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COUPLER**

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**MAY 16, 17, 18!**

**STEAM  
FANTRIP**



**AT  
BELLOWS  
FALLS NER**

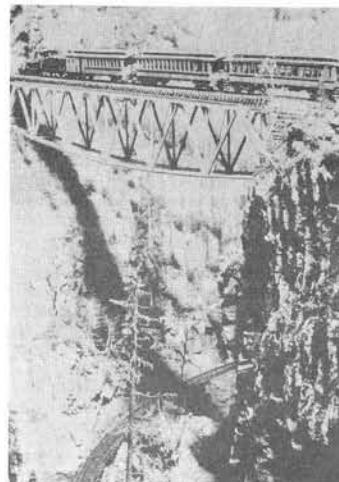
**SPRING  
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**FROM  
FRISCO:  
WHICH  
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WOULD YOU  
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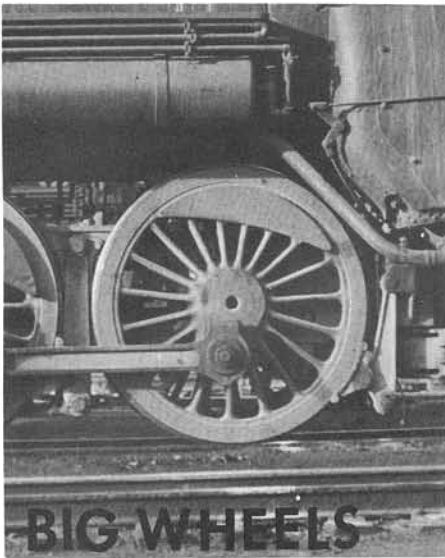


***PENNSY  
TOWER  
PLANS***

**MORE CALIFORNIA!  
SUPER  
LAYOUT  
VISIT**



**Spring 1969**



*Glenn Wagner:*

There comes a time when we should take stock of our aims and objectives in the hobby of model railroading both as individuals and as an organization of dedicated model railroaders.

Throughout the past year and a half as President of the NER I have received several letters and occasionally a verbal tirade on what is wrong with this, and what is wrong with that. For example, "I sent my dollar dues to the Office Manager and didn't get my membership card for XX days;" "What do I get for my dollar dues?;" or "No one called me when I moved into the Region.;" or the classic, "Where's the Coupler?;" One letter said, essentially, "I sent the Office Manager a check for a five year membership and received a membership card for FOUR years!" "If something isn't done, I will take the matter up with the Post Office Department." "It's now in your hands!"

Such letters indicate an intolerance for a situation that can be easily corrected once we know the problem and are not as earth-shaking as the writer indicates except in his own mind. Certainly those responsible for the answers do not want any unpleasant situation to occur and will do everything they can to correct it once they are made aware the trouble exists. As members, we can help if we simply state the problem and give those who are trying to solve it a little time to do so. Requesting help will do more to get a reply sooner than demanding action or going on a tirade.

Also coming across my desk have been copies of letters sent to the NMRA President discussing what's wrong with this and that regarding the National. A few division publications have inveighed against the National on various accounts. Surprisingly enough, in only one instance has the individual offered his services to help with the situation. All other correspondence was petty and negative, to say nothing of being destructive in its approach.

Criticism is healthy if it can point out where we can improve our craftsmanship, our organization, or ourselves as individuals. But criticism in the form of griping without suggesting a better way only reveals the lack of assessment of the situation and a general negative attitude on the part of the individual. Regrettably, the criticism often receives more attention than it deserves. In the matter of assessment of ourselves as hobbyists and considering the purpose of our organization, it is well to remember we are a hobby group and as such enter it to have fun and to learn more about the hobby. We attend conventions to socialize & have still more fun, and to share our interests with others. We join a division in our area so that we can get together even more often to enjoy the fellowship of the hobby and get that much more out of it. Those of us who have volunteered our services as directors, officers, committee chairmen or members, office manager or Coupler editor, or local convention committee members have done so for the fun of the hobby and in an unselfish interest for the betterment of the hobby for all of us. No one expects to be and no one is paid for his contribution to the Region and to the hobby.

And we must remember that each officer and committee member has a full time job which has to be his immediate concern and that his work for the Region is on a voluntary basis. Therefore, the time each one has is limited and we as members have no right to expect or demand adherence to any rigid schedule in the reproduction of materials to be published or in letters to be written. Our \$1 dues barely covers printing and postage for the Coupler and cannot be stretched to pay for editorial or

secretarial services. So: please be patient if the Coupler doesn't arrive when you think it should, or if any problem arises. It can be solved and we'll do our best to help. Patience and understanding of the other fellow's job are keys to the situation.

Both the Canton, Ohio NMRA BOT meeting and the recent NER BOD meeting in Pittsfield were unusual inasmuch as the members attending were able to squeeze into the two-day meetings a little model railroading in the form of layout visits. Sometimes the task of administrating the business of the National and Regional organizations gets so topheavy you'd never dream it was for a hobby organization.

I am pleased to report the work of the NER Constitution Revision Committee under the chairmanship of Paul Mallery is going smoothly and coming up with numerous suggestions for the improvement of the business of the NER for the benefit of the membership. What started simply as a reorganization of the content of our present Constitution to make it more workable, revealed some gaps and ways to improve it to the extent that a completely new document is being written. Some notable improvements include direct election of President and Vice-President as well as other important decisions on Region matters by membership mail ballot; at-large directors to replace the present system of area and at-large directors; two and five-year membership renewals; and two year terms of office for all officers. The new version of the Constitution was read and accepted unanimously at the Pittsfield meeting of the BOD April 13th. The by laws are now in the process of revision to match the new Constitution format. It is expected the completed documents will be ready for membership discussion and vote at the Fall Convention at Elizabeth, New Jersey.

Latest word on the Bellows Falls Convention indicates a lively occasion with many clinics and events scheduled for Friday night and Saturday, and a steam trip on Sunday planned for the benefit of photographers and conventioners alike. Working against odds in a village not equipped with facilities for feeding and housing two to three hundred people, the Committee has lined up an ambitious program with good food and lodging assured to add to our pleasure! I hope you will plan to attend. You can't afford to miss it! See you in Bellows Falls!

*Glenn*

## A PLAN IN EVERY COUPLER DRAWS FIRE

The Pennsylvania Railroad smokebox clamp drawing which appeared in the Winter 1968 Coupler together with an overpowering list of 89 PRR engine classes which used it drew an overwhelming demand from Coupler readers for a photograph to better illustrate it. Reader Walter Olevsky, MMR, sent along this closeup of H10s #117 which shows a total of nineteen of the clamps.



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The deadline for the next issue is June 15,  
Violators will suffer dire consequences.



# WHAT THE OTHER 1194 OF YOU HAVE TO SAY:

To the Editor: Carlstadt, New Jersey

It was with more than moderate surprise that I read in the Winter 1968 Coupler of my being both a member of the American Legion and an agnostic. Quite possibly this would be a first time any member of the one organization was simultaneously a member of the other.

To correct the record, enclosed herewith my card:

USED CARS - LAND - WHISKEY - MANURE - NAILS FLY SWATTERS - RACING FORMS - BONGOS	
WALTER OLEVSKY P. O. Box 64, CARLSTADT, N.J. 07072	
WARS FOUGHT REVOLUTIONS STARTED PIX TAKEN GOVERNMENTS RUN UPRISINGS QUELLED	TIGERS TAMED BARS EMPTIED COMPUTERS VERIFIED ORGIES ORGANIZED BUDGETS BALANCED

You will note no mention of either, although I concede one item in the top list and four from column A may suggest my affiliation with the one group. I never for one car length would accuse you of inaccuracy, but is it necessary for me to add "Couplers Corrected" in column B?

Yours Sincerely,  
Walter Olevsky

Staten Island, New York

To the Editor:

I would like to register my protest, in the strongest possible terms, for your publishing the letter in the Winter issue signed, "Regards, Name Withheld."

I feel that anybody who has anything worthwhile to say about our Region and its affiliates can backup his words with his name. As chairman of the Garden State Division, I know how much work should be put into a program. All too often, the members, and I include Mr. "Name Withheld" in this class, sit back and let the Georges - like me and a few others - do all the work. I don't want praise or acco-

lades for the little work I do for my group; I feel that it is little enough for what the divisions do for me. However, I don't enjoy being personally attacked by a spineless duff-sitter, either. If Mr. Name Withheld would like to really do something for a change, I'm sure that the division of which he speaks might find a place for his talents, if any.

On second consideration, they're probably better off without his help, and so is the NER!

Sincerely,  
Charles F. Gerow, Jr.  
Chairman, Garden State Division;  
Member, Membership and Convention Committees, NER

Natick, Massachusetts

To the Editor:

I would like to protest in the strongest terms both the late arrival of the Winter Coupler - and the unsigned letter therein. Possibly the Coupler is not late, maybe you should be congratulated on being six months early.

First: this individual who does not sign his name also does not permit his state to be listed. Is he so well known that if his state were given all divisions would know him? If so, he may be the phantom New England writer of unsigned letters now hounding the Hub Division.

Let us examine his complaint: not obviously wanting to offend anyone his big gripe should have been made known to the people running the event. Of course, that means giving suggestions, possibly offering to assist, and most of all, making yourself known. Rather, he would sit in his corner and cry whilst doing nothing more constructive than shedding tears in an NER paper.

For what did he spend his buck? He no doubt received his division's paper for one year - does he think someone prints it for nothing, provides the paper, and that his tax money payed for the postage? Also - that place where they met - someone payed for it. Obviously, for his dollar, he expected to be entertained, and not simply provided with an opportunity to meet with other model railroaders. If

the paper was not worth his buck either, then he might tell them that too...oops, that requires some effort and again, his name.

I personally would like to meet this "swinging bunch of modelers" who travelled only a fair distance to a bomb. I have travelled little distances in this area for a bomb or two, also; and have travelled and still do - 250 miles one way to attend other division meets. I went to one last spring which was in the opinion of many from this area - a bomb - but which I found more rewarding in content of clinics presented than our own local bomb.

Quite possibly I am taking the wrong track - thinking he is from the NYC area complaining about our local stuff here - maybe he is from the New England area and is referring to some from the NYC area who have come to New England for a bomb. In that case he may be quite right, but he should have at least let us know from what state he is in so fair evaluation of activity in his area could be made. After all, lately the New England area seems to produce unsigned letters and this could simply be just one more of these.

Somehow, it seems to me, the pages of the Coupler are hardly the place for some spineless individual who will not even list his state to cry about an activity in a unnamed area which cost him a buck & who obviously desires not to offer suggestions or give assistance to that group.

Yours Truly,  
Jim Crump

North Weymouth, Massachusetts

Dear Little Cog:

Coupler #84% certainly was the most entertaining Coupler yet, and you may yet prove that model railroading can be fun. One minor correction you might want to note: the derailed flat car on page 11 was located about 50 miles east of Oakland, California - definitely in Southern Pacific territory, not Great Northern as you indicated. You still can do it on your model railroad, though.

Yours Truly,  
Bill MacIver, Jr.



EDITOR ADHERING TO THE TIMETABLE

Naturally I started the trip to the NER combined BOD and Constitution Revision Massachusetts meeting by rail. I originally plotted to leave New York on PRR 131, the Morning Congressional, having a swift breakfast through neighboring MER territory. The 7:32 AM arrival in Trenton allowed a return on 234, an early Saturday morning "Philly Clocker" - due in the New Jersey capitol at 7:40. Eight minutes was more than enough time to leisurely change platforms, but the 8:52 Newark eastbound arrival was later a start for Pittsfield than the long weekend allowed. So I sensibly settled for PRR 111, 8:00 AM out of New York -- right on the button, too! It hit Newark at 8:16 as advertised and at 8:17, as planned, Paul Mallery pulled up to the main entrance of Newark station, and off we went (via car I admit) towards upper New York state.

You might question here the Coupler editor so slavish to a timetable, but it was exactly so. And you might imagine the conversation up the Hudson centered on model politics. Hardly. Paul made up for our being in a Detroit product by following rail routes. At Millerton, we searched out the roadbed remains of the Newburgh, Dutchess and Connecticut RR which originated at Fishkill to connect with the NYC at Beacon Junction. No sign of it seemed to exist and we guessed the map might be wrong. We pursued the single track NY&HR branch on foot for any trace of ancient roadbed and I thought of the work to re-write our ponderous NER Constitution, and how one light railed track (with pressed steel tie plates) remained for 3 superfluous routes. The cloudless sun rose higher in the sky, and we moved along, doggedly adhering to the road on the opposite side of a river - still hoping for a railfan's kind of archeological discovery. And there it was! Curving right across our highway was a pair of asphalted over rails. Rotted ties and a still-eased grade were followed to a deckless pair of stone and concrete bridge abutments. We did it again at Boston Corners where the Poughkeepsie & Eastern and the Central New England once joined the New York and Harlem River RR. The three converging lines seemingly vanished into the unresponsive countryside. A farmer and his barking dog remembered, though, and near the remaining NYC Chatham branch we later found an abutment as the only clue. Looking back into the valley from afar the two disappeared rights-of-way made a clearly visible, but faint, outline over the mountains. We hurried on to Pittsfield

and before a long afternoon in the pages of the Constitution, quickly caught the Hudson-Berkshire Division show with exhibits of live steam, scratch-built cars and engines, layouts, displays, and all the trappings of a lively one day convention. Later that evening, layout visits thoughtfully arranged by Glenn Wagner brought us back to reality. As the visited model railroads were all first rate, we emptied every turntable stall. Our returning caravan lit up the Hoosac valley very late that night.

Early Sunday the Board of Directors tackled the Region's business and a breakfast meeting ran on into lunch and later. Glenn's certain kind of grand élan unified those differing area problems of the NER that only model railroaders seem able to create 87 times larger than life (yes, 0 at 48 times, and S at 64..you get the picture already).

Leaving Pittsfield I hopped a ride with Norman Briskman and was the 3rd passenger in a 2-seater Cessna. Wedged as far forward as possible with the other baggage to keep the almost overloaded plane balanced, you might see a kind of symbolism in the plane representing the Region and the late Coupler Editor's position as tipping the craft backward. We did carefully get off the ground, though, and with no timetable to follow arrived at Ronkonkoma on Long Island in the dark. To keep you other rail nuts satisfied, I did end the weekend by rail (not a single boat trip either day), catching a LIRR unlimited into Manhattan just in time to work last trick at Penn Station.

# BELLOWS FALLS MEASURING UP TO BEA BIG ONE!



Bill MacIver, HUB Chairman, and Don Robinson, Eastern NMRA VP, apply the calipers.

The NorthEastern Region Spring convention scheduled for Bellows Falls, Vermont, the site of Steamtown, USA, promises to follow in that NER tradition of one convention being more exciting than the previous one. Big feature of the weekend is the maiden trip of the Canadian Pacific Pacific, #1246. This 54 mile round trip to Ludlow will leave on Sunday morning at 10 AM and return at two. Photo stops are planned and some of picturesque Vermont's most beautiful scenery will be traversed on this trip. An absolute must for the entire family!

Continuing backwards for the weekend schedule, the Ladies of the Eastern Star will prepare a country breakfast for the added cost of \$1.25 per person, and more than twelve different churches in the immediate area will provide a variety of church services for the conventioners.

A traditional auction after the banquet will very likely run on late into the night as model railroaders will outbid each other to obtain the latest bargain or long-lost engine to fill out any empty spots in the roster. The roast beef Saturday night banquet will be catered by the Westminster Volunteer Fire Department and it will be preceded by a cocktail hour. The early Saturday morning program begins with a nine AM registration. There will be all day long continuous showing of movies, and English steam slides. Films obtained to date include; The Last Run of the Shays; Tomorrow's Railroading Today Through Automation; Symbol of Safety; EXPO Express; and New Gateway Yard. More are coming!

For those who prefer to buy their model railroad equipment unbidden, manufacturer displays and hobby shops will be available as will the white elephant table for any quick, on the spot bargains. Harold Smith of Builder's Compendium, our industrial exhibits chairman, has arranged for one of the most thorough model equipment displays we have ever seen.

The Model and Photo contests will be open to receive entries from 9 AM until 1 PM, and judging will commence then. The winners will be announced at the Awards' banquet, and the first prize winner in all categories will receive the coveted Delaware Trophy, a presentation of the Summit-New Providence Club. Second place receives the HUB Runner-Up Award, a crisp, brand new ten dollar bill. The Sunrise Trail Division of Long Island sponsors a special new modeler award and the winner of that is the first time entrant with the highest score. A SPECIAL contest featured this time will be the Zip Code Locomotive contest, wherein the entrants must submit a locomotive whose wheel arrangement will be based upon their zip code. National NMRA entries will be accepted for this, and the competition will be tough. The first prize winner will receive a \$25 prototype stock certificate, and a handsome plaque. Second place winner will receive a sheet of U.S. stamps depicting trains, and the third place winner gets one hundred zip code stickers. Entries must be a model, a drawing or an engineering plan of a locomotive, not necessarily one that will run, or even look

like it might. Is model railroading fun?

Manufacturers Displays will be open to the general public in the afternoon to acquaint the unconverted to our kind of mad hobby.

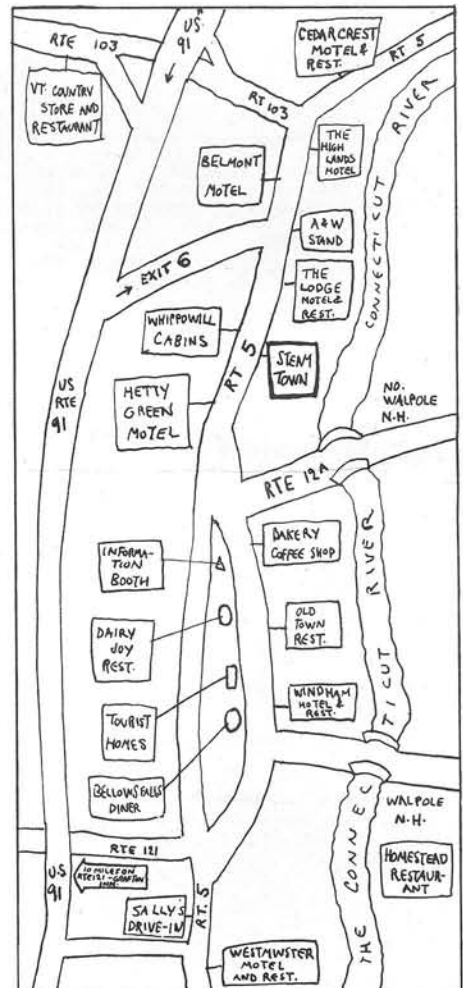
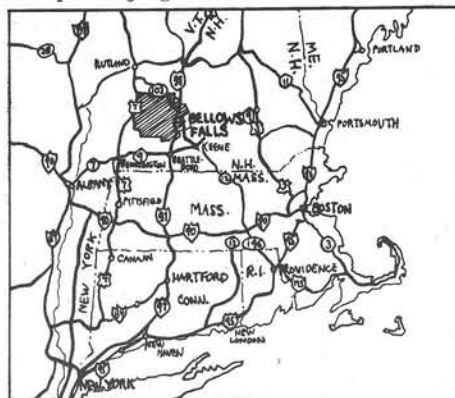
The large number of first rate clinics will be presented all day Saturday so that an ambitious person could catch almost all of them. A complete list of those now scheduled appears opposite, and a few unannounced clinics may also be added.

Friday evening will be devoted to a showing of English steam slides & movies. A first time convention attraction will allow photographers to shoot night pictures of a Boston & Maine freight train. Numerous flood lamps will be set up to capture the night action of a scheduled freight, and the color temperature will be the same as for daylight film. The train is scheduled for after ten, and because it is a freight, may even be later. Details will be available at the registration desk.

The registration Center will be the Lodge Motel 2 miles north of town on Rte. #5. Seating in the main banquet hall is limited to 300, so that early returns are suggested. Irwin F.B. Lloyd, 44 Lincoln Drive, Glastonbury, Connecticut 06033 will handle all pre-registrations. Prior to May 12, the per person package price of \$10 (wives and children \$8) will prevail. After that date \$2 will be added to each registration (The previous Coupler erroneously reported this surcharge to be \$4 per person. \$2 is correct).

Photo contest entries will be received in the following categories: Black and White, Model; Black and White, Prototype; Color, model; Color, Prototype. The Board of Directors recently voted to recognize the photo contest winners as official, and they will receive certificates this time.

Model contest entries will be received in all gauges, and of any prototype. (At Montreal last year, a RR tugboat won first prize!) This is the time to bring along your favorite model car, locomotive, diorama, structure, maintenance of way equipment, or whatever else you might like to stump the judges with.



But, the big attraction for the entire weekend will be the steam locomotives. Almost 100 of these will be on display. Noticeably absent will be the Nickel Plate Berkshire, #759, now somewhere between New York and Promontory Point, Utah, to take part in the Golden Spike Centennial.

The large collection of engines includes the Union Pacific Big Boy, weighing in at more than a million pounds, and a GTW 4-8-4, the Reading 4-8-4, a Norfolk and Western articulated, a 90 year-old Belgian locomotive, a Shay geared engine, a British streamlined 4-4-0 (which actually pulled the Queen's Ascot Special) and many more. Fire engine buffs will enjoy the large array of fire fighting equipment on display.

Motel reservations will be handled by the Bellows Falls Chamber of Commerce, and a flyer was included with the last issue of the Coupler for your convenience. Come early and stay late!!!



# FIFTEEN CLINICS

One of the big exciting features of the Bellows Falls Convention will be the Saturday afternoon session where the big total of 15 Clinics will be presented all day to satisfy every curiosity and interest in the hobby. With the usual Saturday fan trip now scheduled for Sunday A.M., model railroaders can appreciate the big lineup of clinics and catch most of them, too!

**List of Scheduled Clinics:**

Jack Alexander - Inspecting the Rio Grande Slide show and commentary devoted to showing how the prototype solves the problems of mountain railroading in the Rockies - as taken from the cab of the California Zephyr.

Lawrence Bailey -- Painting Back Drops

George Bishop - Making your own Decals

Harold I. Clark - Basic Electricity for Model Railroading

Dr. Roy Dohn, MMR - Model Railroad Design with operation in mind.

John Kuppenheimer - Track Detection Circuits

Thomas Landrigan - The Why of Scenery

David Laughridge - The Last of Lionel

Paul Mallery - Railroads of Mexico, emphasis on dual and narrow gauge in the Yucatan peninsula and at Mexico City. Also some shots of Chihuahua el Pacifico.

Kenneth Martin - Mainline Fluidity - where the Pennsylvania Railroad four track main is six tracks wide and often not enough.

Howard McClusky - The Art of Lost Wax Casting

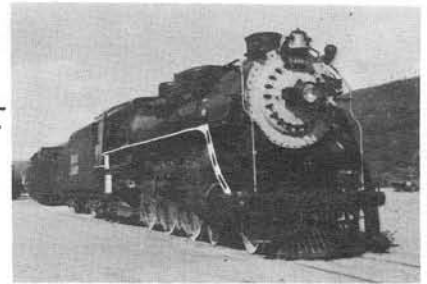
David M. Newcomb - The how and why of logging railroads.

Donald S. Robinson, MMR - Prototype Dispatching

Glenn Wagner - Modeling in Narrow Gauge emphasis on D&RGW and Rio Grande Southern equipment, facilities, trackage, including dual gauge trackage and scenery.

Toni Marlowe - A model railroad clinic for women and children.

Still sleek Boston and Maine Pacific lays in the sun alongside the close to 100 exhibits at Steamtown. The massive collection of railroadiana was the patient work of Nelson Blount and his interest for preserving for all time the magic and intrigue of the steam engine.



## STEAMTOWN:

# ALMOST 100 LOCOMOTIVES!



Huge Maine Central 2-8-0 Consolidation is leaned upon by a youngster with no appreciable effect upon its vertical plane.

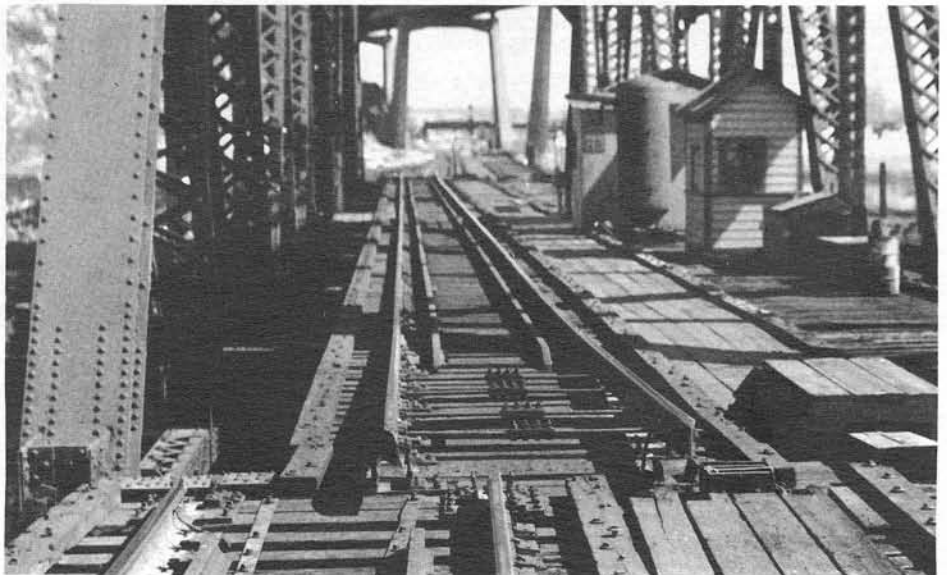
Number 304 competes with some of the local scenery amidst the big collection of steam.



Snow plow is just one more example of the varied work equipment on display at Steamtown along with the numerous locomotives.

# WHAT IS IT?

Not a deliberate derail nor a twisted mix of dual gauge, this puzzler looks like something modelers are more likely to do.



On the Erie-Lackawanna, this is how they swing a swing bridge - lift the rails first. (a Walter Olewsky photo)



drawing by GUNTHER RICHTERS

# F tower

Copper-sheathed bay window adds a light green patina to otherwise plain brick facade. Roof edging also is catenary-color copper—under eaves wood trim is buff and the slate roof tiles are N.Y. Central gray. Yellow edged "F" keystone is bright red.



PRR box cab electric sneaks by F Tower with the famous Sunshine Bisquit factory in the background—one of the few places in the world where a cracker packer can watch trains and get his cookies off at the same time.



Plan is exact HO (1/87)

scale 3.5mm = 1'

Solid base contrasts with delicate railing to emphasize the substantial proportions of this classic Pennsy structure.

Less interesting rear view shows stepped brick pattern. Note chimney enlargement.



Squatting on the side of a hill, F Tower shows off an interesting stair arrangement as LIRR freight comes down from the Montauk Cutoff. Tracks in the immediate foreground are sub-tracks leading to New York.





# Continue with the NER Lloydliner for the return by train from the NMRA '68 Convention



Cabview looking into the fireman's mirror.

BY JACK ALEXANDER

(continued from previous issue)

After four days of cable car rides, delightful dining, harbor tours, layout visits, fan trips, clinics, exhibits, and extensive sightseeing, we were forced to take leave of the cosmopolitan city of charm - the NMRA 1968 National Convention site - San Francisco. We bussed from the SP Third Street Depot back across the long Bay Bridge to the Southern Pacific Oakland Terminal. A pair of surprises awaited us. We were amazed to find our own CB&Q "Silver Prairie" pullman coupled into the Cascade Limited consist. Second, tied onto the end of the train for the ride over the SP Shasta route to Portland, Oregon, was a real prize of a fresh-from-the-paintshop heavy business car complete with open-platform!

Our Sunday afternoon departure featured for the overnight run, three assorted EMD power units trailing 19 cars - three of which were really only one car - the very unusual 3 unit articulated "Cascade Club." This 204 ft. long unit featured a kitchen-diner, and lounge, and was built by Pullman-Standard in 1950. Along with a fine dinner, we were treated to the fascinating turntables located over each articulated truck at the wide vestibules. They responded to each curve as the train twisted along.

At Davis, California, a U-Cal student and railfan met our train, as he had met all trains for the past two years. He passed out a four page condemnation of SP passenger service, titled, "this train is doomed." The SP brass are lampooned and car-

toonied as responsible for the decline and demise of passenger trains.

The well named Cascade rain forests finally unloaded bad weather on us but gave us a few hours respite during our day's tour of overcast Portland. Our schedule called for a 3:00 PM departure but a broken car window delayed arrival of the Spokane, Portland and Seattle's No. 2 from the yards and then the Portland Terminal switch crew found they had neglected to cut in our "Silver Prairie," which patiently waited at Union Station.

Meanwhile, I stopped by the station-master's office to claim another prearranged cab ride. With releases signed, I was escorted to the departure tracks, made arrangements with the steward of the diner "Columbia" for a late dinner, and put aboard the lead engine where I was introduced to engineer Boyce. The hour's delay in heading east allowed for a meet with NP's pool train from Seattle at North Portland, thence our brace of F units trailed 13 cars across the long Columbia River bridge to Vancouver, Wash. where a freight waited for clearance into Portland behind the Northern Pacific varnish.

Orders were hooped up here calling for two meets with opposing freights and a slow order over a bridge at Camas. We found a yellow board on the home signal at Camas and stopped to pick up a revenue passenger. A few miles further at Mt. Pleasant we accomplished our first meet with 324 West. Rain began falling again, and visibility along the spectacular Columbia River gorge was fair to poor but did not wipe out a good view of Bonneville Dam at Milepost 50. I shot pictures and more pictures as the wiper blade swept rain drops away and the cab conversation ranged from optimistic weather forecasts east of the Cascades, to the topic of competition as a tug shoved a large barge upriver at a snail's pace.

As we approached Home Valley, a local eastbound freight sat in the clear with an Alco RS on the point. Its appearance belied its age, while across the river a long UP freight with five units rolled west under the towering crests of the Cascades range and looked about as big as N gage equipment from 30 feet away.

Between mileposts 60 and 85 a number of short tunnels allow the rail to hug the river bank but the cliffs above are low in comparison to the south bank used by the Union Pacific. Once past the Dalles Dam, we came to the Deschutes River bridge which carries the Oregon trunk trackage south via Beiber - to join the Western Pacific at Keddie, California. Just beyond is Wishram Washington at milepost 107 - where we left the "west end" subdivision to enter the "sandy" subdivision, named because the arid area is host to prevalent blowing sands. The day was the exception as the rain continued. We passed a new dam on a high fill, part of a 77 mile line relocation due to the rising river waters. This well ballasted ribbon rail section was opened for traffic last May and the old roadbed is nearly all under water.

At Mary Hill we saw old GN 5000 on display and over the bluff lay Jim Hill's palatial former home including its replica of Stonehenge. He was, however, much better known as the "Empire Builder" and we were riding aboard the Portland section of his namesake combined with cars for the "North Coast Limited" to be dropped at Pasco for the Northern Pacific.

Desolate cliffs and forbidding steep charcoal colored walls lined our route on each side. Protective rock slide fencing added a measure of safety to our precarious position. Beyond lay some suitable farming land and at Roosevelt we passed a lonesome grain elevator at the water's edge, just about the right size to model.

Our engineer was trying to make up some time now on this high speed line and crowded the posted speed limits by 5 to 10 mph.

At Whitcomb we met 201 West, a through freight with double power. The last picture

of that day was at Plymouth as we rolled past McNary Dam and we soon crossed the Columbia into Pasco where I dropped off the head end to join dining car steward George Miller for a late succulent prime rib.

It was dark as we rolled onto the "east end" subdivision. Those who stayed up told of cars switched around for nearly an hour putting the "Empire Builder's" two sections together at Spokane, but the couplings must have been gentle for I slept on through the night. We made up some time as we crested the Bitterroot range into Montana for our arrival at Belton (West Glacier) was nearly on time with 20 cars and two SDP's on the head end. This is the first summer that the "Builder" has stopped at Glacier Park and it was an early one, 6:50 AM.



Glacier Park transport busses met us at the station and took our party over the fantastic "Going to the Sun" highway and for three days we saw one outstanding vista after another. Our third day was spent at Glacier Park Lodge on the Great Northern main line and the rail fans met every train through. The huge GN Two Medicine trestle was found to be just a half mile east of the beautiful Glacier Park station and proved to be a grand setting for many photographs. We climbed aboard a "Builder"



again on the last leg of our journey and the thought occurred that the juggling of our "Silver Prairie" by the GN would make for added interest on a model railroad. As no switchers are stationed at either Park portal, our car was deadheaded to the next terminal and hauled back over the division to accommodate us. We rolled across Montana's ranching plains, wheat farms, and oil fields from the vantage point of a 75 seat "great dome." Some of these 96 ton, 12-wheeled behemoths have been repainted in apple green with a wide white stripe in anticipation of the "Burlington Northern" merger; however, this one sported

(continued on page 12)



# A VISIT TO JOHN ALLEN'S GORRE & DAPHETID



PHOTOS BY GLENN WAGNER

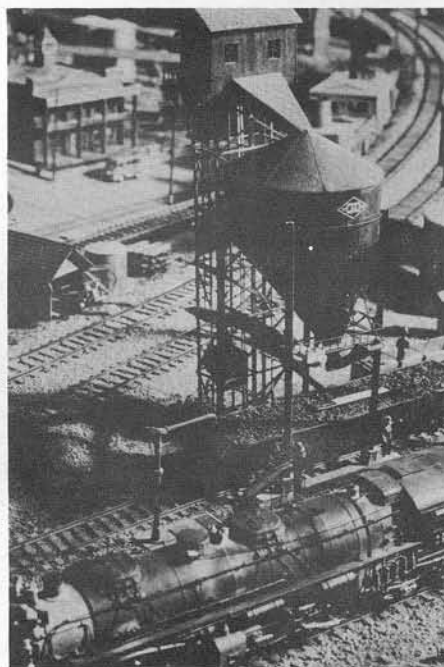
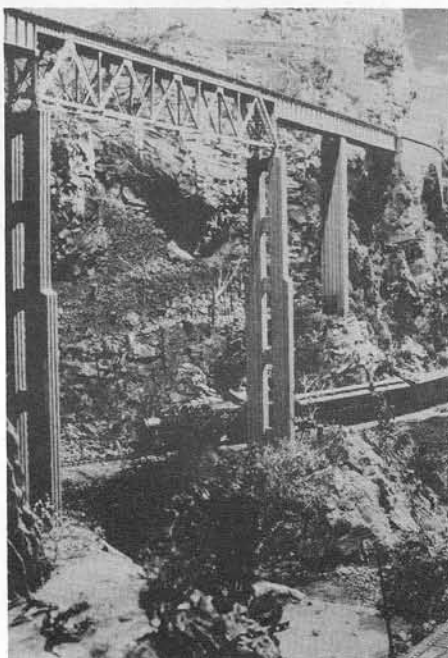
One of the most exciting attractions at any NMRA Convention, Regional or National, is the first hand visits to home layouts. Very often these visited model railroads are well known via the hobby magazines because of their excellence, and the chance to see them in person and to meet with their builders is often a rewarding and fulfilling experience.

At last year's NMRA Convention in San Francisco, model railroaders had the extra special opportunity to appreciate John Allen's open - house hospitality to view his very famous and probably NO. 1 model railroad in the country. While NER members are as familiar with these views as anyone else, Glenn Wagner's photos of that Frisco visit are presented here to bring Coupler readers up to date with some of the great fun conventions can be.

### GREAT DIVIDE DIVISION

76 slow scenic smiles through the Akinback Mountains.

In the background, John's original railroad (Devil's Gulch and Helengon), connects with the G&D for a little mixed gauge action.

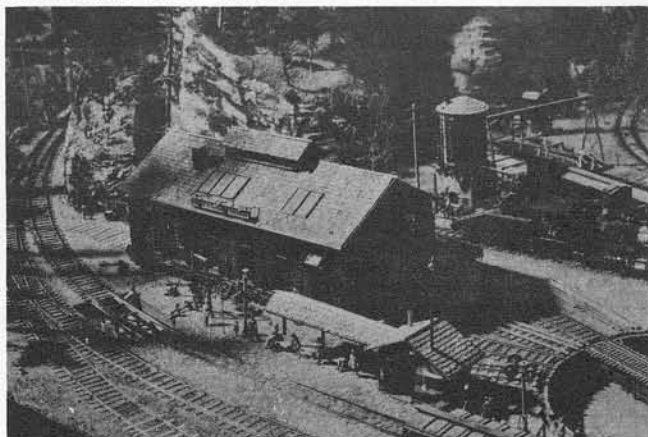


#9, the road's largest and heaviest power passes near the G&D coaling station.

Morning local follows Souawbottom Creek as it passes under spectacular High Bridge.

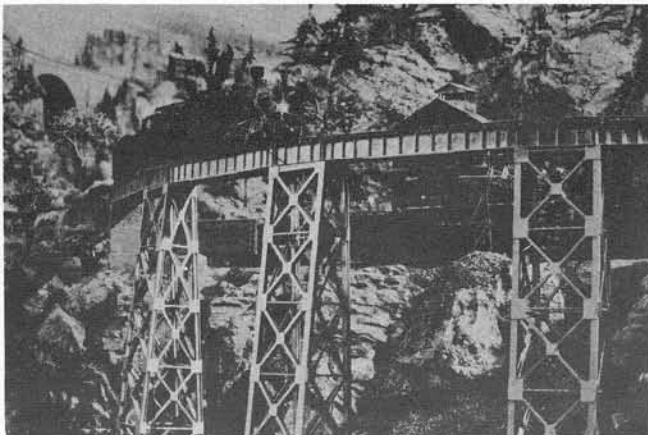
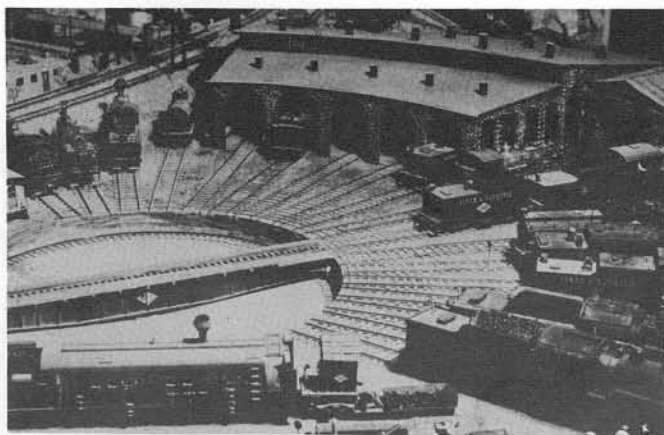


Engine house at Gorre rests in the late afternoon sun as the evening's first commuters await their express.



The Great Divide turntable and enginehouse show off the varied Gorre & Daphetid engine power.

Number 35 adheres to the speed limit over Sim's Loop as speed manifest passes under.



**HARTFORD  
(FALL '68)**

**PHOTO CONTEST  
WINNERS**

FIRST PRIZE  
BLACK & WHITE  
PROTOTYPE



L. Jeff French  
Versailles  
Station

**SCHEDULES**

Hartford, N.J.	10 40	10 40	1 35	1 35	8 24	7 20	8 30
New York, Pennsylvania Sta., Due	10 55	10 55	1 50	1 50	8 40	7 35	8 45
NEW HAVEN RAILROAD							
New York, Pennsylvania Sta., L.v.	11 20	11 20	2 10	2 10	9 00	8 15	8 15
New Haven, Conn., Due	12 44	12 44	3 40	3 40	7 30	10 09	10 09
New Haven, Conn., L.v.	11 20	11 20	2 10	2 10	8 00	8 15	8 15
New Haven, Conn., Due	12 44	12 44	3 40	3 40	7 30	10 09	10 09
Meriden, Conn., L.v.	2 25	2 25	4 05	4 10	4 35	10 29	10 29
Meriden, Conn., Due	3 52	3 52	4 41	4 41	8 24	10 57	10 57
Hartford, Conn., L.v.	3 02	3 02	4 18	4 23	8 33	11 09	11 09
Hartford, Conn., Due	3 16	3 21	4 36	4 41	8 48	11 22	11 22

TROY, NEW YORK - MAY 4. Hudson-Berkshire Division meet on Sunday afternoon at 2 P.M. at the Rensselaer Polytechnic Institute Model Railroad Society. A special program on bridges will be held. Also see the club's new layout under construction. Inform from Dave Messer, 12 Hillview Ct., Wyantskill, New York.

BELLOWS FALLS, VERMONT - May 16, 17, 18. NER SPRING CONVENTION.

EASTON, PENNSYLVANIA - MAY 23, 24, 25. Mid-East Region Spring Convention at the Hotel Easton. Two steam fan trips are on the agenda. A double visit to the New Hope and Ivyland RR., and the Black River and Western plus the banquet, an auction, club and layout visits, Sunday morning clinics, and a lively model contest fill the three days. A special Railette trip to the famous Stengel Pottery Works and to the Flemington Glass factory will be offered on Saturday. Information from Robert McAllister, 108 Main Street Glendon, Easton, Pennsylvania 18042.

MORRISTOWN, NEW JERSEY - June 21. GSD meet at the Morristown Presbyterian Church on South Street (opposite the Community Theatre). Clinics and club visit.

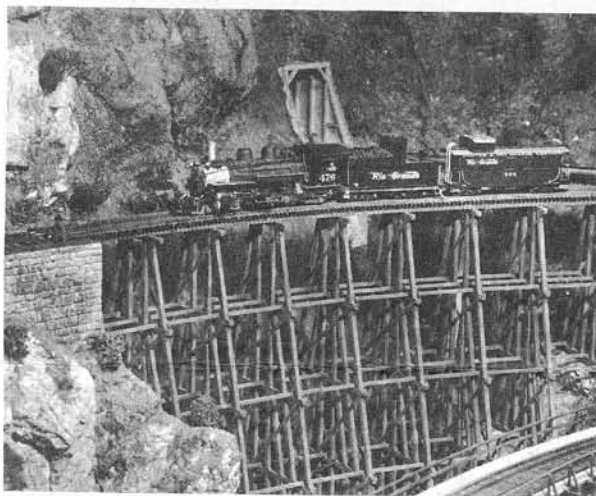
SOUTH CARVER, MASSACHUSETTS - June 21 Rail buff and Model Rail day from 11 to 5. Admission is the standard price for adults (youngsters free) BUT if you can show a dues card or button from the NMRA, NER or a division (like HUB) you ride all day! Your card is your ticket! The fantastic line up of trains scheduled includes: All freight (steam); mixed freight and coach (steam); all coach (steam) and a double-headed steam run. The three varieties of train will also be pulled by diesel (two foot gauge), and the freight roster includes a flat, one tanker, and two box cars. The engines have been overhauled - #7 has her old shotgun stack back and #8 has a diamond stack. See you there?

LAKE COMPOUNCE, CONNECTICUT - July 13 Nutmeg Division Annual Picnic from 8 AM until midnight. Info from Ted Ritter, 42 Sunset Terrace, RFD 3, Vernon, Connecticut 06086.

MINNEAPOLIS, MINNESOTA August 13 - 17. NMRA National Convention.

NORTH ARLINGTON, NEW JERSEY - Sept. 7. GSD Annual Picnic at Bergen County Riverside park. Information from Bob Pool, 2 Lowe Avenue, Fair Lawn, N.J. 07410

ELIZABETH, NEW JERSEY - October 3, 4, and 5. NorthEastern Region Fall Convention at the Elizabeth-Carteret Hotel.



FIRST PRIZE  
BLACK AND WHITE  
MODEL RAILROAD

Glenn Wagner  
Narrow gauge Trestle

**MINNEAPOLIS NATIONAL CONVENTION  
AUGUST 13 through 17**

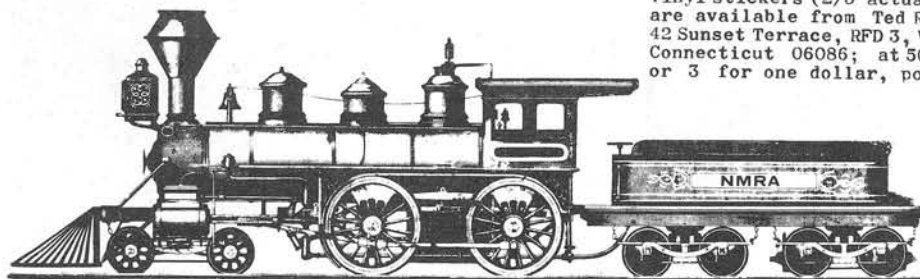
Now is a perfect time to begin planning your trip to the site of the NMRA National 1969 Convention - Minneapolis. The Convention Hotel will be the beautiful Leamington (550 rooms, escalator service to all convention meeting rooms, and many convenient restaurant facilities in and near the hotel. Numerous historic railroad attractions nearby include the Wm. Crooks, the first locomotive used in Minnesota. A special model contest of the Minnehaha depot (built in 1875) will be conducted - details in the Bulletin. Probably most exciting is the fan trip and shop tour - a great, Great Northern visit to the ore docks at Superior AND a Soo Line shop tour at Shoreham Yards! Many private layouts



will be open as will clubs, and the exhibits include steam, diesel, traction and live steam.

Railette activities will be highlighted by Betty Crocker tours, style shows, and home making demonstrations.

Further details from Eugene Hickey, 5934 Dakota Avenue, St. Louis Park, Minn. 55416



Vinyl stickers (2/3 actual size) are available from Ted Ritter, 42 Sunset Terrace, RFD 3, Vernon, Connecticut 06086; at 50¢ each or 3 for one dollar, postpaid.

**NUTMEG DIVISION - N.E.R.**

**BUMPER  
STICKER:**  
put one on  
your  
cowcatcher





# DIVISION NEWS

## HUB

Last November's HUB meet was a tour of the Penn-Central's auto loading yard at Framingham, Massachusetts. On the cloudy Saturday morning, about 25 HUB members met at a nearby shopping center and moved in convoy fashion to the loading yard. Expecting to find it in operation, they were surprised to find because of the following Monday being Veterans' Day, the unloading crew decided to make a long weekend of it. All was not lost, however, as the gate guard had expected the visitors and proved to be an excellent host & guide.

The auto yard consisted of three long tracks - two for tri-level and bi-level auto racks, and one for flat car loads of trucks. Automobiles were unloaded in circus train fashion; top or "c" deck first, then middle or "b" deck, and lastly, the bottom or "c" deck. As each automobile was moved off the rack, the freight car number and position of the vehicle on the car is noted on the waybill and on the vehicle window. This method of number recording allows the railroad to systematically keep track of the large storage yard until the cars are moved away by auto rack truck to the dealer.

Interesting sidelights noted were that Dodge's had the most flat tires (one was in need of a new roof and a full set of windows having been involved in a derailment). Pontiacs generally arrived with very little gas, and most of the time needed to be pushed off the rack cars. Trucks were unloaded with the use of an overhead crane straddling the track. After the tour, HUB members visited a local live steam operation, and returned home to plan the Foxboro and Bellows Falls' conventions.

The HUB Division Annual little convention was held at the M.M. Birrell school in Foxboro on March 29. Over 100 model rails and friends attended the day long events. Clinics presented were "O Gauge-Traction" by John Muise, "Track Detection Circuits" by J. Kuppenheimer, "Painting backdrops" by Lawrence Bailey, "The Art of Lost Wax Casting" by Howard McCluskey, "Interlocking" by Ken Martin, and "Last of Lionel" by David Laughridge. Tom Burke, the Clinic Chairman, was responsible for this varied program. All afternoon displays of manufacturers' exhibits, movie and slides, and a white elephant sale kept everyone busy with at least ten things to do. The evening events were held at the Twin Lanterns Restaurant in Foxboro where a first class dinner of Breast of Chicken Supreme was excellently served and proved to be one of the most memorable banquet dinners in most everyone's model railroading convention memory. A number of door prizes were awarded, and a slide show narrated by Harold Carstens, editor of Railroad Model Craftsman, was presented. His pictures of European equipment enchanted everyone. The Hub Division's Don Pierce award for meritorious service to the model railroading hobby was presented to Len Estes, of Newport, Rhode Island.

An Annual meeting was held after, and Directors Al Gooding, Dick Wentzell, and the Hub Secretary-Treasurer, Harold Clark retired after many years of service. New directors include, M. Owens, B. MacIver, Paul Carlton, D. Marlowe, and L. Bailey. Paul Carlton was elected Chairman, Tom Burke Vice-Chairman, and Bill Parker the new Secretary-Treasurer.

## LITTLE RHODY

Hundreds of happy guests attended the Little Rhody Annual Open House on April 26th in Providence. The extensive exhibit of model railroad displays, clinics, and movies featured a white elephant sale and buffet. Subscriptions to the Little Rhody "Yankee Clipper" and a one year membership card are available from Michael Antoni, 37 Knowles Drive, Warwick Rhode Island for only one dollar.

## HUDSON-BERKSHIRE ALOUETTE

A well-attended January meeting was held at the home of NER Prexy Glenn Wagner. Those who could tear themselves away from the Super Bowl (what?) were treated to samples of Glenn's always excellent photography, shots of John Allen's layout, and fan trip scenes from the San Francisco convention. Operation on Glenn's spectacular layout followed. For those who haven't seen it, it is enough to say that the superintendent of bridges has a full time job. The more than dozen bridges are each different and all naturally incorporated into striking mountain scenery.

An enthusiastic crowd of between 800 and 1000 persons poured into St. Stephen's Church hall in Pittsfield, Mass., on Saturday afternoon, April 12 to make the Hudson Berkshire Division second Annual model railroad show a resounding success. They were treated to a diverse array of operating layouts (6), hobby shops (3), a white elephant table, door prizes, commercial exhibits, railroadiana, and would you believe it - an operating live steam run! Everyone enjoyed themselves and the division looks forward to next year. Next scheduled meet is for Sunday afternoon, May 4 at 2 PM at the clubroom of the RPI Model Railroad Society in Troy, N.Y. A special bridge program is planned.

## SEACOAST

The Seacoast Division (proposed) November meeting was held at the home of Dave Collings in New Market, New Hampshire. A slide show of D&RGW narrow gauge and other western roads from the collection of Jim Robertson was featured. The January meeting in Dover, N.H. covered train operation as featured in the timetable, book of rules and train orders. The March meet covered layout operation and switching. Slides, movies and refreshments followed. Planned for the July 4th weekend at Mount Washington in New Hampshire in conjunction with the 100th year celebration of the cog railway, is a special Seacoast trip.

## GARDEN STATE

The April 19 Asbury Park annual meeting was the best attended GSD meet this year, and the delicious buffet is still well remembered by those who were there. Previous to that, New Jersey model railroaders were treated to clinics, portable displays, layouts, a club visit to the Garden State Central RR, movies, and the annual business meeting. Clinics included the NMRA tape-slide clinics, "Practical Electrical Control" by John Armstrong, and two by Jim Thorington, "Painting and Decaling," and "ALP Peddler." Dave Decker was imported from the Seacoast Division to present a clinic on layout construction, whilst GSD member Paul Mallery showed numerous exciting slides as part of his clinic on 1/6" trackwork in Mexico. Charlie Geerz' film on preserved steam in Great Britain competed with top honors with a Erie railroad film by Charlie Gerow. Dave Decker chimed in with a film of steam in the era between 1950 and the present. A number of door prizes were presented to the happy attendees.

On June 21st, the Garden State summer meet will be held at the Morristown Presbyterian Church on South Street in Morristown, New Jersey. Clinics and movies and a club visit begin at 12:30 PM. More information from Bob Johnson, 135 Morris St., Morristown, New Jersey 07960. In September the annual picnic is scheduled for the 7th; if rain, the 14th, at the Bergen County Riverside Park, home of the Eastern Live Steamers. The park is on Riverside Avenue, 1/4 of a mile south of the Park Avenue - Kingland Avenue bridge in North Arlington, New Jersey.

Coming in October, on the 3rd, 4th and 5th is the NER Fall Convention hosted by the Division and to be held at the Elizabeth-Carteret Hotel. Rates at the hotel are attractive: \$8.50 - 12.50 for singles, \$9.50 to \$15 for doubles. An especially exciting program is in the works.

The December 10th meeting of the Alouette Division was held at Dr. Roy Dohn's office and he and Darryl Townsend outlined a program around model contests. Admission to the meet was a model car, and details as evaluated by the judges were discussed. On January 16th, the Laurentian Western Railway, owned by Pierre Bourassa, was host to the division. The layout features about 450 ft. of track laid in a setting of typical Laurentian terrain. Motive power is chiefly Canadian National and Canadian Pacific prototype. Approximately 125 freight and 25 passenger cars made up the rolling stock, and except for one gremlin which got loose, the layout behaved like a charm.

On February 11, Mr. Andre Quintz gave an extremely interesting talk and demonstration on electronic gadgetry, and how resistors, diodes, and transistors can be used by the model railroader. Everyone left the meeting with a fistful of sketches and equations in their memories.

On March 11, the Alouette Division visited the Valois Central Railroad, and the Mayo Eastern Railway owned by Walter Grayson. Both these railroads operate on separate timetables, which are set up to allow for between three and six operators. The timetable is based on actual time and two hours are required to complete any session. The gremlins stayed in their cage for the entire evening and the whole evening went off without a hitch. Despite the terrible weather, attendance was good. At the April 8th meeting, annual elections were held. Gordon Teel was elected President, with John Surridge as Vice-President; Maurice Bleau as Secretary, and Herman Cole as Treasurer. The Division's May meeting will be held at Bellows Falls at the NER Spring Convention, and a fall meeting is being scheduled for September.

## NUTMEG

The Nutmeg Division has offered for sale their distinctive bumper car sticker (see elsewhere in the Coupler). The March business meeting was held at the Booth Memorial Park in Stratford and was attended by about 45 people. Slides of the Denver and Rio Grande Western were shown and the new board was installed. They include Jerry Lawlor, Mel Getz, Bruce Meulendyke, Ted Ritter, and Robert Boyden. After the dinner, movies and slides from past picnics and conventions were screened.

On Saturday May 24th, at 8 PM., a meeting is scheduled for Robert Boyden's home in Tolland, Connecticut. Bob's railroad is all CTC and 5 cabs can be operated at any one time. The Nutmeg division annual summer picnic will be held at Lake Comounce on July 15 from 8 AM until the park closes. A small amusement park operates two former live steam engines (now gas driven around the Gilette castle. The usual large turnout is expected.

## SUNRISE TRAIL

The Brooklyn meet in January of the Sunrise Trail Division was the first attempted on a Sunday and it attracted over 50 persons, including several wives.

A March meeting at Massapequa was even more successful with more than 65 registered attendance (and even more wives)! The switching contest proved extremely popular again, with contestants showing less hesitation in getting started. A popular vote model contest was held and photo and the taste of the average member again proved to equal what a set of judges might have agreed upon as winners. The annual election returns were announced with Ira Rothberg as the new president, David Marlowe as the VP, & added to the directors' list were Norm Briskman, Bill Jordan, and Bob Sewall. Bill Kelly was appointed as editor of the Sunrise Trail Division paper, "The Cannon Ball." A proposed summer meet at the Allaire State Park in New Jersey was cancelled due to lack of member response.



LOOKING BACK FROM SAN FRANCISCO...  
(continued from page 9)

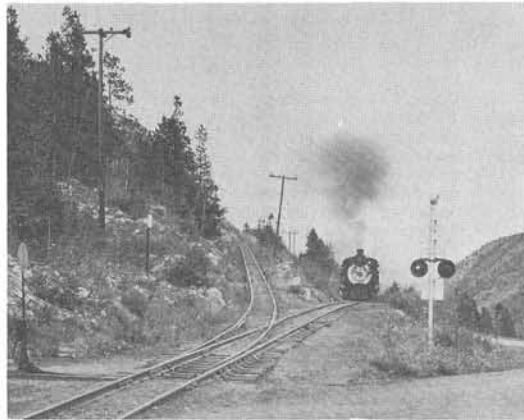
the "Big Sky Blue" paint job which the ladies, at least, preferred. Many of the GN's engines and cars still flaunt the old Pullman-green and Omaha-orange colors, and most current trains would put a circus train to shame for the color.

The Great Northern changes passenger power at Havre, Montana, and the two SDP-45's that cut off had made a complete tour of the main line east to Saint Paul and west to Seattle. Four ancient EMD F units replaced them and an RPO was added to make up our 22 car train. The prototype roads have problems similar to ours & at Minot, North Dakota where we added another coach, the car service facility (maximum capacity 17 cars) forced a respotting of the last five cars for watering.



Next morning's breakfast in Minnesota amid a great display of action in St. Paul's Union Station watched Rock Island and Milwaukee Road freights gallop by on a bypass as the station lead tracks were occupied by a morning Hiawatha and a combined NP North Coast Limited AND Morning Zephyr. The latter are usually pooled with the GN Empire Builder but that would have been just too much train. We ran as the first section to Chicago with 19 cars headed by 3 sleek silver and red Burlington Eunits. At Union Station, Chicago it was time for good-bye to our 15 day adventure. It was sure to be relived, via the projector, this winter in many living rooms, many times.

-- Jack Alexander



# COMING TO A SWITCH-BACK?

Leaving Poncho Junction near Salida, Colorado, the route up Monarch Pass to the mines is steep and tortuous. Trains are cut in two, each section pushed or pulled up a zigzag.

# MAY BE YOUR DUES ARE DUE!

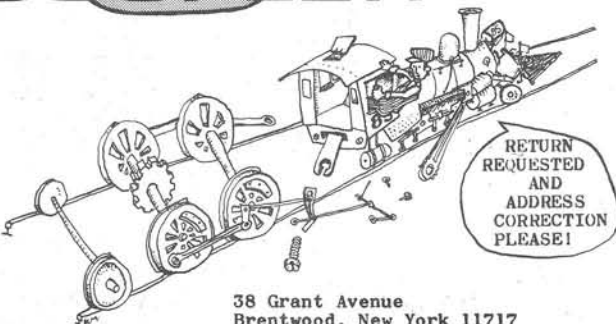


# SEND \$1 TO THE OFFICE MANAGER.

Photos (D&RGW, 1947) by GLENN WAGNER. The narrow gauge line was relaid to 4'8 1/2" but by summer, 1968 the tracks were seemingly out of use. Mine operations sketchy, if not completely ceased.

# NER 85 COUPLER

## FIRST CLASS



38 Grant Avenue  
Brentwood, New York 11717



Robert Strobel  
1203 - 89th St.  
North Bergen, N.J. 07047