



**NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

COUPLER

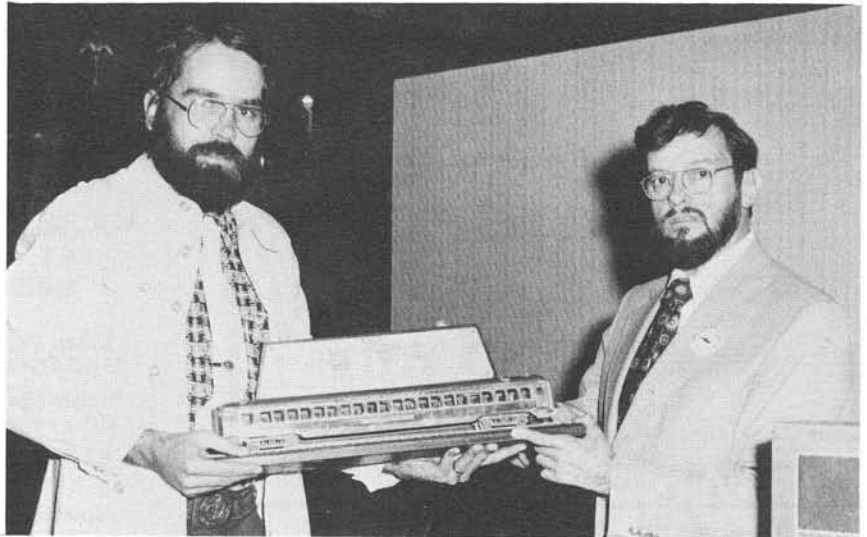
Winter '79

NEWBURGH CONVENTION



Grove White Pine Cooperage won 1st Place, Masters, in the category Dioramas for Brian C. Whiton of Windsor Locks, CT, at the NER Fall Convention at Newburgh, NY, October 12-14, 1979.

One hundred twenty-five persons attending the convention banquet saw Brian (left) receive the Baldwin Trophy for Best In Show from Contest Chairman Harold Fossum. For other winners, see elsewhere in this issue.



Happy Holidays

The NER Crew



Members

The Northeastern Region records with sorrow the death of two of its members:

- Dr. Alexander Timms, Jr (March 18, 1978)
- Lloyd F. Wilbur (May 31, 1979)

The Region welcomes the following new members:

- Connecticut: Robert E. Richardson Jr
- Massachusetts: Andrew Burns, Edward Powers, Lowry M. Bell Jr

New Brunswick: Don McIvor

New Jersey: Frederick H. Merrin, Stewart H. Martin Sr, Donald P. Riss, Richard Laube, W. H. Carey

New York: A. W. Chayka, Stephen A. Williams, William L. Dennis, Gary M. Dwyer, James Eager, Joseph H. Conti, William A. Fredlund, Thomas G. Lee, Alan David Speed, Joseph Lecaroz, Frederick West

Quebec: LeBlancq Onil, Jean J. Rivet

- President: Fred Driscoll
15 Cushing Street, Dover, NH 03820
- Vice President: David W. Messer
12 Hillview Court, Wyantskill, NY 12198
- 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: William S. Parker
65 Coweaset Drive, Brockton, MA 02401
- New Jersey: Charles Gerow
75 Geldner Avenue, Staten Island, NY 10306
- New York State: Bill Mischler
1564 Regent Street, Schenectady, NY 12309
- 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

MEMBERSHIP APPLICATION (NER)

Please fill out and return to:
Ted Ritter, Office Manager
42 Sunset Terrace, TC
Vernon, CT 06066

NAME
STREET & NUMBER
CITY STATE ZIP

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?

NER COUPLER

#122 - December, 1979

Official publication of the Northeastern Region,
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4 times a year.

A. Murray Goodwin, Editor
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West Hartford, CT 06107
(203) 521-2677 (home)
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DEADLINES

- #123 Spring '80 March 14
- #124 Summer '80 May 23

Issue will be mailed approximately one month after
deadline listed.

Convention

Convention Treasurer Irwin F. B. Lloyd tallies the registrations of the 144 people who attended the Fall NER Convention at Newburgh, NY, October 12-14.

He reports the following statistics:

| | |
|---------------|-----|
| Connecticut | 26 |
| Maine | 4 |
| Massachusetts | 25 |
| New Hampshire | 8 |
| New Jersey | 9 |
| New York | 48 |
| Ohio | 1 |
| Rhode Island | 2 |
| Vermont | 8 |
| Virginia | 1 |
| Canada | 12 |
| | 144 |

CONTEST WINNERS

LOCOMOTIVES - OTHER

| | | |
|-------|---------------|--------------------------|
| 1st C | Maurice Jones | Island Electric Line Car |
| 2nd C | Don Howd | B&M SW-8 |
| 3rd C | James Eager | D&RGW SD-24 |

DIORAMAS

| | | |
|-------|-----------------|-------------------------------|
| 1st M | Brian C. Whiton | Grove White Pine Cooperage |
|-------|-----------------|-------------------------------|

PHOTOGRAPHS

| | |
|-----------------|----------------|
| Prototype Color | Dianne Johnson |
| Prototype B&W | L. Jeff French |

BALDWIN TROPHY (Best in Show)

Brian C. Whiton

HUB DIVISION AWARD (Second Highest)

Maurice Jones

SUNRISE TRAIL DIVISION AWARD (New Modeler)

James Eager

DELAWARE TROPHY (Ingenuity)

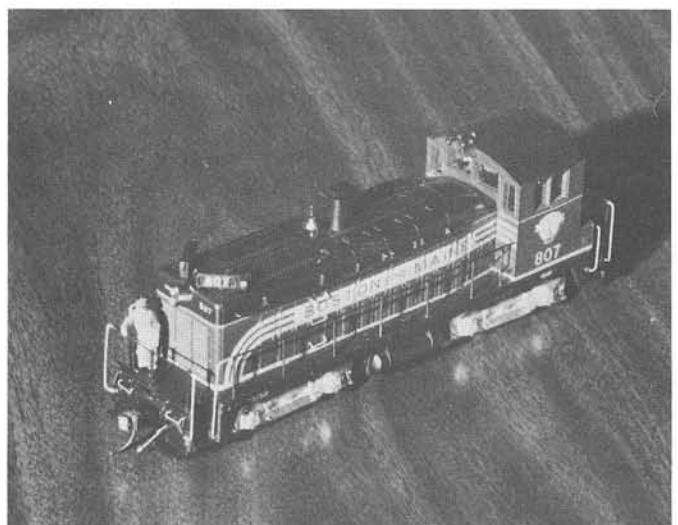
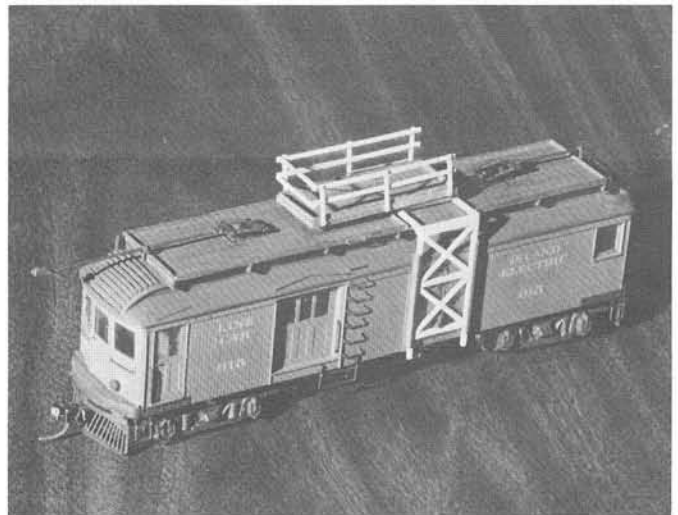
Maurice Jones

M = Master C = Craftsman

Judges: Dave Messer, John Johnson, Blair Foulds, Ira Rothberg



Except as noted, all convention photos are by Richard Towle.



by DAVE MESSER

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

REFERENCE FILES

Next to his modeling skills and the tools and equipment to utilize them, the modelbuilder's greatest asset is a source of information on subjects he wishes to model. To some, the need may be a source of ideas on what to model, but to the serious modeler the problem is usually obtaining enough information to allow construction of an accurately detailed model of a particular prototype, or at least to freelance it intelligently.

This information can take many forms: printed text and drawings, photos, hand sketches and notes, etc., and is available from a multitude of sources: commercial magazines, NMRA publications and meetings, railroad historical societies, books, and of course your own observations. For the active modeler, who may be receiving data from all or most of these sources, the problem becomes one of keeping the material in such a way that the desired information can be found when needed. A typical collection will probably consist of a combination of primary material (actual plans, photos, etc.) plus references to where material may be located (various indexes, etc.)

A lot of the hard work of referencing material has already been done, if one would take advantage of the available indexes. The model and prototype railroad magazines compile annual indexes, and the NMRA publishes a comprehensive periodical index annually. NMRA Data Sheets, as well as those from the individual railroad historical societies, are also well indexed. In addition to these, a personal index of interesting items can be kept with little time or effort. Two systems of classifying accumulated primary information which is not indexed are by type of equipment (cars, locos, structures, etc.) or by railroad, if you have specific interests.

It is not necessary to set up an elaborate filing system that becomes an end in itself, although a filing cabinet is a lot easier than finding something in a pile, and small, inexpensive ones are available. The object is to have a place where information can be kept - and found readily when you want it.

Clinic Summaries

Here is a sampling of material presented at the 8 "live" clinics (There was also one NMRA tape-slide clinic) at the Fall convention at Newburgh.

TREES FROM WEEDS AND SAWDUST - Ralph Gabler

Preparation: How do you find suitable weeds? Get out, walk, look! Learn the weeds in your area that are suitable. Where do you look? Cleared land that is starting to "grow in"- land cleared by farming, fires, floods, landslides, construction, etc. Don't overlook roadsides and areas in parks beyond the mowed lawns.

Look all year round, and study these weeds. Where do they grow? What do they look like? When you know what you are looking for you will be surprised that they "grow like weeds".

Late Fall through early Spring (after the seeds have dropped away) is the best time to pick. Weeds that have stood through the Winter's snows have proven durable and are the most suitable for the construction of trees.

Sawdust: Dissolve one package of Rit dye in 3 gallons of hot water in a suitable container (Try a medium-sized plastic garbage can). Dump in sufficient sawdust to absorb most of the solution. Stir for 10 or 15 minutes. Strain out sawdust, wring out excessive moisture, then spread to dry on newspapers. For the sawdust to dry completely may require 2 to 3 days or longer. The dried sawdust should be sifted before it is stored.

Process: Some weeds, used as found, will make realistic trees. Others will have to be combined to resemble the prototype. Use white glue to cement the stems together, and wrap with short pieces of wire until dry. Good drying racks can be easily produced by poking holes in scrap pieces of styrofoam.

Foliate your trees by dipping in dilute white glue (1 part glue to 2 parts water), then sprinkling on dyed sawdust. Cover all parts through turning and inverting while the sawdust is being applied. Let dry overnight. Different shades of green sawdust may be used separately or mixed together to introduce variety in the forest.

Installation tips: If the impression of extensive forest is desired, crowd the trees together when planting them. Smaller pieces of weeds make excellent bushes or brush. Use of a variety of different weeds in any one location will better simulate the diversity found in the natural setting. If you desire to attach your trees to your scenery with glue, any excess glue can be hidden by sprinkling colored sawdust at the base of each tree - natural ground cover.

One final suggestion. Strive to create an overall effect through which your railroad winds its way.

HOW TO INCREASE YOUR POINT VALUE IN A MODEL CONTEST - Ira Rothberg

This clinic was a general summary of what judges look for in a contest model (What items are rated and how). It explained that RTR items, even if nicely finished and with some detailing added, usually can't win a merit award (One-fifth of all points are for scratch-building. Also, most RTR cars and locos have dimensions compromised to fit drive units or couplers or trucks to the manufacturer's convenience).

Finishing is very important. Weathered models may score higher or lower than unweathered (Good job gets more points, but poor job loses points compared to unweathered).

Details (especially working details) can gain points. Missing items show up glaringly.

Repeated over and over was that some scratch-building is necessary.

Then the application form (which is just a 30 second thing to most) came up, and its importance opened several eyes. It is what tells the judges what you've done or not done (What you purchased, what you made, and how you did it). In the general discussions both those who have judged and those who have been consistent prize winners urged contestants to fill out supplementary information sheets at home (typed for clarity) at one's leisure, rather than to scrawl quick recall data at the show with all its distraction.

And in the same vein, photos or plans are desirable (if you are modeling a specific or even generalized prototype) so that the judges may compare.

Side issues involved the difference between a structure and a diorama (The latter is mounted with some details not on the structure itself) and, in a more jocular vein, the advisability of bribing the judges!!!

ELECTRIC UNCOUPLING RAMPS - K. B. McMillan
(presented by Irwin F. B. Lloyd)

Why electric uncoupling ramps? A personal experience I had convinced me they were necessary on my S gauge layout. I had a particular obstinate caboos that used to leave the train almost every time I went over an ordinary un coupling ramp. There were other inadvertent uncouplings with other rolling stock as well. I'm sure all of you have at sometime experienced the same problem. While ordinary magnetic uncoupling ramps have their places on sidings, I decided my main line had to be completely converted to electric uncoupling ramps.

((Space limitations prevent us from printing the step-by-step details here, and a summary would be of little if any value. Watch for the complete article to appear in one of the commercial model railroad magazines, hopefully in the near future.))

Layout Visit



Adolf Bien's Summit Station won 1st place, Craftsman, for Structures, at the Concord, NH, Convention, in October, 1977. (Photo by Don Howd)

Adolf Bien - who opened his layout for a tour at the Newburgh Convention in October - is exceptional and models everything, including rock carving and painting. He scratchbuilds equipment, structures, bridges, and trestles. He lays all his own ties and rail and uses only weathered code 70 rail. He builds all of his turn-outs and makes the frogs by using a couple of frog jigs he designed and constructed.

He paints superdetails and letters all his engines and freight cars, some of which he scratchbuilt. Adolf works with Strathmore artist's board for most of his structures. But he has also built hoppers, tank cars, etc., of wood and styrene. He has a very long trestle bridge completed and another under construction, both fabricated using styrene sheet stock.

Adolf has garnered a number of First Place awards for structures and freight cars in the NER model contests.

--Harold Fossum

Pass Exchange

ATLANTIC MIDLAND & PACIFIC R. R.
Gene Griffin
98 Fan Hill Rd.
Monroe, CT 06468

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



NEWBURGH: NER President Fred Driscoll (left) presents Certificate of Appreciation to convention chairman Forbes Hauptman.




 FROM THE **DIVISIONS** 



ALOUETTE DIVISION

Le MINI-congrès de Sorel tenu le 30 septembre 1979 a connu un vif succès. La réunion qui s'est déroulée a permis une augmentation de la cotisation de \$3.00 à \$5.00 dollars afin de permettre l'impression du Signal dans le futur.

A ce stage-ci il faut réellement féliciter Paul De-Launière et Robert Gauthier pour leurs louable efforts envers le Signal. Nous espérons que le fait d'imprimer le journal leur permettra de relaxer un peu plus et faire de modélisme ferroviaire.

Depuis deux ans maintenant que la Division Alouette Québec est repartie. Nous ne perdons pas beaucoup de membres, et le compte officiel se situe maintenant à 550 membres. Est-ce qu'il va falloir contempler l'ordinateur pour garder à jour la liste des membres ?

Dans le but d'assurer une poursuite bi-annuelle logique des MINI-congrès pour la Division Alouette Québec, Guy Lévesque a été nommé Président permanent des MINI-congrès pour la Division Alouette Québec.

Se servant du livre des congrès de la Région Nord-Est, Denis Fortier a préparé un texte avec plein d'idées pour organiser des MINI-congrès pour la Division Alouette Québec.

Les gens intéressés à organiser un MINI-congrès pour la Division Alouette Québec, n'ont qu'à faire une demande écrite à Guy Lévesque, 1050 Arthur Bettez, Trois-Rivières, QUE. G8Y 1J3, qui se fera un plaisir de vous faire parvenir le livre de références sur les MINI-congrès et vous donner de bon conseils en

même temps.

Le prochain MINI-congrès de la Division Alouette Québec aura lieu dans la ville de Québec, dimanche le 27 avril 1980.

Voir l'horaire dans le "Coupler".

+ + +

The MINI-convention held in Sorel on September 30, 1979, was very successful. The general meeting held allowed an increase in dues from \$3.00 to \$5.00 which will enable the printing of the Signal in the future. At this stage, it would be unwise not to mention the wonderful work of Paul DeLaunière and Robert Gauthier towards the Signal. We hope that by printing the Signal, Paul and Robert will be able to relax a bit and enjoy model railroading.

Since two years now Division Alouette Québec has restarted on a good footing and we are not losing a lot of members. In fact the official count is now 550. Will we have to contemplate the computer to keep abreast of the members' listing ?

In order to ensure a logical continuation of the bi-annual MINI-conventions for Division Alouette Québec, Guy Lévesque has been named permanent MINI-convention chairman for Division Alouette Québec.

Using the book on convention for the NER as reference, Denis Fortier has prepared a written text full of ideas to organize MINI-conventions for Division Alouette Québec.

People interested in organizing MINI-conventions for Division Quebec have only to write to Guy Lévesque, 1050 Arthur Bettez, Three Rivers, QUE. G8Y 1J3, and Guy will gladly send along the prepared text for the MINI-conventions along with useful tips.

The next MINI-convention for Division Alouette Québec will be held in Quebec City, Sunday, April 27, 1980.

See schedule in the "Coupler".

--Denis Fortier

SEACOAST DIVISION

The sixth annual Fall show hosted by the Seacoast Division was held Saturday, November 3, at the Holiday Inn in Auburn, Maine.

Weatherwise the day was very wet, with a steady rain falling all day long. It was also the first day of the deer season for Southern Maine residents. In the past this has kept attendance down, but because of the inclement weather probably a number of people did not want to do any outdoor work or go hunting so they decided to attend our show. Whatever the case, this was the best year yet for attendance, with the hall being filled all day with crowds of on-lookers.

All of the tables were taken, with displays from almost two dozen sources. Hobby dealers from Maine, New Hampshire, and Massachusetts were present, all with large varieties of kits and supplies.

A slide show was presented by "Bill" Robertson of Westbrook, Maine, about the Maine Central and Grand Trunk operations both in years gone by and in the present day. Bill is the author of two books on Maine Central steam and diesel locomotives, and his slides were a big hit with all that viewed them.

John Davis of Rumford Point, Maine, had a $\frac{1}{2}$ " scale non-operating model of a Grand Trunk 2-8-2 along with many pictures of the GT in the days of steam. The locomotive was made of wood and metal parts, most of which were handmade. It was very impressive. John was instrumental in having the Grand Trunk paint their GP-9 #4450 in special colors for the 1976 Bi-centennial.

A large model scene was constructed and put on display by members of the North Conway, New Hampshire, Model Railroad Club. Many cars and locomotives lettered for their club's Mount Washington Valley Railroad were also brought and displayed.

Two switching layouts were operating this year. One from the South Shore Model Railway Club of Weymouth, Massachusetts, and the other from the Downeast Railroad Club of Brunswick, Maine. The South Shore club has attended the last 5 shows the Seacoast has put on, with 8 members of their club coming up to Maine to help out. This was the first year that the Downeast club attended with their new layout. A total of 9 members were present to make sure the layout and some of the displays were well-manned. This club also helped the Seacoast with a good publicity campaign to advertise the show during the past 3 months.

Bill Schoppe of West Auburn, Maine, had several HO buildings he scratch-built on display. These buildings are models of several structures located along the Maine Central and Grand Trunk. Bill is a newcomer to the hobby, and he does outstanding work.

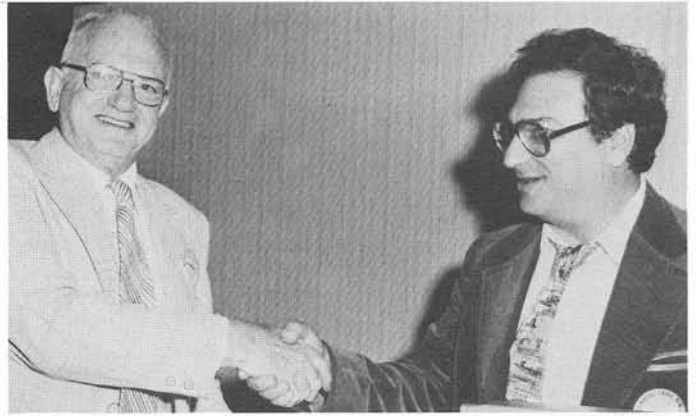
Two tape/slide clinics and sound movies were shown.

A small portable HU layout built by the show's promoters, Allan Thurston and Warren Chase, was in operation. This layout had been on display 10 days earlier at the new Auburn Mall, and was viewed by a large number of people. This display probably got a number of people interested in attending the Saturday show.

We would like to thank everybody who attended and assisted in getting this show together.

Plans are already underway for the show next year, which will be held at the Holiday Inn in Auburn sometime in November, 1980.

--Warren Chase



NEWBURGH: NER Director for Northern New England Douglas Handy (left) receives an Achievement Program Certificate from Ira Rothberg.

MARITIME DIVISION

The Truro Model Railroad Association hosted a most successful mini-convention with 496 paid attendance with children free. 23 major prizes and 62 certificates were awarded contestants.

Clubs from St. John, NB, Moncton, NB, Charlottetown, PEI, Dartmouth and Halifax, NS all participated in the show.

Since the last issue some railfans have been chasing steam engines: #1201 Ottawa to Pembroke, and Steamtown.

The Executive Committee of the Maritime Division is starting to shake down the firebox for the upcoming Spring convention.

--Robert J. Pearce

LITTLE RHODY DIVISION

Officers are:

Superintendent, Allan J. Howard, 49 Fountain Street, Pawtucket, RI 02960

Assistant Superintendent, Richard H. Fisher, Sr., 16 Dixie Road, Coventry, RI 02816

Chief Clerk & Paymaster, Alan W. Blik, 190 Broadway, North Attleboro, MA 02960

"Yankee Clipper" Editor, W. Emerson Randall, Jr., 10 South Street, Cranston, RI 02920

--W. Emerson Randall, Jr.



Railrodiana

by Stan Bradley



THE CIRCUS TRAIN

How many of you remember the colorful and gaudy circus train? It would invariably arrive in town during the very early morning hours, unload quickly, and then wait for the day's ending. While the roustabouts were putting up the tents and other structures, the performers would assemble the animals and the parade wagons for the brilliant procession through town. The drums would bang, and the cymbals clang, and the calliope would make music which could be heard for miles around. Children, and oldsters too, would throng the streets to enjoy the excitement, and then make every effort to raise the price of admission to the big top. All of this is now a thing of the past, but for many years it marked the one big event for the kids in the monotony of the small town.

The railroads had a big hand in making all this possible. The circus had been riding the high iron for over a century of noise and showmanship before it all came to an end. It was first put on the rails by Dr. Gilbert Spaulding, a druggist of New Albany, Indiana. For some years he had been operating a circus boat on the Ohio and Missouri Rivers, called the "Floating Palace". It was a big success. Seeking new territory inland, he rented some railroad cars in 1856, loaded his show on them, and opened a new era for the circus.

The famous P. T. Barnum had a traveling show which originally used wagons for transportation. They were slow moving over the rough roads of the day, and thus his territory was limited. In 1872 he also put his show on railroad cars. Eventually there were 27 coaches used to transport the personnel. The star performers rode the Pullmans, while the workers had berths in triple tiers. The side show performers had specially built cars, with an over-sized berth for the giant, smaller ones for the midgets, and an extra-sized

bed for the fat lady. Married couples had a car of their own, as did the single men. John Ringling's luxurious private car, the Jomar, was always the last car on the train.

The show usually consisted of about 1,400 performers and employees, a zoo containing over 1,000 animals, 15 acres of canvas, 72 miles of rope, 5 miles of electric cables, and a large assortment of wagons, mechanical equipment and supplies. Included in the consist was the world's only complete laundry and dry cleaning plant on wheels.

The circus also had several very gaudy advance cars, carrying the crews who went ahead to distribute the advertising, make arrangements, whip up enthusiasm and hand out the necessary free passes.

Although the circus owned all of its railroad cars, this did not keep its travel bill down. From an animal transportation cost of \$180,000 in 1941, Ringling's cost was \$580,000 by 1955. These rising costs were what eventually forced them off the rails.

In 1903 Ringling bought out Barnum & Bailey, combining them into what the press agents called "The Greatest Show on Earth". The two companies operated as separate entities until 1918 so that each could visit the same town during a season, giving two different performances. When World War I thrust upon the railroads their biggest job in history, it was announced that they could no longer handle two large circus movements. It was then that the two shows merged.

It is interesting to note that Jumbo, the world's most famous circus animal of all time, died in a railroad wreck. On the night of September 15, 1885, the Barnum show had almost finished in St. Thomas, Ontario. The elephants were marched out to their train which was waiting on the Grand Trunk main line. Suddenly a freight train appeared around a curve, struck Jumbo from the rear, and rammed him against a circus car. He died of a fractured skull.

In the heyday of the circus there were over 25 shows that travelled around the U.S. on their own special trains. There were probably around a hundred more who owned cars but were small enough to travel on regular trains. The coming of the movies, rising transportation costs, and the constant demand for more expensive acts and elaborate staging, sounded the death knell for all but the biggest shows. By 1929 only about a dozen were still traveling by rail. In 1940 only Ringling and Clyde Beatty were remaining on the high rail.

At the end of the 1956 season Ringling Brothers and Barnum & Bailey Combined Shows abandoned their big top in favor of indoor operation. They stored their 90 silver cars that had once transported the circus in 3 special trains. All movements were turned over to trucks and automobiles, because it was cheaper. Even the Jomar, pride of the circus was sidetracked. It costs too much to haul her. And so times have changed, and the whole world changes as well!



CONTEST CHAIRMAN

DON HOWD MOVES

Members of the NER have learned with regret that Don Howd, our popular Contest Chairman for several years, has moved from the Region.

He continues with the Postal Service, but is now located in Washington and lives in Fairfax, Virginia.

Don's efficient handling of contest arrangements (including the judging process) at the NER conventions, and his effective conducting of the presentation ceremonies, have gained him the admiration of those who have worked closely with him and of the membership as a whole.

The contest post has been taken over by Harold Fossum, who functioned at the Newburgh meeting. But Don came up from Washington to assist in the transition.

Our best wishes and thanks go to Don Howd from all of the NER.

--Blair Foulds

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

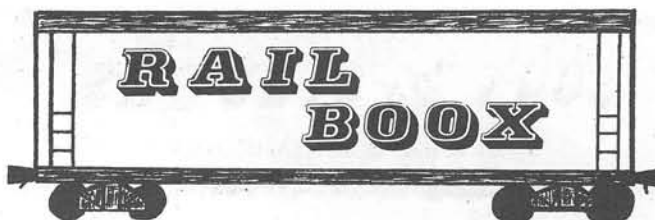
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DREW, SIS AND DAD RAILROAD

"The Low Overhead Line"

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

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



BUILDING PLASTIC RAILROAD MODELS. By Robert Schleicher; edited by Bob Hayden. 1979. Kalmbach Books, Milwaukee. \$9.50.

The introduction to this book challenges the reader to "Break out of the straight-from-the-box variety of model railroading!", and the work offers help with basic painting and weathering, using decals and dry transfers, basic and advanced kitbashing (cars, locomotives, structures), and advanced finishing.

It includes special sections on the use of tools, and many photos and drawings (They total over 500) to illustrate its points.

"Plastic" in the title means styrene. I would have appreciated some attention also to working with, for example, the cast polyester as found in many Magnuson Models and other kits.

Here are 104 pages of how-to for beginning modelers who want to develop their modeling skills, and for intermediate modelers who want to fill the gaps in theirs.

By the way, you might also want to look at Kalmbach's briefer and more general publication, BUILDING PLASTIC MODELS, by the same author and available at hobby store at \$3.50.

--Murray Goodwin

MODELING THE CLINCHFIELD RAILROAD IN N SCALE. By Gordon Odegard. 1979. Kalmbach Books, Milwaukee. \$4.50.

Here are the recent articles from Model Railroader in one handy volume.

I saw the layout in Dearborn, and it's a lot of excellent model railroading in 6' x 13'. And it's portable!

This book tells "how it was conceived, researched, planned, and constructed".

It contains much of value, no matter what your modeling scale.

--M.G.

NMRA
Achievement
Program



ANMF
Réalisation
Programme de
9

Denis Fortier (address under NER Brass, page 2) is chairman of the NMRA Achievement Program for Division Alouette Quebec and has available bi-lingual French/English explanations of the AP.

SOOT & CINDERS

by RICHARD M. HANSCHKA

In 1930 the Erie and Lackawanna were separate lines and at East Stroudsburg, Pennsylvania, they met. The DL&W yard is the scene of the photo (back cover).

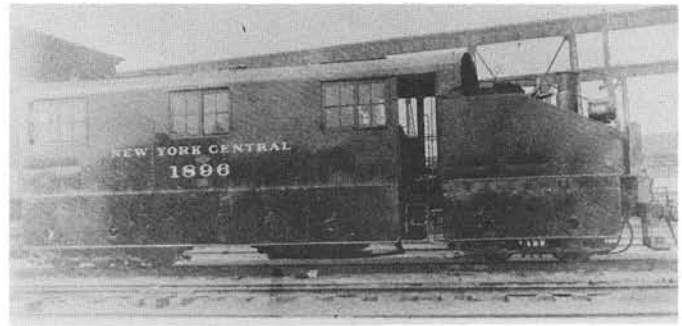
This route became the New York Susquehanna & Western. However, the line past the Delaware River in Pennsylvania was abandoned prior to the change.

#2495 was built for Czar Nicolas of Russia as 5' gauge, but due to his demise it became part of a group sold to U.S. roads. The J2 was a left hand drive.

The "Russians" were look alikes until some changes were added by their owners. Why on this line? Many light bridges, for one reason.

I can remember two of them standing at Little Ferry (NYS&W) roundhouse long after dieselization as they could go over poor track and light bridges better than many newer engines.

Note the blind center drives, like Lionel models and for the same reason: sharp curves.



Years ago the New York Central ran freight down 10th Avenue with a cowboy flag-bearer who controlled traffic, especially at intersections so the train need not stop.

I can remember carloads of sheep passing around 34th Street after walking crosstown from the Pennsylvania Ferry.

The geared engine provided high tractive effort at low speed, which was ideal in city traffic.

City fathers were worried about frightening horses, and so the shell was added to disguise the locomotive.

Notice how simple this engine is to model. The slope tender was for rear vision as it was not turned. Note also the rear headlight.

Sheep went downtown in cattle cars, and lamb chops went uptown in refrigerators. Ice and rock salt were used when steam was in use. So here is a chance to run solid blocks of cattle cars and ice refrigerators of the 40' variety down the middle of your city!

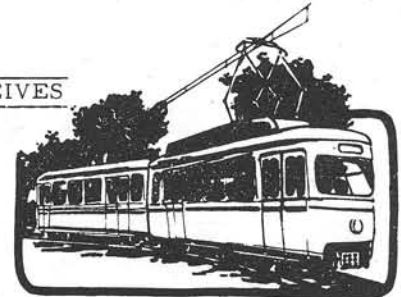
RAIL FUN



(New York Times, September 30, 1979)

BLAIR FOULDS RECEIVES

TRACTION HONOR



Blair Foulds has been voted into The Traction and Models Hall of Fame, a rather exclusive group, as there are only about 25 members and new members are elected by the membership.

Thus it means recognition by fellow hobbyists most familiar with the traction field.

Also, the candidate must have been active on a national basis for at least 25 years, with significant accomplishments of benefit to the traction hobby. Areas of accomplishment include traction modeling, fan and museum activity, authorship, etc.

Blair has been active 45 years, 20 more than the minimum requirement. Congratulations!

--Harold Fossum



ON THE SCHEDULE



NATIONAL

August 9-16, 1980, Orlando, FL: NMRA SUNSHINE SPECIAL '80 (Sy Aufseher, P. O. Box 695, Oriando, FL 32802).

NORTHEASTERN REGION

May 16-18, Plymouth, MA: NER SPRING CONVENTION

October 17-19, Cromwell, CT: NER FALL CONVENTION

NER DIVISIONS

March 22, 1980, Garden City, NY: SUNRISE TRAIL DIVISION MINI-CONVENTION, Episcopal Cathedral House, Cathedral Avenue. Live clinics, tape-slide clinics, white elephant table, contests, displays, raffle, movies, operating layouts. Hot smorgasbord dinner. Banquet speaker: Harold H. Carstens, Publisher and Editor of Railroad Model Craftsman and Railfan. (Al Waltien, 38-23 212th Street, Bayside, NY 11360).

April 27, 1980, Ste-Foy, Québec: ALOUETTE QUEBEC DIVISION MINI-CONVENTION, Saint Lawrence Campus, 790 Nérée-Tremblay (Behind Innovation shopping centre on Ste-Foy road), 10 a.m. - 5 p.m. Clinics, displays, contests, layouts. \$1. (Robert Van De Velde, 30 rue Gaulin, Beauport, QUE. CANADA G1E 5R6)

OTHER

March 29, 1980, Stamford, CT: EASTERN O SCALERS AND STAMFORD MODEL RAILROAD CLUB O SCALE ONLY MEET, St. John's Episcopal Church, Main and Grove. 10 a.m. - 5 p.m. Large O Scale two-rail club layout. Adults \$2; children 9-16 \$1 (with accompanying women and children under 9 free). ("EOS", c/o Jon Winder, Secretary, 312 Beecher Street, Cheltenham, PA 19012).

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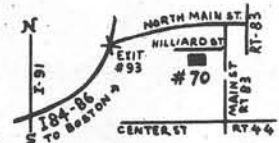
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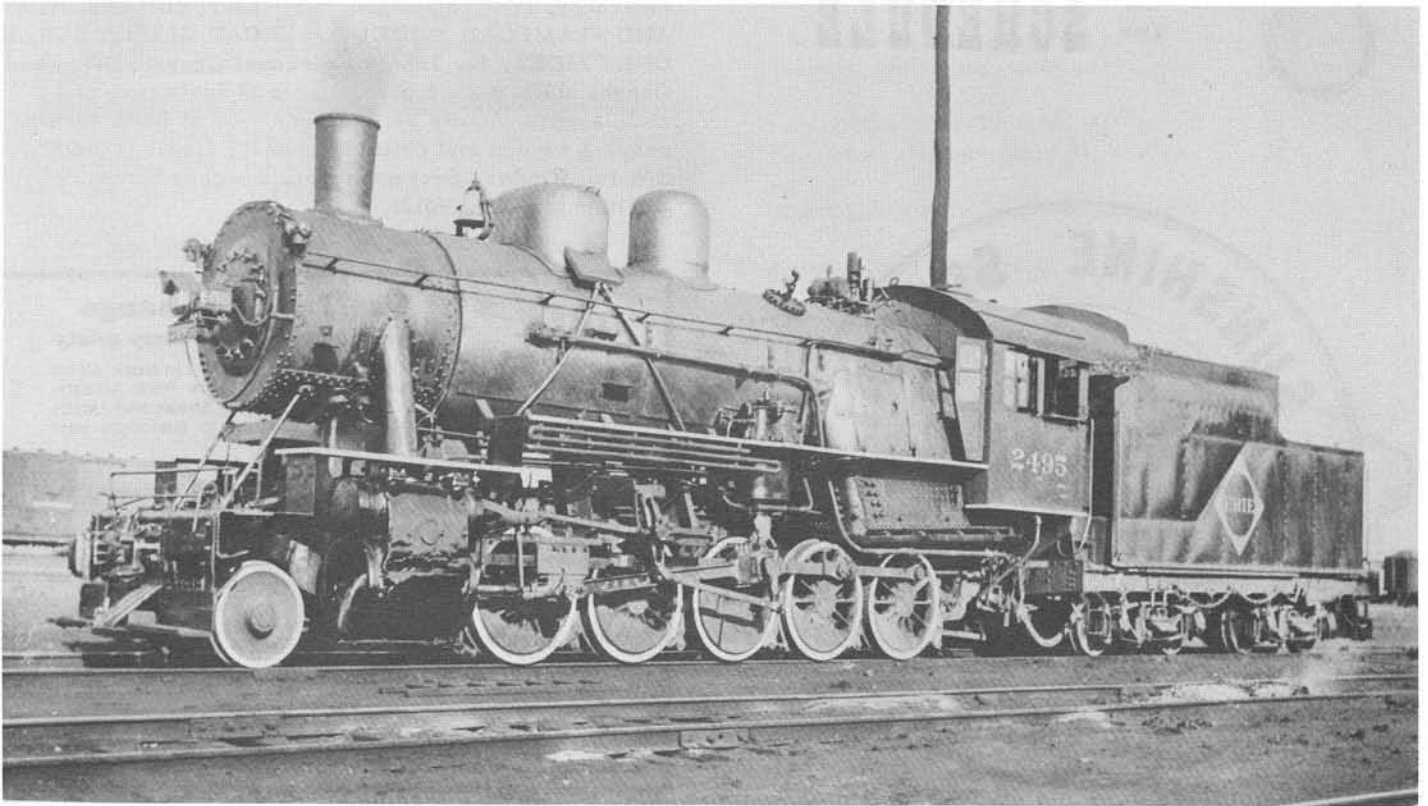
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SOOT AND CINDERS

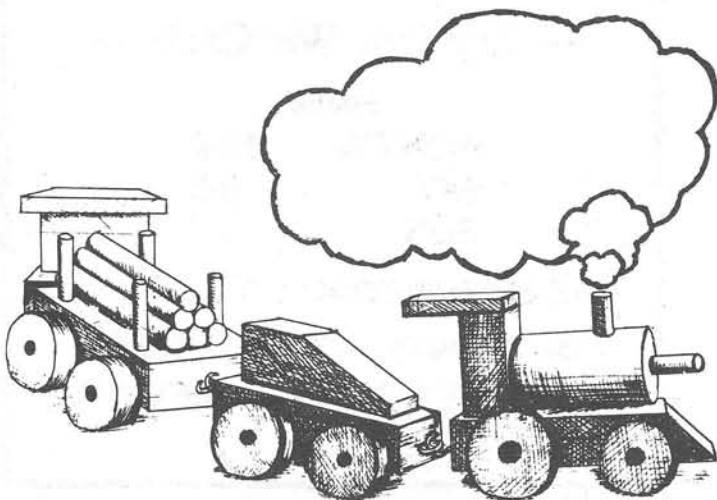


Erie #2495 2-10-0, DL&W yard, East Stroudsburg, PA, October, 1930. See "Soot and Cinders" page 10.

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