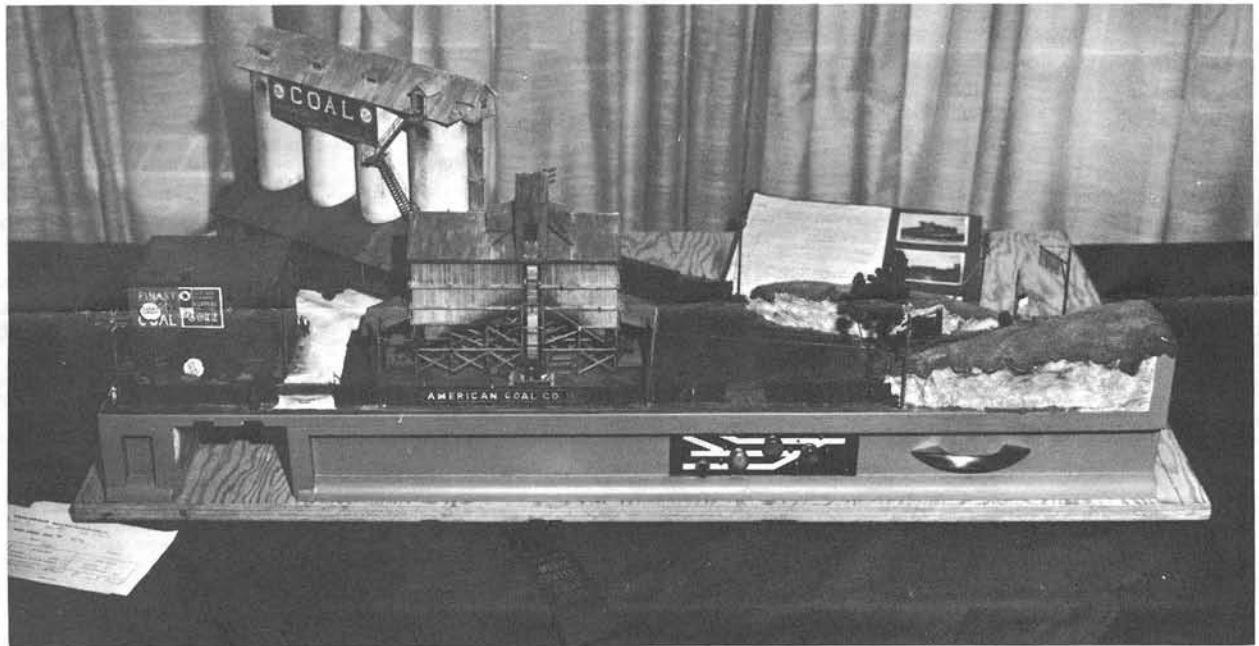


BINGHAMTON CONVENTION

A BIG HIT!



HAROLD T. HORNER's "Hartford Coal Yard".
This model took First Prize in Dioramas,
and the "Delaware Trophy" in addition to
being "Best in Show".

THE COUPLER

NO. 91

TWO WEEK TOURS TO CONTINENTAL EUROPE AND LONDON FOR THE 1971
N.M.R.A. CONVENTION

Choice of three tours leaving New York City Saturday, August 7, 1971 and returning to New York City Sunday, August 22, 1971.

Tour A: EUROPE AND THE N.M.R.A. CONVENTION

Includes: Transportation to and from Europe.
Accommodations in FIRST CLASS hotels, room with private bath throughout.
Breakfasts throughout, lunches on touring days and all dinners except in London.
All transfers between airports, piers, stations and hotels.
The services of a multi-lingual tour conductor throughout.
Sight-seeing tours and excursion programs.
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Special stops at the giant outdoor model railroad at Madurodam, major model train manufacturing plants, the Swiss and French Transportation Museums, and a ride on the mini-railroad from Romney to Hythe.
Many tours of places of general interest by train, boat or bus.
Cost: only \$638 per person.

Tour B: EUROPE ON YOUR OWN WITH CONVENTION ACCOMMODATIONS

Includes: Transportation to and from Europe.
Room with private bath and breakfast in FIRST CLASS London Hotel from August 18th to August 22nd.
Transfer to the airport on August 22nd.
This tour will enable you to enjoy nearly two weeks in Europe on your own and still be assured of accommodations in London for the Convention.
Cost: only \$279 per person.

Tour C: TRANSPORTATION ONLY

This tour will enable you to take advantage of the group air rates and still be free to spend 15 days in Europe as you wish.
Cost: only \$198 per person.

In evaluating these rates, note that August is part of the peak travel period of the year. Getting accommodations individually will be much more expensive and harder to obtain than traveling with a group.
The flight will be on a K.L.M. DC-8 jet with first class food and liquor served while aloft.

Space is limited so don't delay.
Don't miss out on this chance to see Europe, attend the N.M.R.A. Convention and save money while doing it.

For complete information, rush a post card to ROBERT KIRSH, BOX 1021, WALL STREET P.O., NEW YORK, N.Y. 10005

RAILROAD BOOK REVIEW

by don minnich

From time to time we will try to review books of NER railroads. We hope to eventually cover most areas, but if we miss your favorite prototype, let us know.

THE NEW HAVEN RAILROAD, ITS RISE AND FALL, by John I. Weller (Hastings House, Publishers, NYC, NY 10016) was purchased at Lauriat's Book Store, Peabody, Mass. This book, which lists for \$8.95, was a personal disappointment. I usually look for a book containing maps (this book contains two); also, for car or locomotive drawings, or plans (none in this one). I also look for locomotive pictures (In 248 pages, there were six of them). There are no rosters or car pictures. This book contains a political and financial history of the NYNH&H. If you want a book rich in model charm, forget this one. If your cup-of-tea is political history and the escapades of speculators & scalawags, and some of the most nefarious episodes in railroad history, then buy this book.

HOOT TOOT & WHISTLE, by Bernard R.

EMBROIDERED CLOTH RAILROAD EMELEMS

Three for \$1.00.

Over 100 Roads in stock.

W.N. RICH
137 Old Long Ridge Road
Stamford, Conn. 06903

LETTERS to the EDITOR

MODEL RAILROADING IS FUN?

Dear Editor:

Three cheers for your article, "Editor Sounds Off", in Coupler #90. I think it is about time that some of these arm chair railroaders realized that the NER Board is trying to work for them. To hear some of them talk, you would think that the Directors were being paid high salaries instead of paying their expenses out of their own pockets. We don't see any of them getting out of their comfortable chairs, traveling 200-300 miles, spending one or two nights in a motel (at their own expense), just to attend a BOD meeting.

It burns me up when I hear someone say, behind my back, that they are not going to enter models in the contest anymore because some people build just for contests or some such lame excuse. Model railroading is supposed to be fun. I don't know because I am a Director.

Very truly yours,

GORDON TEEL, Chateaugay, Quebec

ROWLEY STATION

Just a note of appreciation for much useful information

in recent "COUPLER's". The Rowley station information was superb. (No, I won't be modeling it, but I might borrow ideas from it!)

Many thanks,

HAROLD STREET, Needham, Mass.

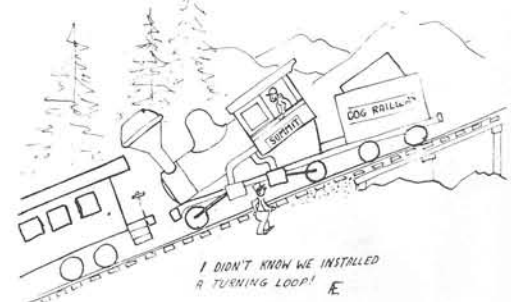
EDITOR'S NOTE: "The Coupler" is your bulletin. If you don't like the way we are preparing it, let us know, and we may be able to change it - we guarantee NOT to physically abuse any unfriendly critics! Also, if you have a favourite plan, article or photo, send it along - we are always on the lookout for more to put in your publication.

ERNEST A. MIKUS

Ernie Mikus caught the last train on August 11, 1970. He will be missed. He was one of those rare people who could do things and be liked by everyone. He was one of the founders of the Garden State Division and its third Chairman. It will not seem quite the same to have meets without Ernie - he was always there, always helping if help was needed. He enjoyed model railroading and had one of the larger home layouts. An all-around great guy.

NER MODEL PIKES

As a regular feature of THE COUPLER, we would like to run pictures and stories of the members model railroads. To qualify for an article, we need three or four good, clear photos, maybe a scaled diagram, and a letter telling us about the line - stage of completion, type of control system, grades, et cetera. The pictures can be Polaroid, but they should be clear and sharp. The diagram would be nice, but we know that it is not always possible to get one. The letter we HAVE to get! Send the photos and letter to the Coupler Editor.



FOR SALE

One 10' x 18' tent, outside frame, blue & yellow color, 6' high at corners, 8' high at peak. 2 large windows in rear, 1 on each side, 1 in front. Canopy over door. White roof. 10' x 20' canopy, blue & yellow. Used 1 year. Also, air mattresses, et cetera. Further information from Box X, c/o THE COUPLER, 20 Reo Road, W. Peabody, Mass. 01960.

Carmen (The Stephen Greene Press, Brattleboro, Vt.). Purchased direct from the publisher for \$5.50 clothbound or \$1.95 paperback, this book is a bargain. It is refreshing to read an interesting railroad book which is written for the railroader and the railroader at heart. In 44 pages this book (already in its third edition) features two railroad maps, 35-plus pictures, and both standard & narrow gauge rosters. Topping off this fine book are several old tickets and a poem by E.A. Fitch. A refreshing 200 pages of railroadiana is packed into 44 pages. A must for the railfan!

The third book this month is THE B&S-BUFFALO & SUSQUEHANNA RAILWAY, by Paul Pietrak, purchased at Motoring In Miniature, Buffalo, NY. This 130 page, 8 1/2 by 11 paperback book is fantastic. Seventeen pages of complete locomotive rosters and full drawings for eight locomotives are contained in this \$4.50 book. There are over 8 pages of locomotive rosters of earlier railroads, many maps, passes, stock certificates, excellent photographs and a well-researched and interestingly written text. The many yard plans of narrow and standard gauge yards are interesting. Among the locomotives, of particular interest is the four-cylinder Baldwin 1892 0-6-6-0 - a standard gauge side-tank loco, with the second set of cylinders under the coal pile, and facing aft. The various tickets, passes, train forms and diesel pictures of the C&PA and WAG are a pleasant addition. I think that you will enjoy this excellent book.

THE ELECTRONIC REVOLUTION !!

Kevin Doyle
41 Columbus Avenue
Salem, Massachusetts

This month we would like to introduce a new feature to THE COUPLER. Kevin will write an article on the electronic side of model railroading. We joke now and then about one of the model magazines changing its name to MODEL ELECTRONICS, because of the amount of electronic circuitry articles that it publishes. In truth, power and control circuits are changing from the transformer-selenium rectifier-rheostat of most modelers to a transformer-diode-semiconductor type. The aim of this column is to acquaint us with some of the more common methods of controlling our motive power.

EDITOR

For years we modelers have said that model railroading is the world's best hobby, and that everyone could find something in it to be his specialty, but still like and understand the other parts of the hobby. It has held true for many years, but part of it went out the window with the dawning of the fairly widespread use of semiconductor electronics in model railroad circuits. The first pioneering few who changed from jerky, toylike rheostat control to an experimental transistor or vacuum tube controlled circuit began to create a knowledge gap between themselves and the other railroaders who did not experiment; and this gap they started has been widening ever since, until we have now a point where realistic control is the dominating factor in the minds of almost all the model railroaders today. More than half of them don't know where to start, or what they are doing, and can find no place to go to, for some kind of guidance in the situation. For some, it is possible moneywise to go out and buy a type of transistor throttle readymade; but for most of the modelers interested this is impractical, and even those who could afford to buy a throttle would want to build it themselves just for the fun of it, and also to match the styling of their own control panels. It is to be the purpose of this section of THE COUPLER to get other modelers on the right track when they want to incorporate electronic circuitry into their layout, and also to answer specialized questions on some trouble spot. This column will first take and explain the usages of all components, and then pinpoint any tough steps and give tips on construction. In the next issue this column will begin by helping a modeler understand a fairly simple circuit through its schematics, pictorial and finally, through tracing the electron flow through the components themselves.

LINE UP

BROOKLYN, NEW YORK:

The Bayridge Society of Model Engineers, Inc., 68-16 Fourth Avenue, Brooklyn, NY 11220, will present its 1971 Annual Show on January 15, 16, 17 & 18th; January 22, 23, 24, & 25th; and January 29, 30, & 31st, and February 1st. The Friday and Monday times are from 7:00 PM to 10:00 PM. On the Saturdays and Sundays, the show will run from 2:00 PM to 7:00 PM. The club is easy to reach via the BMT - RR Train to the Bayridge Avenue Station-, or by car - the Belt Parkway to 69th Street, or 4th Avenue. For additional information, contact Mr. George V. Turner, 333 West 19th Street, NYC, NY 10011, or call the Club, 745-8464, AC 212.

NMRA WEEK-1971

National Model Railroad Week is to be held during the week of February 20 - 28, in 1971.

Having "survived" 6 Club shows, I agree with the suggestions offered in the BULL SESSION, on Page 84, of the November MODEL RAILROADER. One that is not mentioned, which our club has found to be successful, is to have some one act as a Superintendent for the Show, with final authority on what trains run on the line, and how they run. During our shows, an engine or car which detrails twice in succession goes automatically on the bad order track, until its owner repairs it. By the time the Show is over, our Bad Order cars sometimes fill all the available empty tracks! But what is on the line is running well.

The people who come to the shows usually come to see trains running. Some come to see the scenery, to be sure, but for most, the attraction is the trains. SO KEEP THE TRAINS RUNNING! Short, frequent trains are more appealing than long ones. An RDC or gas-electric running by itself, perhaps on a continuous loop, can be used as a base service on the line.

With this same theme in mind - keeping the trains runnin' - avoid complicated schedules like the plague! Way freights are nice to have in service, but not during shows, unless you can arrange to have them do all their switching OFF the main line; it is better to have a switcher in your yard shuffling the same cuts around the yard all night. When changing trains it is better to pull in with a complete train, and run out with another, than to change engines, or consist; derailments in the yard don't look as bad, and will not foul you up so much.

As a final suggestion, have some of the Club members just walk around the layout, and be available for questions. It is a good idea, also, to have someone at the door to greet the visitors, and to see if they have any questions when they are leaving. If some one has taken the time to come and see your line, he should be considered as a welcome guest, not an intruder to be tolerated; many a model railroader has been "turned on" by a visit to a friendly club, and I'm sure many have been turned off, too, by a cold atmosphere.

Suppose you, or your Club, do not feel that you can show the layout at this time. There are several other things that you can do, to promote the hobby. As an example, I would like to talk about Harold Ferguson, in Mayfield, New York.

During the last year, he has given talks at the Rotary Clubs in Gloversville, Johnstown, and Fort Ann - all in New York. One of the banks in Gloversville had a display which he made up. He has also given a lecture at the Gloversville Methodist Men's Club. The local daily paper wrote an article on his line.

What Harold has done can be repeated in almost any city or town. Our hobby has grown to the greatness it has today because of a constant infusion of new members. It will continue to grow if we go out and seek more members.

JOHN MUISE
Acting Editor

PRESIDENT'S CORNER

In the last COUPLER I asked for volunteers to give NER a much needed hand. Lest I be accused of preaching, I thought it might be well to note that only ONE positive reply has been received to date. That reply was from Jim Tilley, a Junior at Needham (Mass.) High School. He wrote "I just finished reading COUPLER #90. After reading Dave Decker's comments on the difficult job you and the others in the "hierarchy" (his quotes, not mine) have, and how you would welcome volunteers to help, I decided to do just that. Although I am a Junior at Needham High and have a part-time job, I feel I could help in some task that the region is undertaking".

I think that we who are now old enough to vote, and usually watch the protesting, should give a lot of thought to our teenagers. I am involved in law enforcement work and some of the tragedies to which I have been a witness make me feel that we, and I am thinking of us not only as parents, but at this time as concerned adults, do an awful lot of talking, finger pointing, and griping, but darn little acting to answer the challenge that today's teenager throws at us. We build youth centers so that he has a place to hang his hat in the evening, and then stand back to watch the center fold up because few of us can, or will, give the time to show them how to run it.

It is my hope that we as NER/NMRA members can do something to help in this critical period. To further that end, I asked your Board of Directors in August to allow us to have teenagers sit in on our Board meetings as Junior Directors. The Board readily agreed to this proposal, and it is with pleasure that I am appointing Jim Tilley and Kevin Doyle as the first two Junior Directors of NER.

It is my pleasure to announce the appointment of Al Randall as Chairman of our regions Nominating Committee. Al has been a member of NER since the early '60s and has been a member of several convention committees, among them, Bellows Falls-'69, and North Conway-'70. Al takes the reins from Ed Kuhn who had to resign due to increased business commitments.

Al's wife Ellen is also joining the NER Staff in the capacity of Secretary. This is a new position which I have created to help with the ever increasing amount of paperwork which seems to come over my desk. So NER has done it again, the first region that we know of where the Region President has a Secretary!

The Randall's parents of four children live at 38 Scenic Road in Madison, Conn.

Once again it becomes that time of the year when it is my pleasure to say to all of you "MERRY CHRISTMAS AND A HAPPY NEW YEAR-MAY YOUR BLESSINGS BE MANY IN THE YEAR 1971."

My best to you and yours-

Dick

It is with deep sadness that the staff of THE COUPLER offers our deepest sympathy to our Editor, Dave Decker, and his family, on the passing of Mary Decker, Dave's wife. Mary had been well known in this Region and in the NMRA for her help with typing the proofs for THE COUPLER.

DON MINNICH
Assistant Editor



If you have a favorite recipe that you would like to share with your friends in the region, send them to the Coupler Editor, 20 Reo Road, W. Peabody, MA, 01960.

From the Littleton & Northern cafeteria, Donna Muise, Chief Counter Girl.

APPLE SQUARES

1 egg
 3/4 cup of sugar
 1/2 cup, evaporated milk, undiluted
 1 tsp. vanilla
 3/4 cup of flour
 1 tsp. baking powder
 pinch of salt
 1 cup of chopped apples Add
 1/2 tsp of cinnamon

Beat egg until light. Add sugar. Gradually add milk & vanilla. Add flour, baking powder, cinnamon and salt to egg mix. add chopped apples. Pour into greased and floured 8 x 8 x 2 pan. Bake for 35 minutes.

LINE UP

AUBURN, MAINE:

On Jan. 9, 1971, SEACOAST DIVISION will sponsor a 1-day convention, at Auburn, Me. Headquarters will be at the Stevens Mills Grange Hall, on Hotel Road. We will have displays, clinics, films and contests, with a banquet in the evening. For further information, write Allan R. Thurston, 367 Center Street, Auburn, Maine 04210

BROCKTON, MASSACHUSETTS

Hub Division will sponsor an Open House at the South Congregational Church, 1101 Main Street (corner of South Street), Brockton, Mass., on February 20, 1971, from Noon to 7 P.M. In case of heavy snow, the Open House will be held the following Saturday instead. Features will include a White Elephant table, displays, Movies, a Hobby Shop, and refreshments. As a special attraction, the O Gage South Shore Society of Model Engineers will open their layout to the public- this is located next door. Admission will be 50¢ for adults, and 25¢ for children. William S. Parker, 65 Coweaset Drive, Brockton, Ma. 02401, can be contacted for any further information.

RAMSEY, NEW JERSEY:

Ramapo Valley Model Railroad Club's Annual Open House will be held Sunday afternoon, January 17, 1971, from 1:00 to 5:00 PM. HO and HO3 operation will be featured. R. Boyd, PO Box 193, Ramsey, NY 07446, has all the information.

WEST HEMPSTEAD, LONG ISLAND, NEW YORK:

The Sunrise Trail Division will sponsor a 1-day "mini" convention at Cathedral Post No. 1087, American Legion, 233 Woodlawn Road, West Hempstead, NY, on March 27th, 1971. This will celebrate the Fifth Anniversary of the Division.

The convention will run from 10 AM to 10 PM, and will feature clinics, switching contests, door prizes, COCKTAIL HOUR, banquet, and other goodies. Charles W. Geerz, 483 Rhodes Lane, West Hempstead, NY 11552, is Convention Chairman, and has all the information.

DIVISION HIGHLIGHTS

Division Secretaries should all reports to the Coupler Editor.

HUDSON-BERKSHIRE

The Annual Hudson-Berkshire Division election was held on September 27, 1970. Results are below.

President - David W. Messer
 Vice Pres.- George W. Herbert, Jr.
 Sec.-Treas. William C. St. John, Jr.
 Apt. 4, Eddy Mansion
 Eddy Lane
 Troy, NY 12182

SEACOAST

Dig out the snow shoes (or snowmobile if you are one of the affluent) and plan to attend Seacoast's first program of 1971. The date is January 9th, and the place is Auburn, Maine. Alan Thurston, 367 Center Street, Auburn, is the man with all the information. His zip code is 04210.

Still available in limited (limitless?) quantities are the BIG Seacoast buttons. Fifty cents sent to Fred Driscoll, 39 Cushing St., Dover, NH 03820 will get you one for your very own.

Looking to the crystal ball, we seem to see a one-day convention somewhere in southeastern NH next spring. More about this in the next issues.

ALOUETTE

The Alouettes visited Ron Bryant's TT British-style layout. This line features a Ttn2 branch, which takes two pair of eyes to see! At the end of the evening railroad slides from abroad were shown, topped off by a buffet meal served by the Bryants. A very nice evening!

September 19th - thanks to Gordon Teel's connections! - the gang visited GP's St. Luc yards. The trip started at the Diesel repair shop, then on to the old 37 stall roundhouse, the steam operated turntable, and the power plant. The last stops were the tower, and the hump yard. On the way back home, a detour was made, to see the Flying Scotsman, which happened to be sitting on a siding at Cote Vertu.

A last visit to the present Quebec Model Railroad Society layout at Charny, P.Q., was made on October 24th. The club has received notice that their lease will not be renewed after July, 1972. Rather than await the inevitable, the club is looking for a new location, so they can move by May, 1971. As a further complication, the club is a major participant in the NER 1972 Spring Convention, which puts it in the position of having to rebuild the layout, and plan for the Convention simultaneously! This may lead to a postponement of the show.

P.S. Les cretons de Pauline Rousseau étaient délicieux!

Alouette Secretary is Maurice Bleau, 2569 Rosemont Boulevard, Montreal 408, Quebec, Canada.

LITTLE RHODY

Little Rhody's Annual Open House will be held Saturday, April 17th, 1971, in Providence. Complete details will be given in subsequent COUPLERS.

SUNRISE TRAIL

The division is getting set to celebrate its Fifth Anniversary, with a 1-day Convention. See the LINE UP for more information.

HUDSON VALLEY

No news sent in to the Editor from the Division for this issue.

NUTMEG

The Annual Dinner and Election of Officers for the coming year will be held at the Masonic Hall, Rockville, Conn., on January 16th, 1971. For further information, contact Ted Ritter, RR 3, 42 Sunset Terrace, Vernon, Ct. 06086.

The First Annual Model Railroad Open House sponsored by the Division was held November 14th, at Booth Memorial Park, in Stratford. It was quite a successful event. A full report will be given at the Annual Meeting.

The October meeting was held at Doug Smith's home. Approximately 100 members attended the meeting, and got a peek at how his new layout is coming along.

GARDEN STATE

No news sent in to the Editor from the Division for this issue.

HUB

The Annual Convention will be held in Manchester, Mass., on April 24th. More information in the next issue.

Hub Division will help National Model Railroad Week be a success, by sponsoring an Open House in Brockton, Mass. See the LINE UP for more details.

OFFICIAL NOTICE

MONTPELIER, VERMONT

The NER Spring Convention will be held in Montpelier, in mid-May. More information will be carried in the next issues.

COMING EVENTS

In the next issues, we will have an excellent article from our Engineering Department - George Konrad! - on a swinging Draw Bridge. Our Camera will travel around the Region, snapping away at interesting layouts. The Division Highlights and Line Up sections will continue to inform you what is happening within the Region - many of the events listed are not published anywhere else.

Tel. 754-5604

Henry's Hobby House

"The Home of Hobbies since 1946"

61 Pleasant Street

Worcester, MA. 01608

1 October 1970

To the N.E.R. membership:

I would like to thank all of the members in the region for the kindness they have extended at my recent loss.

Sincerely,

D.S. DECKER
 COUPLER Editor

BINGHAMTON REPORT

OVER 560 ATTEND TRI-

REGION CONVENTION

The first Tri-Regional Convention sponsored jointly by Mid-Eastern, Niagara Frontier, and Northeastern Regions was judged an outstanding affair by the more than 560 participants of the Columbus Day weekend convention. The City of Binghamton proved to be a fine choice, with three hotels- The Sheraton (site of the Convention activities), Treadway Inn, and Schrafft's Motor Inn- easily housing the happy conventioners. Members who have attended NMRA National Conventions were heard to remark how this Tri-Regional reminded them of many Nationals to which they had been.

Friday evening saw large groups of Model Rails and their wives visiting home layouts, watching movies, and socializing with friends from all three Regions. For the Collectors, there was a visit to a fabulous Tinsplate collection. Mrs. Brooks layout was also quite nice.

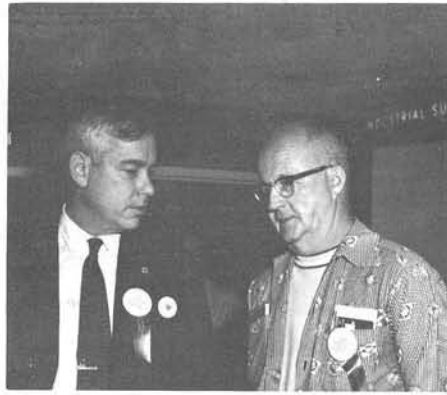
Saturday saw a large selection of clinics put on at the adjacent St. Patrick's School, together with a large fare of manufacturers displays open to the conventioners' savoring. NER was well represented in the clinic-giving category, with Jack Alexander doing "Model Railroad Photography"; Andy Towle, "Painting Figures"; Don Robinson, "Prototype Dispatching"; Earl Smallshaw, "Scenery"; Don Clerke on "Trackwork"; Robin Love, "Scratch Built Locomotive Cylinders"; and Graham Harvey, "Local Painting and Decalling". Other clinics were: Bill Grandin, "Working in Styrene"; Bob Kaufman, "Buildings"; Marshall Bishop, "Background Scenery"; Dick Lautenslager, "Model Dispatching"; Bill Kachel, "Slide Layout Tour"; J. Wynne, "Diesel Painting"; Dave Roberts, "Car Building for Contests"; Jim Moore, "Logging Railroads"; John Wragg, "Moulding Rocks"; and Loren Butts, "Sounds in Locos".

Clinics and manufacturers displays were not the only activities on Saturday. For the girls, there was a Lunch and Fashion Show, followed by a tour of the Roberson Arts Center. The local Delaware & Hudson and Erie-Lackawanna yards provided prototype chasers with many interesting items for their cameras, including practically every class of power in the D & H stable, a good fare of E-L equipment, and two Lehigh Valley Alcos which had found their way into the D & H yards.

After the Saturday evening Banquet, NER President Dick Towle made the President's Awards presentations to Jack Brown for his work as Special Assistant to the President; Fred Driscoll as Chairman of the North Conway Convention; and to Dave Decker for his work as Coupler Editor. The Nutmeg Division presented its Ken Hyslop Award to Paul Mallery. Then the girls left for their Bingo games, and the boys spent their money at the Auction.

Sunday morning featured the Continental Breakfast. Business Meetings followed. The balance of the day was spent visiting Starrucca Viaduct and seeing more home layouts, before heading for home.

Chairman of the committee was Forbes Hauptman, NER, assisted by Ken Donahoe, MER, and Ken Tompkins, NFR. The registrations for all three Regions were handled by NER's Irwin Lloyd.



Convention Chairman, FORBES HAUPTMAN (left), and Registration "boss" Irwin Lloyd.

BELOW. ALCO PRODUCTS was one of the many manufacturers at the Convention.



Eighteen Clinics were given in Binghamton. ABOVE. Graham Harvey gives pointers on "Loco Painting." BELOW. Andy Towle fields a question at her clinic, "Painting Figures".

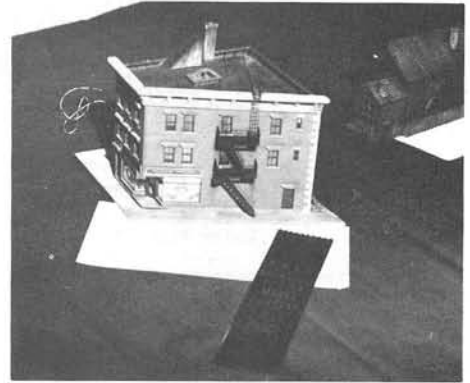


Model Contest Results

Here are the results of the Model Contest. It was interesting to note that two of the three Best in Show winners were NER members.

Harold T. Horner was the proud winner of the Delaware Trophy for his diorama of the Hartford Coal Yard. Harold also won the Best in Show award for the Best Entry of the 3 Regions. Best in Show in the NFR Model Contest was George Konrad's Rowley Station, which is not quite completed!

The Hub Division Runner-up award was presented to Lou Lehrman for his corner store. With the aid of a flashlight and a magnifying glass, one was able to see assorted wares on the shelves.



Lou Lehrman's Corner Block and Walter Neuman's Freight Shed.

Bruce Wolfe received the Sunrise Trail New Modeler's Award, for his HO Snow Plow.

The list of other winners is below.

MOTIVE POWER - Steam

1st Prize - Robin Love - PRR N-1 2-10-2
2nd Prize - Robin Love - PRR E-6s 2-4-2

FREIGHT CARS

1st Prize - Dave Roberts - NYC&HR Coke Ca Car
2nd Prize - Dave Messer - D&H Composite Hopper
3rd Prize - Dave Roberts - CL&W Gondola
Merit Award-Dave Roberts - 36' Wood Box Car

MAINTENANCE OF WAY

2nd Prize - Bruce Wolfe - HO Snow Plow

STRUCTURES

1st Prize - Lou Lehrman - Corner Block
2nd Prize - Walter Neuman - Freight Shed
3rd Prize - David Messer - Coal Yard Bunker
Merit Award-Wm. Terry Nesbit-Powerhouse

DIORAMAS

1st Prize - Harold T. Horner-Hartford Coal Yard

A special thanks to George Konrad-Assistant Model Contest Chairman-, Walter Olevsky, Dave Newcomb, and Al West-erfield for giving up their time to judge the 23 entries in the contest

GORDON TEEL
Model Contest Chairman

UNDER THE OVERHEAD

by John Muise
19 Leyland Avenue
Haverhill, Mass 01830

Get much trolleying done this summer? Besides getting a little more of the model overhead up, we took a trip with the wife and kids to Seashore during the vacation. The line has been pushed a few hundred feet further, it seems. On the loop was the newly re-conditioned Pittsburgh PCC, looking quite good. Another surprise was the "Narcissus", sitting on the blocks outside one of the barns; there are still some of the original windows there. The newly activated woodworking shop was busy, turning out some interior body parts. It was nice to see them adding on to the gift shop. Also under construction are new rest rooms, to replace the "one-holer"-type; these relics of the 19th century have probably cost Seashore enough repeat-business to pay for the gift shop addition.

Speaking of Seashore, they held their Annual Open House for members and guests on October 10th. For \$1.50, you could ride all day. Besides the old "regular" cars, rare appearance cars like Manchester #38 - this was Seashore's second car, and is usually kept in the barns, locked - were put into service. That evening, a chicken dinner was served to the visitors at the American Legion Hall, for \$3.50.

While we are in Maine, Mr. Charles D. Heseltine, 445 Preble Street, South Portland, Maine, is probably the source for photos of Maine trolley cars. He has been collecting photos of Maine cars since 1920, and has over 2500 pictures of cars, barns, wrecks, etc. These represent selections from each of the fifty plus companies that operated in the state. He has a standing offer of any ten prints from his list for a view of a Maine street car that he does not have a photo of! Mr. Heseltine has done some modelling in O gauge, and for the Gray Historical Society, has built a full-sized model of the front end, vestibule, and first windows of one of the Portland-Lewiston cars.

From Binghampton, Harold Ferguson reported that no "O" Traction is in evidence. He feels that the 12" Radius turnouts by Eshelman are useful to the inter-urban operator - they are a two-point type and can be obtained in .125, .148, or .172 rail, brass, steel or Nickel silver. They are obtained by mail, \$9.25 each, postpaid. - "O" Gage.

Mrs. Brooks layout of European prototype featured catenary operation. Harold liked the layout, and Mrs. Brooks knowledgeable of railroads. This was an HO line.

NEW PRODUCTS

Fairfield Models latest, the DE Peter Witt - Brooklyn prototype - are at your local hobby shop, or can be obtained direct from the manufacturer. A model of Rome, Italy, car #279 - the prototype is at Seashore - is due next year. Fairfield will handle the Northwest Short Lines Brill Master Unit. On the East Coast, Roanoke and Lynchburg ran cars quite similar to the NWSL prototype. Osgood-Bradley produced some Master Units, also, New Bedford being the closest line I know that used them. The last Steinway Line used ex-New Bedford cars in their last years. There is a difference in length between the New Bedford and Lynchburg cars.

For the O Gauger, Car House Products, PO Drawer C, Middleboro, Mass. 02346, has working Tomlinson-type couplers. They are of brass, and come complete with radius bars. The price is \$3.95 per pair pair, postpaid.

Richard Orr has started to make single point switches in HO. Lost Wax castings, they are suitable for any layout, since they include only the points -

any radius switch can be made from them. Price? \$1.50.

fair

For both HO and O, Locomotive Workshop, 32650 Lake Road, Avon Lake, Ohio 44012, announces that it is now producing the 19 etched kits formerly made by HO Railroad and Trolley Supply Co. The kits are for Lake Shore Electric, Cleveland Railway, and other mid-West lines. Prices go from \$13 to \$15 in HO, and from \$26 to \$30, in O. Also in their line is a ST Birney, using the old Adams & Son patterns, which makes up into a pretty fiar car. This one is of type metal, I think - you need a 1:1 crane to lift it!

BOSTON STREET RAILWAY ASSOCIATION

Attended the November meeting of the Boston Street Railway Association. This is a local traction fan club, here in Boston. Besides owning a Boston Type 5, they sponsor fantrips; publish a monthly newsletter, THE ROLLSIGN; and publish books and pamphlets. The two latest books are a quick pictorial history of Boston transit vehicles, and a complete story of the trackless trolleys of Boston.

At the end of the meeting, or rather, at the end of the business part of the meeting, there is a Current Events discussion. For about five minutes, the members tell of local events that may not be known to the others. At this meeting, one member announced that the Silver Sightseer - the DC Transit car which was refurbished, air-conditioned, and assigned a hostess, in the District in the early 1950s, and run as an Extra Fare special - had been firebombed and completely gutted at the National Capital Trolley Museum. Another item was the scrapping of 6 low-numbered PCC cars at the MBTA Shops in Everett.

The final event of the evening was a slide show. The main feature was a series of slides of Pittsburgh lines - some of the grades, and private rights of way were quite interesting. Scenes taken on the Boston rapid transit lines in the early Sixties were part of the show, as was a group of Seattle trackless trolleys/Monorail slides. There were also some Toronto and Cornwall scenes. It was a most enjoyable evening!

Coming up in the next issue will be FULL SIZE Traction plans - in N Gage. Our hard-working Assistant Editor, Don Minnich, is putting the finishing touch to them now. In writing this COUPLER, we reduce each page - or almost every page - to 58% of the original size of the material; these 8 1/2 x 11 pages you get are 19 inches long when they go to the printer to be reproduced. So we have to rescale the traction plans to make them almost HO size when they go to the printer.

Speaking of minority gages, there is an interesting notice in the November TRACTION & MODELS, On Page 39, under Scheduled Meets. A group in the Philadelphia area, the Penn Jersey Society of S-Scale Electric Railway Engineers, is beginning to organize. Information on this group can be obtained from Mr. Delwyn R. Amerine, 1000 Conestoga Road, #C344, Rosemont, PA 19010. Are there any S Scale Traction fans in the Region? Back in the late 40's and early 50's, there was an outfit in the Midwest - Dayton Models, if I remember correctly - that put out a series of S Traction kits. I have never seen the cars, but I assume that they did produce some, since they advertised for some time. As I recall the advertisements, they offered a freight motor, a freight trailer, a combine, and a coach. They were both powered and non-powered. If anyone in the region has anymore information on

ANNUNCIATOR

by Donald Minnich
57-E Garden Road
Northshore Gardens
Peabody, MA, 01960

My sincere thanks to those of you who sent in their answers to last issue's contest, "Which railroad in the United States has the largest number of Active steam locomotives?" Believe it or not, the answer is a fooler. We received a total of fifteen entries, and I verified all answers with the American Association of Railroad Steam Buffs. The answer is Rio Grande Industries. According to their annual report, dated November 17, 1970, page 19, Steam Locomotives "narrow gauge": "Aggregate tractive effort - 696,000 lbs. No. of units - 20, total." Rio Grande Industries is the owner of the Denver and Rio Grande Western Railroad, as well as other non-railroad corporations. There were no correct answers received.

So, to make our next contest easier, put on your thinking caps and start looking for the answers. The question is "What is the total figure for the United States production of NEW Steam Locomotives manufactured by firms and railroad company shops during the 'Age of Steam, 1831-1950'?" The closest number - in thousands - will win. In case of ties, the earliest postmark will win. The prize, a pocket portable AM radio, will be donated by the author.

For those of you who have sent material for publication to THE COUPLER which cannot be used, for various reasons, you will receive a consolation award. The only exception will be the Communist Party, which sent me the political material. This contest is for railroad subjects, only.

We have a correction to our previous issue of THE COUPLER. Our author's contest for articles has been upgraded by a fantastic prize. First place will award a beautiful white AM clock-radio. Second prize will be a pocket AM radio. Both prizes have been donated by my employer, CALBIOCHEM. For complete information, contact Don Minnich, 57-E Garden Road, North Shore Gardens, Peabody, Mass. 01960. As of this date, we have received only one article, SO - start writing!

S Traction, drop us a line. The only use of traction in an S layout I ever saw was in a fine home layout in Dorchester, where the trolley line was in HO, and served as a forced perspective for the scenery - the cars made the line seem much larger.

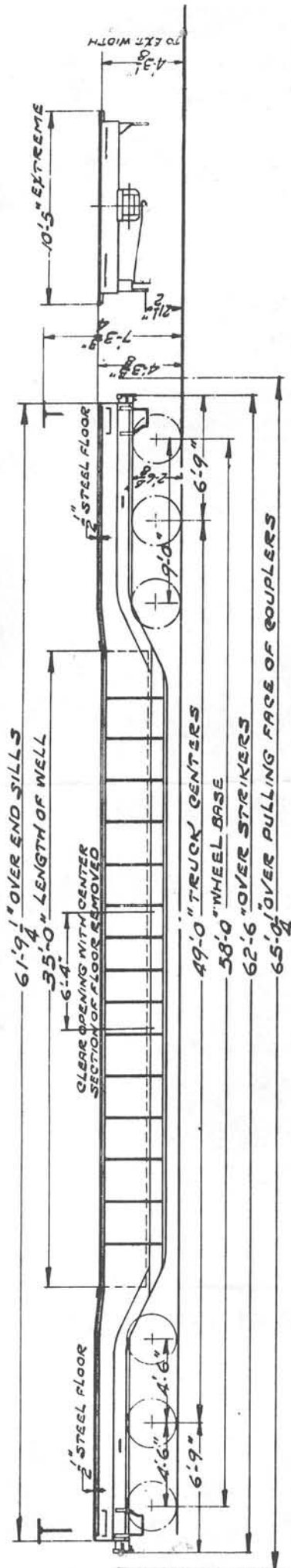
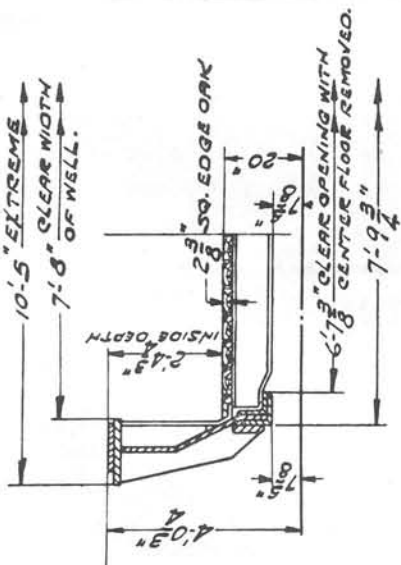
MBTA NOTE

Due to a refusal of the MBTA Carmen's Union to authorize their men to work any overtime, the "T" reports that about one third of their PCC cars are out of service, due to lack of maintenance. This is about 110 cars.

Well, I guess that is it for this issue. If there is anything you would like to have in this column, just drop me a line at 19 Leyland Avenue, Haverhill, Mass. 01830. And if you are in the neighborhood, just give me a buzz at 373-0704.

John M.

NOTE 1:-2
 WHEN LOAD IS CARRIED ON FLOOR OF WELL 75 PER CENT OF LOAD LIMIT MUST NOT BE CONCENTRATED OVER LESS THAN 12 FT. LONGITUDINALLY AND MUST BEAR UNIFORMLY ON FLOOR AT OR NEAR CENTER LINE OF CAR.



| | | | |
|----------------------------|-----|-------------|-----------|
| 125-TON FLAT | | 80996-80999 | |
| CLASS | | CARS | |
| C&O | | | |
| CLEVELAND, OHIO MARCH 1942 | | | |
| REVISIONS | | | |
| DR | TR | CH | |
| JGB | JGB | AW | |
| | | | SHEET No. |
| | | | 84 |

| GENERAL DATA | |
|-------------------------------------|---|
| BUILT BY- | GREENVILLE S. C. CO. GREENVILLE, PA. |
| YEAR BUILT - | FEB 1942 |
| CAPACITY LEVEL FULL-CU. FT. | |
| CAPACITY WITH 10 IN. HEAP CU. FT. | |
| AVERAGE LOAD LIMIT-LBS. | 262400 SEE NOTE 2 |
| AVERAGE LIGHT WEIGHT-LBS. | 114100 |
| BUILDERS REFERENCE | LOT-322 |
| R. R. SPEC. NO. | 11-QF |
| CAR BODY DATA | |
| AIR BRAKE MFG. | N.Y.A.B. Co. 2-38TS PER CAR. |
| A'R BRAKE SCHEDULE | "AB" 10"X12" CYLS. |
| BODY BOLSTER | BUILT UP STEEL |
| BCDY CENTER PLATE | CAST STEEL |
| BODY SIDE BEARING | FORGED STEEL |
| CARLINES | |
| CENTER SILL | BUILT UP STEEL |
| CENTER SILL AREA | 43.58 SQ. IN. |
| CENTER SILL COVER PLATE | |
| COUPLER | AAR TYPE "E" 6 1/4 X 8 BOT. OPER. TQ. |
| COUPLER RELEASE RIGGING | STD. RY. EQPT. C. BOT. OPER. TS. |
| DOOR | |
| DOOR FIXTURES | |
| DOOR CLEAR OPENING | |
| DRAFT GEAR | AJAX-HI-DRAFT #1-HYDRAULIC |
| DRAFT GEAR ATTACHMENT | C.S. YOKE |
| ENDS | |
| END LOAD RATIO | .0493 |
| FLOORING-1/2" | STEEL & 2 3/8" SQ. EDGE OAK |
| GENERAL DRAWING OF CAR-NO. | 139-9-266 |
| HAND BRAKE | UNIV. MULTI-POWER REMOV'LE STRAP, 2 PER CAR |
| LINING END | |
| LINING SIDE | |
| ROOF | |
| SIDE BEARING CENTERS | 3'-10" |
| SHEATHING | |
| SUPERSTRUCTURE | |
| UNDERFRAME | STEEL |
| TRUCK DATA | |
| BOLSTER | CAST STEEL |
| BRAKES | SIMPLEX CLASP |
| BRAKE BEAM SAFETY | |
| CENTER PLATE | CAST INTEGRAL |
| GENERAL DRAWING OF TRUCK NO. | 184-11-116 |
| JOURNAL | 6 1/2" X 12" |
| SIDE BEARING | FRICTION |
| SIDE FRAME | CAST STEEL |
| SPRING | SEE NOTE 1. |
| WHEELS | AAR 33" DIA. MULTIPLE WERR WROT STEEL |
| WEIGHT OF ONE TRUCK | 21150 LB. |
| CTR. PLT. HGT. | 2'-9 1/2" |
| MISCELLANEOUS | |
| NOTE:- 1-SPRINGS- AAR COIL | |
| 1915 DESIGN, 4 OUTER, 4 INNER & | |
| 1-CARD-WESTINGHOUSE TYPE "A" | |
| SNUBBER PER NEST, 4-NESTS | |
| PER TRUCK. | |
| CENTER OF GRAVITY 27.06" ABOVE RAIL | |

SOOT & CINDERS

by Richard Hanschka
81 Kenwood Drive
Bloomfield, CT, 06002

A few months ago we printed a picture of a Boston, Revere Beach, and Lynn Forney-type steam engine. This kind was particularly popular in the late 1800's. Electrification of the elevated lines, and the increase in weight of passenger cars, spelled an end to these "fly-weight" steamers.

In the early Twenties, the Central Railroad of New Jersey had a problem with their commuter service out of Newark. The Newark terminal was a stub ended type, and there was no turntable available for fast turnaround of engines. Since most of the commuter trains ran only short distances, a fast engine was required; the sooner an engine could complete the run, the sooner it could be run back to the terminal for another trip. The ability to haul a heavy load of cars was needed, too.

Baldwin delivered #230 and five sisters in 1923, as the solution to the problem. Wheel arrangement was 4-6-4, and they were of the Forney type; the tender was mounted on an extension of the locomotive frame. These 4-6-4T's had 63" drivers, for speed and acceleration, and 30,940 pounds of rated tractive effort, to haul "the goods"; Elesco feedwater heaters and power reverse improved their efficiency.

Coal-burners, they were double-enders, which eliminated any requirement for a turntable. CNJ classified these engines as H's, when they were purchased; in 1946 this was changed to SU31. The engine in the picture was sold to Bethlehem Steel in April, 1947 for scrap. A model of this class, in HO, is available from Pacific Fast Mail.

Even after these engines were scrapped, Baldwin double-enders continued to handle commuter service on the CNJ. These were the unusual Baldwin diesels that CNJ purchased - only Seaboard had any similar engines, if I remember correctly. But that is another story.



July, 1930: CNJ #230 takes on water at Jersey City, NJ



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