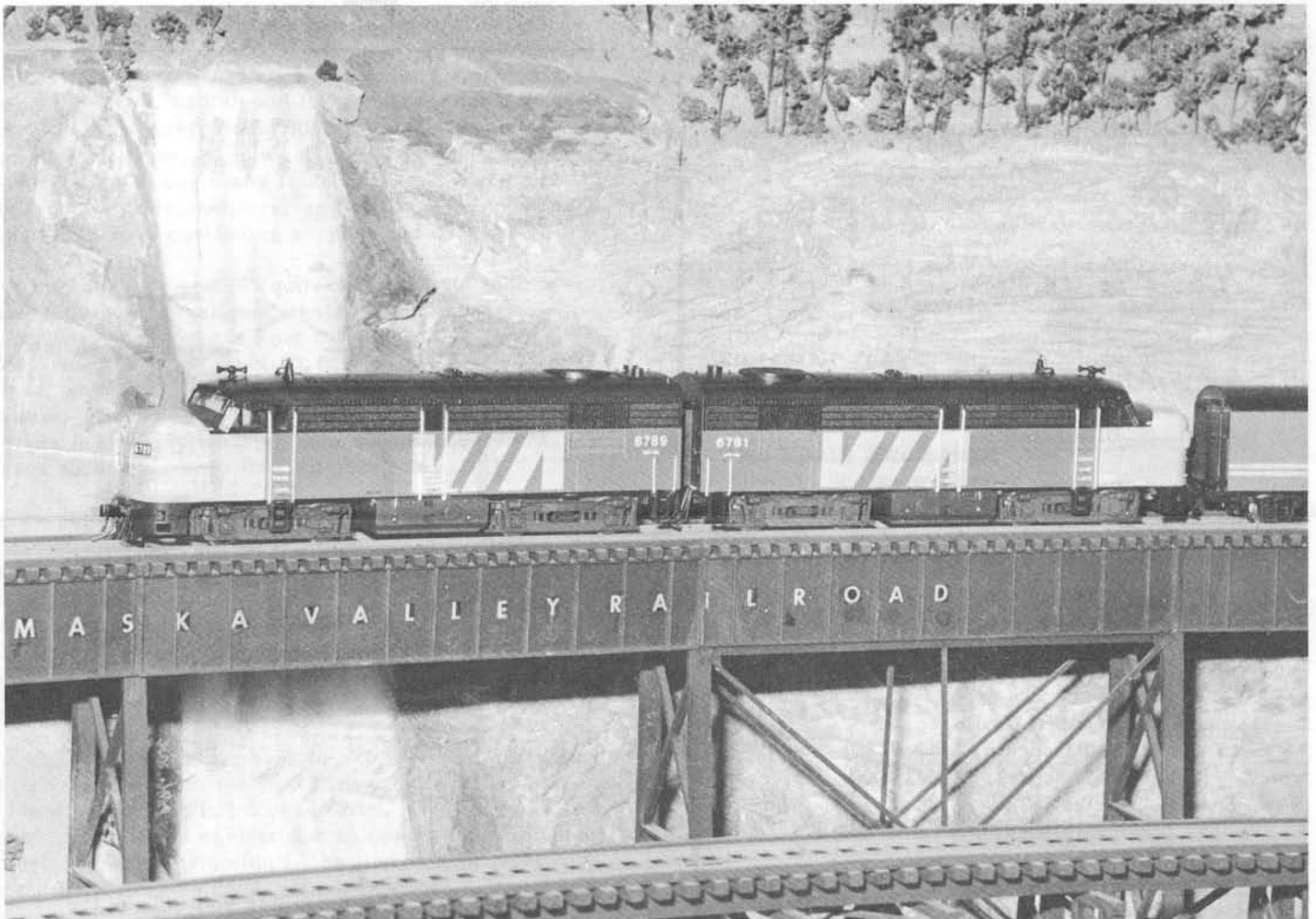


NER
NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

COUPLER

Summer '79



The Granby Convention people really delivered: We had a "roaring time", as promised!

The model contest drew some handsome entries. Pictured above (in a photo by Bill Mischler) is Jean-Pierre McLean's winning model of the VIA FPA-4. It took Second Place among the Craftsmen in the category "Other Locomotives". (That means, I'm told, that it's a D---1, not a Steam, Locomotive!)

It is shown on the Yamaska Valley Railway club layout in Bromont, one of several fine layouts open for convention-goers. The Yamaska models the nearby prototype region, with a large model of the Farnham Yard, beautiful scenery, and two magnificent trestles. The waterfall is one of the best I have seen anywhere.

Two of the many clinics are summarized in this issue.

I hope to carry more such summaries in future post-convention issues, for they give some idea of the "how to" learning that a convention offers.

A visit to the Musée Ferroviaire Canadien/Canadian Railway Museum at Delson was the opportunity to explore a treasure chest of prototypes of a wide range of types and eras.

The modular displays at the model railroad show were the subject of many rave comments. The banquet was delicious (even for those of us who didn't win the BIG door prize). Buster Keaton in "The Railroader" was superb.

Merci beaucoup/Thank you very much, Granby!

Murray



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NER COUPLER
#120 - June, 1979

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MEMBERSHIP APPLICATION

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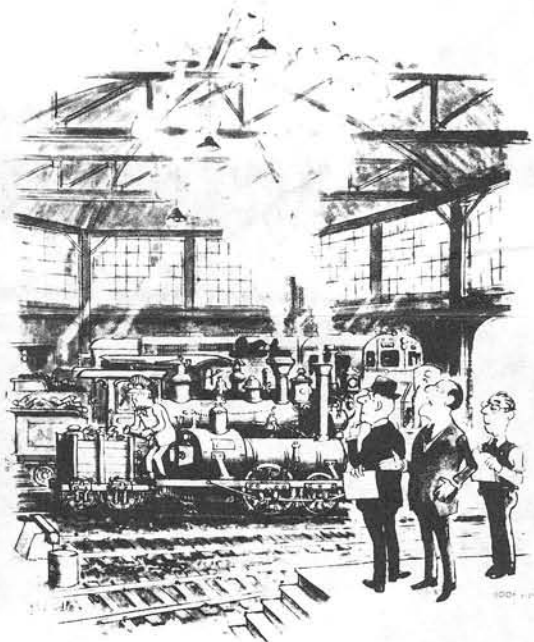
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RAILFUN



"See J. G., I kept warning you: 'Take the physical inventory before the merger.'"

DEADLINES

#121	Fall '79	August 3 (note change)
#122	Winter '79	November 16
#123	Spring '80	March 14*
#124	Summer '80	May 23*

* Assumes May 16-18 Spring Convention and normal lead time.

Issues will be mailed approximately one month after deadline listed.

CONTEST WINNERS

GRANBY

MAY 18-20, 1979

ATTENDANCE STATISTICS

Connecticut	18
Maine	17
Massachusetts	20
New Hampshire	12
New Jersey	3
New York	26
Rhode Island	2
Vermont	13
Canada	277
Other	1
	<hr/>
	389

308 attended the banquet.



Judge Don Howd Presents BALDWIN TROPHY (Best in Show) to David Mealey

There were 40 models entered by 29 NER members.

STEAM LOCOMOTIVES

1st C Eric Green Freelance Climax

OTHER LOCOMOTIVES

1st	M	David Mealey	CNR MLW M420A
1st	C	Jean Patenaude	CNR MLW RSC 24
2nd	C	Jean-Pierre McLean	VIA FPA-4
3rd	C	Jean Patenaude	CNR MLW M420A
HM	C	Jean Patenaude	CNR FM H-12-66
Mrt	C	Bradley A. Libby	Precision National GP-8

PASSENGER CARS

1st C Norman Thidemann Barre & Chelsea Combine

FREIGHT CARS

1st	C	Eric Green	EBT O. B. Box Car
2nd	C	Jean Patenaude	CNR Auto Transporter
3rd	C	Atze Douma	Berg & Dal Stock Car

NON-REVENUE CARS

1st	C	John F. Keough	Carpenters Car
2nd	C	G. D. Jomini	CNR Flanger

STRUCTURES

HM	M	Jean LeBlanc	Freelance Combination Station
1st	C	Eric Green	Covered Bridge
2nd	C	Dan Lambert	Covered Bridge
3rd	C	J. C. Poirier	Ore Mine
HM	C	Pierre LaFond	Branchline Station

Mrt	C	Francois Fontaine	CPR Standard #2 Ice-
Mrt	C	Peter J. Eaton	Feed Warehouse /house

DIORAMAS

2nd	M	Walter J. Rogers	Logging Repair Camp
1st	C	Brian Whiton	Russum Coal & Oil Co.

BALDWIN TROPHY (Best In Show)

David Mealey

HUB DIVISION AWARD (Second Highest)

Eric Green

SUNRISE TRAIL AWARD (New Modeler)

Eric Green

PHOTOGRAPHS

Prototype, Color	John Prestopino
Prototype, Black & White	John Prestopino

Judges: Dave Messer, Ken Griffiths, Harold Fossum, Don Howd

All of these awards satisfy the requirements for contest awards outlined in the Achievement Program.

M = Master; C = Craftsman; Mrt = Merit;
HM = Honorable Mention

Photograph by Richard Towle

More photos, page 5

Members

The Northeastern Region welcomes the following new members:

Connecticut: Charles Marsellio Jr, Roy Gilley, Ralph E. Deems, Robert D. Welk Jr, Edwin M. Burr II, Norris T. Whitbeck, Michael T. Gilbert Sr, Wm H. Roosa, J. A. Marshall, Arthur W. Nelson

Maine: Bradley Libby

Massachusetts: Martin E. Henderson, Ronald W. Taylor, Wayne S. Fisher, Dr. Thomas J. Kabele, William H. Robertson, Thomas J. Scott, Daniel F. Sullivan, Philip E. Johnson, John M. Marsh, R.P. Tabb, William J. Macey, Robert P. Isaacs, Richard H. Johnson, W.H. Warriner, Robert B. Tyman

New Brunswick: Norman Boomer, Jean-Pierre Cahorn, Murray V. Brown

New Hampshire: Carl P. Christopherson, Thomas F. Markham, William J. Neidermyer

New Jersey: Charles G. Kalmar Jr, Herb Dolin, Edward G. Olson, John N. Hummel, Reuben N. Mizrahi, James D. Faulkner, Joseph A. Griffith

New York: George H. Schafer, Edward C. Steinberg, Roy A. Fuchs, John J. Hardiman, Eugene B. Compton, John A. Baecker, Nelson W. Gray, Dennis Gaber, James Bachorz, G.S. Horton, Bruce E. Thorne, Peter King, Norman W. Cover, Richard H. Spreen, Percival Gayle, Daniel R. Monore, Robert H. Bertram, Mark Gallagher, Philip J. Roy, Phil Sherman, Calvin Schupner, Edwin Dice, Enzo Palmentola, Fernand Washington, Fred W. Schaeffer, Keith Denton, Robert E. Weber, Robert S.D. Roy, Jean A. Berasi

Nova Scotia: K. D. Tuddenham

Quebec: Ronald Babin, Benoit J. Levesque, Robert Van De Velde, Luc Trudeau, George H. Cockburn, P. Patenaude, Laurence Crawshaw, Jean Paul Beaulieu, Robert Beauchamp, Leopold Boies, Gilbert Saint-Martin, Jean Patenaude, Jean-Francois Dussault, Jean Claude Poirier, Michel Pronovost, Jean Theoret

Rhode Island: Walter J. Smith III, John J. McGarry, Raymond H. Miller

Vermont: Maurice Perry, Eric Green, Robert B. Mayo

+++

It is with sadness that Maine model railroaders mourn the death of Brunswick hobby shop owner, Peter Baldwin. In the March, 1979, issue of the Downeast Headlight, newsletter of the Downeast Railroad Club, the editor wrote:

"Most of our members are aware that our good friend, Pete Baldwin, passed on suddenly February 22, 1979. In the brief two years that he had been active in our club Pete became one of our valued members, both as a person and an active worker. Pete could be depended on to make the appropriate remark at the right time and was a veritable idea factory. Pete enjoyed a good time, and in their place, trains were part of having a good time. All of us gained something from knowing Pete.

"At the suggestion of the family, the club is making a donation to the Topsham (Maine) Rescue Unit as part of a memorial to Pete." (Donations can be mailed to the club at P.O. Box 285, Brunswick, ME 04011, earmarked for the "Baldwin Fund".)

Baldwin's Hobby Shop will continue, and will be managed by Neil and Naomi Moss. This good news will be of particular interest to Pete Baldwin's many friends in Canada who included a stop in Brunswick on their Maine travel itinerary.

--Ron Palmquist

This is to inform you of the death of Joseph E. McLaughlin of Portsmouth, NH, on 4 May, 1979.

Joe's interest in the hobby was long and varied. He was a long-time member and participant in the NMRA, and for a while was proprietor of Mac's Model R. R. Shop in Greenland, NH.

Besides being an ardent railfan and model railroader he was a trolley fan, too, working in his younger days for the Exeter Hampton Electric Railway. In recent years he was a tireless worker and booster at the Sea Shore Trolley Museum in Kennebunk, ME, where he was employed as equipment maintenance foreman.

I'm sure Joe will be missed by his many friends throughout the NER.

--Preston S. Garrett

MEMBERSHIP APPLICATION (NER)

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Ted Ritter, Office Manager
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Amount enclosed: _____

\$ 5.00 for a 2 year membership

\$10.00 for a 5 year membership

Main railroad interest?

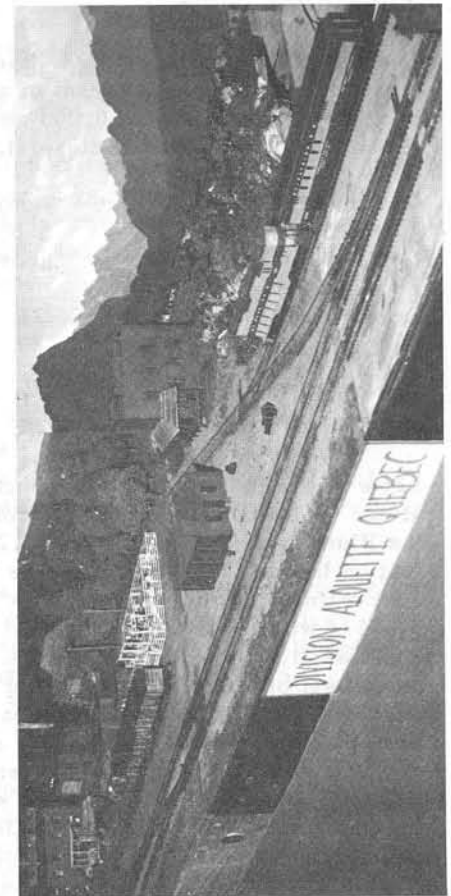
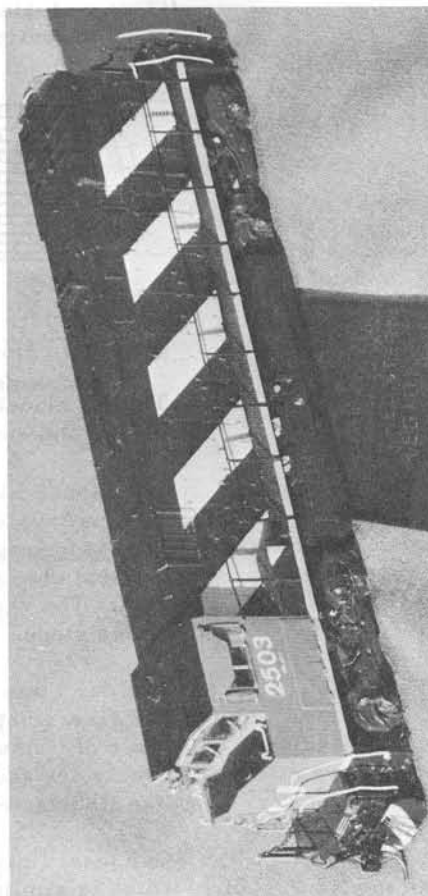
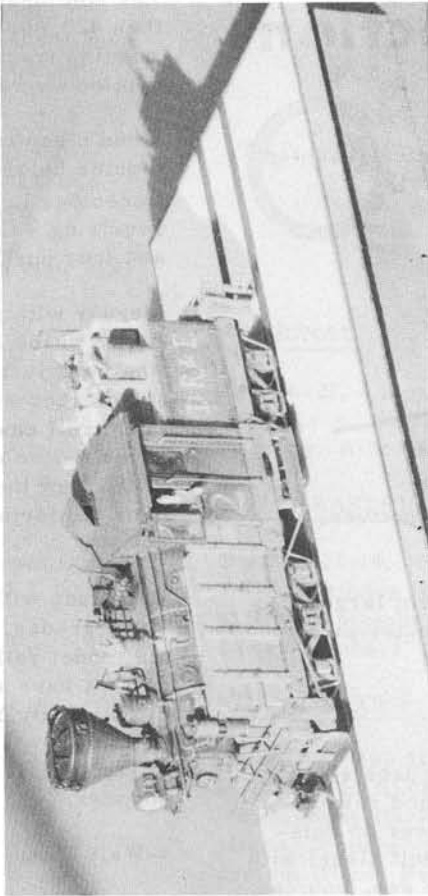
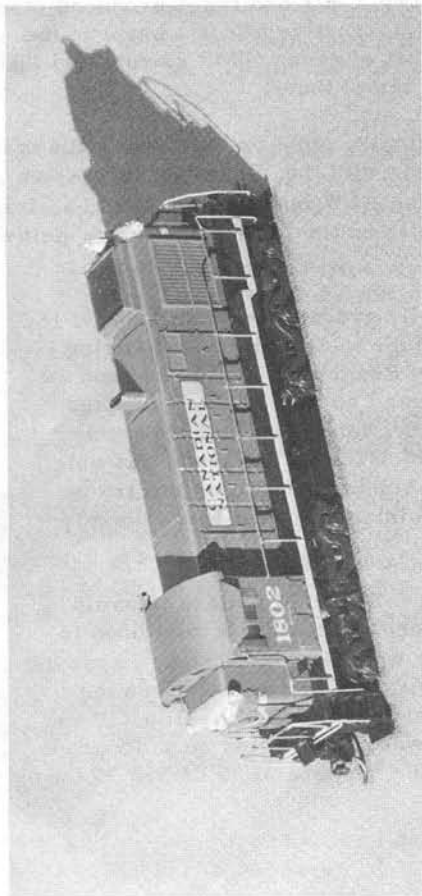
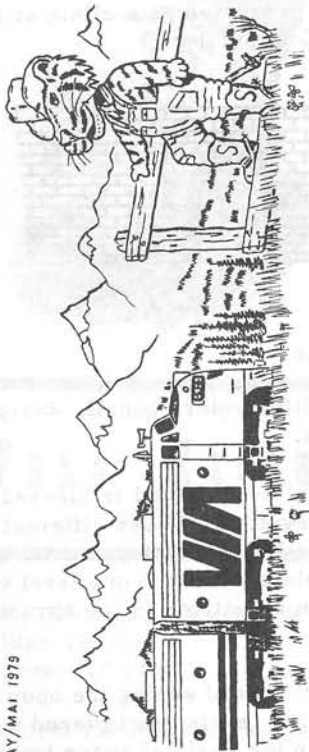
Scale/gauge?

Layout? Size?

How long in hobby?

•GRANBY•
18-19-20 MAY/MAI 1979

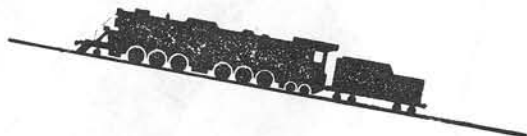
Photographs by Richard Towle



Under Construction

STEEP GRADES

((This material is excerpted from a clinic presented at the Spring NER Convention at Granby.))



Most model railroaders like large locomotives. Right?

But most model railroads just don't seem large enough to accommodate the long trains prototypically hauled by such locomotives.

Solution? Simple. Steep grades.

My Rock Island Western, for example, uses steep grades (ruling westbound grade 3.2%, and ruling eastbound grade 3.5%) to justify big power on relatively short trains - for example, a 3 unit diesel with a 2 unit pusher for a 25 car train. You see, you can have your big locomotives on short trains required by a small layout if the steep grades are there to justify it.

The following table speaks for itself. Consider the tonnage of a single unit diesel of about 125 tons total weight developing about 60,000 pounds tractive effort (This describes most BB diesels).

Grade	Approx. tonnage rating	Approx. number of cars @ 80 ton/loaded car gross
Level	10,000	125
1%	1,600	20
2%	800	10
3%	550	7
4%	400	5

Let's take a look at how this affected prototype operation. The main line of the Norfolk and Western crosses the Blue Ridge in Virginia on a 1.2% grade. Until dieselization in late 1958-early 1959 the N&W assembled its coal trains into 140 cars each. A single Class A 2-6-6-4 with its 114,000 pounds of tractive effort could easily roll this train at high speed on the level track east of the Blue Ridge. But to lift the 140 car drag over the 1.2% Blue Ridge grade required the assistance of two Y-6 2-8-8-2's, one double heading with the A and one pushing. In terms of tractive effort (152,206 pounds) the Y-6 was the world's most powerful steam locomotive (While the Union Pacific Big Boy was larger and heavier, its tractive effort of 135,375 pounds was about 17,000 pounds less than the N&W Y-6).

The combination of two Y-6's and the A produced more than 420,000 pounds of tractive effort - equal to the starting tractive effort of seven GP-9 diesels and the continuous rating of ten of them!

When dieselization finally came on the Blue Ridge only months before merger with the Virginian Railway on December 1, 1959, the N&W made up 150 car coal drags requiring 9 GP-9 units on the 1.2% grade - five pulling and four pushing.

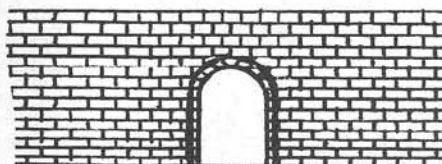
Merger with the easily graded Virginian brought the Battle of the Blue Ridge to an end. A connecting line was built just east of Roanoke at Vinton as soon as the merger was effected so that all N&W tonnage could roll eastward over the Virginian's roughly parallel line upon which the ruling grade was only 0.2%. Now the N&W highballs 225 car coal trains over the former Virginian with just three diesel units!

Railroads will spend millions of dollars to avoid steep grades, but steep grades are a real boon to the model railroader who likes big motive power but doesn't have space for 100 car trains. Even the mighty N&W Y-6 (which could easily pull a 250 car train on level track) would be limited on a 4% grade to just 14 loaded 50 ton hoppers or 10 loaded 70 ton hoppers.

--Walt Unruh

STONEWALLS

((This material was presented as a clinic at the Spring NER Convention at Granby.))



Material: Homasote

Tools: Modeling knife, ruler, pencil, sharpening stone, and compass.

The Moose River Valley Railroad is blessed with various levels of elevation. These different levels are side by side in a lot of locations, making a quick vertical change in elevation from one level to the next. The change in elevations is too abrupt to have a nice slope.

One day I was really sick of seeing the open benchwork and risers between the levels, so I placed a scrap piece of Homasote in the vertical space to cover the benchwork and risers. It did the job - but still looked like Homasote!

Our local library is stone on the bottom level, and the stone is similar to Homasote in color and texture. I

outlined some stones on the Homasote, cut into the Homasote around the lines, and flicked out the pieces at varying depths. Lo and behold, a fairly decent stone wall appeared.

I then got brave and designed a tunnel portal with keystone and all. It came out pretty well. I then used the pieces flicked out to line the tunnel.

So, if you have got some vertical spaces on your layout, I suggest Homasote stonewalls!

--Peter J. Eaton

PIKES

ATLANTIC TRUNK LINES: "O" Gauge
The Stamford Model Railroad Club, Inc.
Tuesdays at 8:00 p.m. - St. John's Episcopal Church
Corner of Grove & Main Sts. - Stamford, CT
Information from Mel Orr (203) 655-1606

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Send your request for Pass Exchange listing to Jack Neary, 1900 58th Ave., N., Apt. S-27, St. Petersburg, FL 33714.

Note new address for Jack. Yep, FL as in FLORIDA. But he has agreed to continue to handle our Pass Exchange listing.



ON THE SCHEDULE

NATIONAL

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

NORTHEASTERN REGION

October 12-14, Newburgh, NY: NER FALL CONVENTION, Ramada Inn (Deadline for hotel reservations will be September 18. Watch for further details in future issues.)

NER DIVISIONS

September 29, Massapequa Park, NY: SUNRISE TRAIL DIVISION MODEL RAILROAD MEET, St. David's Church, Massapequa Park. 10:00 a.m. - 5:00 p.m. Live clinics, slides, models, photos, contests, and a special switching contest (Peter Prunka of the West Island Railroad Club will have a "N-Scale" Double Time-Saver Puzzle on hand. The puzzle, modeled after John Allen's original, will provide "Team of Two" Agony and Delight for you switch freaks.). (Albert Waltien, 89-35 116th Street, Richmond Hill, NY 11418. 212-849-3428 after 6 p.m.)

September 30, Sorel, Quebec: DIVISION ALOUETTE QUEBEC MINI-CONVENTION, Ecole Secondaire Ferdinand LeFebvre, 265 Ramesay Street, Sorel. 10:00 a.m. - 5:00 p.m. Clinics, displays, model contests, layout visit during evening. \$1 for members; \$2 for others. (Jacques LeFebvre, 5100 Blvd Des Etudiants, Apt. 612, Tracy, Quebec, Canada.)

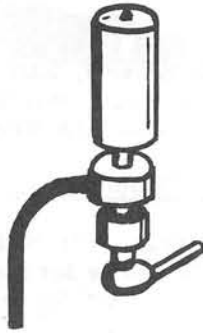
OTHER

August 1-5, Princeton, NJ: MID-EASTERN REGION (and others) RAILCON 79, Princeton University. Over 30 layouts in all gauges, contests, manufacturers' displays, clinics, prototype tours, and more! (RAILCON 79, Prospect House, Princeton University, Princeton, NJ 08540).

September 29, Andover, MA: TRAINFAIR 79, Greater Lawrence Vocational Technical High School, River Road (off I-93), Andover. 10:00 - 5:00 p.m. Dealers, exhibits, clinics, layout tour, prototype exhibits, live steam. \$1.25 adult; \$.50 child; \$3.00 family maximum. (A.W. Borrelli, 9 May Court, Methuen, MA 01844)

October 26-28, Englewood, NJ: METROPOLITAN N GAUGE RAILROAD CLUB 6th ANNUAL SHOW, 8 James Street (at Palisade Avenue), Englewood. October 26, 7:00 - 10:00 p.m.; October 27 and 28, 12 noon - 5:00 p.m. (Bob Kirsh, 201-871-4616)

Railroadiana



THE LOCOMOTIVE WHISTLE

Locomotives have been tooting their way along the railroads for some time. Prior to 1833 engineers blew on a tin horn to announce the approach of the train. In that year an English farmer failed to hear the warning and got himself smashed up, together with 80 dozen eggs, 50 pounds of butter, and his ox cart, according to the claim. He was the first railroad casualty.

The builder of the locomotive was George Stephenson, who was so upset about it that he invented a new warning device. He attached a pipe to the locomotive boiler, through which steam could be forcibly expelled with a shrill note. Thus was born the whistle which became standard equipment on all the railroads of the world.

Stephenson's device was called a "steam trumpet" at first. It did not become a "whistle" until 1836 when the Long Island Railroad asked George Washington Whistler, a well-known engineer of the time, to install a warning device on its passenger locomotives. The engineers began calling it "Whistler's Trumpet" after its English predecessor. As more engines became so equipped, it was inevitably shortened to "The Whistler" and, ultimately, to "The Whistle". The name stuck.

In railroad's golden era, when engineers on regular runs were given a regular locomotive to operate, many of them designed whistles with special tones that could be easily recognized. Thus came the legend, "All the switchmen knew by the engine's moans, that the man at the throttle was Casey Jones." Yes, Casey had a mighty distinctive whistle on #382, which he rode to glory near Vaughan, Mississippi, on April 1, 1900. It can be seen today at the Casey Jones Museum at Jackson, Tennessee.

The whistle of the steam locomotive always had a great effect on people who heard it, and every one paused to listen. For that reason the new-fangled diesel air horns brought nothing but criticism to the railroads when first introduced. People demanded that the harsh honks be replaced with the old fashioned whistle. This was of course impossible, because a diesel could not produce enough steam or air pressure to coax out the right notes. As a substitute the railroads hired experts to produce musical notes from the horn. They say that the result is a blend of C-sharp, E, G, and A at different frequencies, resulting in a soothing A minor 7th chord. I wouldn't know about that; but it still does not get the same response that a steam whistle used to bring.

Oddly enough, only the bull moose seemed to like the diesel horn, perhaps because it sounded like the mating call of his lady love. Every time a diesel tooted, he would rush happily out of the woods with sexy ideas. Often he would vent his disappointment by charging the steel monster which had aroused his ardor. This usually had disastrous results for the moose, plus the wear and tear on the locomotive. The new musical horns fortunately have no "moose appeal".

On at least one occasion blowing whistles helped to get a pay raise. Japanese loco engineers wanted a pay raise in 1953, and when it was turned down they went on a gigantic toot. At high noon they blew the whistles on 5,000 locomotives for a full minute. The National Railway Workers Union figured out that this letting off of steam cost the government about 130 yen (30¢) per engine, or a total of \$1,500. When they threatened to repeat the performance every day, the railroad capitulated and gave them their raise.

Many engineers entertained themselves and the countryside by blowing tunes on their whistles. One Sunday morning he strain of "Oh How I Love Jesus" came down off the mountain, and the parson stopped the sermon to remark, "There is a railroader with true religion." The following Sunday the hogger forgot himself and drifted through town playing "How Dry I Am". Well, sir, the parson was so incensed that he complained to the Division Superintendent, as a result of which orders came down to use steam for hauling trains instead of for public enjoyment.

Some time ago the Southern Pacific decided to find out how much the whistles actually cost the railroad. The portion of the line from Houston to Dallas required a total of 6,268 whistle blasts on each run. It was figured that each blast cost 2/3rds of a cent for fuel. This added up to \$15,330 annually just to blow the whistles on this one division. On this basis, it cost the Espee over a quarter of a million dollars a year, just to blow train whistles on its entire system, without even figuring yard engines and other extras.

In spite of this, whistles have been for more than a century the heart throb of the nation. People used to tell time by the arrival of the noon express, and gather at the station when the whistle announced the arrival of the mail. Men would lie in bed and listen to the wail of the whistle in the night, luring them to distant places. Hundreds followed this lure to far

SOOT & CINDERS

by RICHARD M. HANSCHKA

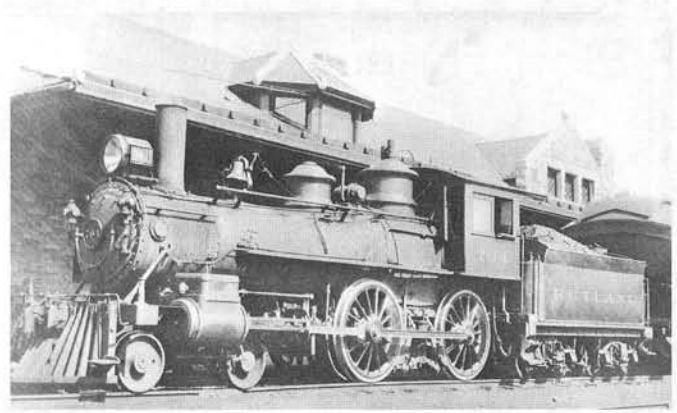
The Rutland was a favorite of many of us and still is for modeling a main line railroad with old equipment yet Class 1 operation.

Recently Brian Whiton of Windsor Locks, CT, exhibited his Vermont Midland Railway, which is to act as a feeder branch as the Addison Branch did for the Rutland. Many of us Nutmeg Division members were privileged to see his road.

The Rutland operated the 4-4-0 type in passenger and mixed service long after other lines changed to heavier power. It was fine for short, light trains using wooden passenger cars you can see today at Steamtown. One or two of these cars plus a milk car and perhaps a box car or two were the common consist of the Addison Branch.

Years ago my parents took a vacation trip to the Bennington, VT, area. #794 handled the run from North Bennington to Bennington on the former Bennington & Rutland RR. Trevor L. Park had been the name on the former #1076, 171, or 12 (Take your choice). This line, like the Addison Branch, was a mainline though short and used short trains like a coach plus a combine. Freight runs were short and so were those trains also.

The simple lines of #794 make it easy to model. It was built at the outset of the use of coal as fuel and unlike our autos or buses was designed to last for many years.



Rutland #794 4-4-0 (X Bennington & Rutland #1076, 171, and 12, "Trevor L. Park"). Bennington, VT, July 9, 1925.

For the fan who likes fast running #794 is his engine. The 4.5 mile run in 10 minutes was a breeze literally as that was the air conditioning. The train often hit 60 mph.

For those who wish to modernize and use diesels, they will have a choice of an Alco RS1 (400 series) or RS3 (200 series). Rutland 405 may yet remain on the property as Green Mountain 405.

For those who like speed the "Mount Royal" ran from North Bennington to Burlington, VT, at an average speed of 70 mph per the time table. Try that on Amtrak (with no water stops, mail, or hand-fired boilers) 50 years later. Of course if you count time at stations for mail loading, water stops, etc., it comes out more like 40 mph, which is still better than the current Montrealer on Amtrak.

Because of the rise in postage rates, copies of The Coupler returned to the Office Manager because a member moved and did not notify the Office Manager of his new address will not be replaced unless a request (accompanied by a long, 28-cent, SSAE) is made to the Office Manager.

distant places, dreaming of the things which they had never seen and the adventure which lay just over the brow of the next hill. For many of them, the lure faded, and the dream turned out to be an empty shell. Then, when they were broke and hungry and out of a job, the whistle would lure them back home again to their families and friends whom they had left behind. But most of all, the whistles on the iron rail served to bind together this vast new land and make it into a nation of which there has never been an equal. Yes, the web of steel and the whistle which distinguished it were the amalgamating forces in the united America which we enjoy today.



See ON THE SCHEDULE, page 7.

SCRATCHBUILDER'S

COLUMN

by DAVE MESSER

((This series of articles originally appeared in the Hudson-Berkshire Division's Form 19.))

WORK AREA

Having previously established a rationale for scratch-building, this issue's column will be devoted to a discussion of a suitable work area. It should be emphasized that although this is based on my own experience as well as discussions with others over several years, it can only be a set of general recommendations, subject to alteration or emphasis to fit specific needs. It is also a statement of the ideal, as those who are confined to the kitchen table will readily agree. However, a good modeling area need not be elaborate or expensive to be worthwhile.

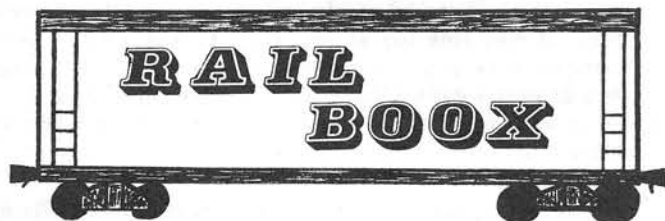
Location: As good modeling is a true creative art, the work area should be located where one can really concentrate, away from other distractions. I suppose for those who can function effectively in the midst of chaos this is unnecessary, and for others it is impractical or even impossible, but in general it is a desirable objective. A companion objective is a location where current projects can be stored undisturbed between modeling sessions. Those who have small children present will know what I mean. It should also be situated in an area of sufficient ventilation so that vapors from solvent finishes, etc., will disturb neither modeler nor other occupants (although Polly-S may have solved this problem). A final consideration is a location with adequate area for tools close at hand but not in the way, storage space for upcoming projects, building materials, paints, etc., as well as reference files. See April '72 MR for Jack Work's ideas on building a self-contained work area, which meets many of the above requirements.

Work Table: Although the work table should be sturdy, it need not be constructed of 2x6's, and certainly doesn't have to be beautiful, only functional. The important thing is to have a firm, flat surface which will not travel back and forth with the Zona saw. For the actual working surface I suggest a resilient material which is firm but will not damage knife blades. Good examples are heavy cardboard (which can be replaced readily), hardboard (Masonite), particleboard, underlayment, and possibly Homasote. Celotex tends to dig up too easily, and fir plywood too often splinters. I find a piece of heavy cardboard, covered with an often-replaced sheet of heavy cardboard to give a clean surface, is about as practical and economical as you can get. Of course, if any soldering is done, a more heat-resistant mat is needed.

Lighting: Good lighting is one of (if not the most) critical factor in modelwork. If you can't see what you're doing, all the best tools and other equipment

are worthless. I have experimented with several types, and have found that a flexible-mounted twin 15-watt fluorescent lamp to be the best primary source, with incandescent bulbs for general room lighting for color balance. (Some modelers prefer circular fluorescent lamps, some of which have a magnifying lens in the center. These are hard to find, and the lamp head is a bit bulky.) The fluorescent tubes provide a low temperature, light illumination level over a relatively large area and keep shadows and glare to a minimum, with less eye fatigue. The flexible mount (extension arm, not goose-neck) enables the light to be directed to fit the needs of the immediate situation. I do not recommend so-called high-intensity lamps for model work because they are essentially a point-source, resulting in shadows and glare, and do not generally cover a large enough area.

One last item. Don't forget a comfortable chair. It can really make the difference in a long session.



CREATIVE LAYOUT DESIGN contains "The wit, whim, and (best of all) wisdom" of well-known model railroad author John Armstrong. It may be just the thing you need to get out of the rut you are in on your present pike.

Armstrong discusses layout design as influenced by location, scale and gauge, scenic realism, prototypes, purpose, and "a unifying theme", but to say this doesn't begin to do justice to the gold mine of creativity in this volume.

The author has a way of showing our excuses for what they are. Not enough space? Well, then, see "The Murphy Bed & Credenza Railroad" (which takes up almost no floor space when folded away) or the "Hobby Lobby & Three Strikes" (which moves the layout out of the house and into the yard)!

I found the section on lighting especially helpful. Armstrong maintains that "Lighting is where so many model railroaders miss a great opportunity to enhance the overall effectiveness of their work with a relatively minor expenditure in time, money, and effort." Read what he has to say, and take a look at your road.

The chart "The Eight Ages of American Railroading - an arbitrary (and maybe somewhat opinionated) summarization" is invaluable in making sure that era and stock and structures are compatible.

The photos, sketches, and diagrams are plentiful and excellent, although I sometimes had trouble orienting myself to some of the cross-sections.

Kalmbach is the publisher. \$11.95 is the price.
--Murray Goodwin

FROM THE **DIVISIONS**

ADS

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

HUB DIVISION

Well, we of Hub had our big one on March 21. As reported in the last issue, we expected a good turnout and a good show. What we didn't expect was what actually happened. 2108 good folks walked through the door that Saturday! Over 100 came to the evening banquet and program. And we are still getting compliments today. A lot of our many friends of NER were on the scene as visitors, helpers, and displayers. We thank you all for your continuing support and help.

And methinks we spoiled quite a few people too! We have been asked again and again to put the show on every year at the same Fort Devens Sports Arena. The Arena contains about 20,000 square feet of floor space, and we used it all. We had our first model contest, great clinics, movies, slides, the fabulous Devens & Harvard RR club layout and the B&M RR all in one super package. We couldn't miss.

This was, of course, a shared event. The Devens & Harvard club members were our co-sponsor, and what a marvelous job they did. The U.S. Army also backed us all the way and even had sharply uniformed and gloved MP's patrolling the hall and area all day. We thank you one and all for everything - the Hub gang, the NER friends, the D&H club, the Army, the B&M RR, and all our fine visitors.

We are disappointed to have to announce the retirement of Hank Burke from the Hub BOD effective last March 31, ending his last full 2 year term. Notice that Hank could have retired earlier and skipped all the Devens show hard work. He didn't - he just stayed right with us until the job was done. Hank has been on the BOD for 11 mighty useful and devoted years. He was editor of the Headlight for over 4 years, clinics co-ordinator for almost the entire 11 years, Massachusetts representative to the NER, vice chairman of the BOD, chairman and co-chairman of many Hub shows, and so many other accomplishments. He was awarded honorary life membership in Hub, with a framed certificate and life membership card. Hank remains on the NER permanent convention committee and clinics co-ordinator for the Region. All of us in Hub will miss his presence on the BOD most deeply, but luckily he is a personal friend to many of us and so our visits back and forth will continue. By no means is he going to drop out of sight. Our sincere thanks to you Hank, for all you have done in a great 11 years. And our thanks to your good wife, Phyllis, for 11 years of unending and selfless help to the BOD and the Division.

--Glenn Owens

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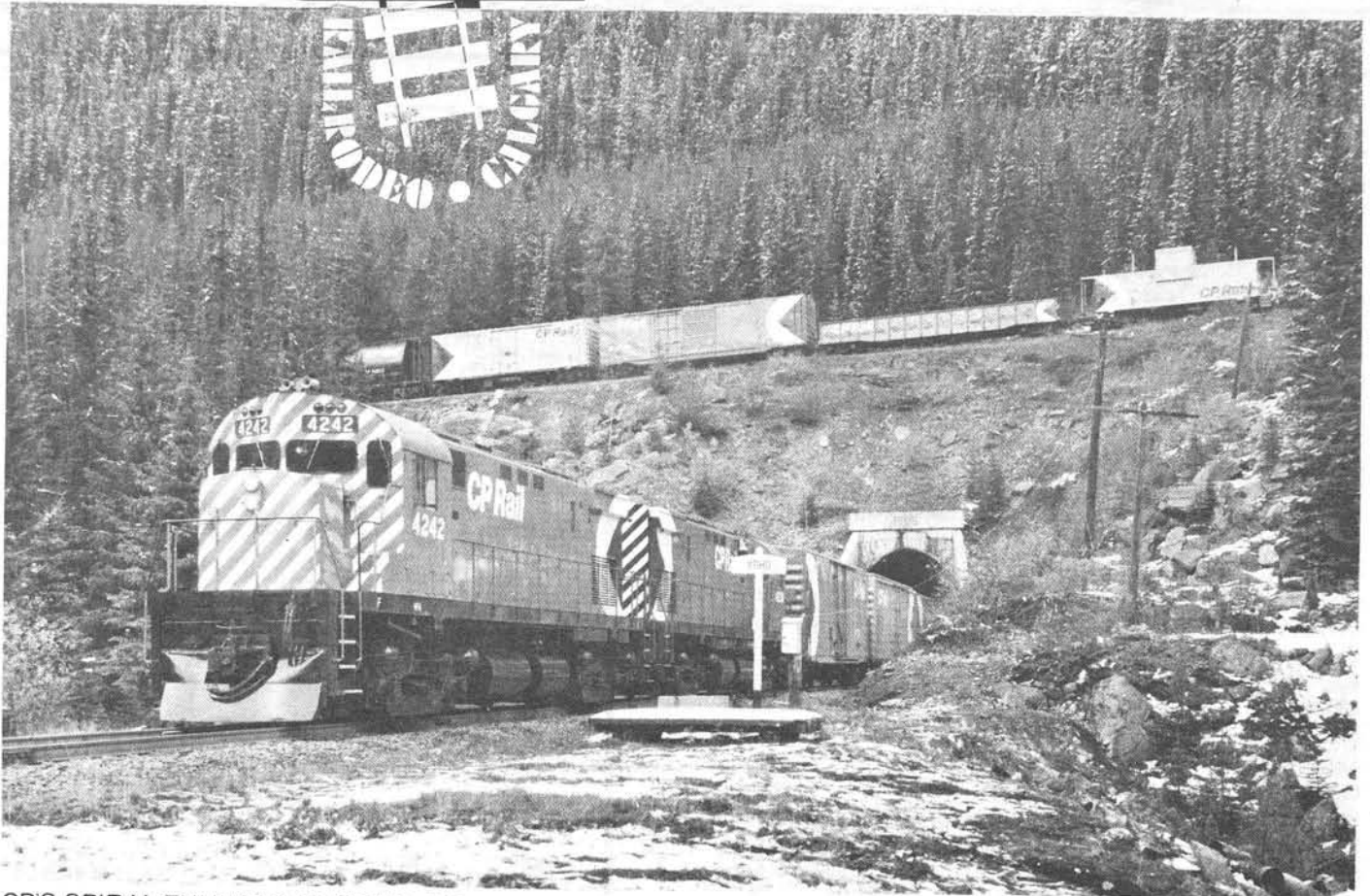
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