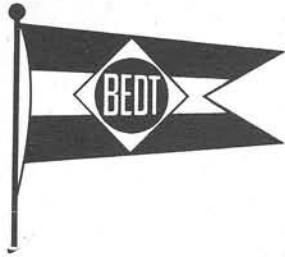


# NER COUPLER

NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

Winter '82



## PLAINVIEW CONVENTION

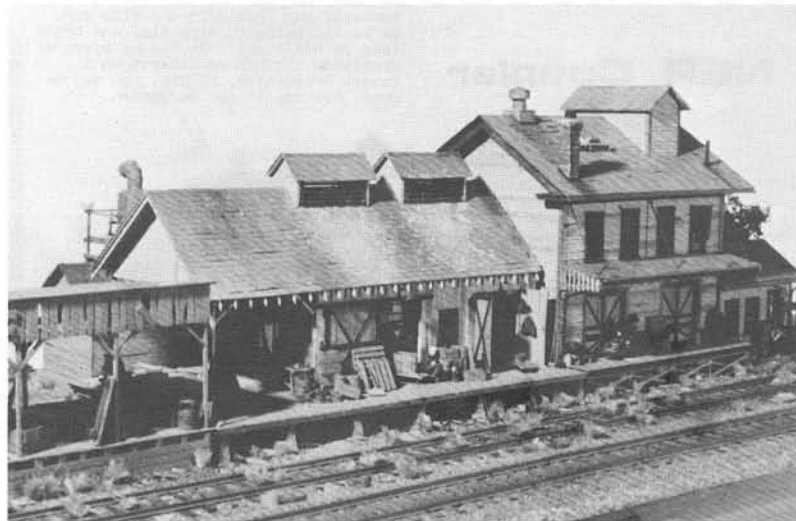
In October more than 300 NER  
Conventioners enjoyed an excellent  
time at the Holiday Inn in Plainview  
New York.



The two photos on the cover this  
issue were of two models entered  
in the model contest. Though both  
were kits, and therefore fared  
less successfully in the contest  
than others, they were exceedingly  
well assembled and finished.

I wish to spur those builders on  
to new heights, by showing our  
readers their fine work. Hopefully,  
it will also inspire others to  
attempt craftsmanship of this  
quality.

Photos by Conrad Obregon.





# NER BRASS

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Engineering - Alive and Well

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## NER Coupler

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Address changes should be sent to the Office Manager. All other material (including advertisements) should be sent to the Editor.

### DEADLINE

for the next issue, #135, Spring, 1983 is March 11, 1983. Issue will be mailed approximately one month after this date.

A hearty 'Hello' to all of you Coupler readers, and among other wishes, a sincere wish for a happy holiday season to you all.

This is my first issue of the Coupler as Editor, and I certainly hope the first of many. I look forward to the task of putting your Coupler together with anticipation. I have a few ideas concerning expanding the coverage the Coupler provides model railroading activities here in the Northeast, and I hope that any and all of you who do have ideas will pass them on to me.

First, I'd like to give you a little background on myself. I'm thirty-five years old, married and my wife Linda and I have a son, Bobby, who is a year and a half old. We are expecting a second child in March. I became interested in model railroading as a child, and my father arranged for me to see the home layout of a modeler in the next town. I enjoyed the visit, joined his club for teens, and developed a lasting friendship. Seventeen years later, I married his daughter, so you can see that model railroading is a part of our lives together. For the past year and a half I've been Editor of the Nutmeg News, the newsletter of the Nutmeg Division. I hope the experience gained there will stand me in good stead doing the Coupler.

Now, as to my ideas for the Coupler. I feel that as the 'official publication' it is the purpose of the Coupler to communicate to the members those items of business being considered by the officers and Board. Other officers and members should be able to communicate through its pages important information or news. By the same token, the membership should be able to communicate with the other members and officers. I wish to re-instate the "Letters To The Editor" department. Letters can be general comments about NMRA or NER, constructive criticism of the Coupler, or the actions of the Board. I will reserve the right to edit letters and I will not allow the Letters feature to become overly political. I would also like to begin a feature area tentatively titled "Forum On Model Railroading". In the previous issue I will establish a topic for discussion and all will be free to express their views. I will accept any and all suggestions of topics for this feature.

Most immediately, I'm sure you've all noticed by now, the different format of the Coupler this issue. I am attempting to address myself to the concerns of getting you more Coupler for your money. However, if the smaller type size creates a hardship for you, please do not hesitate to let me know.

Let me close this discourse with a personal 'Thank You' to Murray Goodwin. Having worked the past couple of years with him in Nutmeg, I can honestly say that he's one fine guy. We're all going to miss him, and NER's loss is MER's gain. He has my personal gratitude for his assistance on a smooth transition. Murray, you may be gone, but you're not forgotten.

Ken

Most of you are aware that one of the original purposes for which the NMRA was founded was to establish and maintain standards for the manufacture of track and equipment to allow interchange. Since this is no longer a problem for the vast majority of modelers, it has tended to be taken for granted as time has gone by. However, from time to time as new scales and gauges are introduced, questions and problems have arisen. The general pattern has been for the NMRA Engineering Committee to establish tentative standards and then solicit feedback from manufacturers and individual modelers before recommending a set of standards for the NMRA Board and then the membership to approve. This is the procedure which is currently being followed for N-scale wheelsets in an attempt to establish a configuration which is an improvement over present practice without being incompatible with existing trackage.

Recently a total concept approach has been taken by the Engineering Committee, under the able leadership of Jim Monroe and assistant A. Ballard "Brad" Bradley. This approach uses computer programs to establish a consistent set of primary and secondary standards for all scales and gauges. This effort is continuing, but I feel that recognition should be given to Jim (recently retired as chairman due to personal demands on time) and Brad for their efforts to date, including the new gauges recently released. Closely allied to this ongoing effort is a renewed Conformance/Inspection program, being headed by John Nelson, to insure compliance with the Standards and Recommended Practices.

\* \* \* \* \*

On another matter, I have been "taken to task" for omitting a few names from my previous column of NER members serving as Model Contest Judges at the Washington national convention this past summer. So here is a complete list, provided by Jay Rogers, serving as Chief Judge: Peter Barney, Don Clerke, Blair Foulds, Gene Griffin, Graham Harvey, Don Howd, Earl Smallshaw, Peter Watson and Brian Whitton. My thanks to you all and my apologies to those omitted.

--Dave Messer



### NER Membership Application

Name: \_\_\_\_\_  
Street: \_\_\_\_\_  
City: \_\_\_\_\_  
State: \_\_\_\_\_ Zip: \_\_\_\_\_

Please remit (in U.S. Funds) \$ 5 for 2 year membership or \$ 10 for 5 year membership (check payable to NER-NMRA) to:  
R. R. Brown, Office Manager  
79 Hemenway Road  
Framingham, MA 01701

In the last issue I promised to describe my responsibilities as Area Vice-President. Perhaps I should start by quoting from the Organization Section of the Executive Handbook that sets out Responsibility and Authority within the NMRA.

1. "The Responsibility, to the membership, for the well being of the NMRA is divided into two general areas: Policy and Administrative.

2. POLICY.  
The Board of Trustees, comprised of the duly elected representatives of each region, is charged with the establishment of Policy which determines the course of action to be followed in the pursuit of the Associations' avowed purposes."

3. ADMINISTRATIVE.  
The Executive Council, consisting of the National Officers, is responsible to the membership and the Board of Trustees for the effective administration of the affairs of the NMRA....."

In a nutshell, the BoP sets the game-plan(policy) and the EC quarterback the day-to-day running of the Association. That makes your Regional President/Trustee my boss, me the "doer" and you the "doee". As your doer and AVP, my duty is to represent all NMRA members in my area at EC meetings. I am to keep the council informed as to individual member desires and problems; also, to monitor Regional compliance with National policies. Conversely, I am charged with keeping you informed on National Programs, etc.

I am to attend Regional functions and meetings, when possible, as National representative. However, it should be understood that AVP's have no authority over Region functions and are cautioned to avoid any possible 'interference'. Yet, 'encouragement of(Regional) activities, top policy discussion, co-ordination between Regions and Official representation of that Region's desires on the Executive Council are some of the ways in which the Area Vice-President may be of service', according to my Handbook instructions.

In addition to the above each AVP has been assigned to head a Department. Mine is Achievement. Our instructions are to acquaint ourselves with 'existing Policies, Programs and Procedures....'. I can't, because Achievement is the only one of the eight Departments that is not written-up in the Executive Handbook. I intend to rectify the omission. Perhaps a bad decision, the AP is running very smoothly as it is.

To many of you the above will be of no interest; however, I know some are wondering who does what, and probably others wonder if anyone does anything. I intend to try, if you need my help or want to help, you will find my address in the front of the Bulletin each month.

Until the next issue, and always, have FUN from our hobby.

Hutch



## To all Railettes...

Would you please help our 1986 Boston Convention. We are looking for articles with which to make lanterns, that will be used as center pieces at the banquet tables. We need the following items:

1. 18 oz. peanut butter jars with covers.
2. Metal (if possible) or plastic spray can covers 2 1/2" diameter.
3. Melmac dinner plates (color does not make any difference).
4. Coffee saucers or dessert plates, 6" diameter.
5. Cone-shaped margarine tubs, 6" diameter on top, 3 1/2" diameter for base.
6. Flip off caps from medicine bottles, 1" diameter.

If anyone has any questions or if you collect a large number of these articles, please send or write to:

Linda Craigue  
26 Thurman Park  
Everett, MA 02149

Our big news this issue is that the National Railway Historical Society has agreed to hold their 1986 National Convention in Boston concurrently with our NMRA National Convention. This was achieved by a concentrated and cooperative effort on the part of the Boston Chapter of the NRHS and the Hub Division, NER - NMRA.

Minuteman 86 will not be a joint convention, rather it will be two concurrent conventions. It will be planned as if it were one convention, but administered as separate conventions. You will be able to register for the NMRA convention and attend any of the events of either. This "two for the price of one" aspect of Minuteman 86 is, for us, one of its most exciting aspects. We will be able to offer a richer and more varied program to our members because of it, and eliminate the annual dilemma of the many people who belong to both organizations - "which convention do I attend this year - the NMRA or the NRHS?" We also expect that the concurrent conventions will be an additional inducement for those people who attend only a few Nationals to come to Boston in '86.

The basic division of effort between Hub Division and Boston Chapter, NRHS has already been established. In somewhat oversimplified terms, it is this: Hub (NMRA) will handle "inside" activities and layout tours, NRHS will handle "outside" (prototype) activities. Committees will have members from both organizations so that the needs of each will receive the fullest consideration.

We are looking forward to working with the NRHS and the many other railfan organizations who have pledged us their support, including the Railroad Enthusiasts, the Boston Street Railway Association, and the Mystic Valley Railway Society.

\*\*\*\*\*

## COMPANY STORE

\*\*\*\*\*

(1) NER Name Badges: 3 1/2"x 1", blue, with your name and one other line of text engraved in white. A line should not exceed 20 characters and spaces. Allow 8 weeks for delivery.  
\$ 1.50 plus 90% postage.

(2) NER 35th Anniversary Car: E&B Valley covered hoppers. Two road numbers are available, #5508 and #5516  
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# FORUM

## CONFESSIONS OF A MODULAR MODELER

Dear Ken,

I must bring to your attention some of the evils of modular modeling lest your own efforts result in the same rude awakening!

When I started out in the module effort, I felt it would add a lot of fun and comradery to attending shows and it did. Unfortunately, its pitfalls are not to be taken lightly.

Mistake #1 was building a module which I could not load and unload from my vehicle myself. You would be surprised at the burst of speed your friends can put on when departing the scene of some hard work. This overexertion has strange side effects. It impairs hearing, be it your voice or their telephone, causes sudden reoccurring trick joints, impaired memory, poor highway navigation, and also doubles the speed of watches.

This same oversize problem will have an inverse effect on your family vehicle, the size of doorways, garages, and basements. Stairs will steepen and elevators will vanish.

Mistake #2 - Expecting that manufacturers would provide ballast and ground foam of like color in each bag is reasonable. Unfortunately, the few exceptions are hopelessly attracted to the builders of adjacent modules.

Mistake #3 - I failed to observe some fundamental electrical conditions peculiar to modules. First, electrons automatically reverse direction when crossing between modules. Power cords are repelled by modules and so are never present when needed. Components which have a 100,000 cycle life expectancy will fail early. The life expectancy is inversely proportional to the difficulty of installation and the importance of the module event. When stapling wire to the frame, staples will be attracted to the wire, thus severing the conductor. No attendant can ever find the circuit breaker!

Mistake #4 - I failed to take into account some unusual laws of physics. Two holes line drilled at the first assembly will never again match, much less match those dimensionally located on other units. Floors are never flat. Mating edges will warp unless you lie to them. I tell mine they are for my home pike and it helps. Hydrocal weighs twice as much when used on a module.

Mistake #5 - never assume equipment that operated at home will perform on a module. Test running locos immediately prior to inclusion in a modular display doesn't have any effect. Loan them to others and borrow theirs. I confuse the wee beasties and they'll run fine! Derailments are, of course, epidemic. These are often caused by various earthquakes. Yard apes will chin themselves on the table edge. The more disinterested the parent, the more likely he will have size 14 feet which he cannot control. Often these will become entangled in electrical cords, no matter how cleverly the cord is hidden.

Mistake #6 - expecting cooperation from show coordinators will be futile. You will always have no area to unload. There will always be half the time necessary for a setup and all you want for a teardown. Directions to the location will be in Arabic on the back of a napkin and the location will be surrounded by "no parking" zones and fire lanes.

Now, of course, if you are aware of all this, if you have some measure of control over your fellow participants, I recommend porno films, and if it doesn't rain, sleet, or snow on the day of the event, you will probably have a heck of a good time!

I sat down with my modules last night and we had a long talk. I was careful not to say anything bad where they could hear me. It was mostly my dime as the modules remain quite aloof. We decided that as soon as my hernia heals and my divorce is final, we'll try another season of shows!

Hope to see you there!

Rainbow



\*\*\*\*\*



# Shop Talk

with Brian Whiton

\*\*\*\*\*

Let's take a look at the Midland closely with view blocks in mind. In as much as the scenery on the Midland is most complete beginning at Leicester Junction and moving counterclockwise, let's draw our examples from the most developed areas. The photo should help to illustrate. It is taken looking nearly square on to the wall which separates Leicester Junction and vicinity from Camp 2 and vicinity.

Please note that although there are tracks on the upper level, the track is not evident to the viewer. His view is blocked by a low mound of earth along most of the edge of the summit. Additional screening is affected by intermittent second growth trees which partially obscure the view. Why? Because there is so much track associated with Leicester Junction that I wanted to play down the upper level tracks. The technique is aimed at eliminating the "spaghetti bowl" effect from too much track. If no train is stopped in view on the second level, the view

block works pretty well. Further separation is gained by almost 8" of vertical separation. The two mills, both being rather large, however, make the scene a bit too busy to suit me. I couldn't likely improve the rural look without sacrificing operations; that is a trade I personally avoid. Disadvantages, perhaps not evident, are the difficulty of having poor access to equipment, turnouts, ramps, etc. This must be more serious than I anticipated because only Bob Cugno regularly tackles the branch and then only with liberal applications of profanity, the ratio of Italian to English being directly proportional to difficulty encountered. It gives me a scale by which to evaluate improvements to the operating hazards. You will want to temper view blocks with operational considerations.

On the opposite side of that wall, 2 out of 3 of the penetrations are behind hills with trees and no tunnel portal was required.

A distinct drawback to my scenery and to most layouts is the effect of looking at a set of scened stairs. The viewer seems forever looking at 90° to his subject. That is not an easy thing to avoid. There is one area on my Vermont Midland which runs away from the viewer rather well. In choosing future view block techniques I will attempt to create shapes within the viewed areas that do not run parallel to the edge of the railroad. Virtually any technique, repeated too often, could have equally undesirable effects except where distinct patterns are desirable. Pole lines, row houses near a factory, log piles would be desirable distinct patterns. They could all be

view blocks or separators. I would not, however, use row housing more than once on an average railroad. That would be abusing the effect by too much of a good thing.

View blocks used with a bit of ingenuity as to type and placement can undo the scened stairs effect or mask other repetitions which you have come to dislike.

As a parting example, notice the group of apple trees on the right of the photo. They are distinctly different from the remainder of the otherwise repetitious view block. They add spice. Frankly, the area could use some more spicing up!

How about your pike? Try spicing it up with some separators.

Next issue, let's investigate topography and how to improve on it, be it planned or already built.

Of note in the photo is the structure center left, which is an annex to Jeffery Sash and Door. It is a relief structure with an average depth of under one inch. The annex has only one claim to fame, that being a walkway/beltway over the diverging leg of a switchback which carries the branch through a wall into another room. The overhead, coupled with flanking structure walls, makes an effectively disguised tunnel portal. There were so few tunnels in New England, and my layout already possessing a number equal to half of them, I am very satisfied with the resulting disguised wall penetration.



## Scratchbuilder's Corner

by Dave Messer

### ROOFING MATERIALS

#### Tarpaper

One of the most basic roofing materials used - and one of the most effective on a small structure if modeled carefully - is rolled tarpaper. Many materials have been used to simulate this surface, including facial tissue, masking tape and sandpaper, but about the easiest to use comes closest to being the best. Cut black construction paper into three foot strips and apply with white glue. When dry, carefully paint the seams black. Painting over any excess glue that ridges at the joints will simulate the tar.

#### Shingles

A variety of methods and materials can be used to simulate the various

types of shingle roofing. The most realistic method is to follow the prototype practice of overlapping one row above the next. Wood, asphalt and slate shingles are readily simulated with thin cardstock strips with the edge slit at appropriate intervals. A very effective (if somewhat tedious) method utilizes short strips cut with pink shears to model a diamond pattern. Patterned metal shingles, although rare, are distinctive and are best simulated with heavy foil or foil/paper laminate. A faster although somewhat less realistic method to individual strips, is to use commercial formed or cast sheet material, available in a variety of sizes and patterns.

#### Asphalt and Stones

The most common roofing material for large, flat structures is asphalt and stones. This can be simulated by painting the surface with a slow-drying black enamel and then evenly sifting very fine sand onto the wet surface. A faster method, equally effective if finished properly, is to use medium grades of sandpaper with a coat of thinned black paint.

#### Metal

A fairly common material for sloping roofs, particularly on industrial

buildings, is corrugated or ribbed metal. Galvanized sheets, either corrugated or interlocking strips, were used extensively on older buildings. Newer structures make use of prefinished steel or aluminum panels. The corrugated roofing can be simulated with foil, foil laminate, or commercial formed styrene sheeting cut into appropriate size pieces. The ribbed material can be modeled with styrene or milled basswood sheetstock. If the correct rib spacing is not available, alternate ribs can be removed with a model knife or small chisel.

#### Finishing

Since roofing takes the brunt of weather effects, and since the roof is often the most prominent area of a model structure, extra care in finishing and weathering can make a real difference in the overall result. Subtle color shading, best done with an airbrush, is often combined with sharp contrast where repairs have been made. Loose shingles or edges of roofing panels, rusted metal, patches, etc. are common on the prototype and effective in modeling if not overdone. Also, don't forget the numerous details found on roofs - chimneys, ventilators, skylights, hatches, air conditioners, drains and others.



# Operations Planning



by Tony Steele

## WAYBILL SYSTEM (Part 2)

Model waybill systems are linked to the efficiency of the particular transportation system. If the industry is to be served with a delivered load (or loadable empty) once a day (or operating session) and the average round trip consists of 30 days (a regrettable prototype), then it is obvious that 30 cars or equipment sets are required to produce the promised service. Since the cars operating out of sight on other rail lines or in hidden yards are of no interest for modeling purposes, the average round trip time must be calculated and substituted. An easy, realistic assumption is that a car cannot progress through more than one

classification process per session (unless full connections exist between endpoints on a frequency of twice or more daily... Only very major industries enjoy this service). Having an operating plan of train connections in mind allows the calculation of equipment sets needed.

The first step requires diagramming each location and industry, short line interchange, coaling tower, freight house, TOFC ramp, unmodeled but theoretical shippers, etc. that originates or terminates a shipment. Below (Fig. 2) is an example of the Federal Steel plant at St. Vincent, N.Y. on the NEB&W. This defines the capacity and capabilities for traffic handling at each spot.

Next, a customer chart is assembled to identify the following parameters (using the Federal Steel example): See Fig #3.

A few observations are doubtlessly in order here. There are no magic references from which to draw these commodities, volumes, etc. If we have done a good job on the NEB&W, then a large "scratchbox coefficient" exists: intensive research into the qualities and quantities of our railroad's

online traffic. Much of our traffic information on the Federal Steel movements stems both from knowledge of the Republic Steel business in the '50's and '60's and from calculations of daily input and output tonnage for a blast furnace the size of Milburne (South Troy). Interviews with D&H personnel and professional experience yielded other useful numbers. Some figures were gut feelings (better than nothing) or "It's probably more than one per month but less than one per week." based on the visible industrial capacity of the industry. Other figures were proven wrong or wide-of-the-mark by subsequent research.

Overhead traffic is the hardest to get a fix on, and only a combination of train watching, photo gazing, and imagineering will produce information similar to the on-line traffic's (the D&H was researched through printouts, but this option is rarely available to others).

In all this traffic synthesis, it is wise to remember that only a framework or skeleton is being constructed. Our rolling stock and personal tastes will flesh out the trains, so precision and accuracy of information are not only impossible but not entirely useful.

Figure #1

## EQUIPMENT REQUIREMENTS

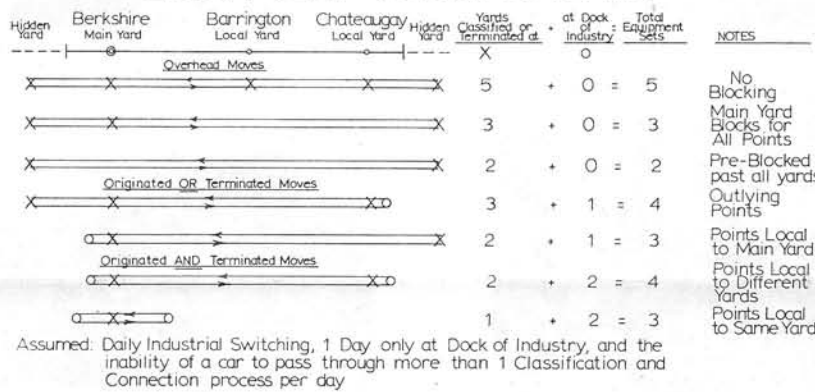


Figure #2

## CUSTOMER CHART

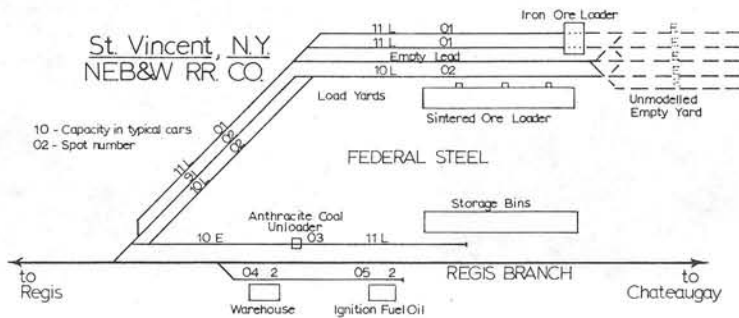


Figure #3

Track Name	Spot	Commodity	Car Type	Weekly vol.	caply.	Sent to/from	Bill Point	Interchange	NOTES
Ore	01	Iron Ore	HMA	133	33x75 231	X	Milburne Fed Steel	LR & M	SPOT-WEIGH
Sinter	02	Sintered Iron Ore	HT HM HOP	196	29x75 203	X	So. Berkshire Fed Steel	SBK	SPOT-WEIGH
Coal	03	Anthracite Coal	HT HM HOP	10.5	11x75 77	X	Pennsylvania Points	NYC or D&H	- MAY SHIP IN BLOCS - SHIFT E's TO O2 FOR SINTER LOADING - SPOT-WEIGH
Warehouse	04	MACHINERY EXPLOSIVES SUPPLIES	FM PLM BOX	2.0	2x75 14	X	Misc.	NYC	SPOT-WEIGH
Oil	05	Ignition Fuel Oil	THL TM TANK	1.4	2x75 14	X	So. Berkshire		

Sources: OBSERVATION, IMAGINATION, AAR CAR TYPES, ESTIMATES, CALCULATIONS, MEASUREMENTS, KNOWLEDGE, LOGIC, JUDGEMENT, IF CHOICE EXISTS, EXPERIENCE, LOGIC

# Plainview a Big Success

October 8-10, the NER held it's fall Convention at the Holiday Inn in Plainview, Long Island. Except for a little drizzle on Saturday Morning, the weather was co-operative too.

Attendance was quite good, with Permanent Convention Registrar Irwin Lloyd reporting a total registration of 341. Of this total, 192 attendees were seated for the banquet.

A breakdown of the attendance shows people attending from twelve states plus Canada. New York led the way, of course, with 231 registrants.

Following in order were:

Massachusetts	- 28
New Jersey	- 26
Connecticut	- 24
Pennsylvania	- 10
Rhode Island	- 6
Maine	- 6
New Hampshire	- 2
Vermont	- 2
Maryland	- 1
Wisconsin	- 1
Canada	- 3

We arrived Friday afternoon, having had a beautiful drive until we reached

New York. I think if I ever lived there I'd check into the price of a small helicopter. (The Long Island Distressway certainly lived up to it's reputation). Anyway, we reached there safely, if not younger, and after a nice dinner we headed out for some layouts.

This convention had the pleasure of seeing several pikes, many of them club pikes. We visited the West Island Model Railroad Club, Rockville Centre Model Railroaders, the Long Island "O" Scale Club and the Long Island "S" Scale Club. We also visited Willis Hobbies pike. All of them were excellent, and there are a few photos throughout this issue I took at these visits. I was particularly impressed with the large scale pikes, as they were particularly fine operationally.

Saturday, a large group boarded buses to go to visit the Eastern District Terminal Railroad in Brooklyn. While those registrants enjoyed their trip, those who stayed behind enjoyed the display area. A large N-Trak display was operating, along with an HO-Trak display. Though most of the HO people were just getting their modules started, they have a fine nucleus for the future. There also was a white elephant table and a switching contest along with other displays and tables.

Saturday, after lunch, there were clinics to see. Featured was Art Curren of Model Railroader with a clinic on Kitmingling Plastic Structures. Art really put on a great clinic

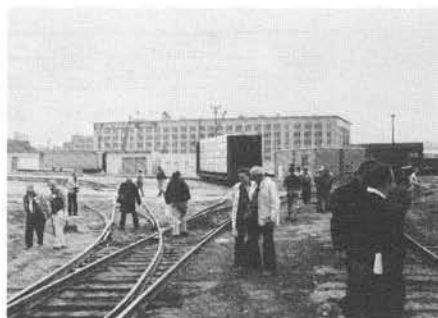
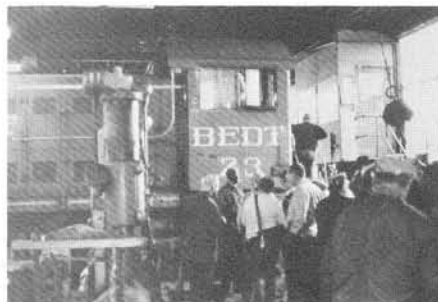
for about two hundred enthusiastic listeners. Other fine clinics by SRT Division members John Cantelmo, Ray Muntz, Tom Rothwell, Stephen Williams, Stephen Siragusa and Tony Ward rounded out the afternoon.

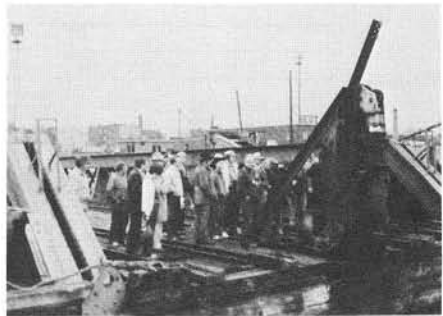
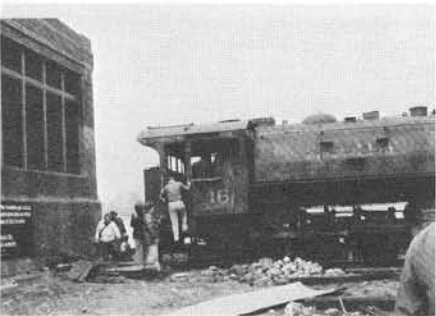
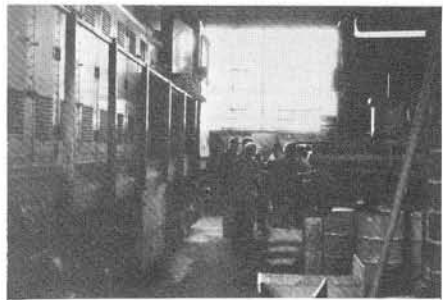
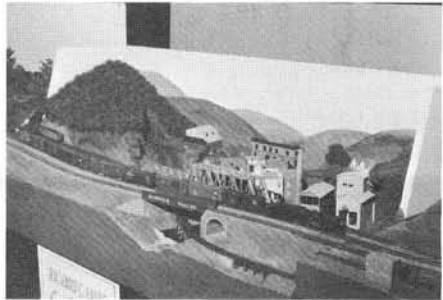
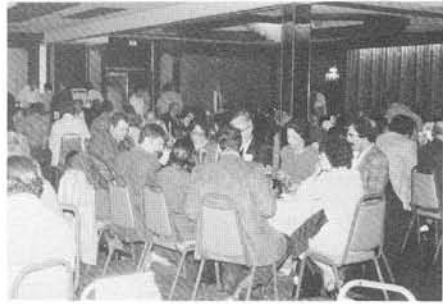
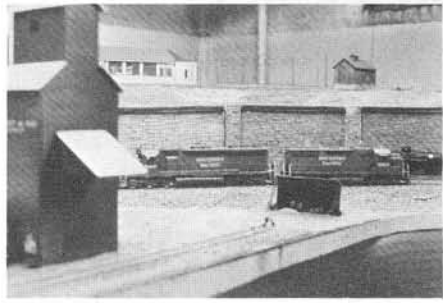
In the evening, the banquet went just fine, with only a couple of minor hitches. The main course was delayed a short while, but Chairman Ralph Lapadula did a fine job in working his schedule around the delay. As it turned out, all speeches and presentations were just about finished when dinner was over, so there were no long post dinner speeches. There was one problem I feel should be addressed; although there may be some at the banquet who are not interested in all the awards and speeches, there also are others who are interested. It is always difficult to hear when a large group gathers at a function like this, so I feel it is only common courtesy for everyone to consider his neighbor's wish to hear what's going on.

After the banquet, an auction was held with Graham Harvey as auctioneer. The bidding was not particularly enthusiastic.

Sunday morning was the annual meeting at which the membership was brought up to date on the current goings on in the NER.

After the meeting, there were layouts to visit on the way home. Due to a prior committment in N.J. that afternoon, we were unable to see any other pikes. I hope we go back to L.I. in another couple years so I'll be able to see them then.





# CONTEST WINNERS

The contest winners at the Plainview Convention were the following:

**LOCO - Other:**

Merit Award - Stuart M. Agron  
GE U25B

**PASSENGER CARS: Craftsman**

First Place - Hiram Graves  
Sunrise Trail Award (New Modeler)  
Hub Award (Runner-Up)

St. Johnsbury Combine

**NON-REVENUE: Craftsman**

Third Place - Kent Singer  
NYC 1900 Caboose

**FREIGHT CARS: Craftsman**

First Place - Kent Singer  
CNJ Auto Box  
Baldwin Trophy (Best In Show)

Second Place - Walter Newman  
DL & W Low Side  
Gondola

Third Place - Kent Singer  
NYC Container Car

**Honorable Mention -**

Kent Singer  
CN Single Sheath Box  
Kent Singer  
B&LE Early Steel Bx  
Kent Singer  
NYC Composite Gon

**PHOTOS: Color Prototype**

First Place - Frank Ault  
Second Place - Robert D. Welk Jr.

**PHOTOS: Color Model**

First Place - Robert Adler

**PHOTOS: B & W Prototype**

First Place - Robert & Stephen  
Williams

**PHOTOS: B & W Model**

First Place - C. J. Obregon

We would like to thank the judges who took time out of their convention visit to judge these models and photos.

**Model Contest Chairman:**

Brian Whiton

**Chief Judge: Jay Rogers**

Judges: Robert Byrd  
Graham Harvey  
Don Howd  
Louis Godbold

At the Plainview Convention a switching contest was held. There were eleven contestants, but only three completed the problem. The winners are:

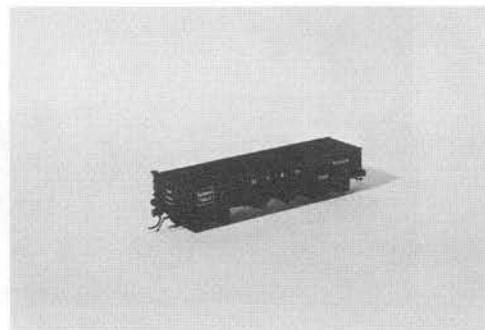
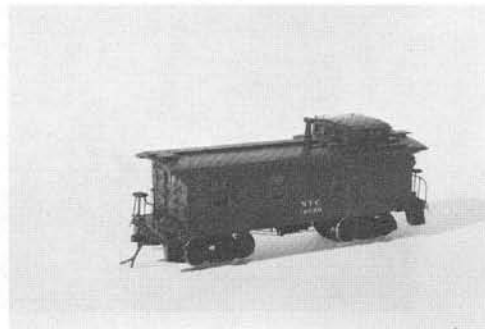
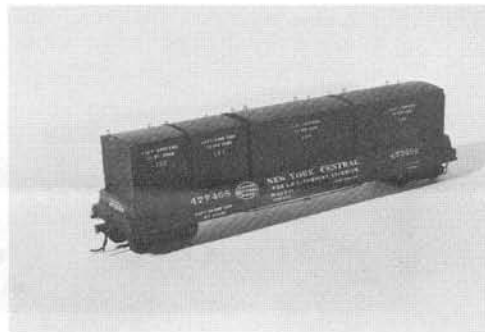
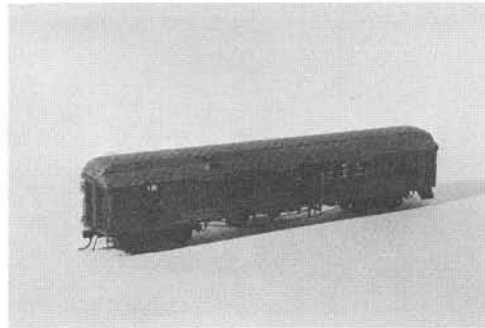
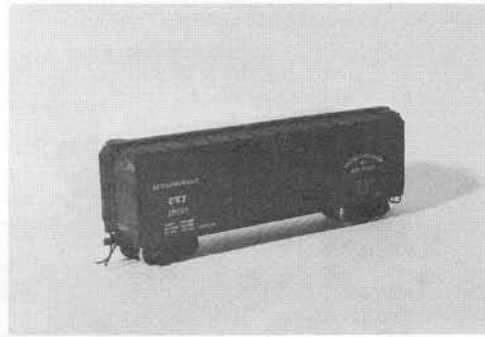
First Place - Ben Stokes  
Time: 11 Min 27 Sec.

Second Place - George Hughs  
Time: 14 Min 8 Sec.

Joseph Sokol  
Time: 14 Min 8 Sec.

The winners received a certificate and a prize (Model Kit) for finishing in the first three positions.

Aram R. Chankalian  
Chairman, Switching Con.





# SOOT & CINDERS

by RICHARD M. HANSCHKA

The St. Louis Iron Mountain & Southern succeeded the St. Louis & Iron Mountain and subsequently became part of the Missouri Pacific, which was predominately an East-West line.

The engine has an oil light and wood-on-pilot but otherwise could have been running in 1940 on a branchline. Built as a heavy freight engine, it is almost certain to have seen mixed service later, and possibly have pulled branch line passenger trains.

The design is basically similar to models we have all seen. A 48" driver is not conducive to speed. There was a rule of thumb of one mile per hour of speed per inch of driver. So when we try to figure how fast to run our models, No. 587 would have done no more than 50 MPH. This was the limit for freight service in the drag steam era.

Note: On this engine we can see the arch bar tender trucks.

The O.R. & N. Co. was Oregon Railway & Navigation Company. #1 is one of the bicycle wheel arrangements. Seven foot drivers made them speedy but slippery. You will note the drivers are inside connected. The drawbar is for link and pin connection, something seldom modeled.

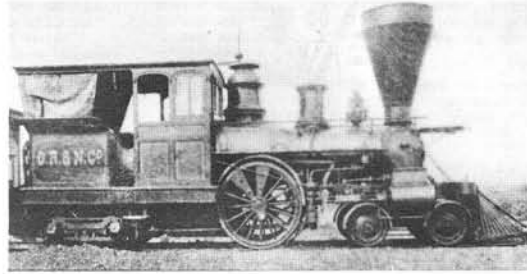
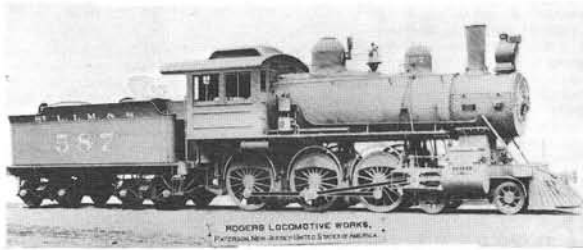
The oil lamp was removed for cleaning and often not used unless a night run was planned. The light had little

effect providing illumination, but did allow people to see a train approaching.

The cab curtains were not for the crew, but for the woodpile as there were long periods of heavy rain around Portland.

By including the tender as part of the engine, weight was added to help produce adhesion. The cabs were made of wood. The large sheet metal stack installed on early engines using natural draft. Cinder velocity is a function of the square of the diameter so much of the soot and cinders fell into the smokebox. There was often a screen on top of the smokestack to act as a spark arrester.

These early engines were stopped by hand brakes set by the fireman, and by reversing the drivers. The later had little effect other than wear out drivers and hammer the rails so they became bumpy.



## FROM THE DIVISIONS

### HUDSON-BERKSHIRE DIVISION

The Hudson-Berkshire Division had its November meeting at the home of Glenn Wagner. Hopefully there will be an M.R. article on his fine layout soon.

### LITTLE RHODY DIVISION

No Report.

### HUB DIVISION

Our fall show in Everett, MA was a pretty good success. We didn't have quite the turnout normally experienced at these shows which may have been caused by the rash of high school football games on Nov. 6, another division show not too many miles away and lack of adequate parking. But in spite of all those possible factors, there were still about 800 people in attendance and all but two of the 94 available tables were in use. There were many NER members in sight and that always makes us feel real great. Hub Division membership has now grown to 378 so we are now only 22 away from that magic 400 number that has been our target for the past year. Would you like to become a member? Our recruiting territory, of course, is eastern Mass., so if you live there and are an NER member but not HUB, why not sign up? Drop Rod Brown a note and he'll get it to me. His address is inside the front cover. (Y'know, you don't really have to live in Mass. to be a member, but don't tell anyone else I said so.)

How about the great job Ralph Lapadula and his whole gang did on the Long Island convention!! My wife and I and all the Hub gang who went had a super time. And the job Ralph did at the microphone Saturday evening to keep us entertained while the Holiday Inn chased our supper beef all over the island, was priceless.

Our next Hub show will be our annual Spring Convention at the Holiday Inn (1) in Woburn, MA on April 30. As many of you know, this is always a one day version of the always great NER conventions - this time we will feature the a-building and excellent Wakefield Club layout. Several home layouts will be open for visiting also. A lot more will be happening too. Plan to attend. Glenn Owens

### NUTMEG DIVISION

Our fall show in Groton, CT was something of a disappointment. We had a turnout of about 400, though we had

a good hall, with good parking. We may have been just a little off the beaten track, so to speak. We had a good variety of dealers and displays, but we also had good weather, which might have hurt attendance.

Our next Nutmeg get together will be our annual meeting in January at the Brownstone Restaurant in Portland. A good meal, fellowship and speaker will be featured. Any individual who would like to join Nutmeg and/or attend the meeting, can contact Joe Sokol, 213 Regan Road #12, Vernon, CT 06066. Kenneth May

### DIVISION ALOUETTE QUÉBEC (English)

Following DAQ's BOD meeting held Sunday October 24th, here are the news items which our members should know: -Claude Bérubé, the Signal's new editor, agreed to publish the bulletin four(4) times a year at specific dates; first publication will be around the 5th of January; -Our advertisers will get four advertisements this year for the price of three; -Furthermore, the bulletin will be of a more newsworthy format, with communications both ways with management and members; -Our President Guy Lévesque will protest to NMRA their intention to collect a membership fee supplement from non-US NMRA members which in fact would be 1 1/3 the current REGULAR membership fee. We think after the way the "geographical listing in the NMRA membership directory of Canadian members" was first discriminately handled, last Summer, we should not have to "suffer" a second "injustice"; -Division Alouette Québec now comprises 6 Sections for electoral purposes. All those DAQ members living outside the Province of Québec will vote for the director situated nearest geographically to their living place; -The next Spring convention will be handled by the Sorel group headed by Norman Lefebvre; -The Spring 1984 convention will be in Québec City where the World Sailing events will be held. We hope to invite the OVAR people with their modules and Maritime Division group to attend and participate; -Finally, the BOD of DAQ wish to thank very sincerely A. Murray Goodwin for the fine work he has done as editor of the NER Coupler. Of particular interest, we would like to mention the enthusiasm he has demonstrated towards Division Alouette Québec and the patience he had in writing the French texts which were submitted to him. Thanks Murray for the French accents and best of luck to Kenneth May.

-Also best of luck to our new Canadian Director Norman Guinard from New Brunswick.

Denis Fortier

### DIVISION ALOUETTE QUÉBEC (French)

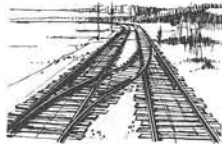
Suite à la réunion du Conseil d'administration de DAQ, tenue le 24 octobre, voici les nouvelles qui s'adressent aux membres: -Claude Bérubé le nouvel éditeur du Signal est d'accord pour publier le bulletin quatre (4) fois par année à des dates fixes; le premier numéro paraîtra vers le 5 janvier; -Nos annonceurs verront leur annonce paraître quatre fois cette année pour le prix de trois; -De plus, le bulletin prendra l'aspect d'information 'plus pertinente' pour les membres, et une meilleure communication membres et administrateurs; -Notre Président Guy Lévesque enverra une lettre de protestation au NMRA qui veut ajouter un supplément à la cotisation des membres non-américains qui se traduirait par une cotisation de 1 1/3 du tarif REGULIER. Nous pensons que suite à la manière discriminatoire que la liste par section géographique pour les Canadiens appartenant au NMRA a été établie la première fois l'été dernier, nous ne devons pas encourir une seconde "injustice"; -La Division Alouette Québec est maintenant divisée en 6 Sections pour les besoins d'élections. Les membres de la DAQ vivant à l'extérieur de la Province de Québec devront dorénavant voter pour le directeur situé géographiquement le plus près de leur lieu de résidence; -Le prochain congrès printanier de la DAQ sera entre les mains du groupe de Sorel dirigé par Norman Lefebvre; -Le congrès printanier de 1984 aura lieu dans la ville de Québec où se déroulera la manifestation mondiale de VOILLIER '84. Nous espérons à ce moment inviter le groupe d'OVAR avec leurs modules et le groupe de la Division Maritime à venir participer; -Finalement, le Conseil d'administration de la DAQ aimerait remercier sincèrement A. Murray Goodwin pour l'excellent travail qu'il a accompli en tant qu'éditeur du 'NER Coupler' et le féliciter pour l'enthousiasme démontré pour nos textes français. Merci Murray pour les accents franc français et bonne chance au futur éditeur du 'NER Coupler' Kenneth May; -Aussi bonne chance à notre nouveau Directeur Canadien Norman Guinard du Nouveau-Brunswick.

Denis Fortier

ON THE **SCHEDULE**

NATIONAL

July 18-23, 1983, Winnipeg, MB  
 August 6-12, 1984, Kansas City, MO  
 July 28-August 4, 1985, Milwaukee, WI  
 July 21-27, 1986, BOSTON, MA!



IN MEMORIAM

I have been asked to remember the following members to the NER membership:

Dr. Ralph S. Baldwin of Stamford, CT passed away Dec. 21, 1980. Well known in the hobby, the NER Baldwin Trophy for Best in Show is named in honor of Dr. Baldwin.

Bert Toule, of the Pioneer Valley Division passed away recently.

**ADS**

NORTHEASTERN REGION

May 13-15, 1983, Vernon, CT  
 October 14-16, 1983, New Bedford, MA  
 May 25-27, 1984, Quebec City, QB

NER DIVISIONS

January 15, 1983, NUTMEG Division Annual Meeting, Brownstone Restaurant, Portland, CT. 7:00 P.M. (Bruce Maulendyke, 7 Maplewood At., Old Saybrook, CT. 06475)

April 30, 1983, HUB Division Spring Convention, Holiday Inn, Woburn, MA. Contact any HUB BOD member for info.

NOTE:

All divisions must get their activity information to the editor by deadline. I know there are division activities going on out there I don't know about. ALSO, I am receiving divisional publications from only a handful of the divisions. Would all divisional secretaries please be sure I receive a copy of your newsletter.

Editor.

OTHER EVENTS

February 6, 1983, Malden, MA - Mystic Valley Railway Society RAILRAMA 1983-10:00 AM to 4:00 PM Summerside Lodge, 53 Summer St. Info: Mystic Valley Railway Society, P.O. Box 32, Mattapan MA 02126

February 13, 1983, Kennebunkport, ME Seashore Trolley Museum 'Winter in the Trolley Line'. Fare: \$5 for day, 10:00 to 5:00 PM. Info: R.T. Lane Jr. Box 220 Kennebunkport, ME. 04046

February 26, 1983, Boston, MA to Ossipee, NH and back. Info: mass Bay Railroad Enthusiasts, P.O. Box 525, Bedford, MA 01730

March 13, 1983, Haverhill, MA, Music Boosters Club Model Railroad Show, Haverhill High School, Haverhill, MA. 10:00 AM to 4:00PM. Info: John Meuse 15 Mechanic St. Haverhill, MA 01830

March 19, 1983, North Weymouth, MA, south Shore Model Railroad Club Model Railroad Show - St. Jeromes Church Hall, No. Weymouth. Info: south Shore model Railway Club Show Committee, P.O. Box 144, Weymouth, MA 02188

For Devotees of railroad and model railroad events, a very comprehensive list is published by RAILROAD INFORMATION, 77 Horne Street, Dover, NH 03820. I don't know the annual fee.

Ed.



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## LOVE AFFAIR WITH A MONORAIL

By Chuck Collins

### Editor's Note:

Mr. Collins' monorail was entered in the model contest at the Spring Convention in Albany. He was awarded the Delaware Trophy for his work. Due to a communications lapse, the notice of his award and a photo of his model were not presented to the Coupler for publication. Mr. Collins brought this to the attention of outgoing Editor Murray Goodwin, who forwarded it to me.

My love affair with the Monorail began the first time I visited Disneyworld in Florida. Smooth, quiet and efficient, I wondered why someone had not made a scale model of such a beautiful train, and if I could accomplish such a task. But many questions were to be answered; how would it be powered? how would it balance on a single rail? what would I use for track? what would the cars be made of? how would I get power to the rail? how would the train couple together? By now I was exhausted asking myself questions, but realized that without some special type of motorized unit, my project was dead. My scrap box was the next stop ( I keep almost everything, I'm a pack rat ). Here I found a junked Minित्रix F9 chassis, and after careful study, decided it would do nicely, with some modifications, including a new

motor. Keep in mind that this entire train and accessories were constructed without the use of power tools... only a pin vice, pliers, razor blades, knife and soldering iron. The knife I use is called an OLFA knife which has a breakaway blade, giving you several sharp edges instead of just one. With these basic tools, I spent the next two years experimenting, getting frustrated, making many parts that wouldn't work and were discarded, staying up all night sometimes to complete an idea that was fresh in my mind, and a couple of times leaving the project completely. This is a healthy attitude, because it allows you to return to your project, refreshed, and with another new idea. I'm sure on occasion my wife thought I was completely bonkers, but I was determined that once begun, I simply had to make this Monorail work, which I did.

All bodies of the train are made from scrap styrene Cigarette signs found in many supermarket check out counters. The final outside skin is very thin styrene. Each body is hollow with the wheels fixed to an inner body that can be removed for repair. The wheels, which I designed and were turned on a lathe by a friend of mine ( the only item I didn't make ). They run on a plastic axle, and are split and insulated in the middle to allow positive and negative power pickup from either side of the single rail. The trucks are made from tinplate, hand formed and soldered with the

gearing mechanism mounted so as to drive the small rubber tire which is what actually propels the train along the rail. The rail is made of Plastruct "T" shaped plastic with thin PC board glued to the upper surface, after being cut to the desired size and shape. A small ribbon of copper was removed down the center, thus providing a power source on a single rail. The stations are made from "L Eggs" pantyhose shells, bubblegum machine shells and assorted wire scrap. Ticket booths are a cut down pill bottle. All supports are cut from the same scrap Cigarette signs. Even the newspaper vendor, telephone and coke machine...scrap bits. The trim and outer cover design on all trains is either hand painted with Floquil, or Mylar film which is commonly used on model aircraft. You can see that my imagination plays a great part in some of the models that I build. I keep a good supply of shapes, like lipstick tubes, etc. on hand at all times and my scrapbox is never empty. It would take many more pages to describe the many designs and ideas that were tried and abandoned, to justify the two years it took to complete the Monorail. But I hope this thumbnail sketch will spur you on to attempt more scratchbuilding for your own layout. Remember, never say "I can't," ..try...you might be pleasantly surprised.



Art Curren, from Model Railroader magazine giving his clinic on Kitmingling, at the NER Fall Convention in Plainview



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At the Plainview Convention, the ladies held a Rallette Needlework Contest. The winners are:

**LATCH-HOOK:**

First Place - Rosemary Schmidt

**CREWEL:**

First Place - Barbara Adler  
Second Place - Barbara Adler  
Third Place - Ethel Grier

**KNITTING:**

First Place - Helen Handy  
Second Place - Helen Handy

**NEEDLEPOINT:**

First Place - Joanne Grdinich  
Second Place - Florence Monahan  
Third Place - Joanne Grdinich

**TRAPUNTO:**

First Place - Barbara Adler

**BEST IN SHOW:**

Joanne Grdinich

