



NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

COUPLER

Summer 1986

Soot & Cinders

by Richard M. Hanschka

In the summer of 1955 the NMRA held its National Convention in Baltimore, MD. One of the more significant activities of the convention was a steam fan trip on the Maryland and Pennsylvania Railroad. This fan trip was powered by #28, a Ma & Pa ten wheeler.

The Ma & Pa was a modeler's dream. Its trains were too short for profit, but three or four freight cars or a mixed with a Colorado Midland express car, a coach and perhaps a boxcar would look fine in our homes.

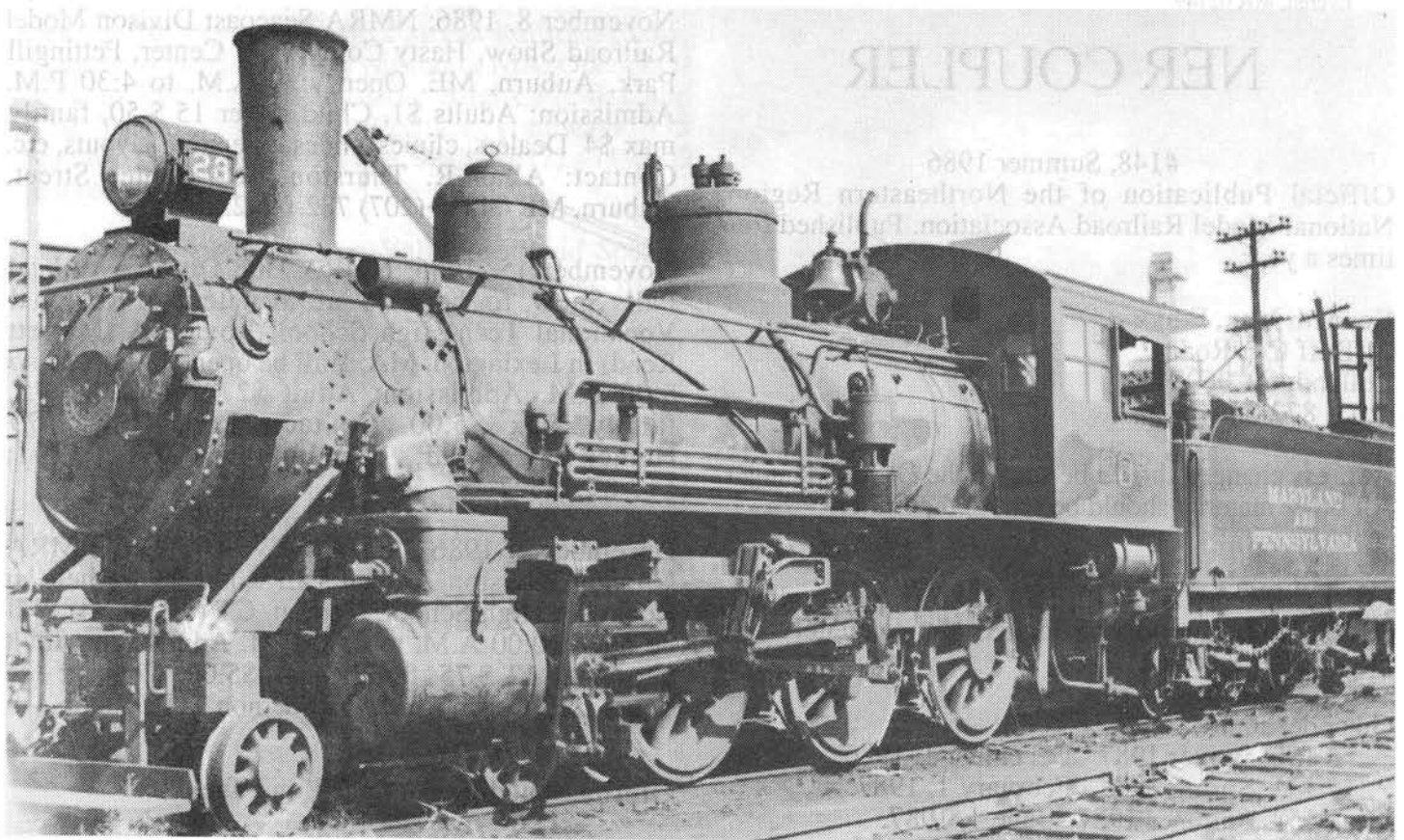
The railroad ran through Pennsylvania Dutch farmland, and the whole railroad was just 70 miles long, stretching from York, PA to Baltimore, MD. It served a furniture factory, small mills and grain dealers, and, of course, the Budd Co. (RDC's and passenger cars) plant at Red Lion near York. Many of the Pennsylvania Dutch farms looked like fresh out-of-the-box kits with lots of work horses, horses

and wagons, cars of another era. The little stations on the railroad often doubled as town post office, grocery store, or some such business. This was due to the fact that ticket sales could not pay a station agent, and the local joke was 'if you couldn't catch the train, you sure couldn't run very fast'.

Ma & Pa motive power consisted of 4-4-0's, 4-6-0's, 2-8-0's, a couple 0-6-0's (at York and Baltimore), and a gas electric (doodlebug) or two. The railroad was not so selective about its choice of motive power. One day a 4-4-0, 4-6-0 or 2-8-0 might pull a passenger consist one day, while the next day the same train might consist of a doodlebug. Switching was as often done by the road engine as not - why fire up another engine just to move a few cars. Interchange work was often done by the switchers, provided there was enough business.

Ma & Pa steam power was mostly a mechanics nightmare. Almost all of the locomotives were at least forty years old, except for one war-time consolidation. Despite being all washed and polished for the NMRA National Convention fan trip, #28 was scrapped.

Soot & Cinders continued on Page 10



NER Brass

On The SCHEDULE

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National

July 28 - August 1, 1987, Eugene, OR.

July 18 - 24, 1988, Birmingham, AL.

1989 - Houston, TX.

1990 - Pittsburg, PA.

Northeastern Region

October 10-12, 1986, Utica, NY.

May 16-18, 1987, Holyoke, MA.

NER DIVISIONS

September 13, 1986: NMRA Sunrise Trail Division Fall Meet to be held at St. David's Lutheran Church, Clark Blvd., Massapequa, L.I., N.Y. Will be open 10:00 - 5:00 P.M., featuring clinics, slide shows, video tapes, model contests (open load rolling stock, narrow gauge structures, & belt buckles), photo contests and white elephant table. Contact: Buzzy Washington, Box 174, Old Westbury, NY 11568.

September 21, 1986: NMRA Central New York Division Meeting. Site not announced at press time. Contact Jim Heidt, P. O. Box 195, Camden, NY 13316.

November 8, 1986: NMRA Seacoast Division Model Railroad Show, Hasty Community Center, Pettingill Park, Auburn, ME. Open 9:30 A.M. to 4:30 P.M. Admission: Adults \$1, Child under 15 \$.50, family max \$4. Dealers, clinics, slides, operating layouts, etc. Contact: Allan R. Thurston, 367 Center Street, Auburn, ME 04210 (207) 782-0952.

November 15, 1986: NMRA Hub Division Annual Fall Show to be held at Minuteman Regional Vocational Tech High School, Route 2A (Marrett Road) in Lexington, MA. Will be open 10:00 A.M. to 5:00 P.M. Admission: Adult \$2, under 12 \$.75, family max \$5.00. Contact: Rod Brown, 79 Hemenway Road, Framingham, MA 01701; 617-877-1827.

December 7, 1986 (NOTE NEW DATE!): NMRA Nutmeg Division Annual Fall Show to be held at Rockville High School, Vernon, CT (off Rt 83). Will be open 10:00 A.M. to 4:00 P.M. Admission: Adult \$2, under 12 \$.75, family max \$5.00. Contact: Joe Sokol, 213 Regan Road #12, Vernon, CT 06066

NER COUPLER

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Kenneth May, Editor
71 Buff Cap Road
Tolland, CT 06084
(203) 872-3441

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

DEADLINE

for the next issue, #149, Fall 1986 is September 1, 1986. The issue will be mailed approximately one month after this date.

Other deadlines:

- # 150, Winter 1987 - December 1, 1986.
- # 151, Spring 1987 - February 1, 1987
- # 152, Summer 1987 - June 1, 1987.

On the Schedule continued on Page 11

From The Editor's Desk

by Kenneth May

Well, after four years of waiting and wondering and worrying, **Minuteman '86** has come and gone. And though I didn't get much of an opportunity to see much of the convention, my impression was that most of the people attending had no difficulty finding enough activities of interest to keep them busy for the entire time they were at the convention. And next year, the nice folks from Eugene will get their opportunity to 'show their stuff'.

But now the life of the NER must go on. One of the recent problems of the NER has been the fact that convention bids have been hard to come by, and when they are received, they have often been at the last minute and publicity has suffered. I hope we have turned this around. The Utica convention was awarded a year and a half ago, and promotion information has appeared in the last two issues of the **Coupler**. This issue contains the actual registration form and hotel reservation form for Utica. At the spring B.O.D. meeting a bid was received and accepted for the Spring 1987 convention to be held in Holyoke, Massachusetts. It has been eleven years since the last convention in the greater Springfield area, so it should be a fertile area for the NER. In keeping with the B.O.D.'s desire to better promote conventions, the first article publicising the Holyoke convention appears in this issue. We also hope that by the time of the Utica Convention we will have a tape/slide and/or video promotion ready for Holyoke.

Another area of concern that was raised related to the Non-Rail contest. It seems that many of the rail oriented NER members either are not aware of the Non-Rail contest, or do not make their spouses aware that the contest exists and is open to all. Someone who may fashion railroad memorabilia, for example, might be able to enter it into the contest. There are categories for woodworking, string art, etc. in addition to the needlecrafts. Please promote this aspect of enjoying the hobby with the members of your family so you can share this talent with others thru the contest.

Meanwhile, now that **Minuteman '86** is over, I have a question for the NER membership to ponder.... Why were the NER Achievement Program and Contest Program people not involved in the Model Contest program at the Boston National Convention? It would seem to me that as the host region, our AP and Contest Chairmen would have been deeply involved in those activities. Yet, I know for a fact the AP Chairman Don Howd was running the cash register at the registration area while the judging was taking place, and that Contest Chairman Brian Whiton was dispatching buses for tours while the judging was taking place.

Hey National - aren't our guys good enough for ya!! I seem to recall our guys were good enough to help out in Washington in '82, and lots of other times before and since. I sense either a deplorable lack of manners, or more of that 'the hell with you guys - we're gonna do it our way' attitude that I've read so much about in the **Bulletin** lately. If the problem is the first - I'll send all of ya a copy of Miss Manner's handbook. If, on the other hand, it's the latter - well, maybe the new broom hasn't swept far enough - or, maybe it isn't a new broom at all. It does seem to me that most of the membership is not happy with the way the contest and the AP are being run at the National level, and all the evidence I saw in Boston leads me to believe that only a small number of the National leadership wants to admit problems exist and deal with them.

One good point to raise, however, is that the NER modelers put on a good show in support of the Model Contest. Though I did not get to see the contest, it was reported to me that more than half of the participation was by NER members. Congratulations, guys and gals, you did us all proud. Now, lets see the same kind of support for Utica.

Speaking of Utica, it looks like a great time. I'll be there - hope to see you there too.

RESERVATION REQUEST

The registration desk at
ITT
 315-797-8010
 315-797-8010
 315-797-8010

Rooming With _____
 Address _____
 Phone _____
 Exp. Date _____

Check in Time—9am
 Check out Time—12 Noon
 Card number and expiration date of 1 night's deposit
 Promotional rate \$20 per night, unless accompanied by credit
 Deposit Date _____ Time _____
 Arrive Date _____ Time _____

1 Person Per Room
 2 Persons Per Room
 3 Persons Per Room
 4 Persons Per Room

Report, if by telephone
 in. Reservations must be received by Sept. 26.
 Enter and special rooms availability, contact Sheraton
 Hotel & please check one only. For additional rooms
 315-797-8010

Utica Convention Up-Date

by Jim Heidt

Don't forget the "NER Life Begins at 40!" convention this year!! Come and join us for the 40th anniversary celebration of the NER at Utica, New York, on October 10-12, 1986. Review the special preparations listed in the Spring 1986 issue of the **NER Coupler**, but here's an up-date:

Clinics - The list of modeler's clinics is growing with a nice variety in store for you ... remember, all modeler's clinics are being presented twice (morning and afternoon) on Saturday so you won't miss a thing! Unfortunately, Dick Loomis has left the country on a work assignment which may affect that feature clinic (scratchbuilding turnouts). But additions include a how-to demonstration on building "L" girder benchwork, as well as plaster castings for structures. Yet another clinic will show you how and where to look for those important sources of information to make your overall layout image more believable.

Here's a special treat! Jim Kelly, Associate Editor of Model Railroader, will pay us a visit and review the

"Ten Favorite MR Staff Layouts"! This show will be presented once at the hotel on Saturday at noon.

All non-modeler or raillette clinics are well set and are waiting for your participation. Our full program is a great reason to invite the whole family!

Fan Trip - While the ladies' two bus trips (Oneida Silver/Revere Copper on Saturday morning and CharlesTown factory outlet complex in the afternoon) are guaranteed, we regret to announce the cancellation of the rail fan-trip on the Delaware and Otsego. You know the refrain: equipment problems and insurance crisis. But we have a fine alternative in store for you!

On Saturday afternoon, we will board a comfortable motor coach at the hotel for a trip to Rome to view two unique railroad operations. First, we'll enter Griffiss Air Force Base for a guided tour of the base railroad including its equipment, service facilities and sidings. Then, it's on to the Erie Canal Village in Rome at the site where the canal was first started to view its 2-foot gauge Rome and Fort Bull Railroad. While we don't expect the line's 2-6-2 to be operating that late in the year, we'll get a detailed and guided tour of the line's modern shops and service facilities as well as the equipment being maintained. The price for this trip is \$5.00 (\$6.00 after October 1st). Availability is limited, so be sure to register for this trip early!!

Layouts - At this time, eight area layouts are scheduled for the layout tour Friday evening. Be sure to register early at the hotel and get your packet in the hospitality room for complete and accurate directions. We have an additional bonus: The RPI club layout in Troy will be open on Sunday afternoon during your drive home ... wear your convention button and get a reduced rate admission (\$2.00 instead of \$3.00). Our area layout owners are also planning on being open Sunday afternoon as well.

Youth - Now you can do something for us! By the time the convention rolls around, the NER's efforts to promote its convention to young modelers will be well noted in the hobby press. Jim Kelly is visiting in part to report on the success of those efforts.

If you are willing to be available to transport a young modeler (or two) to and from the Utica convention, be sure to mark the registration form in this issue of the **NER Coupler**. We'll contact you shortly after you register with all the information you'll need if we have someone in your general area who wants to come to Utica.

The region *really* is concerned about the future of this hobby. With your help in this way, we bet that model railroading will be even more fun for you!

Banquet - We understand that there is some concern in the NER over the planned buffet banquet. Considering some NER past experiences as well as other regions', this concern is expected ... and even welcomed because it gives us a chance to 'clear the air'.

Northeastern Region
National Model Railroad Association
Name of Association or Group

RESERVATION REQUEST

Sheraton Inn & Conference Center

The hospitality people of **ITT**

200 GENESEE STREET, UTICA, NEW YORK 13502 315-797-8010

315-797-8010

Below, please check one only. For additional rooms, suites and special rooms availability, contact Sheraton Inn. Reservations must be received by Sept. 26. (Sept. 12 by telephone)

- 1 Person Per Room
- 2 Persons Per Room
- 3 Persons Per Room
- 4 Persons Per Room

Arrival Date _____ Time _____

Depart. Date _____ Time _____

Rooms held until 4:00 p.m. only, unless accompanied by credit card number and expiration date or 1 night's deposit.
Check in Time—3 p.m. Check out Time—12 Noon

Name _____

Rooming With _____

Address _____

Phone _____

Credit Card # _____ Exp. Date _____

The local convention committee at Utica has worked very hard in its preparations, and top on the list is the constant attention to the banquet. This will not be the 'hor d'oeuvre buffet mistake', but the finest beefeater banquet buffet served by the experienced Sheraton staff. We guarantee that if you go away hungry, it's your own fault ... it's a full and complete board!

banquet will be joint with the Utica & Mohawk Valley Chapter, NRHS, and (beside the NER awards) will feature select films from the collection of Mr. Fred Beach. Now retired, Mr. Beach was director of the Film Bureau, Public Relations Department of the New York Central System during the 1940's! Great films!!

That's it! Send in your registration forms for both the hotel and the convention right away ... see you in Utica!!!

The program will be no less filling, either. Our

NER Utica Convention Registration

October 10 - 12, 1986

Print Name #1: _____

Street: _____

City: _____ State: _____ Zip: _____

Name #2: _____ Name #3: _____ Name #4: _____

Pre-Registration: (October 1, 1986 Deadline)

Check as needed for Name	#1	#2	#3	#4	Price Each	\$ Total
Registration Only					\$ 8.00	
Youth Registration					\$ 4.00	
Fan Trip					\$ 5.00	
Banquet					\$ 16.00	
Oneida Silver/Revere Copper Trip					\$ 4.00	
CharlesTown Trip					\$ 2.00	
<u>At Door</u>						
Registration Only					\$ 10.00	
Youth Registration					\$ 5.00	
Fan Trip					\$ 6.00	
Banquet					\$ 18.00	
Oneida Silver/Revere Copper Trip					\$ 5.00	
CharlesTown Trip					\$ 3.00	

Total Enclosed ... \$ _____

Mail checks payable to "NER Conventions" and mail to:

Charlie and Pat Bettinger, NER Convention Registrars, 29 Foster Dr., Vernon, CT 06066

Yes, I can help out by transporting ___ (how many) young/student modelers to and from the Utica convention! (Thanks!) Is this your first NER convention? _____

Come celebrate the NER's 40th Anniversary in Utica !!

SHOP TALK

by Brian Whiton

Let's discuss use of color, contrast and weathering. In building the *Midland* I chose to avoid suppressing color, to some extent, because I felt in the clean air of rural Vermont there is much less of a color homogenizing affect from natural weathering. I must say that I still feel this is a fundamentally correct assumption. I am, however, attracted to some layouts where the opposite is true.

For example, a coal hauling railroad in a mining environment would have that overall grey look to everything. Some contrast should be barely discernable between items close to the tracks or mines vs. those further away. Sharp contrast could exist, i.e. a brand new automobile among those of more extended exposure to the elements. Such contrasts could easily be overdone, though, no matter how logical.

A recent trip to one of my favorite New England pikes brought these thoughts to home. I love the layout but it has a lifeless look to it. Some of this is, I believe, related to a generally drab weathering technique, which I must say, seemed most appropriate in any specific instance. There was a subtle contrast between a railroad yard flawlessly detailed and weathered and a hillside with a quarry some distance away. The drab appearance of the yard was not present at the rural scene, yet something was lacking. Admittedly the quarry was not yet detailed. That contributes to my inability to quite put my finger on the source of the apparent lifelessness. I felt the scene looked more real than my own but rather inanimate. Looking at my own pike upon return, I feel in many instances I have too high a contrast in color. I do have a very high population on my layout which implies animation. That seems correct. I definitely have many more freight cars that are colors other than Tuscan or black which is partly a difference in our eras, 1940's vs. 1959. I think I should not buy any more "colored" rolling-stock for a while. I think my rock out-croppings are too vividly colored, yet I felt that those on the comparison pike were too subtle.

There is a happy medium here that neither modeler has zeroed in on. I believe that what is needed is some color photography of the prototype area for comparison of color. Taking some care to use more subtle color on items far from the eye, reserving contrastier colors for the foreground, I should be able to homogenize the colors a bit without tipping the scale towards too drab or lifeless scenes.

I must say this will be an experiment since I'm not at all sure that the comparison pike is not absolutely correct!

Inconsistency in modeling can seriously detract from the overall point score of the model. For example, we often see freight cars, passenger cars, etc. in the model contest which have fabulously well detailed levels of construction on those surfaces plainly visible to the eye yet poorly detailed interiors and undercarriages. I would rather see a lightly detailed model with a consistent level of detail all over than a cop-out like this. It's down right discouraging to see that the builder can give you near perfect construction if he wants, but chooses to take the easy way out on items not so easily seen.

Car underbodies suffer a lot here. Truss rods are shortened to allow full swing of the trucks which is unnecessary on any well developed model railroad. Under body framing is over dimension in the name of unneeded strength. All break rods are omitted when only the direct rod to the break hanger need be, and even that can be made to look connected when it is not. A bit of RTV on the screw head to fill the slot makes it a lot more acceptable. Avoid grab irons protruding inside the side and end sills, and functional but cosmetically unacceptable draft gear. In this case use dummy equipment of scale dimension, for contest purposes, very lightly glued in place. They can be popped off later and operating couplers installed. Brake lines are often omitted on the grounds that they interfere with couplers. Put them on for the contest. If they really do bother they can be easily removed later. I also recommend fine scale wheel sets for the model contest. They, too, can be easily changed if they prove unsatisfactory in regular service.

Interiors suffer also. They are left undone 90% of the time on enclosed freight cars and even, some times, on passenger cars. The only difficult part here is achieving a suitable wall texture on both sides of the car sheathing. Individual boards will eliminate the problem. Don't forget the grain boards on the inside, if applicable.

These extra effort items generally result in a very consistent model of excellent quality. Just doing them puts you way ahead of your competition. Doing them well virtually guarantees you will knock down an award. Try it, you'll like it.

From The Divisions

Hub Division

The major news, of course, is that all of us survived the **Minuteman '86 Convention** which apparently received high marks from the great majority of the attendees and displays. One of the principal reasons for our survival was the superb help that was given throughout the five year planning period and the entire eight days of the event by so many wonderful folks in the Northeastern Region. The NER played a very big part in **Minuteman '86** and its success - I hope all of you soon receive the public acclaim you sincerely deserve.

There were a lot of unsung heroes in Hub as well, although the participation and help was handled by a much smaller percent of our membership than we had expected. Maybe the salaries we paid were too low! So here we all are chomping on the bit waiting impatiently to do it again - how about 1991? (How about 2091? - Ed). Shall we put in a bid for that one when we get to Oregon next year?

We had a resignation from our Board of Directors earlier this year that had to be put on hold until after **MM '86**. So at our last BOD meeting (August 9), Don Howd was appointed by president Rod Brown to fill the vacancy - the appointment was immediately and unanimously approved by all. Don is a welcome addition to the ranks.

Our Fall show will be at the Minuteman Vocational School on Route 2A in Lexington, MA on November 15th from 10 to 5. There should be an announcement of it elsewhere in this issue. Hope to see many of you there and at the great NER Fall Convention in Utica October 10, 11, and 12.

Glenn Owens

Nutmeg Division

The Nutmeg Divisions has been pretty quiet this spring due to the number of people heavily involved with **Minuteman '86** activities. A lot of effort and hard work, in addition to long hours went into our efforts for the National Convention.

All in all, it went very successfully. The Nutmeg Division sponsored the Conn Rails tour on tuesday. In all, nearly seventy convention attendees rode buses from Boston the Vernon, CT. There, they were broken down into vans, and began their visits. The group was broken into two sub-groups - each sub group had the pleasure of visiting five layouts: the club layout at the Train Exchange, two of the four Hartford Workshop layouts, plus two others. With viewing groups of five or six people, everyone had plenty of elbow-room at each location. The Nutmeg Division would like to

thank those individuals who opened their homes and/or pikes: Bob Bell & the Train Exchange, Don Clerke, Harold Horner, Al Kalbfliesch, George Muller, John Sacerdote, Earl Smallshaw, Bob Van Cleef, and Brian Whiton. Also, thank you to Chairman Charlie Bettinger, his right-hand man Joe Sokol, and all the others who contributed time and talent to the over-all effort that went into this excellent tour.

Fall activity season is right around the corner. Current plans are to have a meeting in late September with a module group in the New London area. Our Fall Train show has been pushed back due to a conflict to the date of December 7th at Rockville High School. Hours will be from 10 A.M. to 4 P.M. and we hope to have other activities going on in addition to the dealer/display area. Since this is Nutmeg's major fund-raiser and will try to support the division for another year, all model railroad enthusiasts are invited. Our annual meeting will be held January 10th and features a return to the railroad atmosphere and wonderful food of the Red Bull Inn in Waterbury. Any member who can contribute meeting ideas or locations for 1987 are encouraged to contact a BOD member now.

See you all in Rockville -- and don't forget Utica in October.

Kenneth May

Sunrise Trail Division

The Sunrise Trail Division held a very interesting get together recently. Instead of a regular meeting, with clinics, etc., the Division held a layout tour featuring several of the Division member's pikes. Keith Madden was kind enough to write up a remarkable article for the **Cannonball** describing the fun the forty attending members had, and Ray Muntz provided the photographic memories. All in all it appears as though they all had a wonderful time. Thanks goes to Dr. Keith Denton, Walter Neuman, Art Harrison, Bill Stone and Frank Murray for opening their homes. Maybe other Divisions can pick up on an idea like this one.

Sunrise Trail will hold it's annual Fall Show on Saturday, September 13th at St. David's Lutheran Church in Massapequa Park. Activities on the schedule include: Ralph Lapadula showing slides from the Boston National Convention, Art Harrison giving a clinic on how to model Overhead Wire, Bill Stone talking about how he planned and built his layout, and Walter Neuman discussing Carrier Control. Plus, the ever present videos, model display and contest, switching contest and white elephant table.

From the **Cannonball**

Railroadiana

by Stan Bradley

Model railroading has for many years been a most intriguing and interesting hobby, and the NMRA itself originally came into existence in 1935 as a result of its increasing popularity. During that year a group of modelers got together and decided to hold a national convention. Now we are entering our 52nd year, with undiminished enthusiasm.

It is interesting to recall that for many years prior to that time the Lionel Corporation was busy manufacturing toy trains which were more or less authentic to the prototype. The youth of the nation were at the time quite excited over owning one, to a degree unequalled by any other current toy. It was an exciting thing to own, and to operate for your friends. Do you remember **your** first 'train set', probably received as a Christmas gift so many years ago? It was a thrill never to be forgotten, either then or now.

The Lionel Collectors Club of America was an outgrowth of this youthful exhilaration. For many years it held its own annual conventions. Jim Gates was one of the founders, and his enthusiasm was boundless. As a youngster he had wanted a train set, but it was not until he began working for the Milwaukee Railroad at age 18 that he could start fulfilling this desire. Today he is the proud owner of more than seventy, and his interests impelled him all over the nation in the formation of Lionel Clubs, having more than 7,000 members.

"When I became old enough to earn a living," Gates recalls, "I hired on with the Milwaukee. My dad was a conductor there, and I ended up as a brakeman. When I brought home my first pay check, I went down town and bought a Lionel train. My folks had a positive fit over 'such nonsense', but I stayed with it. The railroad has gone into bankruptcy since then, but I am still railroading, even if it's only in my basement."

"It's an investment", says Jim. "Like putting your money into a bank, only it's better because you can enjoy it in the meanwhile. Any train collector can make money if he knows the ropes. The right thing to do is to buy rare and expensive items, which you can often pick up for a song in rummage sales or garage sales. Usually the price will increase dramatically as they become more scarce, and your investment increases in value along with the pleasure that you get out of the hobby. I have been picking up various sets since 1953, and today they list and are insured for over \$20,000. One of these days, if I happen to need a little money, this makes a nice little nest egg to fall back upon."

And it's fun at the same time.

Rail Books

by Stan Bradley

Building An HO Model Railroad with Personality
John Olsen
Kalmbach Book

In this latest Kalmbach soft cover release, John Olsen provides a step-by-step starter course in model railroading. The book contains about 225 photos and drawings including 42 full-color pictures, all very well done.

Olsen has been a model railroader with considerable for more than fifteen years, and his models have been featured in various publications. He has also worked as a design consultant for various model manufacturers, and thus has had considerable experience in the field.

The book is centered around the 4 x 8 HO *Jerome & Southwestern*, inspired by his experience in the copper mining region around Jerome, AZ. He shows step-by-step how to build the bench-work, the track, the wiring, scenery and structures, detailing and weathering of rolling stock, buildings and backdrops.

For economy sake, Olsen built the layout on a standard 4 x 8 sheet of plywood, and used common lumber sizes and other items likely to be available at the average shop. He also added a 2 x 6 extension later on, called the *Back Alley & Wharf RR* in connection with the main layout, and details of this extension are also included in the book. The entire publication is well written, and should be of considerable help to just about every modeler who desires a realistic layout at a realistic cost.

Soot & Cinders (Con't)

Back in 1947 Lucius Beebe and Charles Clegg leased a train on the Ma & Pa. They mention it in their book Mixed Train Daily, including a drawing of the road's #6 and a passenger consist. #6 was really a backup for regular gas electric service.

One of the other interesting aspects of the Ma & Pa was the fact that the railroad used four wheel 'bobber' cabooses. #2006 was originally built for the Pennsylvania RR, but obtained by the Ma & Pa. Bobber cabooses were operated on larger railroads such as the New York, Ontario & Western. Wherever bobbers were operated, you held your coffee, even at 20 MPH, at risk of having it in your lap. The four wheelers ran rough like a wagon over the cobblestone streets of New York. Its interesting how connections are made from one era to another, as #2006 currently resides at Strasburg, and was available to NER conventioners at the Quad-Regional convention in May of 1985.

As you can see, the Ma & Pa would be a wonderful prototype to model. There are models of most of the steam locomotives available, and Mantua has recently produced a bobber caboose in HO scale. As I've described, almost anything could happen - and did - on the Ma & Pa.

Panoramic Train Tour

to

Germany - Switzerland - France

10 - 26 August 1987

- | | |
|---------------------|---------------------|
| Tee Rheingold | Glacier Express |
| Orient Express | Jungfrau Joch Train |
| Engadin Express | Loetschberg Train |
| Bernina Express | Gorner Grat Train |
| TGV 'Silver Bullet' | Golden Pass Express |

Reservation Deadline is November 1, 1986

There are only a view seats left !

For Information: H. D. Kohl, Eberhardt Travel
Plymouth, MA

Call: (617) 746-5664 Mo - Sat 6 - 10 P.M.



On the Schedule (Con't)

OTHER EVENTS

September 20, 1986: North Shore Model Railroad Club Annual Model Railroad Show, to be held at the Americal Civic Center, Main Street, Wakefield, MA. Open 10:00 A.M. to 4:00 P.M. Contact: North Shore Model Railroad Club, P. O. Box 183, Wakefield, MA 01880.

October 5, 1986: New York, New Haven & Hartford Train and Toy Meet, Annex YMA Hall, 554 Woodward Avenue, New Haven, CT. Open 8:00 A.M. to 1:00 P.M. Contact: Ludwig Spinelli, P. O. Box 5061, Bridgeport, CT 06610 (203) 926-1327.

October 11, 1986: Railroad Historical Society of Maine Model Railroad Show, King Middle School, Portland, ME. Open from 10:00 A.M. to 6:00 P.M. Admission: Adults \$2, Kids 10-16 \$.75, under 10 free with adult. Contact: Railroad Historical Society of Maine, P. O. Box 6647, Portland, ME 04101 (207) 773-0146 days.

October 18, 1986: Silk City Model Railroad Club Fall Show and Open House, 71 Hilliard Street, Manchester, CT. Open 10:00 A.M. to 4:00 P.M. No admission. Contact: New England Hobby Supply, 71 Hilliard Street, Manchester, CT 06040 (203) 646-0610.

October 19, 1986: Trainways Model Railroad Show, Tyngsboro High School, Tyngsboro, MA. Open 9:00 A.M. to 3:00 P.M. Admission: Adults \$2.50, Child \$.50. Tables \$12.00 each. Contact: Trainways, 115 Standish Road, Needham, MA 02192 (617) 444-6709 before 10 P.M.

October 19, 1986: Hudson Valley Railroad Society Railroad Exhibition, Mid-Hudson Civic Center, Rt 44, Poughkeepsie, NY. Open 11:00 A.M. to 4:00 P.M. Admission: Adults \$2, child under 12 \$1. Contact: Denny Evaul, 12 Old English Way, Wappingers Falls, NY 12590.

October 25, 1986: Ammonoosuc Valley Railway Assoc. Annual Model Railroad Show, Continental 93 Motor Inn (Exit 12 off I-93), Littleton, NH. Admission: Adult \$1, child under 12 free. Contact: Roger Robar, 17 Pine Street, Lisbon, NH 03585 (603) 838-2807 evenings.

November 1, 1986: Stoughton Railroad Station Restoration Annual Fall Show, Stoughton Depot, Stoughton, MA. Details to follow. Contact: Ed Lyons, 53 Seventh Street, Stoughton, MA 02072 (617) 344-2796 after 7.

November 1, 1986: Middlesex Central Railroad Club Annual Train Fair, St. Vartanantz Armenian Church Hall, 180 Old Westford Rd., Chelmsford, MA. Open 10:00 A.M. to 4:00 P.M. Contact: Middlesex Central Railroad Club, P. O. Box 908, Billerica, MA 01821.

November 8, 9, 1986: Greenberg's Great Train, Dollhouse & Toy Show, Shriner's Auditorium, Wilmington, MA. Open 11:00 A.M. to 5:00 P.M. both days. Adults \$4, under 12 free. Contact: Sharon Armacost, Greenberg Publishing Co., 7543 Main Street, Sykesville, MD 21784 (301) 876-8640.

November 15, 1986: Westchester Model Railroad Club Train Meet, Greenwich Civic Center, Greenwich CT. Open noon to 4:00 P.M. Admission: Adults \$3, 12-15 \$1, under 12 free. Contact: Westchester Model Railroad Club, P. O. Box 358, Rye, NY 10580.

Due to space restrictions the **Coupler** is unable to list all the many railroad events taking place in the North-east. A very complete listing of all events is produced by:

Railroad Information
C/o Wolfeboro Campground
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by:

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23 Seventh Street, Stoughton, MA 02072 (617)
344-2796 after 7
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Assoc. Annual Model Railroad Show, Continental 93
Station Inn (Exit 12 off I-93), Littleton, NH.
Admission: Adult \$1, child under 12 free. Contact:
Roger Koon, 17 Pine Street, Lisbon, NH 03285
(603) 838-2807 evenings.
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Railroad Exhibition, Mid-Hudson Civic Center, Rt 44,
Poughkeepsie, NY. Open 11:00 A.M. to 4:00 P.M.
Admission: Adult \$2, child under 12 \$1. Contact:
Denny Ryan, 12 Old English Way, Wappingers Falls,
NY 12590
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factor 10 P.M.
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admission. Contact: New England Hobby Supply, 21
Littell Street, Manchester, CT 06040 (203)
646-0610
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Maine Model Railroad Show, King Middle School,
Portland, ME. Open from 10:00 A.M. to 6:00 P.M.
with adult. Contact: Railroad Historical Society of
Maine, P.O. Box 6647, Portland, ME 04101 (207)
773-0146 days
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Train and Toy Me-
Woodward Avenue,
Box 5061, Bridgeport,
A.M. to 1:00 P.M. C