

# THE COUPLER

*Official Bulletin of the Northeastern Region of the National Model Railroad Association*

DISPATCHER'S TOWER

It was with a feeling of great pride that I recently had pleasure in signing 100% NER membership certificates for the South Shore Model Railway Club, and the Summit-New Providence HO Railroad Club. We would like to have a lot more clubs in this category.

The Life Memberships have started to come in and I would like to point out that this is one way to make your model railroading more enjoyable by eliminating worries over payment of dues.

Many's the time I have beaten the drum about coming to conventions. President Howard Boyer of the Mid-Continent Region summed up the reason in one word, FELLOWSHIP. See his article on page 2. Come and meet the fellows who are doing the same things you are doing or would like to do.

There has been one thing very noticeable at the recent conventions, and that is the presence of wives. I feel that this is a step in the right direction, for we all realize things get done much quicker and better when there is cooperation from the little woman.

Hoot, toot, and whistle---We're off to Garden City.

WAYNE ROUNDY, President



ADVERTISE YOUR REGION WITH AN N.E.R. CAP EMBLEM

By the time you receive this issue of the COUPLER we hope to have received our N.E.R. cap emblem from the manufacturer.

The emblem will be of washable Royal Blue twill with gold lettering. It will be approximately two inches in diameter and will be patterned after our lapel pin.

These emblems will be placed on sale at Garden City on April 23rd, cost thirty-five cents. Should anyone wish to have their emblem before this time it can be obtained from George Riesz, 359 E. Mosholu Pkwy, New York 67, N. Y. at the cost of forty cents, postpaid. We cannot accept responsibility for cash sent through the mails, so it would be best if several persons ordered together, sending check or money order payable to George along with a list to whom the emblems are to be sent.

We believe these emblems will be an attractive addition to your cap, jacket or railroad room.

NMRA NATIONAL CONVENTION, BALTIMORE, MD.

We are sure you feel, as most persons do, that travel should be more than simply riding between stations. We further believe travel should be fun in itself -- something to perk you up -- a holiday from beginning to end. You can have that enjoyment by going to Baltimore to attend the 20th National Convention of NMRA in August. All we need are at least thirty-five passengers to have a coach for our exclusive use. Remember the trips to Syracuse and Montreal!

The fare for the round trip, party traveling together, will be approximately \$11.00, including federal tax. You must remember the National is a three day affair. Present plans call for leaving sometime Thursday evening (train time still to be determined) in order to be in Baltimore that night. This will assure all they will be there when the activities start on Friday. There is usually a lot to do on the first day of the convention, and while we have no idea at this time what the program is, there is a lot to see in Baltimore.

There is the B & O Transportation Museum where you will see the original "Thatcher Perkins" ten wheeler built in 1863, the "York" locomotive delivered to the B & O in 1831 and the original "John Hancock" built in 1835. There is also an enlarged replica of the "Tom Thumb" & hundreds of other items. This is well worth seeing. Baltimore is rich in history and is a city proud of its past, often memorialized in monuments. Here is Fort McHenry whose gallant defense inspired Francis Scott Key to write "The Star Spangled Banner". No one should miss visiting the old fort, the Flag House, Washington Monument, the old Shot Tower, collections at the Walters Art Gallery, the Baltimore Museum of Art, the Peale Museum, The Maryland Historical Society and the Peabody Institute.

A short bus ride (what am I saying!) will take you to Annapolis - Capitol of the State and the home of the US Naval Academy. Yes, there will be a lot to see and do in addition to the regular convention program. The time will be all too short.

All one need do is make up their mind they will attend and put a little aside each pay day in order to have the necessary coin of the realm to pay the freight when convention time draws near. If you are interested, and are fairly certain you will go by train with a group, drop a line to George W. Riesz, 359 East Mosholu Pkwy., New York 67, N. Y.--or tell him about it at the N.E.R. Garden City meet. Complete details will be published in the June issue of the COUPLER. If it appears this issue will be delayed you will receive details direct from George. Please have the courtesy to reply, letting him know whether or not you are going, so he isn't put in an embarrassing position with the railroad who are most anxious to do all they can for us.

THE EDITOR GOOFS

In our rush to get the COUPLER out on time last issue (laughter permitted here) we goofed to a great extent. In case you didn't recognize the article "How I built the Coo-Coo Lines," it was written by John Page and appeared in the Model Railroader around August 1952. Our apologies to you, John, and we will try to stay awake in the future.

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While I did not exactly set any marks for a brilliant rebuttal to these charges, I disagreed and held up the NER as a shining example of purity in the equal treatment of all gauges. You will also take note, I trust, of the nice treatment of all gauges in MODEL RAILROADER and MODEL CRAFTSMAN.

Getting back to the O gauge standards committee, I feel that an isolated instance like this does not indicate by any means that the O gaugers are being slighted. Who knows, maybe they're so busy on the problem they haven't had time to even think of a report! Nevertheless, the high standard of relaying information to the members set by Paul Mallery of the HO coupler committee is worthy of emulation. Also--I'm curious. Of the total number of non-renewals over the last five years, what percentage are O gaugers?

On to more pleasant things. My pleas for help in the last issue were answered nobly. While only a few responded to this plea, the quantity and quality of the help was terrific. I would like to take this opportunity to thank Kin Salmon, Stan Bradley, Wayne Roundy, George Riesz, Roger Ramsdell, Hank Abraham, Cliff Ness and Pops Houghton. These gents contributed articles, drawings, ideas and valuable advice. Notice that half the people mentioned are regional officials. If they can find time for the COUPLER, why can't you? Aside from ideas and material, Pops Houghton and Kin Salmon showed a rabid O gauger that HO gauge is really something to be proud of.

It would be highly embarrassing, after sounding off about the poor neglected O gauger, if the COUPLER were to be found wanting in material for the HO gauger. So let me repeat last issue's loud cry for help, restricting it to HO gaugers this time, and praying that the response will be just as gratifying.

ROY GARDNER

SOUND REASONING FROM MID-CONTINENT REGION

Your President has in mind a universal coupler which will fit any gauge; past, present or future, to be used in model railroading. I am referring to the right hand of FELLOWSHIP. No matter whose pike you visit or where you may meet a fellow modeler, you can use this universal coupler to say HELLO! and wish him well in his endeavor. Perhaps in the near future when you ask someone to join the Region, he may ask you "What do I get from the Region for the money I spend as dues?" There is only one word that can describe what he will receive, and that word is FELLOWSHIP. When he starts modeling and builds himself some cars, an engine, or a pike-----he is like a man who drills a well, but doesn't go ahead and put some kind of mechanism on it to draw the water from the well. The fellowship that he receives by belonging to his region is like the pump he puts on his well to extract the water from it. So, my friends, let's use the universal coupler--- and extend to each and every modeler we meet the right hand of fellowship in a great and glorious hobby.

President Howard M. Boyer,  
Mid-Continent Region  
in the CABOOSE KIBITZER



President Howard Boyer's Universal Coupler

THE HOSTLER SEZ:

If you read this column, the first thing to do is look above and note the change of address of your editor. The new place is still too small for a pike, but I am seriously considering the urge to go into HO traction. I could put quite a layout on casters and slide it under my bed.

Getting back to business, I am going to air a huge gripe--at the request of some of the members. Back in Chicago last August, a motion was adopted requesting the O gauge standards committee to look into the development of an automatic coupler along the lines of the HO coupler---but not to restrict research to that design exclusively, just in case the larger size of O gauge should permit stricter to scale appearance while permitting good operation.

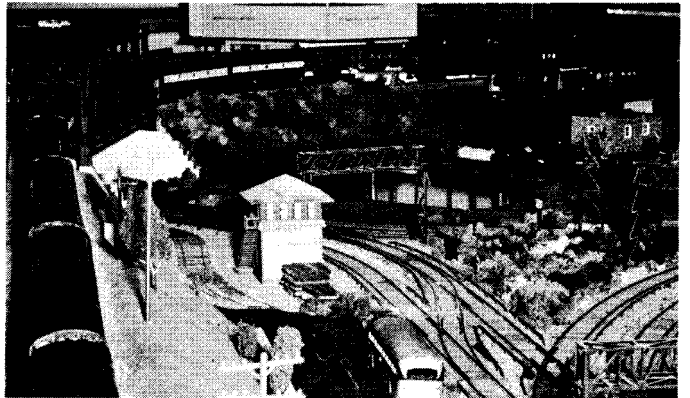
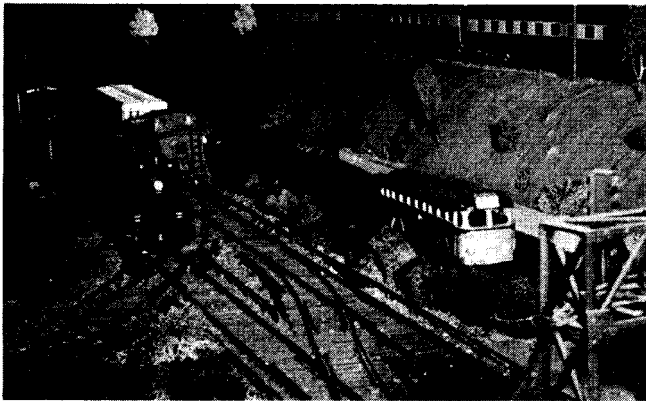
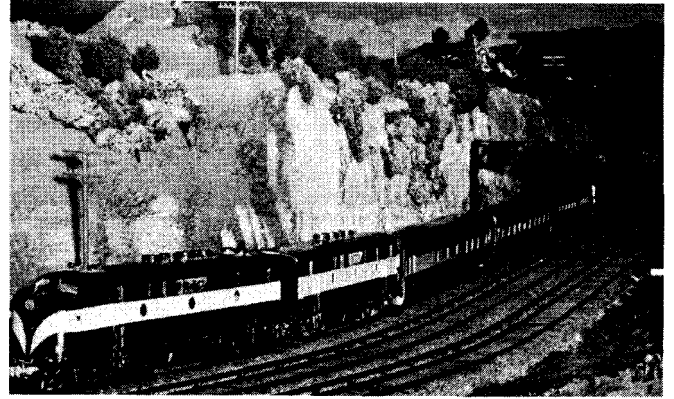
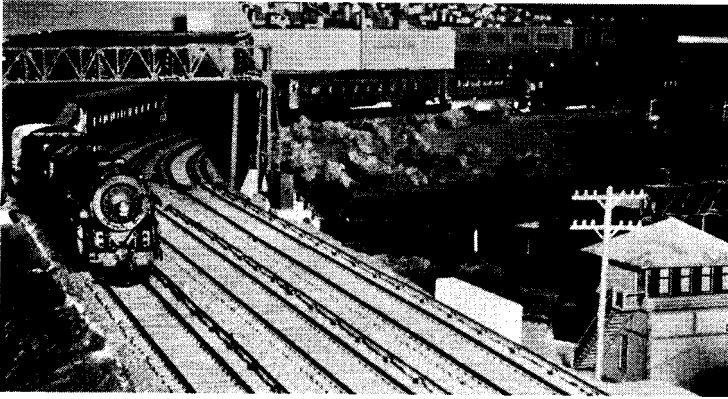
So far, the only thing heard from the O gauge standards committee is a profound silence. I certainly did not expect a coupler to be developed by this time, but I have not even heard of a call for volunteers to aid in the experiment, or a request for suggestions as to design.

This brings to mind something that has bothered me considerably. During the fall shows, I went to the O gauge clubs---as all rabid O gaugers should---and naturally asked the fellows in these clubs if they were NMRA. Mostly they used to be. And the tone of voice did not imply that the raise in dues had anything to do with their dropping out. Several of the boys in one club were quite outspoken and said they figured the NMRA was a social club for HO gaugers.

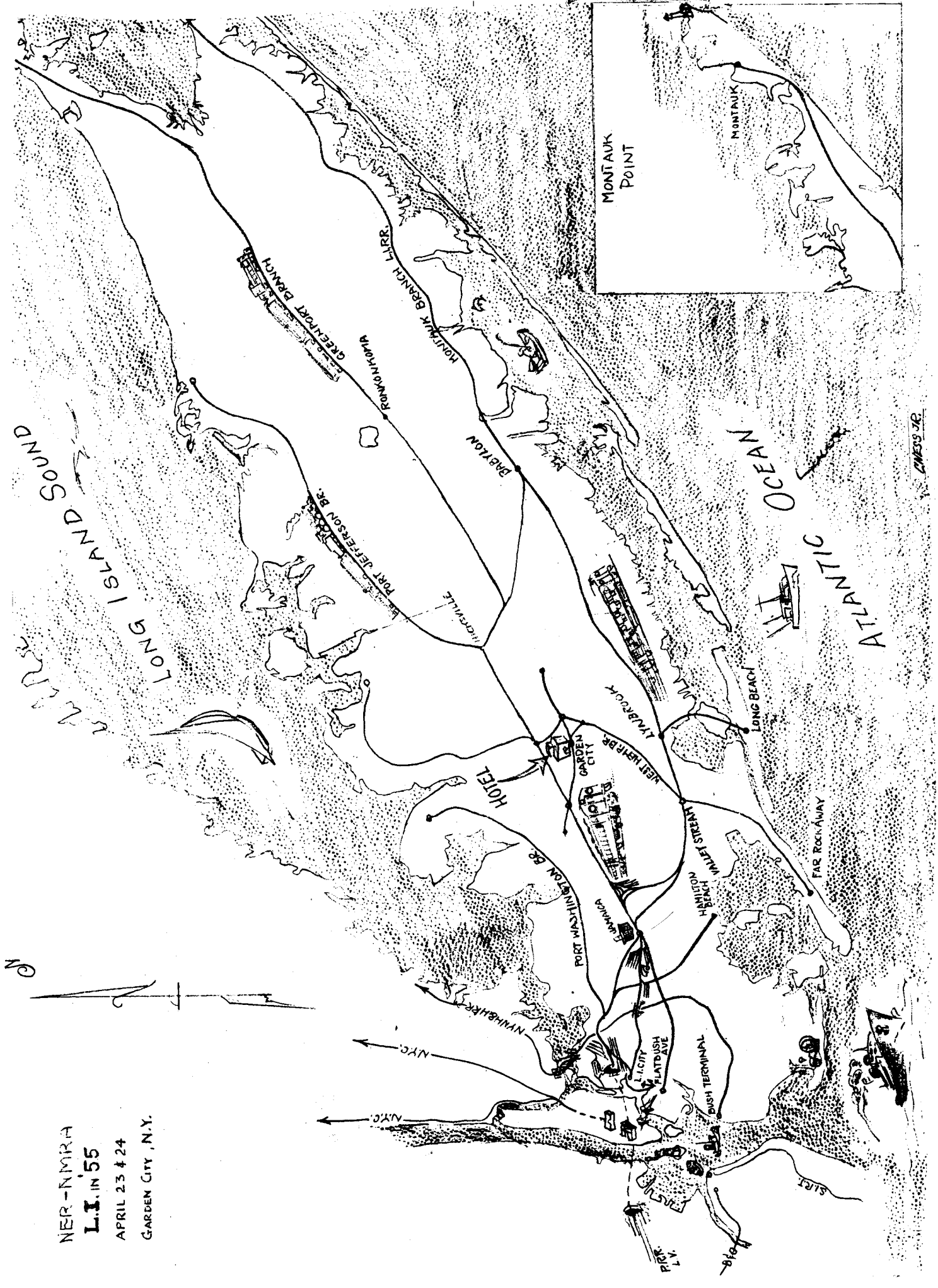
BAY RIDGE (O GAUGE, BROOKLYN, NY) MODEL RR CLUB.

Your editor visited this club during their fall show and was quite impressed. Operation was very smooth and thanks to the excellent trackwork, derailments were exceptionally rare. The boys are now busily engaged putting in a trolley line and drawing up plans for expansion into an adjoining room. Members of this club are typical of the hobby--devoted, hard working and never too busy to chat with a fellow model rail and show him around behind the scenes.

Since this club was written up quite extensively in MODEL CRAFTSMAN a few years ago, the track plan is not shown. But the club is certainly worth a visit any Friday night, and your editor plans to go back and watch how the boys string that overhead wire for the trolley line.



NER-NMRA  
 L.I. IN '55  
 APRIL 23 & 24  
 GARDEN CITY, N.Y.



EMISS JR.

We Long Islanders extend a most hearty welcome to the NER for the Spring Convention.

Let's have a look-see at this place that we call home. "The Island" is approximately 110 miles long by 12 miles wide. It contains the New York City Boroughs of Brooklyn and Queens, and Nassau and Suffolk Counties. It is an odd combination of heavy industry and farming, shipping and swordfishing, Aircraft factories and small boat yards, lake side resorts and ocean bathing, North Shore estates and clam-diggers' shacks, wooded hills and sand dunes, virgin pine and scrub oak, City Police Departments and Volunteer Fire Companies, and the country's largest passenger carrying railroad and smallest dock switching railroads.

The Long Island Rail Road Co. is one of the oldest roads in the country and shows the strong influence of the Pennsylvania R. R.---such as the position light signals, H-10's, G-5's and a few remaining Tuscan Red coaches. However, its independence is indicated by its grey double-deck M.U. cars and Fairbanks-Morse diesel road engines.

We are all looking forward to the NER's visit to Garden City over the week-end of April 23 and 24. R. G. Ramsdell, Jr. Chairman

CONVENTION PROGRAM

April 22--Personal registration at Hotel, 8-10 PM.

April 23--9 AM to noon--personal registration, contest registration for photo and model contests, registration and weighing-in ceremony for draw-bar pull contest locos.

1-5 PM--Fan trip on Long Island Railroad.

7-9 PM--Banquet.

9:30-10:30 PM--Clinics & draw-bar contest.

April 24--9 AM to noon--Breakfast & business meeting

1:30-5:30 PM-- Pike Visiting.

PRICE: \$8.50 for entire program. Separate items as follows: Fan trip--\$2.00; Banquet--\$6.00; Breakfast meeting--\$2.00.

HOTEL RATE: \$5.50 per person in double room.

RESERVATIONS: Henry Abraham  
29 Neptune Avenue  
Woodmere, LI, NY

COMMITTEE: Roger G. Ramsdell, Jr., Chairman  
Henry Abraham, Vice Chairman & Finance  
Andrew Sackerman, Program  
J. LeRoy Wade, Hotel  
John Burleigh, Tickets & Journal  
Roy Gardner, Publicity

RULES FOR PHOTO CONTEST

1. Two categories--Prototype pix and model photos
  2. Size--at least 5x7.
  3. Photos to be judged on basis of interest and impact, composition, and technical quality.
  4. Contest open to non-professional photogs only.
  5. Pix must have been taken by entrant.
  6. All prints will become property of NER and will be returned at discretion of NER.
  7. Prints must have entrant's name and approximate date when taken written lightly in pencil on back.
- ANDREW SACKERMAN

O GAUGERS, ATTENTION!

As far as the Committee knows at this time, there will be four O Gauge layouts open to view for the conventionaires who attend the Garden City shindig in late April. They belong to Neil Fisk of 17 Pont St., Great Neck; Michael (Ed) Dersch of No. 1 Carroll St., Lakeview; Roger Ramsdell of 28 Walnut Ave., Rockville Centre; and Hank Abraham of 29 Neptune Ave., Woodmere.

Neil's layout is north and somewhat westish of Garden City. Neil is an electrical expert and his layout is a marvel of automatic control. There are dozens upon dozens of relays, and other gadgets of similar nature. The rolling stock is excellent and includes some huge locos. There is an operating hump and a mechanical coal tipple. Neil's layout is so arranged that visitors can help run it with very little instruction from the Boss.

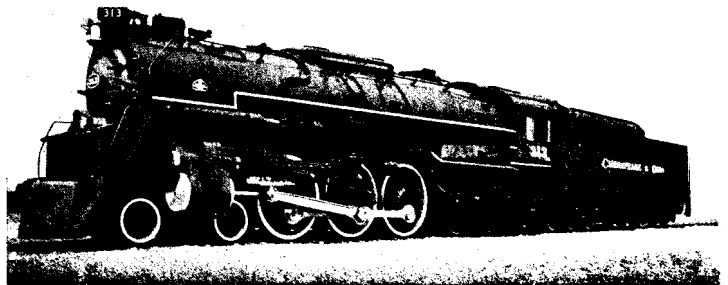
Going southward from the hotel, the first stop is at Ed Dersch's pike. Here is a very handsome one-man operation that is most pleasant to look upon. Ed is an electrical expert, too. One of his strong points is the very beautiful wiring of the control panels. Works of art, in a sense. The layout is a compact rectangle with quite a few sharp curves, which seem to bother his long passenger cars not at all. Some of Ed's cars were built by Joe Fischer ('nuff said!) and some of the motive power is out of Lionel, by Ed Dersch. It is all very handsome and well kept.

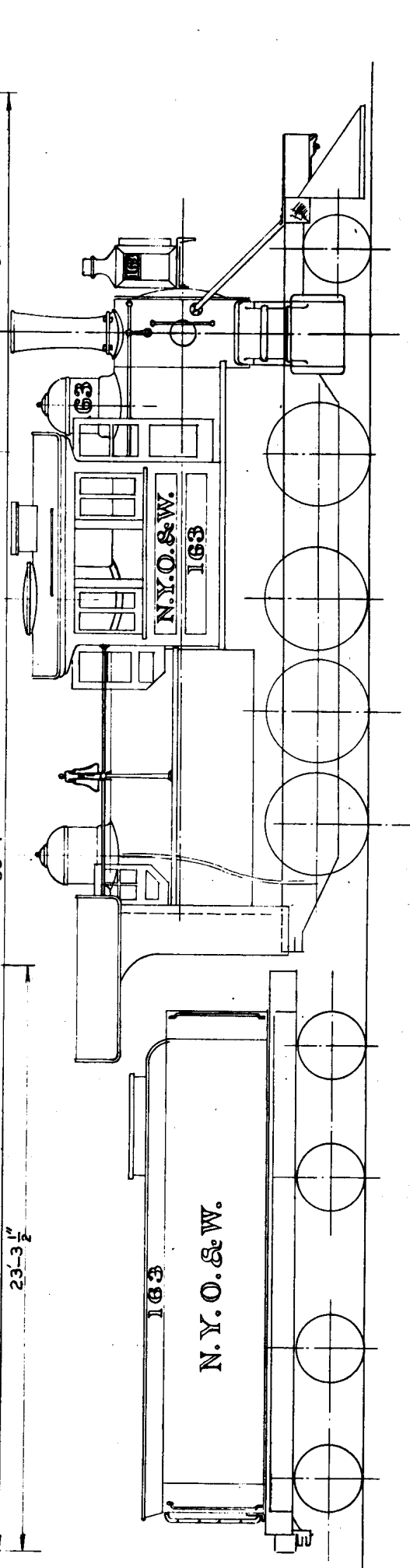
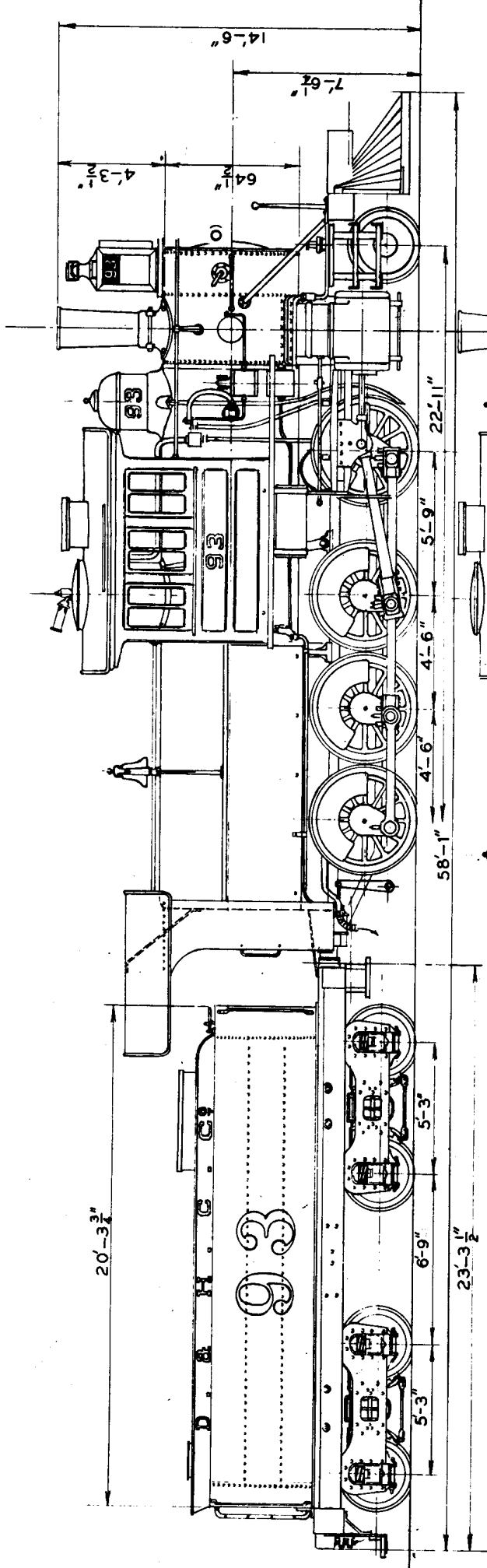
Next on the list, or rather, map, is the Rockland Railroad of Roger Ramsdell. This is an old-fashioned pike. 4-4-0's and open-vestibule cars run rampant all over the place. There is an actual operating "hi-ball," and a real honest to goodness banjo signal present. Roger is an expert at building beautiful superstructures over Lionel & other makes of loco chassis. No other beer cans have come to such a fine heaven as those that get delivered to Roger's home. One from the house of Pabst is currently being turned into the cab of a camelback ten wheeler. And what beautiful jobs they are, too. No detail missing - right down to the ashes from the engineer's pipe.

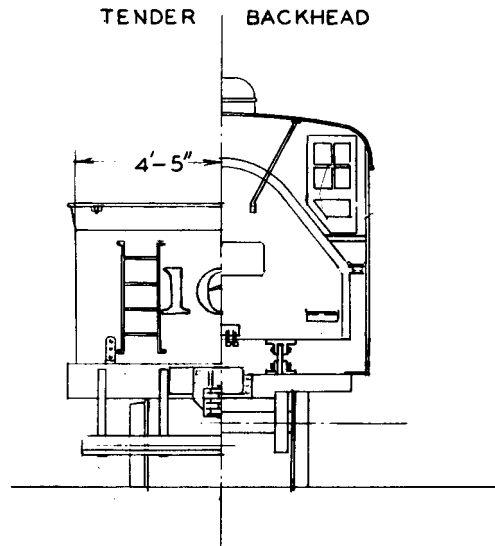
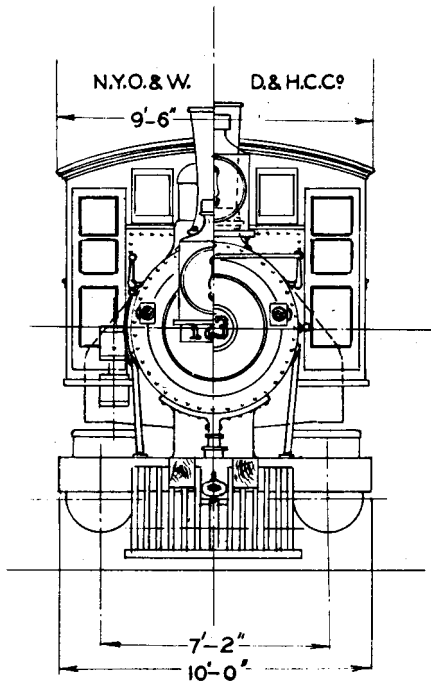
Last, and southernmost, on the list is Hank Abrahams Summit and Centre. This is, in reality, a club layout; altho, in truth, a more casual club would be hard to find. This road's chief claim to fame is that it runs a show every year, the cash proceeds from which go to the Red Cross. Rolling stock varies from the oldest to the newest. An 1890 mogul and a 1955 Fairbanks-Morse Trainmaster diesel. Also present is a 28" high and 9' long trestle and an operating waterfall which starts some 288 (scale) feet above the cellar floor, and cascades over five individual falls before ending in a river which runs under the trestle.

We think that a visit to all of these pikes will be well worth your while. But if you can't get to the four, then perhaps the brief description given here will help you to make up your mind as to which one will best suit your likes. Surely each of the four owners, Neil, Ed, Roger and Hank will be very happy indeed to see you; and any convention committee member will gladly give you how-to-get-there instructions.

Henry Abraham







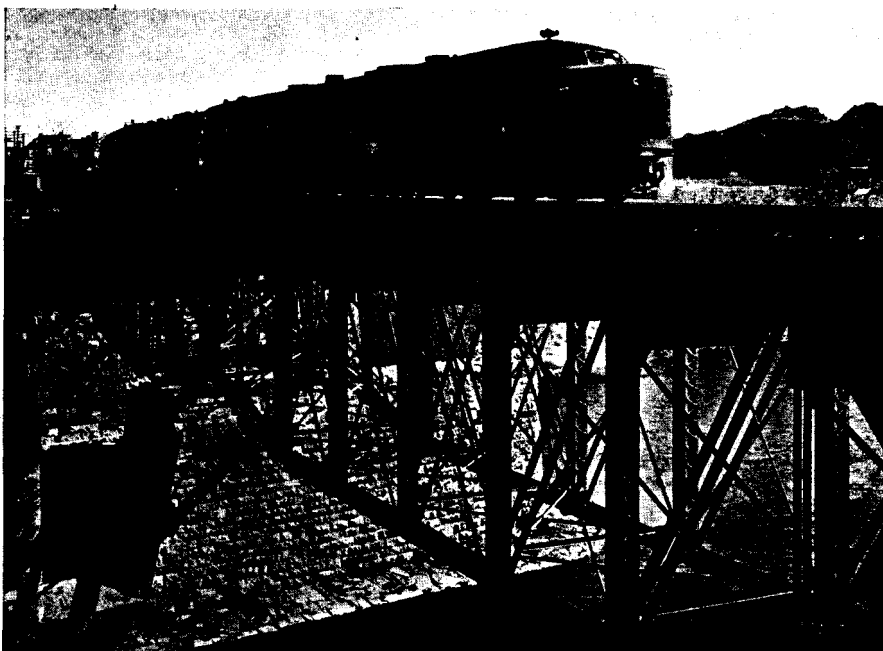
These locomotives are the famous Dickson hogs on the Old & Weary. The first of their class "S" consolidations was built in 1890 and the last was built in 1893 and delivered in 1896. In 1893 the Dickson Manufacturing Co. of Scranton built two of these locomotives for the Delaware & Hudson Canal Co., to be used in pusher service. The D & H order was never repeated, but 25 larger improved 2-8-0's were bought by them in 1899 and 1900.

The O & W locomotives at first had the short smoke box, but later engines of this class had the extended smoke box as has the D & H loco. At some later date the O & W placed their headlights on the front of the smokebox door.

Most photographs show the NYO & W versions with an additional sand box just behind the bell. This locomotive is an excellent example of the drag era when the consolidation of the Wooten design with the center cab was the accepted freight motive power in the east.

Plans and story by Cliff Ness, Jr.

(Note:-Cliff has also supplied complete dimensional data which is available to anyone desiring to invest a 3¢ stamp. -Ed.)



## TWO QUESTIONS

Had an interesting talk the other day with a new acquaintance, Pops Houghton. Pops had heard that I was a former member of Frank Ellison's DELTA LINES group, and he invited me over to the BAY RIDGE HO CLUB to talk over some ideas to make model rails see the light when it comes to the way freight, and the switching that goes with it.

I liked all of Pops' ideas on the subject, and mentioned a couple of my own to him which brought us to the happy state of two modelers in perfect agreement. I'd like to pass on these thoughts I had on the subject to you.

Personally, I've always been one of those guys who could watch one or two trains going round and round for hours and enjoy every minute of it. But operating on Frank Ellison's pike taught me the joys of switching. And the best way I can phrase it is that the model rail who doesn't put in industries and sidings on his pike seems to me to be in a class with the guy who thinks an inside, or belly-card, straight is a good hand to draw to.

There was a fellow I knew once who went to a model railroad club's show. Like many of us true believers his eyes popped and a new world opened up to him. After consulting me, and thinking very carefully the pros and cons of gauge, he went in for HO. Brother, when I say "went in for," I mean it. For this guy was, like a great many of us, an extremist. So, he scrimped and saved, and he spent and he built. About a year later, he had his pike completed and commenced to operate. He built several other pikes over a period of years and then quite suddenly lost interest in the hobby and went into the limbo of ex-NMRA members.

What happened? Well, I got the impression that my friend had grown weary of the old loop operation type of railroading. True, he had a nice yard and did his share of switching, but once a train was made up, where did it go? Oh, sure he had the idea of making three or four circuits of the loop in between station stops, but it still palled on him in the end.

OK, you say, since I'm so hopped up on route switching, why didn't I try to show him the light? That's kind of silly--How can you explain marriage to a bachelor? For believe me, there is no explaining something like route switching, it has to be experienced.

Let me pose two questions to the reader: (1) Which is preferable - big locos, big trains and a thirty second trip around that 4x8 loop, or small locos, short trains and a 12 minute trip around that same loop? (2) Super-detailers, scale-hounds, and devoted prototype fans: Does your pike get its revenue from donations from 500-scale foot tall donors or from the lineside industries which are the life blood of a real railroad?

More on this in the next issue.

ROY GARDNER

We must also have planned operation if we are going to hold interest. Just casual running of trains back and forth can soon grow monotonous. Sure we like to see them run---- but not round and round. Timetable operation is a most interesting challenge, and certain periods should be set aside for that purpose only. Other times can be used for the members to test their equipment by running it.

Several issues ago Paul Boivin brought out another good point. All equipment should be in proper running order and meet the club's standards before it is allowed to operate on club nights. There should be a definite responsibility assigned in that respect. No one enjoys the incessant waits because the whole pike is tied up while one fellow's train keeps giving trouble.

Every club should work up a real program in advance, and in connection with it, we must remember that we have three basic types of members: -(1) The Planner-Builder; (2) The Operating Man; and (3) The Socialite. The first category forms the core of any club, and without them it will rapidly dissolve. We must try and interest more members in this field, and in order to do so, we must make the jobs interesting rather than just a chore. The second category likes to run trains, but never seems interested in any work. The third category is the most difficult of all - the talker who distracts the others from their work and thus it does not get done. It is vital that we find interests for these latter types.

One such interest is a model building contest. Not only does this develop model building skills, but it helps integrate new members, and makes them feel that they have a part in the club's activities. No opportunity should be missed to encourage new members to participate, and this can not be accomplished by immediately giving them the dirtiest job in sight.

Movies and slides have always brought out the members, and so have social functions of various kinds. They must be planned in advance, and given the necessary publicity. An occasional family night of this nature helps a great deal to build up a club.

Trips should also be considered. They need not be costly. A visit to a local railroad facility can be easily arranged, and it is always interesting.

Operating nights should be instituted just as soon as a part of the layout is ready for it. Too many clubs begin an ambitious building project, and fail to make provision for partial operation. Constant work over a long period of time, with no periods of enjoyment thrown in occasionally, can get very monotonous. Plan to develop operation of your pike by degrees as the construction work progresses, and it will hold interest.

Another criticism frequently made is that the club's quarters are not in a clean and tidy condition. We have been visitors at many interesting pikes where the room itself has been deplorable. No place to sit down, or to lay your coat. You don't dare touch anything or brush up against the walls, because you will come out full of dust and cobwebs. Pride in the pike should extend to the surroundings as well.

An excellent time to go into this program business is at the annual meeting. Various ways to help the club can be discussed, and plans made for the coming year. We may as well face it, that we won't have a growing membership unless we do more than just build a layout.

STAN BRADLEY

## LETTER TO THE EDITOR

I found an article in the Sept. issue of the COUPLER very interesting until I got near the end and discovered that Stan Bradley was talking about me. Frankly, I didn't think the chap meant me at all, he must have had someone else in mind.

Stan suggested the lads drop me a note. Well, it has reached the stage where it is next to impossible to attempt to answer all the letters.

I hope all you swell guys will understand when I use the COUPLER as a means of saying "THANKS" to all you swell lads.

George R. Brackmann

## RUNNING A CLUB

Frequently folks get the impression that all that's necessary to hold a model railroad club together is to have a layout and run trains. Of course, this is the primary function, but there are many other things as well. In the first place, there is always construction or maintenance work to be done on the pike. We must so arrange it that the members will WANT to do this work, because they enjoy it. The Pittsburgh Club has a good idea in this respect. Each member "leases" a "plot of land" along the railroad, decides what he wants to put on his land, secures the approval of the real estate committee, and then goes ahead with the job. He can do it his own way, provided it harmonizes with the layout in general and that it fits into the picture. This requires planning of an industrial spur by the track men (if it is an industry), a street, landscaping, and all the many other things involved.



WATCH YOUR LANGUAGE, EDITOR!

Dear Roy:

I received the September and December issues of the COUPLER in today's mail. Nice to get them even if they are a bit late, and they are very interesting issues.

You ask for contributions for the next issue and I am going to send you my two cents worth in the form of a gripe. On page five of the December issue under the heading of "Drawbar Contest" it is stated, and I quote- "Surprisingly, both first and second place went to units in OO gauge". What is so surprising about that? Is it because our equipment doesn't carry a Varney, or a Mantua, or some other well known manufacturers label?

Because those same manufacturers have seen fit to buck the competition in HO we have to build our own with the help of such ardent OO enthusiasts as Fred Schorr of Hazleton, Pa. Our efforts have been on display at many of the Conventions and we have carried off several prizes.

The Deer Island and Lake Shore R.R. is the largest OO layout in Connecticut and Art Wadhams and I have built it very largely from scratch (and I do mean scratch) because very little is obtainable in kit form any more.

It seems as if rather than being considered oddities in the hobby we might get a little credit for having accomplished something under conditions which are not faced in any of the other gauges. I still think that everything considered OO is the best gauge in the field.

Sincerely,  
ART WILCOX

DEAR ART:

I didn't write the article on the Drawbar Contest but I will personally convey your sentiments to Charlie Bruns (the guy who expressed surprise).

As far as I personally am concerned, the only thing that could have surprised me about the drawbar contest would be to have it won by a kit loco. Although kit locos generally live up to the manufacturers claims in an admirable fashion, they are designed to fit a market, not a particular layout. The way I figure it, a guy who goes to the trouble to addweight to increase pulling power generally will go on to make other improvements in a kit and will soon find himself in the ranks of the scratch builders..

Since I am a scratch builder myself, the question of gauge doesn't count when I am viewing the results of a job by a good craftsman. I am also a rabid O gauger, but not a blind one. I have seen good layouts in HO and O, and since you have given such an admirable view of OO, I shall take myself over to Plainfield, N.J. at the first opportunity, to see what I have been missing. In the meantime, Art, don't be a stranger to these pages. If you want to do an article and send some pictures of your layout, I will be glad to run them.

ROY GARDNER

FROM THE DELTA LINES

Dear Roy:

Thank you very much for helping to spread the news about my book. I hope, like you, that it will stimulate interest in organized operation in a railroad-like format. You have participated in such operation here on Delta Lines, so you are in a position to speak with authority of its almost unlimited scope in achieving prototypical maneuverings and of the keen interest this sparks. Delta Lines would not have survived 18 years on construction and "test" runs alone.

You may have heard that I have joined Mark and Jackie Pergament in building their HO pike. It is a welcome diversion and I am enjoying the change of pace and the new challenges it presents. The trackage is extensive and point-to-point, with two independent terminals and cab control.

Bon voyage on your editorial adventure, and please come back for another visit. A throttle will always be at your disposal.

FRANK ELLISON

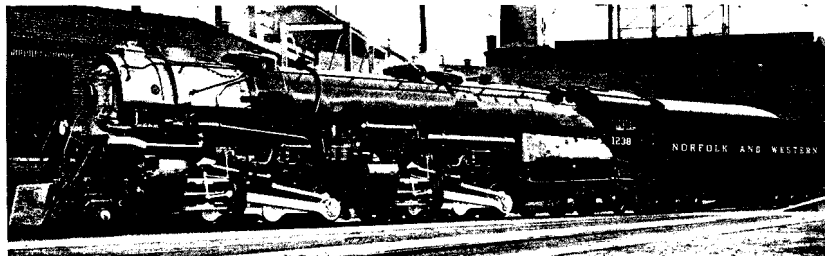
NMRA COUPLERS AVAILABLE

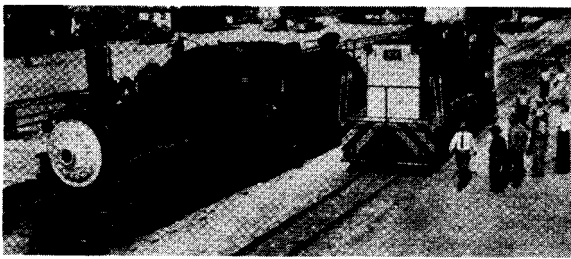
The NMRA coupler is now available from both Kemtron (in metal) and Rail Line (in nylon). Both have followed recommendations of Russ Houghton's HO Standards Committee quite closely and, unlike some previous designs, the product of the two manufacturers work well together. One of the design objectives was to eliminate critical tolerances so that this interchangeable operation would be possible. Although the Committee which actually developed the coupler had an international membership, the NER can take credit for getting the ball rolling with its HO coupler committee under Bob Walsh. However, obtaining a new coupler design---no matter how good in performance---was never the objective for which the NER was striving in those early days, but rather to have a standard set; so that in time all HO gaugers would use a single design.

The superior characteristics of the NMRA coupler are not nearly as important as that it is the only coupler available to all alike and thus for universal use. With it, and no other, true interchange will be possible for the first time and the butchering of kits to change couplers will cease. The Committee has presented the hobby with the best possible coupler which was in its power to produce; it can do no more.

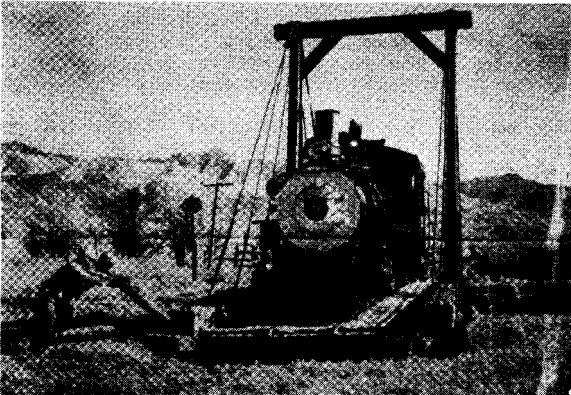
The future now rests with the modelers to make this a real standard with all the attendant advantages. The membership of the NER had the loudest voice in calling for the development of this coupler, will it now lead the way in its adoption?

Paul Mallery





## Diesel Spruces Up Narrow Gauge ...



## ... But Turntable Clings to Old Ways

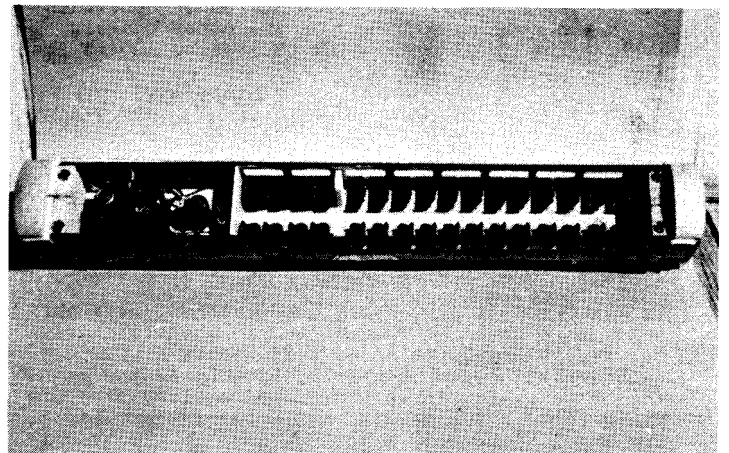
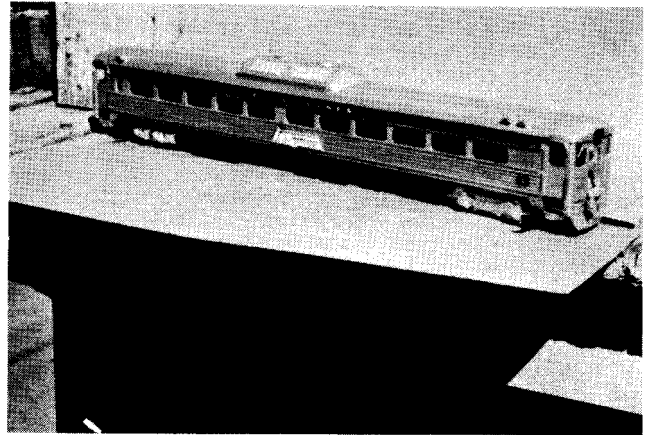
The narrow gauge railroad, longtime haven of the antiquarian, is feeling the clammy hand of modernization. The 3-ft. wide track that Southern Pacific operates between Keeler and Laws, in southeastern California, now carries the alien wheels of the brand new, tailor-made General Electric diesel shown in the top picture.

The diesel is a 45-ton infant—about a quarter the size of a standard branch-line diesel—but its 450-plus hp. are enough to replace the two old steam 10-wheelers that used to handle the traffic on the 71-mi. freight carrier. The old engines, once proudly called the "slim princesses" by admiring locals, are due for honorable retirement. One will be held to stand by if the

diesel acquires a spavin; the other will probably end up in a museum.

Diesel or no, some things are still old-fashioned on the line, which was built in the early 1880s as part of the now shrunken Carson & Colorado line. Thus the one turntable (lower picture) is still powered by man-muscle. The strain on muscle is not too frequent—the road runs on a thrice-a-week schedule, and carries no passengers. The freight loadings, though, have a flavor of the mining business at which the narrow gauge was originally aimed. It carries things like pumice, dolomite, pyrophyllite, lead ore, and melanterite. And a certain amount of livestock gets its last ride on the line, one of four narrow gauges still in use in the U.S.

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### BILL HARRY BUILDS AN O GAUGE RDC

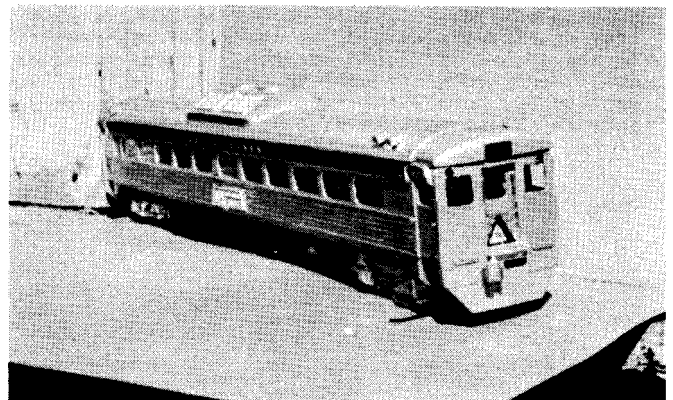
The RDC pictured here and in the plan on the next page was built by Bill Harry in a home-away-from-home on the proverbial kitchen table.

Bill is assistant principal cellist with the San Antonio Symphony for five months every year. The rest of the time he is at home in New Orleans working and operating on Frank Ellison's Delta Lines. This RDC was completed in San Antonio in between short tours to various parts of Texas.

Bill's main reason for building this model was his disgust at All-Nation in Chicago for putting out a tinplate or shorty version. He intends to replace the present truck sideframes with the proper ones as soon as he gets back home.

At home in New Orleans, Bill has a very extensive photo collection—as well as a huge supply of traction photos and literature, which serves as a source of information on the fine interurbans he builds.

Next issue there will be a story on Bill and how he got your editor into model railroading.



Plans used are found in "Model Railroader" Sept. 1950 (consult for dimensions etc.)

Roof const. RDC1

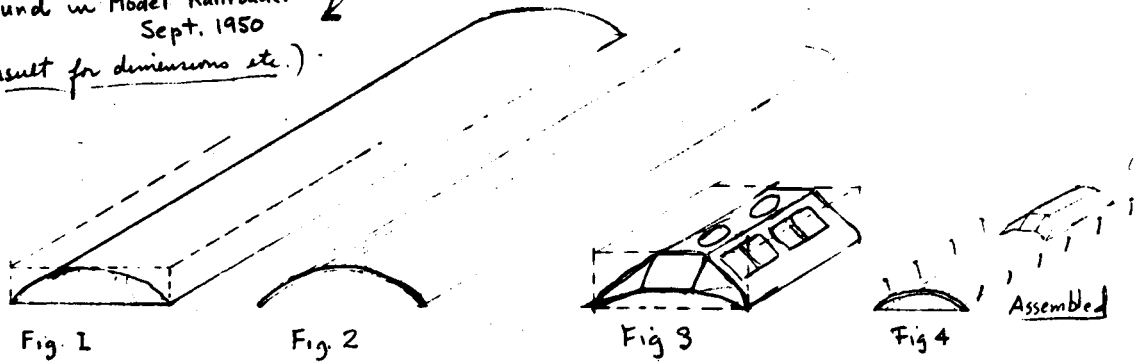
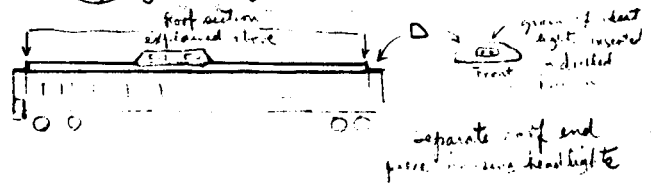
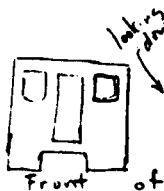
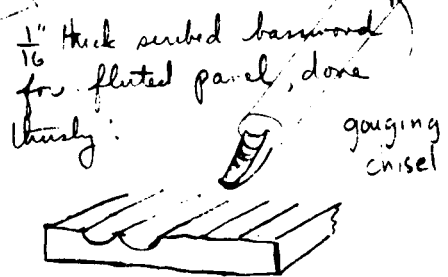
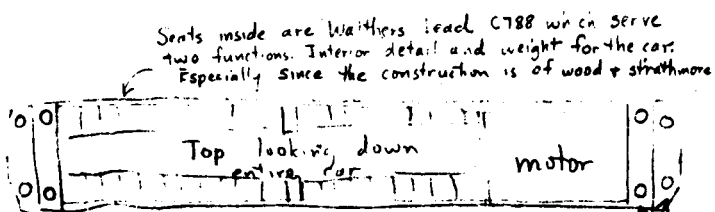
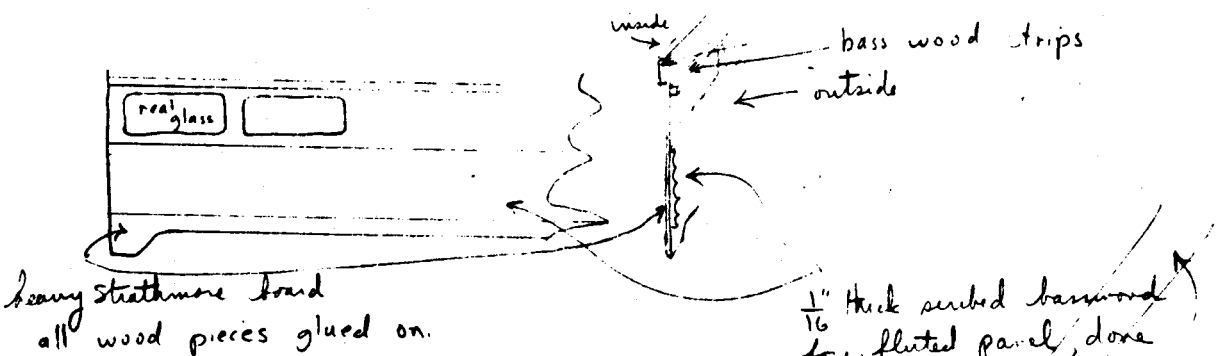


Fig 1 formed from balsa or basswood stock indicated by dotted lines - Fig 2  $\frac{1}{32}$  thick sheet scribed basswood sheet glued on Fig 1 and held in place by straight pins until set as shown in Fig 4. Fig 3 formed from balsa stock and glued on top of Fig 2 as shown in Fig 4. When painted over the scribed sheet, Fig 2 gives a good likeness to grooved metal as on the prototype.



Roof sections attached by dress snaps (see photos)

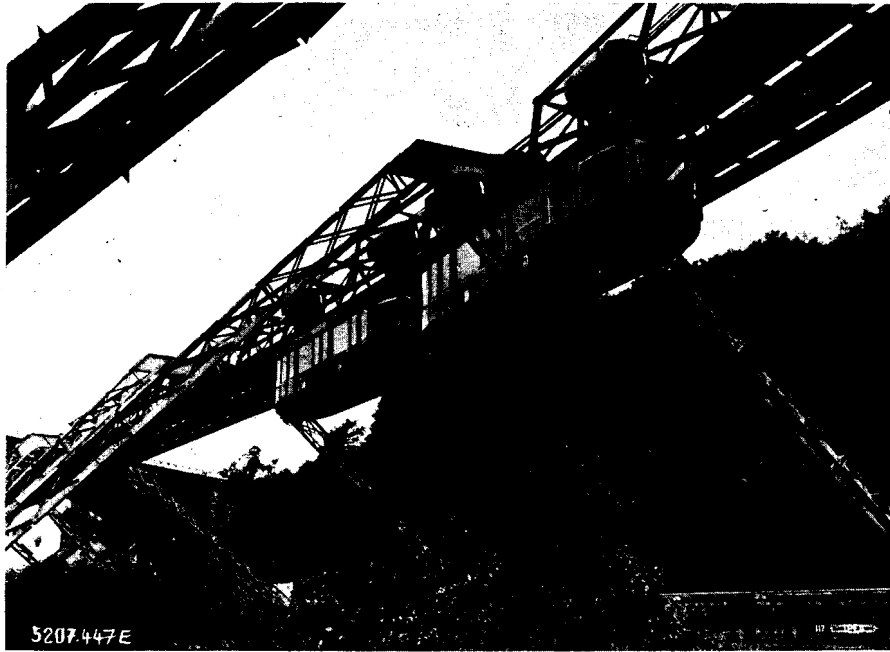


looking down recessed down glued to 2 bass wood strips

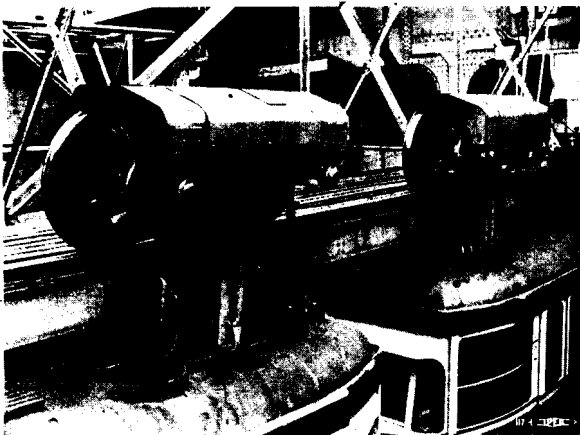
dress snaps where roof is fastened.

using scribing as guide for forming flutes with gouging chisel. In this case an Xacto tool.

strathmore, pilot below of wood (covered with strathmore (optional))

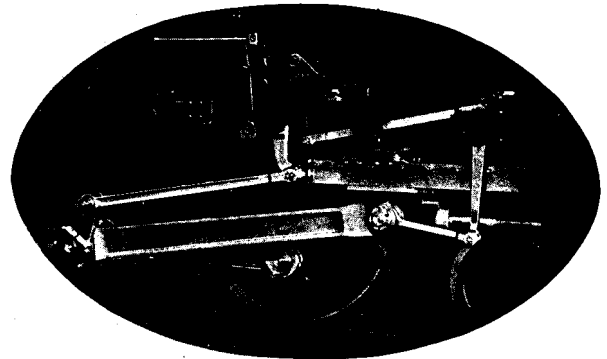


Monorail train on route between Oberbarmen and Vohwinkel, Germany. It travels over Wupper river at this point.



Detail showing tandem steel bogie or truck assembly of Monorail train.

## BAKER VALVE GEAR



TO MARK THE 50TH ANNIVERSARY of the first Union Pacific line in the Los Angeles area, the railroad borrowed this antique passenger train from RKO Pictures Corporation for a "golden spike" re-enactment. About 100 costumed members of the Railway & Locomotive Historical Society watched A. D. Hanson, UP general manager, and

K. V. Hackman, a director of the society, drive the spike "linking" the San Pedro, Los Angeles & Salt Lake with the UP. A "holdup" by old-time desperados was foiled—but the UP, fully dieselized in the area, had to summon a Long Beach fire department pumper to keep No. 25 in water.