

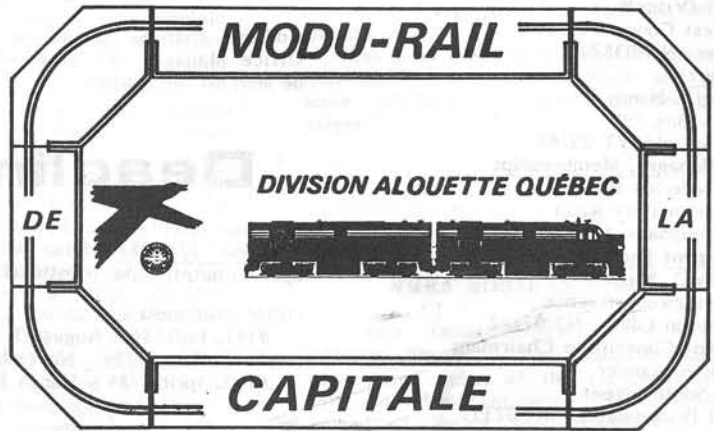
NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

139

Spring '84

NER CONVENTION



In the Spring of 1984 where will you find all the modelers of the NER? Why in Quebec City, of course!! Division Alouette has a fantastic time planned for us, so on Memorial Day weekend (in the USA, of course) all roads lead North, to Quebec!!





Past President:

Fred Driscoll
4 West Concord Street
Dover, NH 03820

NER Coupler

139 # 138, Spring 1984

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

Kenneth May, Editor
77 Wales Road
Stafford Springs, CT 06076
(203) 684-2570

Address changes should be sent to the Office Manager. All other material should be sent to the Editor.

Deadline

for the next issue, #140, Summer 1984 is June 1, 1984. Issue will be mailed approximately one month after this date.

Other deadlines:

- #141, Fall '84 - August 3, 1984
- #142, Winter '84 - November 2, 1984
- #143, Spring '84 - March 1, 1985

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THE EDITOR regrets that the Winter '83 issue of the Coupler was sent out so late. A number of circumstances coincided to produce the unreasonable delay. We will try to avoid any recurrence of such a delay as best we can. Thank you all for your patience and understanding of this matter.



President's Column

As you are aware from previous comments, I have some concern over declining membership in the NMRA and particularly that of young people entering the hobby. So you ask, what can I do? Claude Bérubé, editor of the Alouette Division paper, le Signal, puts it very well. He indicates in the following excerpts that model railroaders tend to be overly discrete about their hobby:

"I never met a person introducing himself this way: 'My name is Joe, I am married, 3 children; I work there and I am a railroad fan!' No, model railroaders are more quiet about what they are doing in their basement. Even if they don't take too much time to do exercises they will tell you they practice sport, they read or anything else, but they will not talk to you about what they really like: their hobby. It would take many questions before they confess their thrill. And more, they will be prudent about what they tell you."

"In some way, this attitude is justified. It is a protection against derision and sarcastic comments of someone who doesn't know anything about the hobby. Usually that kind of person watches television all evening or doesn't have any occupation without their work, so they can't understand others who are active in some hobby and more in that ridiculous 'choo-choo train!'"

"However, if we would talk frankly about the thrill we get from this hobby, probably we would help someone. We would help the kids to learn working with their hands at home or want to know new methods or techniques to work with. We would help some older people who discovered that too much TV is bad and they are asking what else to do to kill the time or to have a good time. We would teach someone that this hobby holds families together by permitting family activities. We would tell the people how much we learned in techniques, in resourcefulness, in skill and scratchbuilding when we were busy on some model!"

"Only by a few words, or showing your layout to someone you would initiate a new fan who will thank you very much to have introduced him in this fascinating hobby of model railroading."

And having done that much, introduce him (or her) to the NMRA and the NER, where they can get together with others who share the same hobby to learn, exchange experiences and enjoy the fellowship!

* * * * *

On another subject, I wish to inform the membership of my intention not to seek another term as NER President, and instead to accept a 'draft' to run for NMRA Executive VP. I have some

Continued on Page 7

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Wyantskill, NY 12198

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Springfield, VT 05156

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Framingham, MA 01701

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51 Ringwood Avenue
Pompton Lakes, NJ 07442

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Jack Alexander
111 South Street
East Bridgewater, MA 02333

Model Contest Chairman:

Brian C. Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096

Photo Contest Chairman:

Peter A. Watson
65 Branch Road
East Bridgewater, MA 02333

Raillette Contest Chairperson:

Dolores Rogers
76 Summer Avenue, Apt. 8
Stoughton, MA 02072

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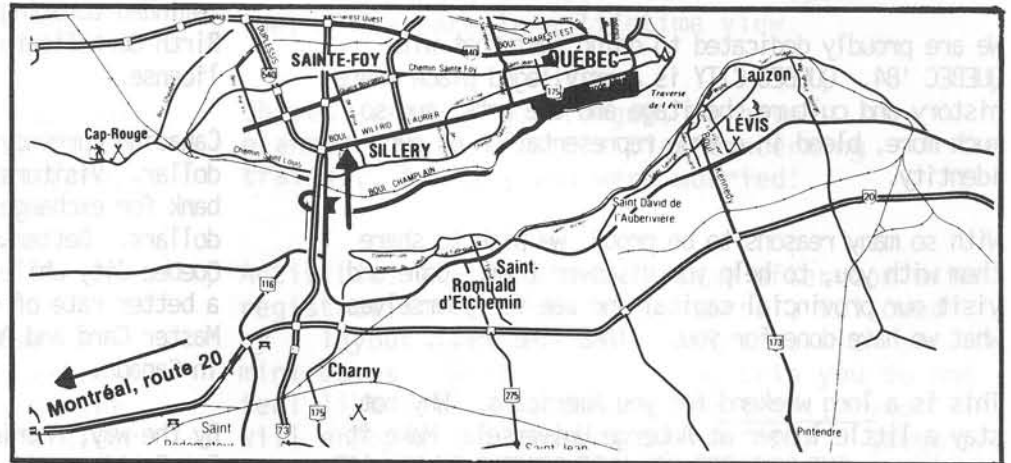
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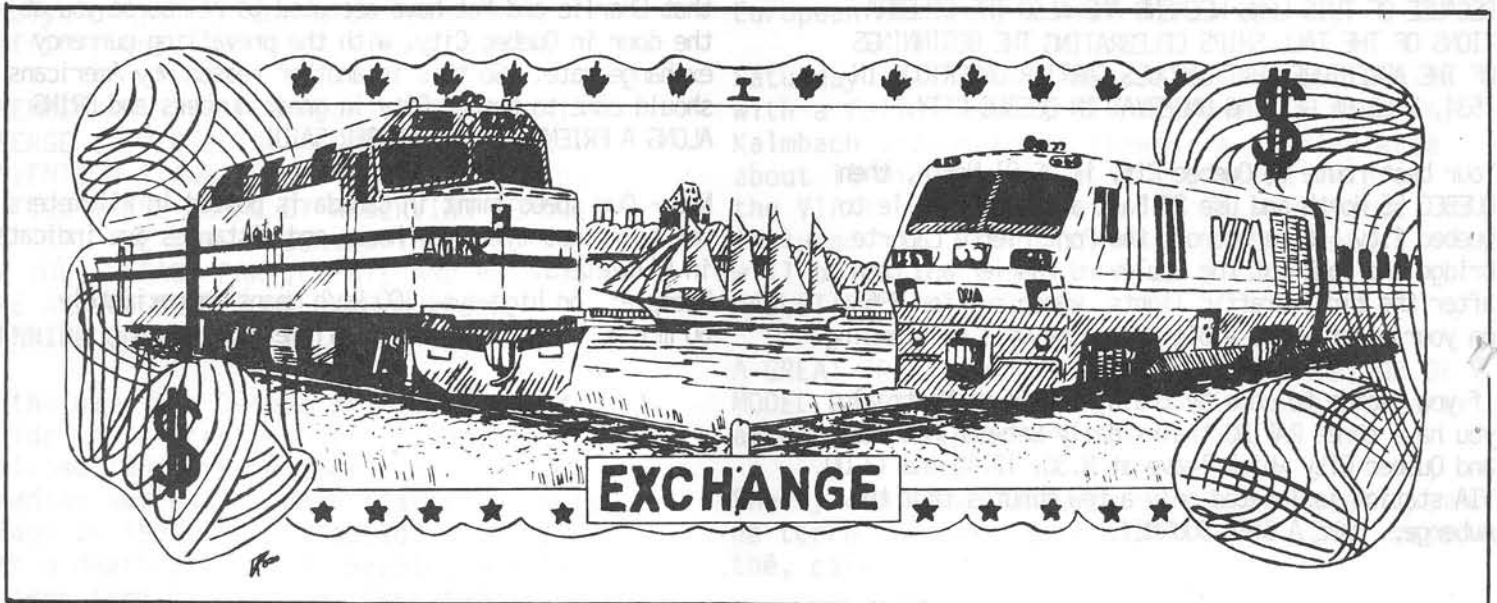
BIENVENUE - WELCOME
 CONGRÈS PRINTANIER R. N. E.
 N. E. R. SPRING CONVENTION
 QUÉBEC - CANADA
 25-26-27 MAI / MAY 1984



DIVISION ALOUETTE QUÉBEC



REGION DU NORD-EST DE L'ASSOCIATION NATIONALE DU MODELISME FERROVIAIRE
 THE NORTHEASTERN REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION



CONVENTION Registration Form (AMERICANS ONLY)

Mail this form and your check "NER CONVENTION"
 to: CHARLIE & PAT BETTINGER
 29 Foster Drive
 Vernon, CT 06066

Must be postmarked by May 1st, 1984

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

	Quantity	Advance Registration	After May 1st or at door
Registration	—	3.00\$	(3.00\$)
Banquet	—	18.00\$	(21.00\$)
Fan trip	—	4.00\$	(5.00\$)
Layout tour	—	5.00\$	(6.00\$)
Complete package	—	30.00\$	(35.00\$)
Additional family package	—	28.00\$	(33.00\$)
Raillettes city tour	—	8.00\$	(9.00\$)
TOTAL ENCLOSED		\$ _____	

"Prepaid Registration Ticket will be held for your arrival, at the Registration desk"

HOTEL Reservation Card

Mail to: AUBERGE UNIVERSEL WANDLYN
 2955, Boul. Laurier
 Sainte-Foy, QUE.
 Canada G1V 2M2
 Téléphone 418-653-8721 Têlex 051-2293

You must reserve by May 1st, 1984

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone No. _____ Area _____

_____ Rooms at 50.00\$ single occupancy

_____ Rooms at 55.00\$ double occupancy

_____ Extra person at 5.00\$

WILL ARRIVE ON _____ AT _____ AM PM

WILL DEPART ON _____ AT _____ AM PM

Deposit \$ _____ Credit Card _____ NO _____

Signature _____

One nights deposit or credit card is required to guarantee your reservation.

To welcome our American and Canadian guests warmly, to roll out the red carpet for them, to share with them what we treasure most, to make them feel truly at home: THIS IS QUEBEC '84.

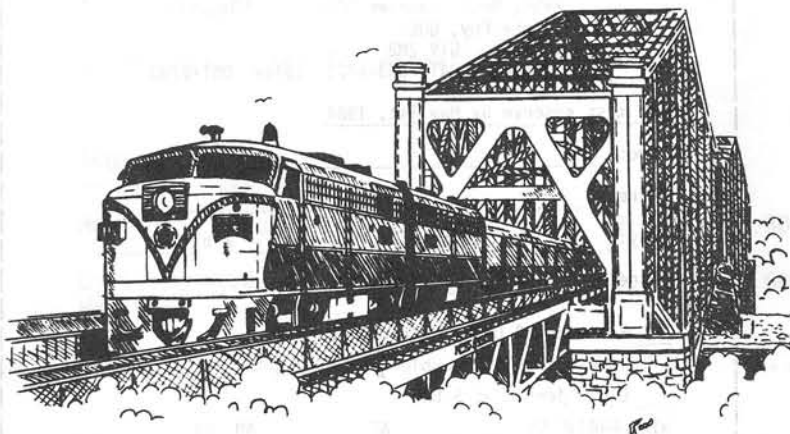
We are proudly dedicated to doing just that with QUEBEC '84. QUEBEC CITY is a privileged place where history and culture, heritage and the arts, and so much more, blend in a true representation of our identity.

With so many reasons to be proud, we wish to share them with you, to help you discover them. Come and visit our provincial capital and see for yourselves what we have done for you. TAKE TIME OFF...

This is a long weekend for you Americans. Why not stay a little longer at Auberge Universel. Make it your home...BUT REMEMBER YOU MUST RESERVE BY MAY 1ST., BECAUSE OF THIS LONG WEEKEND AND ALSO THE CELEBRATIONS OF THE TALL SHIPS CELEBRATING THE BEGINNINGS OF THE ADVENTURE THAT JACQUES CARTIER UNDERTOOK IN 1534, WILL BE GETTING UNDERWAY IN QUEBEC CITY.

Your best route to Quebec City is US 91 North, then QUEBEC 55 North and use 20 East at Drummondville to Quebec City. Come across the Pont Pierre Laporte Bridge and look out for Boulevard Laurier and then after the first traffic lights, watch out for 2955, on your right where a big CN engine will be standing.

If you decide to come by train, AMTRAK to Montréal, you have three RAPIDO trains daily Between Montréal and Quebec City which leave at 8.30, 12.40 and 17.00. VIA station is located only a few minutes from the Auberge. HAVE A SAFE JOURNEY.



TIPS FOR AMERICANS COMING TO CANADA

Canada welcomes millions of tourists each year. Our friendly visitors from the United States should be reminded to bring some form of identification such as a Birth Certificate, Naturalization Card or Driver's license.

Canadian currency is presently about 25% below the U.S. dollar. Visitors are advised to contact their local bank for exchange rates and change currency into Canadian dollars. Better still, it seems that if you come to Quebec City while the banks are still open, you will get a better rate of exchange. Credit cards such as Visa, Master Card and American Express are readily accepted in Canada.

By the way, Americans registering directly to Charlie and Pat Bettinger in American funds, will be glad to know that Charlie and Pat have accepted to reimburse you at the door in Quebec City, with the prevailing currency exchange rate. So this is another reason why Americans should come to Quebec City in great numbers and BRING ALONG A FRIEND AS DAVE MESSER SAID!

N.B - Our speed limit in Canada is posted in kilometers per hour, not miles per hour, and distances are indicated in kilometers.

Example: on highways, 100 km/h means approximately 60 m.p.h. One mile is 1.6 kilometers.

CONVENTION Registration Form (CANADIANS ONLY)

Mail to: Jean-François Delisle
886, Pierre Maufay,
Sainte-Foy, QUE.
Canada G1V 2M8
Téléphone: 418-687-9802

Make check payable to "NER QUEBEC '84 CONVENTION"
Must be postmarked by May 1st, 1984

Name: _____

Address: _____

City: _____ Prov.: _____ Code _____

	Quantity	Advance Registrations	After May 1st or at door
Registration only	___	3.00\$	(3.00\$)
Banquet	___	18.00\$	(21.00\$)
Fan trip	___	4.00\$	(5.00\$)
Layout tour	___	5.00\$	(6.00\$)
Complete package	___	30.00\$	(35.00\$)
Additional family package	___	28.00\$	(33.00\$)
Raillettes city tour	___	8.00\$	(9.00\$)

TOTAL ENCLOSED \$ _____

Samuel de Champlain whom you see on your NER button, flanked by the famed Chateau Frontenac on his right with a CN 6200 passenger train in view, welcomes you with his engineer's cap to Quebec, the city he founded in 1608.

Quebec, the cradle of French civilization in America, resembles no other city in the world, and is a land imbued with history, tracing the beginnings of Canada and virtually the entire North American continent.

In fact, accommodations for your stay in Quebec City will be at Auberge Universel Wandlyn located at 2955 Boulevard Laurier. Just after you cross the St-Lawrence River on the Pierre Laporte bridge look for the Wandlyn on your right after the first traffic light.

REMEMBER WE HAVE 100 ROOMS RESERVED AT AUBERGE UNIVERSEL AS REQUESTED BY NER CONVENTION STANDARDS. YOU MUST HELP US TO FILL THESE ROOMS BY RESERVING BEFORE MAY 1ST. WE HAVE RESERVED THESE ROOMS FOR YOU, PLEASE PARTICIPATE AND HELP US MAKE A SUCCESS OF OUR HARD WORK IN PLANNING QUEBEC 84!

By the way, the Quebec Bridge, located beside the Pierre Laporte bridge, is a railroad landmark being the property of Canadian National. Work started on this bridge in 1904, it collapsed in 1907, with a death toll of 77 people, mostly Indians from Caugnawaga, then fell once more in 1916, the middle span this time and was finally completed in 1917.

Following the Boulevard Laurier from the Auberge Universel towards Quebec City, all on your left you will come to Place Laurier Shopping Centre, one of the largest in North America then Place Sainte-Foy Shopping Centre, another large one, then you will pass the Laval University Campus.

A few miles later on your right, you will be able to see the Plains of Abraham, where Moncalm and Wolfe fought for possession of Canada in 1759, a real landmark.

Continuing a little further you will come across the famed Chateau Frontenac with its splendid view on the St-Lawrence River. Please go and see these beautiful spots. They are a once in a lifetime view.

Oh yes, we must not forget, we have planned plenty of activities concerning trains... in case you were worried!

Activities will begin on Friday afternoon with registration at Auberge Universel, followed by a layout tour of model railroads with mini-buses. Well after a long trip you do not feel like driving around a new city... you will enjoy Louis Lambert's beautiful N gauge layout and Robert Van de Velde's interesting European HO layout, with full catenary.

Saturday will be a complete day of activities with a full slate of clinics and all four (4) Kalmbach videos to be viewed, a display area about 10 minutes drive, a great fan trip on the VIA's LRC with visits to CN & CP yards included also, the model and photo contest will be on and there will be plenty of RAIETTES'S ACTIVITIES.

A GREAT TREAT, will be RUSS LARSON, EDITOR OF MODEL RAILROADER who will be our guest speaker, after our banquet which will consist of:

Sherry consommé, Côte de boeuf, désossée, pommes de terre au four, jardinière de légumes, dessert, thé, café.

After the banquet you can choose bingo or movies with Buster Keaton in "The General" with French subtitles on a giant TV screen, followed by "Diesels West" and other films if you are not too tired.

Sunday will be the NER BOD meeting followed by layout visits and the display area will still be going strong with plenty of modules from MODU-RAIL, N-TRAK, Lionel modules and Robin Ross's wonderful paintings.

Well, TAKE TIME OFF and come and visit us in Quebec City. We are expecting you. You will enjoy your stay.

**PLEASE NOTE: The deadline for both Registration and the Hotel is May 1st.
Be sure to get your registrations for both in on time!!**

TIME TABLE/HORAIRE

FRIDAY May 25

Registration - Hospitality room	15.00h - 17.00h 19.00h - 21.00h
Layout tour (with mini-bus)	19.30h - 22.00h
Films & slides on railroads	19.00h -
Clinic on handycraft for railettes	20.00h - 21.00h
Model and photo contest registration	20.00h - 21.30h

SATURDAY May 26

Registration	9.00h - 12.00h
Several live clinics plus all four (4) video tapes form kalmbach will be shown	9.00h - 15.00h
Model & Photo contest registration	9.00h - 11.00h
Display area at St-Thomas D'Aquin Church (Conventioners only)	9.00h - 12.30h
Railette activities - City tour	10.00h -
Fantrip - Ride on LRC and CN & CP yard visits	10.30h -
Display area at St-Thomas D'Aquin Church (General public)	13.00h - 17.00h
Happy Half-Hour	19.00h - 19.30h
BANQUET "WE ARE PLEASED TO ANNOUNCE THAT RUSS LARSON OF MODEL RAILROADER WILL BE OUR GUEST SPEAKER"	19.30h -

After banquet BINGO

Buster Keaton in "The General" Movie

SUNDAY May 27

Meeting: Module Interest Group	8.30h - 9.30h
Division Alouette General Annual Meeting	9.30h - 10.00h
NER BOD Meeting	10.00h -
Layout visits. Check schedule	11.00h - 15.00h
Display area for general public	10.00h - 17.00h

"ALL ABOARD"

VENDREDI le 25 mai

Inscription et accueil
Visites de réseaux avec des mini-bus
Films & diapositives sur chemins de fer
"Clinique" sur l'artisanat pour les dames
Inscription pour le concours de modèles & photographies

SAMEDI le 26 mai

Inscription
Plusieurs "cliniques". De plus les quatre (4) vidéocassettes de Kalmbach seront montrées
Inscription pour le concours de modèles et de photographies
Exposition à l'Église St-Thomas D'Aquin (pour les congressistes seulement)
Tour de ville pour les dames
Excursion - Voyagez sur le LRC et visitez les cours de triage du CN & CP
Exposition à l'Église St-Thomas D'Aquin (Admission générale)
Cocktail
BANQUET "NOUS SOMMES HEUREUX DE VOUS ANNONCER QUE RUSS LARSON DE MODEL RAILROADER SERA NOTRE CONFERENCIER"

Post banquet BINGO

Buster Keaton dans le film "Le Mécano de la Générale"

Dimanche le 27 mai

Assemblée du Groupe "Modules"
Assemblée générale Annuelle de la DAQ
Assemblée du conseil d'administration de la R.N.E.
Visites de réseaux. Vérifier le babillard

Exposition pour le public

"EN VOITURE"

President's Column (Cont)

serious concerns about the way NMRA is being run, and ask for your support. My thoughts are expressed in more detail in the NMRA ballot material, but my concerns relate to better attention to long-range planning and a more vital and member-responsive leadership. I also urge your support for Bob Ellis and John Nelson, who share similar concerns, for NMRA President and Eastern VP, respectively. EXERCISE YOUR RIGHT TO VOTE!

Dave Messer

FROM The EDITOR'S DESK

Perhaps the most obvious difference in this issue of the *Coupler* is the size; being half the size of the long-delayed Winter '83 issue, reflects the fact that NER's financial difficulties have finally caught up with us. As a result, the economy steps taken with the last issue will be continued with this and future issues until the treasury begins to recover. So far, the experiment with Third Class postage has had both positive and negative aspects. It saved us nearly \$100 in postage costs, with delivery times between seven and fourteen days...something we can live with (If anyone received their *Coupler* later than the first week in April, please let me know!). The Postal Service bureaucracy and regulations are as bewildering as those of the IRS, and accounted for a month of the delay in getting out the last issue.

As long as the issues are reduced in size, some of the series you have become familiar with may not appear in every issue. However, 'The K & L Story', 'Operation Planning', 'Minuteman 86' and 'Achievement Program', all presented in the last issue, are taking an issue off. Hopefully, at least a couple of them will be able to return in the next issue.

Of course the best way to get the *Coupler* back up in size is to support the NER with your continued membership, and to encourage you friends to join. Attending at least one, if not both conventions, not only helps support the NER, but exposes you to other people in the hobby and their modeling. If you're going to the convention this spring, please try to bring a friend. NER really needs to grow, which means attracting new members. As a goal for 1984, let each NER member try to get one friend who is not a member to join NER. That way, we can grow and spread the message of the enjoyment of the hobby.

In closing, I would like to thank those who have corresponded in the last few months. Your encouragement has been wonderful, and your other comments I am saving for a 'Letters' column, hopefully in the next issue.

Hope to see you all in Quebec City over Memorial Day weekend.

Ken



Shop Talk

with Brian Whiton

Although I promised to introduce some of the judges this issue, I think you will find this just as worthwhile. The available space in a pre-convention issue keeps me from doing both.

Some time ago I began to complain to anyone who would listen that we often get beautiful kits in the model contest, the assembly and finishing of which, give the appearance of fantastically well detailed and finished scratch built models. Since they are kits, they start out 35 points behind the eight ball in the existing model contest. To change that would dilute the effort of those who do scratch build. To allow such excellent kit modeling to go unrecognized is to discourage a large segment of the modelers who derive considerable pleasure and pride from such effort.

One of the people who listened was Bill Mischler, which proved profitable. Bill proposed that we develop and support a kit contest to be completely separate from the Achievement Program and its attendant complexity. The intent being a purely competitive atmosphere for the kit builder only. The factors for determining the winning kit would be the quality and complexity of the construction, the finish and lettering, and the effective use of the detail supplied with the kit. Bonus points would be given for detail beyond the scope of the base kit and for parts made from scratch.

Part of the reason I have procrastinated this long is I sincerely feel that I am stretched to the limit to administer the present model contest and serve as liaison to the convention committee with regards to the logistical aspects of the combined contests. To take on the added responsibility of the kit contest would mean I would short some mighty good modelers of my full attention. I am, however, whole heartedly behind Bill's proposal.

At this point I am soliciting both a chairperson for such a contest and a sponsoring division to absorb the cost of the awards plaques and paperwork. The chairman should, of course, be a highly experienced modeler with past experience. That person would be required to come to every convention and administer every kit-contest. I would assume that he or she would be a member in good standing of the supporting division so that a report of these good works could be relayed back from time to time as required. The chairperson would solicit and train the judges, drawing from the present judging staff or bringing in other qualified people as needed. He or she would, of course, be expected to coordinate the efforts of the kit-contest with myself and Dolores Rogers,

the raillette contest chairperson, with whom the contest facilities would be shared. Most of the forms used by the existing contest would be applicable with only minor modifications, making the start-up relatively simple. The most difficult task would be to pin down the judging guidelines. Naturally, I would be as helpful and supportive as I could.

Please! Someone volunteer. Let's give the kit builders a place to display, share and compete where they will not be merely also-rans. I would prefer that a division that does not already sponsor a special event or award at the contest take on this new avenue of enjoyment. Are you listening, north of the border?

For those potential entrants who are reading this, we should be up and running for the Rockport convention this fall. Bring your top shelf kit model and try us out.

Next time we will resume the introduction of the contest staffers and give some pointers on pleasing those picky judges.

NEW MEMORIAL TROPHY SET FOR NMRA MODEL CONTEST

A new model contest award -- *The Rothberg Trophy* -- will make its annual presentation debut at the National Model Railroad Association's 1984 National Convention, being held August 7 - 12 in Kansas City, Missouri.

Given in the name of NER Member Ira D. Rothberg, MMR, the trophy has been established as the 'First Place' award in the "Passenger Cars" division of the NMRA national model contest program. It was initiated by the Island Railroaders Association, a Long Island-based HO modular workshop co-founded by Rothberg, in memory of his love of passenger service equipment and his many contributions to model railroading and NMRA. It is the first permanent memorial award to be sponsored for a specific NMRA contest event.

All entries in the "Passenger Cars" division of the NMRA model contest at Kansas City and subsequent conventions will automatically be eligible for The Rothberg Trophy, as its award is based solely on the highest total point score in the "Passenger Cars" category under standard NMRA judging rules. Each year's winner will receive an award plaque in recognition of outstanding craftsmanship. The winner's name will also be inscribed on a master trophy on permanent display at NMRA Headquarters in Chattanooga, Tennessee.

The presentation plaques and the master trophy were designed by John MacGown, former president of Rothberg's home division, the Sunrise Trail Division. The presentation plaques, sponsored by contributions from a group of friends and colleagues following his death in December 1981, feature an etched rendering of Rothberg's favorite piece of rolling stock -- a business car lettered for his "New York & South Shore Railway". The car itself, a model scratchbuilt in 1956 by British Region's Maurice Jones, forms the centerpiece of the master trophy.

ON THE SCHEDULE

National

August 6-12, 1984, Kansas City, MO



July 28-August 4, 1985, Milwaukee, WI
July 21-27, 1986, Boston, MA!!!

NMRA National



Northeastern Region

May 25-27, 1984, Quebec City, QB

October 24-26, 1984, Rockport, ME
Spring 1985, Quad-region Convention, Hershey, PA area

NER Divisions

There are no division events scheduled thru July 1st that I have been notified about. Do to space limitations, you are referred to **Railroad Information** for listings of all other prototype and model railroad activities.

NER Membership Application

Name: _____

Street: _____

City: _____ State: _____

Zip: _____

Please remit (in U.S. Funds) \$4 for 1 year membership or \$10 for 3 year membership.

Make check payable to: NER - NMRA

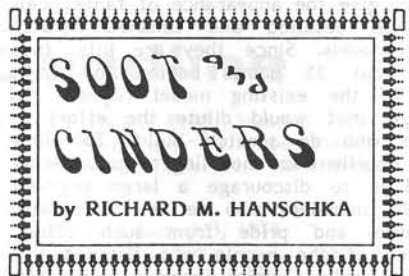
Mail to: R. Roderick Brown
79 Hemenway Road
Framingham, MA 01701

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

First Class
Postage Paid
Permit # 30
Stafford Springs
CT 06076

Robert Strobel
1203 89th St
N Bergen NJ 07047



On the fourth of July in 1886, Boston and Maine train #118 pulled into Scarborough Beach, Maine. Scarborough Beach was a popular vacation spot, and the train was one of the more popular ways of getting there. If we examine the photograph carefully, we can pick up some background concerning railroading nearly a century ago.

Note that the train number was hung in front of the engine headlamp for easy identification. The engine number, #31, is on the smokebox, as was common practice in later years. Also in early years, engines were named, like steam ships, until locomotives became so numerous that the practice was dropped. This engine, however, was named 'Andover'.

We can also see the link and pin coupling equipment, with a drawbar long enough to clear the pilot. The drawbar was used to switch cars, or to join to another engine for double-heading. Please note also the pilot: it is made of wood, common before the use of boiler tubes or steel plate. The engine headlamp is also quite large when compared to more modern designs. Despite its size and polished reflector, the headlamp was more valuable in making the train visible to others, rather than making people or obstructions visible to the engineer. A large moth caught on or in the headlamp might give rise to phantoms or ghosts in front of the train. The train crew standing next to the engine gives a fair representation of the size of the engine, and in particular the size of the drivers.

Now look further back, at the rest of the train. Note that the coaches are wooden, and that kingposts and truss rods were used to improve strength. Note also the train crew: the conductor and trainmen are in blue serge (in July!!) and the porter is in white.

Hopefully, this photograph and commentary help us all toward a richer appreciation of the roots of railroading.

