

No 93

July 1971

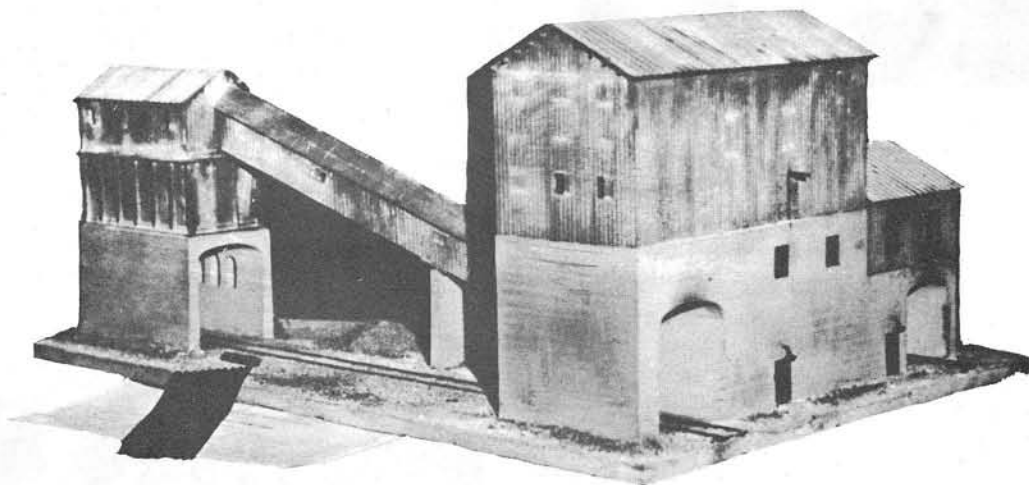
# THE COUPLER

Official Bulletin of the Northeastern Region



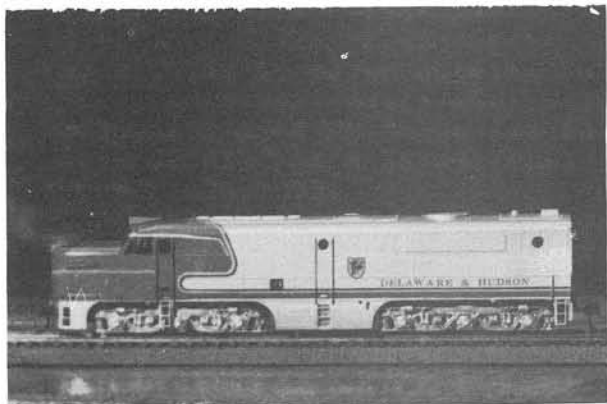
of the National Model Railroad Association

## MONTPELIER OPENS 25th ANNIVERSARY; MESSER WINS DELAWARE TROPHY



# ALCO PA-1 WILL BE REGION'S RECORD SET AT MONTPELIER 25th ANNIVERSARY MODEL! 382 ATTEND...

In keeping with NMRA tradition, the Northeastern Region is making a special commemorative model available to hobbyists to help mark its 25th anniversary. Unlike previous anniversary models released by NMRA and its Regions, this NER commemorative will be a *LOCOMOTIVE* ... an HO-scale model of the classic Alco PA-1.



*Pre-production prototype of 25th Anniversary Commemorative Model.  
--Towle Photo*

According to Graham Harvey, NER 25th Anniversary Chairman, "the PA-1 was chosen for this distinction for many reasons. The fact the four remaining PA-1s are maintained by the Delaware & Hudson, a railroad within NER's geographical area, weighed heavily on the final model selection."

"Equally important," Harvey adds quickly, "were the facts that the PA-1 shares 1946 as its 'birth year' with NER and that the entire PA series was designed and built in an NER-area city."

(continued on page 11)

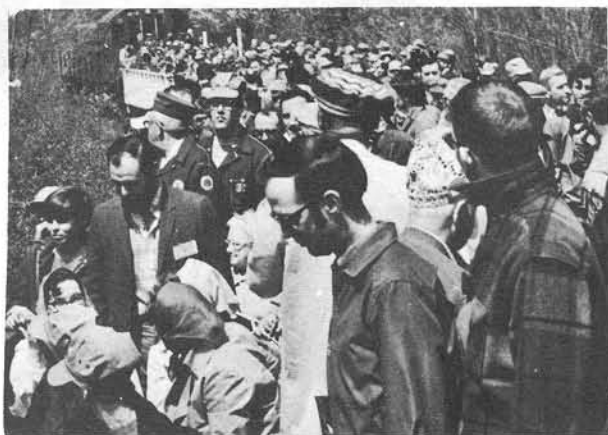
Your *COUPLER* staff was out in force for Montpelier and very little escaped our nose for news. We sometimes find ourselves a bit *underwhelmed* by convention bill-of-fare, but this time around ... well, we had an absolute ball!

Now, don't get us wrong. We're well aware of the time and effort that goes into setting up and running a convention. Its just that many times the only things that seem to change are things at a convention that are of the least importance. Montpelier, on the other hand, was loaded with change. So loaded, some folks said, that Region "tradition" has been set on a totally new course.

Convention Chairman Walt Syrett reported just before deadline the May 21-23 weekend brought a total of 382 registrations for scheduled activities ... a total that bests the previous high set a few years back at the North Conway gathering. Although final calculations haven't been prepared, Walt indicates the Montpelier session was most beneficial for the Region Convention Fund.

(continued on page 16)

*On board the M&B fan-trip train  
--Nelsen Photo*





### *The Hostler says:*

It's with a great deal of pride and pleasure that I am writing this column, since we of NER are celebrating our 25th Anniversary this year and to mark it in a most appropriate way, you will find that on page two Graham Harvey has an announcement about the Silver Anniversary PA-1 which should be available in mid-September. We wanted to have something different and to that end we picked the famed Alco's. I hope that each and every one of you will find a slot on the Ready Track for a NER PA-1.

While we're on the subject of achievements, Office Manager Ted Ritter tells me that the membership thermometer has topped the 1000 mark this year, a figure of which we're proud, and I'm very happy to see that 382 of you took our Montpelier Weekend in. Seeing figures like the 1000 and 382 tell me that NER is doing very well in its quest to make "Model Railroading Fun"

Soon it will be fall, and with the return of cooler evenings and, longer hours of darkness it will be time to get back to the Railroad and all of the enjoyable hours of leisure that are ours with our miniature empires. As you dust off that trackwork, why not give a little thought to entering one of the many contests which Gordon Teel will be holding at Providence in October. For the modelers, be they men or women we will have the ever popular Model Contest, for the Photographers there's plenty of room for you in the Photo Contest, and I'm going to run two special contests, one a Pass Contest open to everyone, with the Convention-goers doing the judging and two: of course the "Frustrated Executives Contest" open this time to

## THE COUPLER

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of the National Model Railroad Association

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EDITOR: John W. Nelsen  
ASSISTANT EDITOR: Don Minnich  
BUSINESS MANAGER: Jack Brown  
ENGINEERING DEP'T

EDITOR: George Konrad  
CONTRIBUTING WRITERS:

Kevin Doyle Graham Harvey  
William Lorence John Muise

Ira Rothberg

GRAPHIC ARTS STAFF: Dick Towle  
Bill Drake Jack Alexander  
Audrey Minnich Ellen Towle

EDITORIAL OFFICES:  
5 Edgewood Drive  
Syosset, New York 11791

BUSINESS OFFICE:  
Post Office Box 404  
Wakefield, Massachusetts 01880

any type of entry for any Region Officer, Director, or Committeeman. Also included are Directors of Divisions and all wives of the above, since they are probably more frustrated with their husbands' long hours devoted to NER, rather than the 1000 and 1 projects that are neglected around the house, thanks to NER activity!

Happy Modelling -

*Dick*

## ROTHBERG TAPPED TO HEAD NOMINATING COMMITTEE



*By unanimous vote at the Montpelier Convention, the Board of Directors approved the appointment of Ira Rothberg to the chair of the NER Nominating Committee.*

*In place of a regular article on the appointment, Ira requested THE COUPLER publish the following "open letter" to the membership.*

\*\*\*\*\*

Since time seems to be pressing in on us and I think we should do something about nominations as early as possible, let me make use of THE COUPLER to present an "open letter" to my fellow Region members.

I feel this approach to the matter of nominations is vital. I would rather my committeemen and I not be accused of holding back some deep, dark secrets. There's no reason why we should keep our course of action on the business at hand out of view.

Over the course of the next few months, the Nominating Committee will determine which Region offices must be filled in the '72 elections. A search for qualified candidates will also be put into operation.

*(Continued on Page 13)*

### ATTENTION Mr. HOBBY SHOP OWNER:

This space could be EARNING you  
D-I-V-I-D-E-N-D-S  
This publication is read by dedicated modelers. Why not give us a try, after all, where would you be if we didn't give you a try. Write to our business manager, and send him your ad. See our rates in this issue.

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## NATIONAL "WEEK" IS NOW MONTH OF NOVEMBER!

"National Model Railroad Week", an event sponsored by NMRA for more than a decade, has been expanded to a full month, according to NMRA Promotion General Chairman Chuck Alberty.

"Recognizing the valuable impact its action would have on all segments of the model railroading hobby," Alberty says, "the BOT approved a Northeastern Region motion on the expansion and on a change in date for the event." The new "National Model Railroad Month" will be observed, starting this year, during the month of November.

November was selected because of its tradition and timeliness. In past years, November has been a calendar focal point for most local model railroad open houses and other promotions aimed at the general public. Of course, the month is also part of the hobby industry's peak business period.

In submitting the changeover motion to the BOT, Region Prexy and Trustee Dick Towle reported that NER's proposal was the end result of nearly two years of study by the NMRA Promotion Department. "The idea," Towle said, "was presented to hobbyists, industry officials and media representatives in late 1969."

Since the key to a successful month lies with the local hobbyist and hobby dealer, special emphasis will be placed on local promotion by NMRA. The "Month" will enjoy the widest promotion campaign possible.

According to Towle, the "Month" will draw from the combined resources of NMRA, the Model Railroad Industry Association (MRIA) and the Hobby Industry Association of America (HIAA).

(Continued on Page 29)



### ACHIEVEMENT PROGRAM

by Don Robinson, MMR

Its rather difficult to find any other way of explaining why I entered the NMRA Achievement Program except that it was a desire to see whether I could make it to MMR.

Once in the program, I found my principal enjoyment came from the challenge of qualifying for each AP certificate. It was a wonderful experience, albeit often frustrating. And, it was this frustration that brings to mind now some thoughts about one aspect of the AP which is very seldom, if ever, used.

Every AP statement of qualifications carried a small line that reads "...and I will agree to assist other members in the subject matter of this certificate whenever possible, whether or not they are participants in the Achievement Program."

It would be well to stress this important feature of the AP, as there no doubt members who have hesitated to participate because their knowledge in a given area is marginal -- as mine is in electronics -- and they erroneously presume that THEY must do everything without a bit of able assistance.

To encourage anyone to enter the AP, it is first necessary to find out where his particular interest lies. If he can get one or two certificates fairly easily, his desire to go onward toward MMR will develop. This is where the business about "able assistance" plays a very big part.

If you're looking for some help or for someone to help, drop me a line. The address is PO Box 70, Greenfield, MA 01301. You can

(Continued on Page 28)



## MOVEMENTS BUREAU

*Aug 19-22* NMRA National Convention, London, England. Tour & travel information: Eud Davies 4936 Yerba Santa Drive, San Diego, CA 92115. Registration data: Len Firth, BR President, 5 Garnet Lane, Tadcaster, Yorkshire, England LS24 9LD

*Sept 2-6* NRHS National Convention, Bethlehem, PA. Plenty of prototype railroadin' and, if all goes well, a fan trip behind NKP #759. Info: Ernest Kovacs, 416 2nd Street, Bethlehem, PA 18018

*Oct 1* Bay State Society of Model Railroad Engineers, 3rd Annual Open House and Auction. Clubrooms at 45 Poplar Street, Roslindale Square, Boston. Info: Dave Waddington, Box 162, Boston MA 02101

*Oct 8-10* NER Fall Convention, Providence, RI. Clinics, white elephant sale, contests, banquet and a special "Turbotrain" tour. Info: Mike Antoni, 37 Knowles Drive, Warwick, RI 02888

*Oct 23-24* Boston Street Railway Association Meet. Full details elsewhere in this issue.

*Nov 6* Hub Division Open House, Bolton, MA Contact: Tom Burke, 13 Fairmount Street, Marlboro, MA 01752

**NOTE:** All information for this column should be sent DIRECTLY to Bill MacIver, Jr., Secretary-NER, 200 East Willow Grove Avenue, Philadelphia, PA 19118. Sending information to *THE COUPLER* doesn't save time, as we must pass it on to Bill. This is HIS column!

## "FUNTIER 71" ...

Not going to London, yet want to attend a "National" size convention?

Come to the Calgary "Funtier 71" Convention at the Canadian Pacific Railway Hotel Palliser. The convention, sponsored by the Calgary Model Trainmen's Club on behalf of Pacific Northwest Region, will be THE major gathering of model railroaders in North America in 1971.

Layout tours will include the new 1000 square foot layout of the host club, a 40 foot portable layout and several excellent home layouts. Also included in the schedule for "Convention Friday" is the sale of collectors items such as conductors hats, lanterns, silverware, etc.



### AUGUST 6th, 7th and 8th

Clinics will be presented by such notables as John Labbe, Gord Johnson and Gib Kennedy. The Awards Dinner speaker on Saturday night will be O.S.A. Lavalley of CP Rail-Montreal. Lavalley is noted for his many amusing tales of Canadian railroading.

Saturday activities, all covered by the one Pre-Registration fee of \$19.71, include breakfast at historic HERITAGE PARK, a 60 acre pioneer village with an operating 0-6-0 standard gauge locomotive and numerous pieces of railroad equipment, plus many other fine attractions and tours of CP Rail's computerized hump yard, diesel shops and car shops.

For more information, contact C. Willis Creighton, 22 Dalgetty Place N.W., Calgary 49, Alberta, Canada. Write now with your request for travel information, railfan points of interest and full campground, registration and convention information.

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**UNDER THE OVERHEAD**


---

by John Muise  
19 Leyland Avenue  
Haverhill, Mass 01830

**BOSTON TROLLEY MEET**

October 23 and 24 are the dates for the Boston Street Railway Association's next meet. Headquarters for the two-day gathering will be the Holiday Inn on Route 9 in Framingham.

On Saturday, there will be displays, models, slides and movies, visits to home layouts and to the Boston Society of Model Engineers' two layouts--one in O-scale, the other in HO-scale.

For Sunday, the BSRA is planning a PCC fantrip over all of the Green Line routes.

For more information, contact Frank Muise, 20 Lodi Street, Marlborough, MA 01752. Frank's phone number is (617) 5485-7642.

**FOR THE "O" GAUGERS**

Whenever possible, General Electric modifies existing diesel-electric locomotive plans to fill orders for straight-electrics. According to GE officials, this practice saves a great deal of engineering time and needless extra cost to customers. Common examples of this "kissing-cousin" breeding are the Penn Central E-44s and Muskingum Electric's E-50s. A lesser-known variation is the 1950-vintage locomotives owned by the Canadian National. These are re-worked 65-tonners originally designed for short line carriers, plant switching and medium-demand yard work on Class I roads. The GE modification is a natural for modelers, thanks to *Locomotive Workshop*.

*Locomotive Workshop* is currently selling a kit for the basic GE 65-ton diesel-electric. At \$17.50, it is a kit that offers O-scalers lots of potential (ala GE). The kit is aluminum and the price includes the truck side-frames.

Another item from LW is a special run of photo-engraved Niagara, St. Catharines & Toronto 620-series DE steel coaches. The price for the O-scale version, without roof, is \$29.75. An HO-scale version, with roof, is now available for \$19.75. Interested traction modelers should drop a line to *Locomotive Workshop* at 32650 Lake Road, Avon Lake, OH 44012.

**NEW "HO" MODELS**

The next release from *Fairfield Models* (PO Box 476-C, Georgetown, CT 06829) will be a Chicago Pullman streetcar. It is expected to hit the market early this fall. *Fairfield* still has some Boston Type 4 and Brooklyn 9000-class Peter Witt cars in stock.

**"S"-SCALE TRACTION**

In Issue #91, I asked if there were any S-scale traction modelers in ye olde Region. From Robert Newbegin of 23 East Quinobequin Road, Waban, MA 02168, comes word of TWO S-scale NER trolleyneuts.

Bob says that he shares this modeling minority interest (minority by virtue of its number of followers) with Dave Smith of Salem, MA. A group of members of the NASG have organized a mail circuit to help each other in the search for parts and hints on trolley operations in S-scale. Most cars and power units in S-scale traction have to be scratchbuilt and followers of the scale are most interested in having

(Continued on Page 28)

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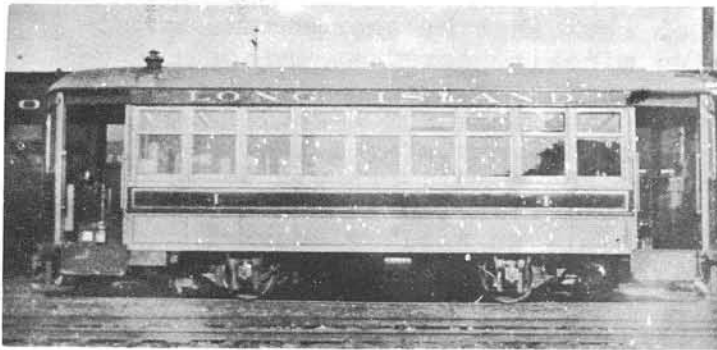
## 26 MILES in 26 MINUTES

### A LITTLE TROLLEY HISTORY

When I was a lad I lived in the village of Lynbrook on Long Islands south side. I used to watch the DD-1's hauling the daily freight, as boys like to do.

I also held down a paper route that included a lumber yard located on Rocklyn Ave. As boys are apt to do, I used to snoop around the yards wondering why the rear of the shed was built on a convex curve sort of curving off toward the L.I.R.R. that was 20 or 30 feet away.

I was even more puzzled by the massive timbers in a partial trestle that follows the curve



*LIRR Battery-Electric Car #4.  
Trolley? Pre-RDC? Traction?  
Or, a new Budd M-1? We'd be  
tickled to know for sure!*

*--Seyfried Collection*

around and in back of the lumber yard, it couldn't have been a siding as it would have met the railroad at right angles.

Years later I was hooked on model railroading (Lionel excepted) by a "Grey Lady" who gave me a Varney and a Mantua kit while I was recuperating in a Navy hospital. It follows as day over night that Railroad history became a passion.

Cont. on Pg. 27

Charles Minot, General Superintendent of the Boston Maine back in 1848, was an astute fellow. In the days before high-pressure promotion and press-agentry, Minot proved himself a master of useful publicity.

The B&M had just become the proud owner of a new, custom-built English locomotive. She weighed ten tons, with a good hardwood fire could develop 35 horsepower, and was called the *Antelope*. Our Mr. Minot, looking for another way of boosting on-line awareness of the B&M, vowed to make this beauty more than pay her way. He had a plan ... and summoned to his tiny office his veteran engineer.

"Pemberton," he said abruptly, "can you make the Lawrence run in twenty-six minutes flat?"

"Twenty-six miles in twenty-six minutes? Hm... A moment passed as the hogger thought. "Its as good as taking your life in your hands," came the reply.

"You take it and I'll ride with you," said the Super.

The next morning, their ears a-fire with word of Minot's crazy plan, the most intrepid reporter from each of the local papers came to Haymarket Square. Each had had his will completed and duly left with his editor. And, each had a large bandanna handkerchief in his pocket to secure his best hat to his head. They, in Minot's top moment of colorful glory, would be riding the *Antelope's* varnish to record every eventful minute of the 26 mile journey.

All along the line, turnouts had been spiked down to prevent spreading. All crossings were under the guard of railroad men and the local constabularies. Moreover, the men,

(Continued on Page 15)



## ANNUNCIATOR

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

In past columns, this writer's suggested that books play an important role in the thought process during railroad planning and expansion. Most model railroad brass hats select an era, a location, industry and other prototype factors for their Utopian model empire. As a result of my literary boosting, a great number of letters have come my way asking "what books should I have in MY library, Don?" This question is as difficult to answer as the one society faces on capital punishment (and sometimes the two are synonymous).

Each modeler, if he selects an era or industry for his railroad, will have a book collection which adds to the "credibility" of his specific railroad's design or existence. No matter what his own ideas on railroad prototypes encompass, I suggest all book-to-layout railroaders consider the addition of the following books to their layout libraries:

## BACKGROUND INFORMATION---

The Steam Locomotive in America, Alfred W. Bruce, Bonanza Books; New York, 1952. Last price, at Lauriat's in Boston, was \$2.98. This book is a basic reference on nearly all types of steam locomotive designs. Author Bruce has thoughtfully included myriad line drawings, photos and miscellaneous kinks helpful to the modeler. Look for discount book sale ads in your local newspapers ... you'll most likely find this book there.

The Story of American Railroads, Stewart H. Holbrook, Bonanza Books; New York, 1947. Last price known, \$2.98 (1971 book sale, Lauriat's). THE history book on America's railroads. Many interesting, never-before-told stories ... 100+ pix.

Car Builders' Cyclopaedia, Simmons-Boardman Publishing Company; New York 10007, various years. Here, since the *CBC* has been published for the AAR since 1879, I've left out prices and printing date. Its important for a modeler to select an issue of the "back-shop bible" that fits into the scheme of things on his model railroad roster. The price range on *CBC* editions runs between \$200 for the original 1879 to \$25 for the current issue now being distributed by Kalmbach. Each edition of the *CBC* contains "definitions and typical illustrations of railroad and industrial cars, their parts and equipment; cars built in America for export to foreign countries; description and illustration of shops employed in the construction and repair of cars."

Moody's Steam Railroads, Moody's Investors Service; New York. Although published as an investment guide, much modeling information can be obtained here. Exact mileage for every branch and main line is published, along with data on predecessor companies and equipment operated. In many respects, this series of texts is a Dun & Bradstreet-type of data report. The issues in my own library date back to the early 1940's and you can imagine what wealth is found between each edition's covers. Last published prices range from \$25 for semi-current issues to \$250+ for early copies (pre-1925 circa).

(Continued on Page 13)

Do you subscribe??

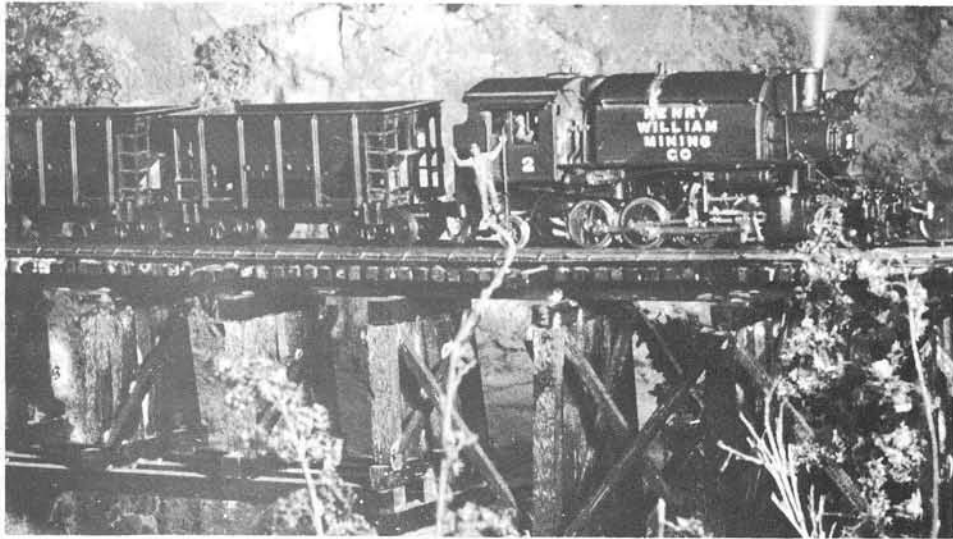


**LONG ISLAND CANNON BALL**  
SUNRISE TRAIL DIVISION Northeastern Region NMRP.

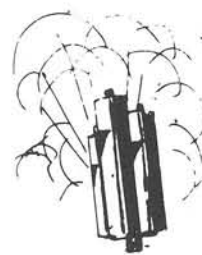
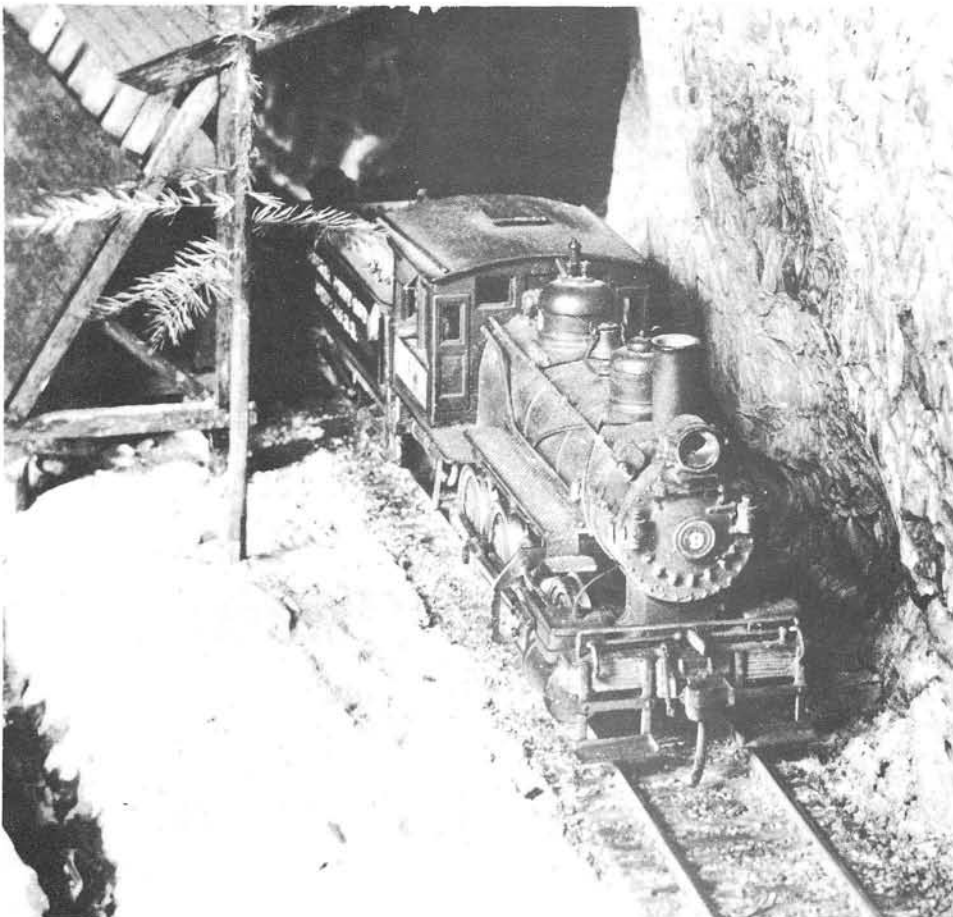
Harry J. Wagner, Editor  
70-25 67th Place  
Glendale, NY 11227

\$1.00 yearly is all the fare!!

## THE COUPLER



*"BREAK AND DOUBLE 'ER" ... Henry William Mining #2, an NWSL 2-8-2T, fails the 6% grade leading to the minehead on Henry Groth's "Spare Time Lines", Waldoboro, ME*



*Whistle  
Stops*

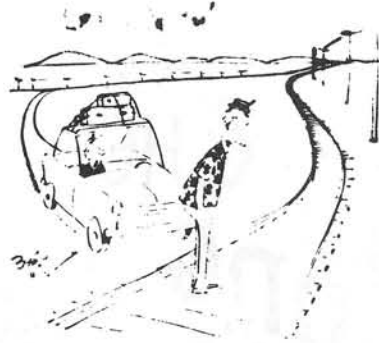
## Anniversary Model, con't.

The anniversary models will be manufactured for the Region by Athearn, Inc. The models' color scheme will be identical to the D&H's blue-and-yellow version of the famous Santa Fe "war bonnet" design. Modelers buying the special locomotives will be afforded the opportunity of lettering them either for the D&H prototype or with special NER anniversary markings. Custom-made dry transfers, containing both sets of lettering, will be included with each model.

Anniversary Chairman Harvey notes that these models will be a limited run, distinctive from any other D&H PA-1 that may eventually be placed on the market. Moreover, each model will be accompanied by a special edition of the NER's Silver Anniversary Journal.

Powered and unpowered versions of the NER anniversary PA-1 are available. The powered units are \$10.50; the unpowered, \$5.00. Prepaid parcel post-special handling delivery is included.

Orders should be directed to Graham Harvey, NER Anniversary Committee Chairman, 2473 South Seaman's Neck Road, Seaford, NY 11783. Please specify the type (powered/unpowered) and quantity wanted, and be sure to include full payment with your order. New York residents should also add the appropriate state sales tax. *Delivery on ALL orders guaranteed by mid-September (we've got to allow for the London bash)!*



"Can't you forget for just two weeks that you are a Track Supervisor?"

## DON'T KID YOURSELF...

by STAN BRADLEY

No matter who you are, or how well off you are, when you pass on, you leave an ESTATE. It may be large ... it may be small. And, it may or may not have any value. Those of us working on the Estate Counseling Committee have come across several examples where results have been rather tragic.

The average model railroader has been engaged in his hobby for a number of years. He's no doubt spent a fairly substantial amount of money on it. He justifies this expenditure to his wife by alleging the equipment is valuable -- that it is worth "so-and-so much money" in case of his death. Not only is he kidding himself, he is doing a very serious injustice to his family by giving them a FALSE sense of financial security.

True, the hobbyist has invested money in the hobby -- but at retail prices. And the work he has painstakingly put into model railroading has no value at all on the retail market. After he passes away, the wife feels his hobby has left her with a valuable asset. Unfortunately, she stands unaware of the all-too-normal situation of not getting anything like what she expected for the equipment.

(Continued on Page 32)

THE GOLCONDA & ASPHODEL  
A Rocky Mountain Railroad

Mary & Herbert Barnes  
Lynbrook, New York

NER

SRT



Looking for something *different* for your railroadiana collection? The "nation's finest" has opened its dusty archives and prepared a catalogue of memorabilia for the railfan. An SSAE to Joe Papa, Manager-Special Projects, LIRR, Jamaica Station, Jamaica, NY 11435 will bring you a copy. Be sure to mention the *GO!!!*

## ALOUETTE

News from Dennis Fortier ... the Quebec City Model Railroad Society is moving to a new location. QCMRRS is shifting from Caisse Populaire in Charny to the 2nd floor of the Levis CNR station. The club's new postal address is PO Box 271, Levis, PQ, Canada. A ten-year lease will relieve so many of those "we do we have to move again" feelings ... and may help to influence the Region's Convention Department to select Quebec City in '74 sometime.

It was with deep regrets that we note the passing of Anthony Arsenault. He was an excellent modeler and good friend ... his loss will be felt hard throughout the Division. To help his widow dispose of Tony's model equipment, Gordon Teel managed to arrange an auction that was well-attended and brought in a respectable sum.

### NEW DIVISION IN THE WORKS

Over the course of our first 25 years, we've never had a true divisional operation in the Central New York area. This fact is most unfortunate, considering the number of Region members there.

Taking his cue from Skip Hayden and Company (the *Pioneer* boys), Bill Brundage has started the ball rolling. Bill is asking all interested NER members in the Central New York area to contact him, so that this Division gap may be closed asap!

Want to get in on the fun? Drop a line to Bill, in care of Depot Camera and Model Railroad Store, 62 East Genesee Street, Skaneateles, NY 13152. If you prefer the telephone, Bill's number is (315) 685-7143.



NOMINATING COMMITTEE, *continued*

I hope we won't have just a single slate of candidates this time around. Rather, I trust we will have *at least* two qualified people running for each office.

I don't mean we're going to be asking for an adversary type of relationship. That sort of non-sense doesn't belong in model railroading! Nor will we have a "I like (dislike) so-and-so" bit going in the Region. The committee will be specifically enjoined to provide names of serious, well-working ... but not pompous ... modelers.

While the committee will draw up the "official" slate, anyone wishing to run for a given post may be placed on the ballot via petition. This is another check against the ole one-man show way of politics.

We hope, in fact plan to have a tentative slate ready for the '71 Providence convention. And, with any changes made, it will be published in the post-convention *COUPLER* (Issue #95). This will give members plenty of time for presentation of petitions before the official ballot is drawn up.

If you have any suggestions as to specific issues nominees should comment on during our selection process ... PLEASE! Contact me as soon as possible. This holds true for possible candidates' names, too! The address -- 2714 Hyacinth Street, Westbury, NY 11590.

---

*ANNUNCIATOR, continued*

*Official Guide of the Railways*, National Railway Publication Co; New York, 10001, monthly. The granddaddy of railroad books, *OG* holds the distinction of being the all-time value champion. Two doctors I know buy two copies a month ... save one and sell the other at a 50% profit.

Old issues of this publication



SOUTH BRANCH LAKE  
CAMPS  
Seboeis, Maine

No finer fishing will be found in New England than at the South Branch Lake Camps of Seboeis, ME.

At South Branch, you'll really come to know the true feeling of relaxation and the taste of food cooked to delight the palate of a gourmet.

If you crave a special "get-away-from-it-all" vacation, call or write Skip Haskell and Edgar Hall at South Branch Lake Camps, Seboeis, ME., (207) 732-4286.

---

can be purchased at prices of \$5 to \$200 ... depending upon age, condition, etc.

From all of this probably comes the question "how much is ABCDE worth a copy?" Only what you're willing to pay and what someone else is willing to sell it for. I cannot give any other answer. A prime example comes to mind in a recent inquiry made by a friend. He wanted a certain book, was all set to buy it at the asker's fee, but didn't because he found one for less ... one that had no real value to its seller (whereas the first copy did).

We'll continue next issue, with word on more books and a book-related contest. In the meantime, you can reach me at the same old stand.



# MEETINGS...

there oughta  
be a  
law!



Whether you call it Amtrak or Railpas, the bone Congress tossed to the American Railroads has cut sharply into a way of life.

Charlie Gerow and Paul Wheeler were among the countless number of train lovers who took a long, last look at American name trains: in the final days of April. This is Part One of their story.  
\*\*\*\*\*

### ELEGY FOR AN INDIAN PRINCESS by Charles F. Gerow, Jr.

She wasn't a big train, not as passenger trains go. Not as well known as the Zephyrs or the Chief and not as luxurious as the Florida Special or the Broadway Ltd. She wasn't as swift as the Empire State Express; and nobody ever wrote verses about her, as others did for Pheobe Snow. But, soft coal did compete with anthracite and John Smith's lover's namesake did find a special place in American railroad history along with Lincoln's wife.

A phone call ahead assured Paul and I that space would be held for us aboard the westbound "Pocahontas" on her fifth-to-last trip. So, we presented our green-and-white stubs from the Washington Union Terminal ticket-printer to the RF&P conductor as Train #85 tunneled under Capitol Hill. The consist that remained from the former "Everglades" on this warm spring morning was a black-and-yellow SCL E-8, backed with an E-6, a Southern arch-roof baggage car and 3 SCL stainless steel coaches.

(Continued on Page 29)

Picture, if you will, a typical smoke-filled meeting room. The occasion is a typical meeting of an equally typical model railroad organization. Got the picture in focus?  
\*\*\*\*\*

President: Meeting will come to order. Secretary will read the minutes of the last meeting.

Secretary: The last meeting was held on xxxxxxxx. The meeting was called to order by the President. The Secretary read a letter ... (following the prescribed secretarial form, he speaks each sentence with a marked *diminuendo*. Starting in a voice which is barely audible, the end of each sentence is lost completely. The members meanwhile, having lost all interest in what is being said, have started fifteen different arguments about as many different subjects, waxing louder with each word, until--when the Secretary finishes his minutely detailed recapitulation of the previous meeting--chaos reigns unbridled!)

Pres. (Noticing that the Secretary's lips have stopped moving, bangs on the table and shouts): Any corrections or additions to the minutes?

Mr. Gherk. (Who has been poised on the edge of his chair waiting for this question, springs to his feet): Yeah! The meeting was called to order at 8:42, not 8:36 like he said.

Sec. (Rustling madly through all his notes, grins sheepishly): I guess I made a mistake when I copied the minutes.

(Continued on Page 20)

## THE COUPLEP

continued from page 8...

women and children of lineside town centers were out to see the foolish enterprise about to unfold. It is reported that most were skeptical, to say the least.

With a terrific amount of snorting and a massive shower of sparks, *Antelope* and her one car train got underway. There was no securing the cylinder cocks from the engine cab in those days; after the train had run a few yards to gather momentum, the fireman dropped off, ran ahead, closed them and leaped back onto the engine again as the main drivers passed by.

The reporters held onto their hats and seats as the small train continued to gain speed. Some, it was noted later, grew rather pale around the "gills." One of the fearless scribes produced a flask of "Ole Tannery Dew" and did his level best to help his comrades forget part of their historic misery.

At Somerville Crossing, Hogger Pemberton and Super Minot had the *Antelope* lopping along at a good 40 miles an hour. Not fast enough for the publicity-conscious Minot, the new engine began bucking and lurching under a faster speed as the fireman renewed his task of pitching tinder-dry pine into the firebox.

At Malden, the single coach was felt to be on the rails only at infrequent intervals. Her passengers, those intrepid fourth estate gentlemen, were lying on the floor, rolling with every bounce and jolt; each was asking of the other and of the Almighty why had they ever embarked on this ultimate folly.

By South Reading, *Antelope* was running over the fifty mark. She came into view on the Crystal Pond stretch in such a blaze of brass, red paint and rolling woodsmoke, that Cyrus Wakefield, the town's first citizen, was observed jumping up and down in his congress gaiters from sheer excitement. At Reading, the village drunkard took one look at the demon streaking across his blurry line of sight and promptly

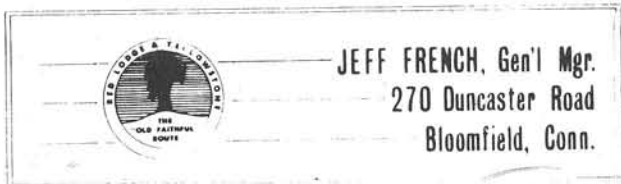
swore off the sauce for a startling fortnight.

Into Ballardsville and came the unmistakable aroma of hot metal. Charlie Minot leaned out the cab window to locate the smell's source and had his new hat, a white beaver chapeaux from London, blown from his head.

The *Antelope* was before the days of Dreyfus self-feeding oil cups and, when the steam chest overheated, the fireman crawled out on the running board with an oiler in his teeth. He clung precariously to the cow-catcher while tending to the running parts with liquid paraffin. His task over and the little engine still gaining more speed, the fireman crawled back to the cab and slightly more stable ground. Soon, the big hand on Minot's trusty pocket watch came to the 26-minute mark and Lawrence was into view on time. Despite moments of certain doubt (doom?), Lawrence was made in the allotted time.

The reporters were in no shape to write their page one copy ... in no shape, that is, until the local populace had treated them at the nearest sampling room. As they revelled together with Minot and crew, the *Antelope* cooled down in the shadow of the station. Most of gilt and red lacquer had been blistered and blown away.

It was the first time man had ever achieved a mile a minute run over a distance. Sheltered in the tavern and by quarts of excellent "beverage", the passengers said they would never propose the duplication of the record trip. "It was," one reporter later wrote, "plainly against the will of God."





And since we're speaking about record-breaking conventions in this, our 25th anniversary year, let's take time to put in a plug for the Fall Convention being held in Providence.

Convention Chairman Carmine Roca informs us that the three-day clan gathering will be headquartered in Providence's Biltmore Hotel and Motor Inn. The entire 17th floor, which overlooks Providence Union Station and the city's extensive yards, has been reserved for NER convention-goers. Of course, the 17th floor rooms offer more than just a good view of the local rail head. As Carmine says, "you'll be able to see almost all of the beautiful state of Rhode Island from the windows of your room."

In addition to the complete contest and clinic program they have established, the Providence crew has arranged for a tour of United Aircraft's *Turbo-Train*. Its possible, Carmine reports, that a special fan trip will be run on the DOT's experimental consist. Negotiations for this are still going on and we hope to bring you further word in the next issue of *THE COUPLER*. In fact, the entire Providence Fall Convention story will be coming your way next issue.

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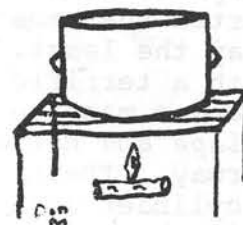
#### RUNNING EXTRA

By Don Minnich

Through Covered Bridges To Created  
a new book by Edgar T. Mead, Jr.  
55-pp, Hardbound \$4.50. The Ste-  
phen Greene Press, Dept. TC, Bratt-  
leboro, Vt. 05301. Space does not  
allow all the fine words about  
this book. Mr. Mead has packed pure  
love for C&C RR on every page.  
Particular mention of the fine plans  
of the B&M 2-6-0 Class B-15b-c, and  
other memorabilia. This book will be  
a fine addition to any library.  
This book may be ordered direct from  
the publisher.



# HELP!



We need your help!!

If your Dining Car has a special short recipe, send it to Don Minnich Post Waste.

A welcomed surprise at the convention was the large number (43) of participants in the model contests. The high calibre of the various entries made the judging extremely difficult, but rewarding.

Dave Messer went home with the Delaware Memorial Trophy tucked firmly under his arm. Dave's Rock Crushing Plant was an excellent example of fine craftsmanship and patience. One had to touch the model's foundations to realize that they were made of wood and NOT real concrete.

For the first time in Hub Division history, there was a two-way tie for the "Hub Runner-Up Award" given by our pioneer division. Earl Smallshaw, a name well known to most modelers, and Harry Frye each had a total of 113.7 points.

Earl's diorama of a Produce Mill was very well detailed and not overdone. Harry's Boston & Maine 0-4-4T was but one of four locomotives entered at Montpelier (giving Harry a 1-2-3-Merit Award finish). The 0-4-4T also earned Harry the "New Modeler's Award" given by Sunrise Trail Division. As a new modeler, he sure made some of the more experienced NER modelers sit up and take notice!

Although not an award-winning model, Margaret Towle's miniature outhouse came very close. Yes, it was complete! The only thing missing was the familiar fragrance of an exterior "facility."



Mr. B.W. Towle should send his model to the Benson & Hedges tobacco folks to show what happens when a modeler happens to be smoking. The underside of the roof was burnt from his cigarette.

A special contest, arranged by Dick Towle, was conducted for the "frustrated executives" in NER. Entries were supposed to have been all HO-scale; Model Contest Chairman Gordon Teel, however, tossed in a perfect nose-thumber and proved O-scale is by no means a forgotten domain.

Gordon's blue-and-white wooden coach took first place (Ed. Note: Gordon threw the special contest judges and their rules for a loop by mounting his coach on HO-scale trucks. By the way, Gordon, what gauge would you call it?).

Second and third place "awards" went to Bill Brundage and Bill Parker, respectively. Rev. Brundage's "Chapel Car" will highlight a special photo review of the "frustrated executives" contest in our next issue.

A special note of thanks from the Convention Committee goes to Frank McKenna, who drove all the way from Salt Point, NY, just to judge the models. Thanks also go to Walt Neumen, Ted Bossert and Don Valentine, who had to withdraw his own models from the contest, for giving up their afternoon to serve as judges.

Appreciation is also extended to Photo Contest Judges Audrey Minnich, Jack Alexander and Dick Towle.

#### CRAFTSMAN MOTIVE POWER - STEAM

- 1st - Harry Frye, B&M 0-4-4T  
 2nd - Harry Frye, B&M 2-6-4T  
 3rd - Harry Frye, B&M 4-8-2  
 Merit Awards:  
   Harry Frye, B&M 2-8-4  
   William Lorence, S&T 4-6-2  
 Honorable Mention:  
   William Lorence, S&T 0-4-0T

#### CRAFTSMAN MOTIVE POWER - OTHER

- 1st - Philip Lent, Q&S Express  
 2nd - Harold Ferguson, Ltd Trolley  
 3rd - Philip Lent, Q&S Alco RS-2

#### CRAFTSMAN PASSENGER CARS

- 1st - Armand Premo, Rutland Exp Ref  
 2nd - Harold Carpenter, S&B Combine  
 3rd - Armand Premo, Rutland Exp Ref

#### CRAFTSMAN FREIGHT CARS

- 1st - Al Westerfield, Galt Hopper  
 2nd - Robert Van Cleef, Milw Stock  
 3rd - Bill Brundage, L&E Flat Car  
 Honorable Mention:  
   John Frederick, CCRR Flat Car

#### CRAFTSMAN MAINTENANCE OF WAY

- 1st - William Lorence, S&T Water Car  
 2nd - Peter Eaton, CV Caboose  
 3rd - Armand Premo, Rut Pile Driver

#### CRAFTSMAN DIORAMAS

- 1st - Earl Smallshaw, Produce Mill  
 2nd - Charles Bosquet, Cvd Bridge

#### CRAFTSMAN STRUCTURES

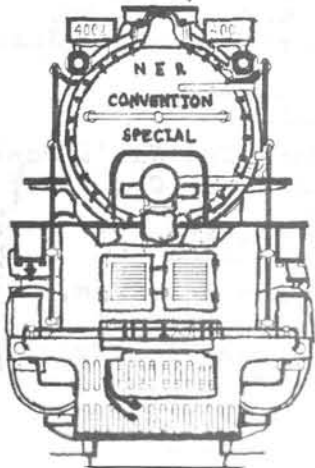
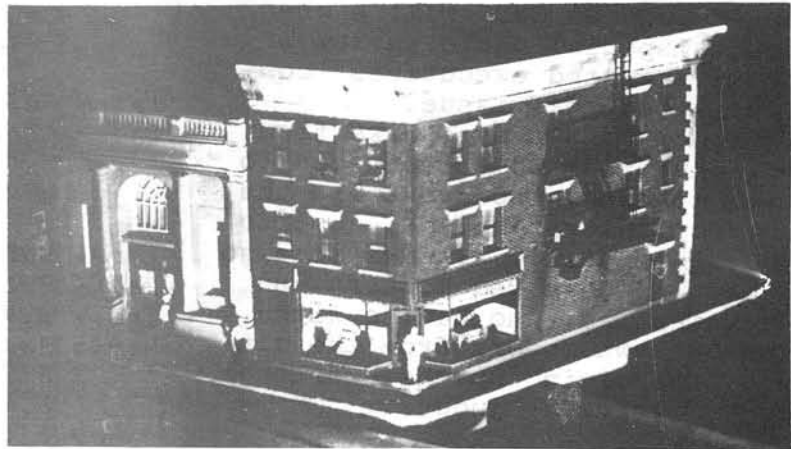
- 1st - David Messer, Rock Crusher  
 2nd - Peter Watson, Yard Office  
 3rd - B.W. Towle, Supply Shed  
 Merit Awards:  
   Bill Brundage, Sand House  
   B.W. Towle, Margaret Station  
 Honorable Mention:  
   Ray Palleschi, Freight Station

#### MASTER STRUCTURES

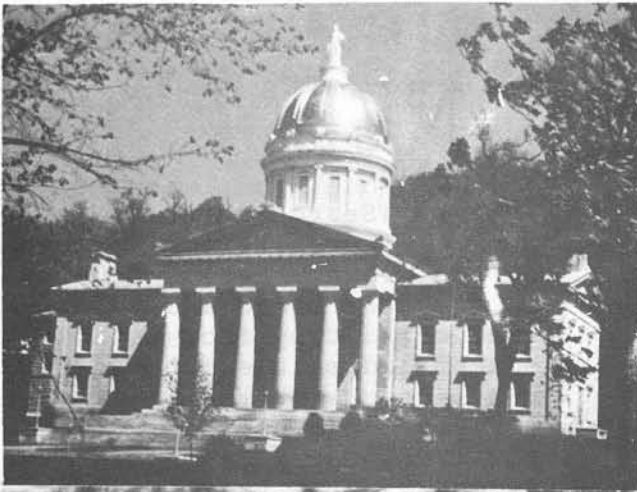
- 1st - Lew Lehrman, 2nd Nat'l Bank  
 2nd - Jack Allexander, Cvd Trestle

#### PHOTO CONTEST

- B&W Prototype - Don Robinson,  
 "Train in Covered Bridge"  
 B&W Model - Ted Bossert, "Express  
 #231 in Station"  
 Color Prototype - Thomas Pick,  
 "Yard at Nelson, B.C."



JACK ALEXANDER & DICK TOWLE...  
 "CONVENTION PICTORIAL REVIEW"



about his trip to the...  
Kane is a...  
the...



# MEETINGS

Mr. Gherk (Sinking back into his chair looking like a conquerer): We gotta have them minutes correct, you know ... that's what we got us a Secretary for. (At this, the rest of the members guffaw loudly and toss a few fun remarks at both the Secretary and Mr. Gherk. Gherk is laughing, too, but the poor fellow doesn't know why.)

Pres. (Raps loudly for order): Are there any letters or communications to come before the meeting now?

Fuddy Duddy. (He struggles to slowly to his feet. He is trying to get a six-page letter, his cigar and glasses all into proper order): I have a letter here from my old friend Duddy Fuddy over in Shedhouseville. Thought you might like to hear about his trip through Towpath Canal in a rowboat. (Disregarding the pained expression on every face, he proceeds to wade through the closely-spaced handwritten missive. Meanwhile, the group's Practical Joker has very quietly removed poor old Fuddy's chair. When the letter is over, Fuddy winds up sprawled on the floor covered with paper, cigar ashes and six feet away from his specs. The meeting is now a big success as far as P.J. is concerned, and he laughs uproariously.)

Pres. (After brushing off Fuddy, collecting his letter, his glasses and relighting his cigar.): Are there any bills to be presented for payment?

Parliamentarian: I rise to a point of order, Mr. President!

Pres.: Yes, Mr. Parliamentarian?

Parl.: If you will consult the order of business as set for in the Bylaws, I believe you will find that the Treasurer's Report should precede the Presentation of Bills.

Pres. (Searches through notebook for Constitution and Bylaws of the group. Parl., however, is one step ahead and quickly produces a copy from his back pocket and points out the required section for the President): Oh, yes. I'm very sorry. Will the Treasurer please give his report at this time?

Treasurer. (Reads very rapidly, as though trying to cover up a discrepancy in his figures.): The balance last month, xxxxxxx. The total from receipts, xxxxx. Our expenses ran to xxxxxx, including 30 cents for stamps and 30 cents for envelopes. Balance on hand totals xxxxxxx.

Suspicious: Did I hear a 30-cent item for envelopes!??

Treas.: That's right. Two packs of envelopes for the Secretary; 15 cents a package.

Susp.: 15 cents a package for envelopes? Why, that's totally outrageous! If we're going to spend our money foolishly like that, we'll never have enough to finish building our railroad or print our club newsletter.

Punster: Gee, I wish I knew where to get a nice little package for 15 cents!

Itchy: I move the Treasurer's Report be accepted as read. Somebody put the coffee pot on!

Stooge: Second the motion! (He has been waiting all through the meeting for the opportunity to utter these three words. He never says anything else during a meeting, but he has memorized this little speech and never misses an opportunity to speak it and thereby get his name in the minutes).

Pres.: Motion has been made and seconded that the Treasurer's Report be accepted as read. All in favor say "aye."

A All: Aye!

Pres.: Opposed?

Susp.: NO!

Pres.: Motion carried!



# MEETINGS CON'T

Susp. (Under his breath): Don't even know why we bother with all these meetings. Everything is railroaded through whether we want it or not. One-man rule, that's what it is. Dictatorship!

Pres.: We will now have the presentation of bills.

Electrician: I have a bill for a Direct Current Encabulator which we needed to finish the control board at Spastic Junction.

Punster: What in the sam-hill is an Encabulator?

Elect.: Well, the basic idea is that power is produced by the modial interaction of the magneto reluctance and capacitive directance, in addition, whenever a barescent dyna-shor motion is required it may be employed in conjunction with a reciprocating dingle arm to reduce sinusoindal depelentionary whizjam. (This sounds like a lot of double talk to most of those present, but rather than admit ignorance of matters electrical, they nod their heads in complete understanding of the explanation.)

Punster: Well, we certainly could use some of that bare-assed Dinah Shore motion around here tonight! Make a motion that the bill be paid.

Stooge: Second the motion!

Susp.: I don't know why we are supposed to need an Encabulator. The boys over at Belcher Falls haven't bothered with one there. I think we better appoint a new committee to investigate the matter entirely before we take any action.

Elect.: The circuits I've designed for the Junction won't work without an Encabulator. The control board is all wired up and I don't intend to re-do the whole thing. Besides, I've already bought the Encabulator (Argumentation proceeds in this vein for

half an hour; half the members on Elect.'s side, the others on old Suspicious's side. Finally, a vote is taken and the motion is carried. The result, of course, would have been the same if the voting had taken place before the discussion began. Reason: Everyone "knows" it is sheer folly to cross Elect.'s path. He would pick up his dpst switches and stalk out of the group, leaving them with an unitelligible tangle of multi-colored wires which answer only to his magic touch.)

Pres.: Is there any old business to come before the meeting? (At this moment, Henpecked decides that it is time for him to leave and pick his wife up at the local Ladies' Auxilliary Bingo Committee meeting. If he keeps her waiting, she'll make him stay home next meeting night. Of course, Henpecked knowing that he will have to leave before the meeting is over, has chosen a seat in the back of the room. In the confusion resulting from the moving of chairs and the not-too-veiled remarks concerning Mrs. H.'s reign of terror, whatever old business there may have been is completely forgotten. The President moves on to the next order of business.)

Pres.: Is there any new business?

Touchy: (Whines) Mr. President, when I came in tonight, three of those present here didn't say "hi" or "hello" to me. If the fellows don't want me any more, I'll resign. We're supposed to have good fellowship in this organization and I think that the least the fellows could do is to say "hello" when they see you.

Pres. (Soothingly): Oh, now, Touchy, I don't think the fellows meant anything by it. They were probably busy on something and didn't see you coming in. I don't think they meant to slight you.

# M E E T I N G S E T C.

Touchy: Well, if they don't say "hello" after this, I'll know that I'm not wanted anymore.

Itchy: I move the meeting be adjourned. Someone put the coffee pot on!

Stooge: Second the motion!

Spark Plug. (He has been sitting quietly puffing on his well-seasoned briar during the entire meeting thus far. Now, he rises slowly and deliberately to his feet. The spark of intelligence in his eyes is beginning to be outshone by the fire of anger): Mr. President, and gentlemen. If we are going to continue as an organization, the time has come for us to take stock of ourselves. Several years ago, a small group who shared a common interest in railroading banded together to promote and foster that interest. This organization grew out of that little band. However, after listening to the proceedings here this evening, I am convinced that unless we take immediate action, our hobby is going to be stifled under a blanket of petty bickering and parliamentary procedures.

Why must our meetings be either riotous orgies of laughter or funereal wakes of despair? Why must we try to *manufacture* good fellowship when such fellowship is born of a common interest? Why must we spend hours arguing over a point which could be settled in a few minutes of intelligent discussion?

The answer to all of these questions is obvious. We have lost sight of the purpose of holding these meetings. In an organization such as this, there is bound to be certain business which must, of necessity, be handled by the group as a whole. The more quickly and efficiently these matters are taken care of, the more time we'll have to pursue our hobby. Horseplay, speechmaking and bickering are NOT part of model railroading.

Why should we let these things encroach on the precious time we allot to our hobby. Obviously, gentlemen, all we need is a little more sanity and understanding to turn these gatherings into truly friendly "bull sessions."

Let's back right in and couple onto all this "Bad Order" stuff. Let's give it a good shot onto the rip track and get to work. Let's couple onto our hobby, wind the clock, drop her in the corner and pull the latch. Let's railroad!

Stooge: Second the motion!

\*\*\*\*\*

*Our thanks to Henry Eighmey, one of NER's founders, for originally publishing this one-act playlette in the NMRA BULLETIN 24 years ago. In today's youthful vernacular, its "right on!"*

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## JOIN FRIENDS OF STEAMTOWN

Juniors - \$5, Regular - \$10 & \$25, Sponsors - \$100, and receive free pass, news letters, and numerous special benefits. Your tax deductible donation helps preserve the collection.

Write Steamtown, Box 71,  
Bellows Falls, Vermont 05101

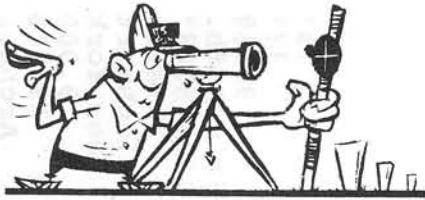
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## WORKING TOGETHER

*All have a share in the beauty,  
All have a share in the plan;  
What does it matter what duty  
Falls to the lot of man?*

*Someone has blended the plaster,  
And someone has carried the  
stone;  
Neither the man nor the master  
Ever has builded alone.*

*Making a roof from the weather,  
Or building a house for a king;  
Only by working together  
Have men accomplished a thing.*



## ENGINEERING DEPARTMENT

### "POINTLESS" TURNOUTS *by John Muise*

Turnouts are the main source of maintenance problems on most lay-outs. They are perhaps even more of a problem on traction layouts, since the overhead buff has to put up with "cat" interference. Murphy's Law works, it seems, on trolley lines as readily as it does on steam and diesel layouts.

When a large portion of my Littleton and Northern was being rebuilt, all turnouts -- except one -- were within easy reach of the operator. The lone exception was at the rear of one of the tables, surrounded by an army of line poles. Also, it was the junction between city and suburban lines.

My first preventive maintenance thought was to just spring load the troublesome turnout, like I'd done to most of the line's other turnouts. An easy solution, I felt, but one that still left the problem of moving switchwork. Something had to be done to make this section of track foolproof.

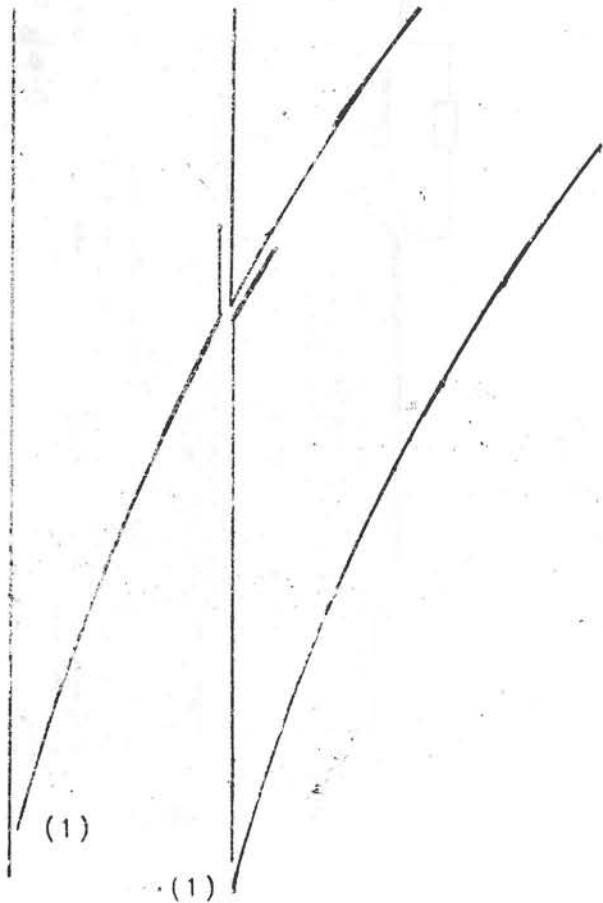
All movements through the turnout were trailing movements. As this thought ran through the mind of the L&N chief engineer, a veritable brainstorm ... "Why not do away with points altogether?" So, a special trackwork arrangement was made up to resemble a turnout and to perform the function of a turnout. The big difference was **NO POINTS!**

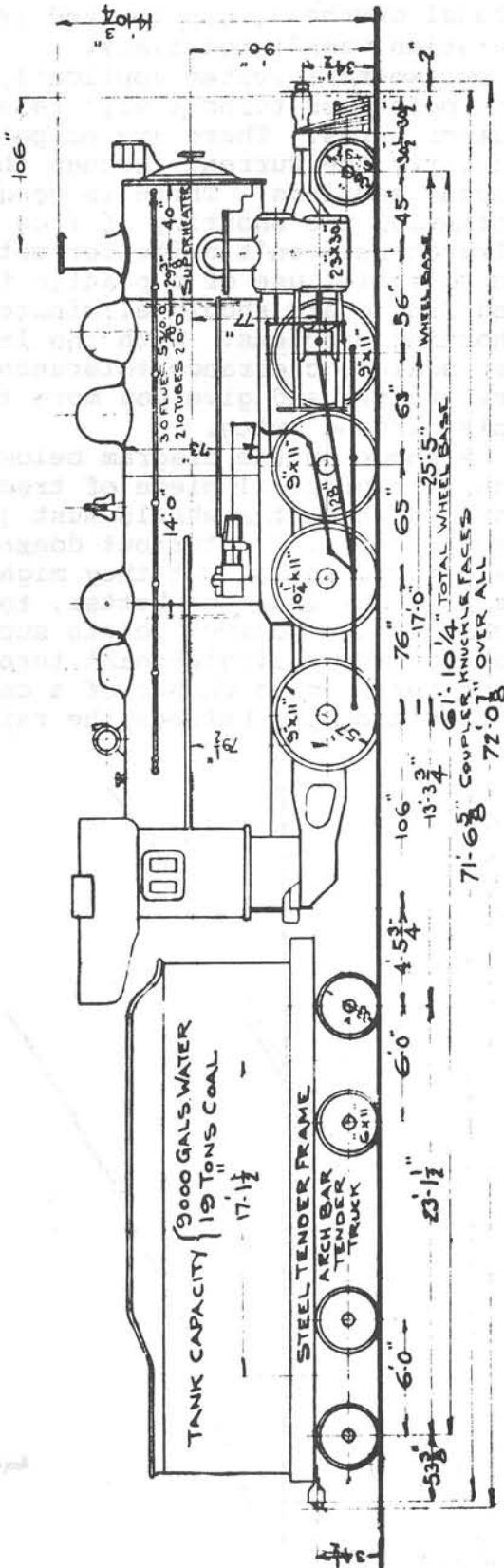
The pointless turnout was constructed on metal ties and, mine being a traction line with opera-

tional overhead, gapping and insulation wasn't necessary.

On two-rail system applications, the pointless turnout will require jumper wires. There are no points to carry the current through the "open" sections. There is good potential for shorting if frog clearances aren't quite correct. In HO-scale, use of a plastic frog and frog guard should eliminate shorting problems. With the larger scales, clearance tolerances are greater and give you more to "play around" with.

As shown on the diagram below, the most critical piece of trackwork is where the wheels must jump the gaps (1). My turnout doesn't have guard rails, but they might help. What would be better, too, would be two "dummy" points such as those on a single-point turnout. Then there is no chance of a car's wheels dropping between the rails.

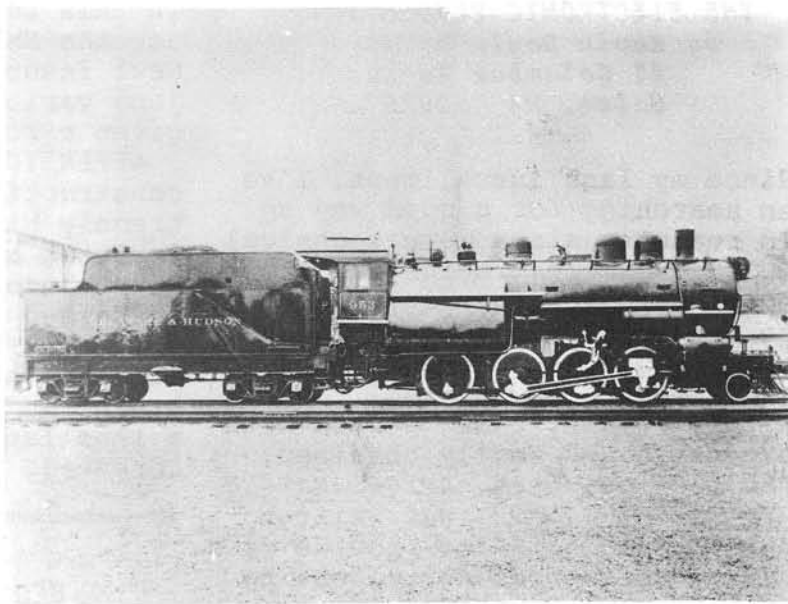




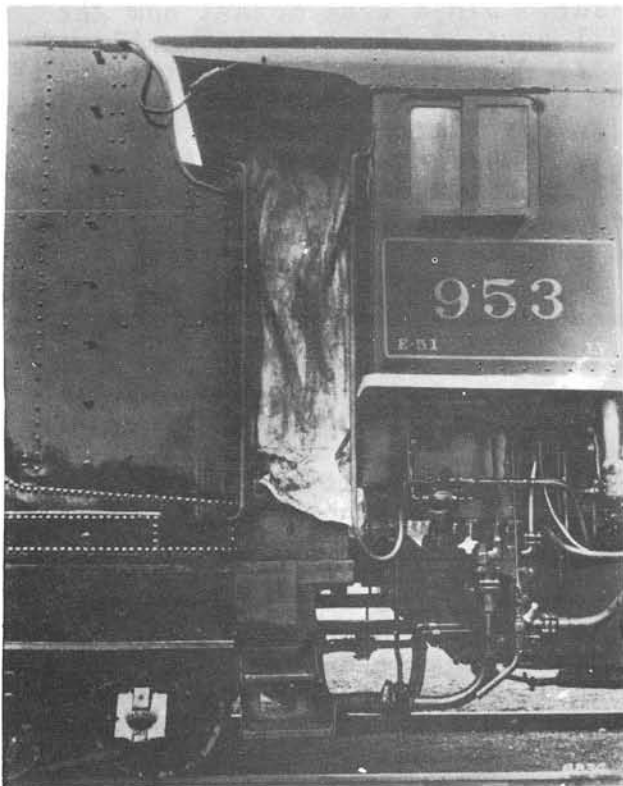
# DELAWARE & HUDSON E-3a 2-8-0

Builder	ALCO-Schenectady	Drivers	57"
Year	1902-1906	Lead Truck Wheels	30"
Rebuilt	1924-1929	Tender Wheels	33"
Weight on Lead Truck	24,000	Grate Area	90.19
Weight on Drivers	204,600	Kind of Fuel	Bitum/Anth.
Weight Total, Engine	228,600	Firebox Dimensions	120 1/4" x 108"
Weight Tender, Light	64,500	Valve Style	Piston
Weight Tender, Loaded	139,900	Valve Motion	Walschaert
Weight Total, Engine & Tender	368,500	Brakes	New York
Tractive Effort	50,600	Tender Capy, Water (Gallons)	9,000
Boiler Pressure	210	Tender Capy, Coal (Tons)	19,000
Frame Centers	43"	Tender Truck Style	Archbar
Cylinder Centers	88"	Superheated	Yes





July 1928: D&H #953 at Colonie, New York



The Delaware & Hudson's E-3 and E-3a engine classes underwent the most extensive evolution of any "Bridge Line" motive power. D&H mechanical engineers, searching for perfection in a proven wheel arrangement, were constantly experimenting with the 2-8-0. Over the course of nearly half a century, variations on the Consolidation theme poured forth from Colonie and the Schenectady shops of American Locomotive.

E-3a #953, for example, can be traced back to 1902. She entered D&H freight service as #253, an E-3 in Camelback configuration. Subsequently renumbered #801 and #883, she was back-shopped at Colonie in 1928 for the last time.

Emerging from the shops in late summer, #953 carried her boiler atop the rebuilt frame and mechanism of another early E-3 Camelback, #897.

### THE ELECTRONIC REVOLUTION!

by Kevin Doyle  
41 Columbus Avenue  
Salem, MA 01970

Since my last installment, I've been searching for a good way to help readers gain a more technical knowledge of electronics and those complex circuits that intrigue us more and more these days. The best possible way I could think of was to present an informal "course" via this column, using a book both inexpensive and easily obtained.

The book selected, AMECO AMATEUR RADIO THEORY COURSE, was written for would-be "hams" to provide good studying references for licensing exams. The material it contains, however, makes it the best text available for "painless" teaching of fundamental electronics. Its available at most local bookshops and electronics houses. It can also be ordered by mail from Lafayette Radio Electronics Corp., Syosset, NY 11791. The price is \$3.95.



MODEL RAILROAD ENGINEER —  
ELECTRICAL

A problem which plagues many of my fellow modelers is interpreting schematic drawings. Without proper knowledge of the symbols used, its useless to attempt the assembly of an electronic circuit.

All model magazines use schematic drawings ... most of the time, unfortunately, without using an accompanying PHYSICAL diagram to aid the modeler. This fact leaves the unprepared hobbyist helpless to decipher the schematic diagram.

In its Standards, the NMRA has given us a set of symbols, but, sad to say, not all of the magazines use them as a universal reference.

In this column the reader can ALWAYS use the NMRA symbols as a reference. Next issue, we'll begin to cover the jobs various components do in a given circuit.

ATTENTION!! -- Schematics and full construction information for an extremely high-amperage transistor throttle are available, free of all but the cost of a stamped, self-addressed #10 envelope, from this column. The throttle is perfect for those of us wanting to run 5 or 6 trains and pull 50-75 cars. Drop me a line (and the SSAE) if you're interested.

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### BEGINNING NEXT ISSUE!

"PROTOTYPE PRACTICES", authored by Charlie Gerow, begins in the next issue. Didja ever wonder how the 12:1 boys handle certain problems? Well, the ole captain sails into all kinds of "layout" and operational situations and details the way in which they were solved. All this, mind you, with an eye on how solutions (and situations) can be adapted on model layouts.

---

### "Pointless" Turnouts, con't.

I know this trackwork "gimmick" will work well in O-scale, but I can't guarantee it will in HO-scale. There's no need, I might add, to go into differences in mass, size, etc.

By the way, I learned recently that this bit of turnout trickery has a prototype on the MBTA. A pointless turnout was built with girder rail at the MBTA Bennet Street carhouse.

I'd like to hear from anyone who puts together one of these monsters ... the address is 19 Leyland Avenue, Haverhill, MA 01830

While riding the Church Ave. trolley in Brooklyn with my soon to be espoused wife, hearing the line was soon to close down, I fell in love with the cars as well as the girl.

As a reasonably intelligent person I took to reading on these subjects, when and if I could find material. One day I discovered Vincent Sigfried's works, The Prose Lauraette of the 4'8½" on Long Island.

Now Ye Ed. of this Rag has said there are other romantic nuts like me in the N.E.R., and if I could start telling of my love for the old trolley lines in my area while disguising it as a scholarly dissertation of history, the other characters might be stimulated into doing likewise for the little known shortlines, interurbans and trolleys in other areas.- So I will.

In case you are still wondering about that trestle behind the lumber yard, and how I will work it into this soap opera-let me tell you now that it was part of a line known as the "New York & Long Island Traction Co." My first love-in the trolley line.

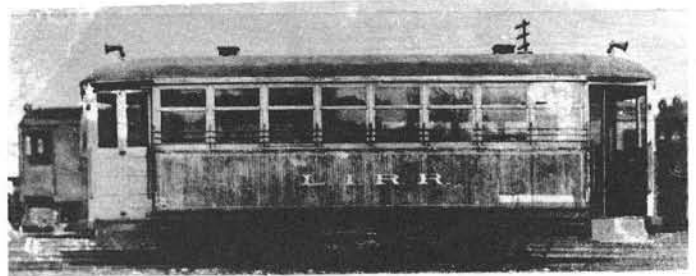
This started as a rural interurban line in May of 1902, name being Mineola, Hempstead & Freeport connecting the shopping and political center of the remote eastern County of Nassau, with the thriving fishing and resort area of Freeport, and the county seat at Mineola, Garden City-incidently connecting midisland and south shore which the L.I.R.R. never did.

Service was strictly on a slow horse and buggy basis, till the trolleys came. Even as the North South line was going in, its hub at Front and Main Streets in Hempstead saw the interurban line to connect the rural seat of Hempstead with the biggest Queens county village of Jamaica being constructed.

The promise to build that line as well as the cross country line being the key to approval of the

charter of the M.H.&F. The Hempstead Turnpike to the Queens Line also opened later in 1902, the Long Island Electric carrying the Traction along Jamaica Ave. into that village.

I would like to add not without a few trials and tribulations from the L.I.R.R. the North South line went along Henry, Greenwich and Nassau (which becomes Main St. in Freeport) that meant crossing the L.I.R.R.



*L.I.R.R. battery-Electric Car #1  
in West Hempstead, NY.  
--Sigfried Collection*

I do not believe it was as bad as the Santa-Fe-Rio but it had its points. The trolley finally crossed at grade. The L.I.R.R. dug in and blockaded the Main St.-Franklin Ave. line North to Garden City and Mineola, till well after the official opening, when the courts finally decided on the trolley, but the railroad won on the old cry of "Safety," and the Pike crossing in West Hempstead required a steel trestle over the L.I.R.R. branch about where "Skleins" parking lot is now.

A little further on the old village along the South Shore clamored for their trolley (even then the L.I.R.R. service seemed to be lacking something) and the Southside line was built in 1904.

*continued on page 34*

*Achievement Program, con't.*

also get AP information and applications from this address, too!

Before closing shop, let me present Northeastern Region's latest AP certificate recipients:

MASTER BUILDER - CARS:

*Dave Messer*

MODEL ENGINEER - CIVIL:

*Bob Van Cleef*

MODEL ENGINEER - ELECTRICAL:

*Bob Van Cleef  
Andy Quince*

ASSOCIATION VOLUNTEER:

*Dave Messer  
Gordon Teel*

ASSOCIATION OFFICIAL:

*Frank Skutsch  
Dick Towle*

MODEL RAILROAD AUTHOR:

*John Nelsen*

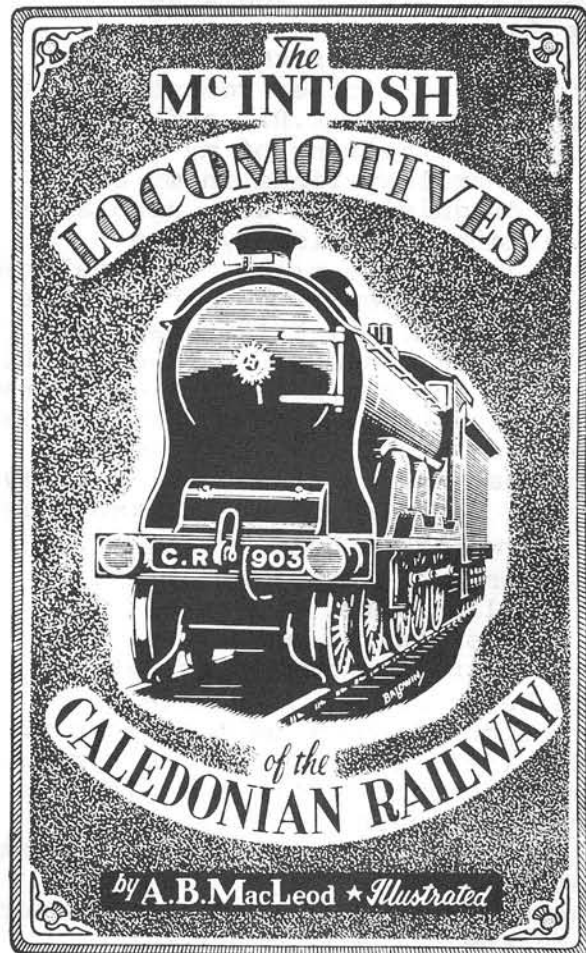
My congratulations, fellas!

*John*

*Under The Overhead, con't.*

underfloor power units. I'm sure Mr. Newbegin would be glad to hear from anyone interested in S-scale traction.

DIMINUTIVE ATLANTIC  
RAILWAY  
J.A. MacIntosh, G.M.  
150 Kildare Road  
Garden City, N.Y.  
"Route of the Bluenose  
Limited"



CONFLICT OF INTEREST??

Investigators are reportedly reviewing the motive power buying practices of Central Railroads of Long Island affiliate, the Diminutive Atlantic Railway. Line officials have curiously favored one manufacturer since present top management came to power on the carrier.



# MONTH



All three groups have joined promotional forces and created special "National Model Railroad Month" kits for dealers and for clubs and individuals. Aside from a 50¢ postage and handling fee required by new postal rates, there is no charge for either version of the kit. Kits may be ordered now, for mid-August delivery, by contacting John W. Nelsen at 5 Edgewood Drive, Syosset, NY 11791. Be sure to include 50¢ for EACH kit ordered (no stamps, please) and specify which kit, dealers or club/individual, you want.

In addition to the promotional aids and information provided in the kits, "personalized" assistance will be made available to "Month" participants. Northeastern Region members should contact Doug Handy, PO Box 798, Springfield, VT 05156. As the NER Public Relations Committeeman responsible for coordination of NER-NMRA promotions, Doug should be able to help you solve specific local problems that might crop up in your planning for "National Model Railroad Month."

A word of caution ... to avoid any unnecessary delays, order your kit NOW and read it carefully BEFORE calling for further assistance. You will be surprised the number of questions and problems that can be answered right from the kit.

Remember, this is a perfect time to show "outsiders" to the hobby the pleasure and satisfaction it brings. Keep in mind, though, success takes serious planning.

Fifteen minutes over the Patomac, we paused in Alexandria to substitute a coach-load of kids for another group bound for Quantico. Beyond the next stop, at the Marine Corps haven, we were permitted to make our way back to the rear vestibule for a lengthy survey of the rapidly-passing Virginia landscape.

Dalgren Junction, the stop at Fredericksburg, Milford, Doswell (C&O's passenger line diamond), the speed restriction running down the Ashland main drag, and the final approach into Broad Street Station all faded from our view as we stood on our private open observation platform.

A Richmond Terminal switcher cut our train and added a few more headend cars. Shortly after 2 p.m., we were in a Petersburg taxi for the short ride to the N&W depot downtown.

Norfolk & Western tickets 7027 and 7028 read "good for one passage from Petersburg, Va. to Williamson, W. Va." and stapled to them were receipts for two roomettes in Car #30 west of Roanoke. Since this would be our last trip over the Blue Ridge and into the Alleghenies, we opted for 1st class, all the way.

Our two-hour layover was spent camera in hand; the station, an eastbound manifest freight, #4--running about 30 minutes late--as she loaded mail and express, none escaped our lenses.

After a quick snack, we joined the two dozen-odd people on the westbound platform to wait for #3. She was running late, too--about 20 minutes off the "advertised." Finally, she bore into view and our wait was over.

#3 had two Geeps, several baggage cars, a stainless-trimmed dome coach, two sooth-sided

(Continued on Page 3)

**If you're on the Outside  
you're missing half  
the Fun!**

National Model Railroad Association, Inc.  
Box 1328, Sta. C, Canton, Ohio 44708

streamlined coaches and a matching diner-lounge; all wore the famous blue N&W livery with gold letters.

We quickly stowed our gear and, climbing up into the greenhouse atop Car #1211, claimed a pair of seats for the just-starting show.

Behind the two Geeps, we slowly began to roll out of Petersburg and through the rolling hills of the Appomattox River valley.

Passing Jack, we joined up with the freight belt line which bypasses Petersburg. Moving along at a steady pace, we made scheduled stops at Blackstone and Crewe; at Burkeville we rolled through to the right onto single track and paused at Farmville. At Pamplin, we rejoined the low-grade main and journeyed on until being flagged at Appomattox.

It was hard to imagine a war being fought over this peaceful Virginia farmland just over 100 years ago---much easier, we said, to recall the days of a decade ago and wonder how it must have been when A's, J's and Y's fought daily battles with straining grades in the Blue Ridge foothill range.

Soon we were through Phoebe, where another belt line broke away from the main to bypass the Lynchburg city limits. Our old gal, #3, stayed with the main and, after dropping downgrade over some spectacular bridgework, soon crawled spritely into the Lynchburg station.

Pulling out about fifteen minutes later, still behind schedule, we gave up our watchposts in the dome coach and made our way back to the diner. It was in the diner that we found one of the real benefits of travelling first class on a first class railroad; any of the five complete dinner selections were on the house (actually included in the passage price). Since

this was a special night, we went whole hog.

Sipping our cocktails (made, of course, with THE bourbon ... Jack Daniel's), we could smell our steaks being broiled on the charcoal range in the rear of the car. As we sat contemplating the day past and the day ahead, the "Pocahontas" whipped through Forest and back onto the main. By the time we reached the Bedford flagstop, we were savoring what had to be the hottest bowl of tomato soup ever served on a diner---it was also, by far, the best.

By Thaxton, we were nibbling on an excellent salad; passing through Blue Ridge Summit we foresake the passing scenery to slice into tasty T-bones. As we approached the outskirts of Roanoke, we were washing down the last of an outstanding apple pie ala mode with a second cup of good N&W diner java. A most memorable repast, on a most memorable trip.

A lone waiter, we noted, was in command of the six pairs of 2- & 4-seat tables, as well as the lounge itself. Moreover, a single chef ran the galley. Their efforts to please the friends of "Pocahontas" were beyond reproach.

Once in Roanoke, we watched as a switcher yanked the diner from the rear and plucked a 10/6 sleeper from a storage track and into place behind the coaches. Meanwhile, one of our Geeps was replaced and the headend was beefed up with the addition of 2 Ice Capades cars and several more baggage cars.

Roanoke, of course, is the HQs for the N&W. The city lays claim to the N&W car and locomotive shops. We suppose that it was a fitting coincidence that saw THE Nickle Plate Berkshire (#759) at trackside, for here were built some of the best-performing steam

(Continued on Page 31)

locomotives in the entire country and now here was one of the last active steamers ... viewed from one of the last pre-Amtrack passenger trains.

Having checked into our roomettes in Car #30 (tonight it was the "McDowall County"), we again headed for the vistadome. #3 was on her way again, pulling out from Roanoke and past Shaffers Crossing. West of Salem, we were mesmerized as the grades began to steepen and the train weaved in and out of the more and more frequent curves perched on the evening-lit mountainsides.

First to the left, then to the right, then left again. Through a shallow cut, out on a short fill, and into a deeper cut...the Geep headlight playing its yellowish beam on rock-slide protection fences, grassy slopes and, then, back onto bare earth and rock again. These scenes kept repeating themselves as we climbed into the rapidly gathering darkness, a darkness occasionally pierced by the dual-green color position block signals which beckoned us on through a mountain land back-lit with a sliver of last-quarter moon sitting high in a midnight blue sky.

Sitting in the front seats of the "Pocahontas" vistadome, it was easy to imagine that we were up in the lead Geep. More than once we were tempted to call "clear" to our partner on the opposite side. From our vantage point we could see nameless villages and towns flash by, each nestled in quiet sleep down to our left. It was disheartening to think that the Indian princess was almost down to 4 remaining runs.

Suddenly we saw a medium-approach indication, followed by a slow-clear. We were shunted over onto the left-hand main and alongside the platform at Christiansburg.

Less than a minute later, we were moving again and crossed back onto the westbound main, back into the mountain darkness.

Several minutes out of Christiansburg we saw the line to Bristol, Tennessee head off to the left at Waldon, and then we seemed to get lost in the night's emptiness. Somehow we were led through a maze of tunnels and out onto the upper reaches of the New River. Nearing Belspring, we crossed over the stream and charged into the opening of a cliff-face portal of a mile-long tunnel. After passing Parrot and McCoy, we noticed the time and, deciding that sleep would be welcomed come morning, reluctantly left the dome for the comfort of our beds.

Stretched out in our bunks on the right side facing forward, we watched out the darkened compartment windows for a while, noting the short pauses at Parrisburg and again at Narrows--each with a lone disembarking traveler. Somewhere east of Bluefield we finally fell asleep, deep in the slumber of Kings only George Pullman could have provided.

There are different kinds of sleepers as well as different kinds of track over which they run. We've slept in and over our share--or somewhat less if we could have everything--and possibly we were tired after a long day. Whatever, we slept quite well. It probably had a lot to do with the heavy rail and well-maintained N&W roadbed.

*(Part Two appears in Issue #94)*

NEW YORK & SOUTH SHORE  
RAILWAY COMPANY  
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Part of the Central of  
Long Island System

AMERICAN RAILWAY  
CORPORATION  
Aram R. Chankalian, Jr.  
28 Lindbergh Street  
Garden City, N.Y. 11530

The Estate Counseling Committee has to regretfully advise her of some things which YOU might better have told her from the start -- there are many big and little problems involved in the disposition of models and other hobby equipment. For examples:

1. Locomotives and cars which have seen considerable use will bring very little in comparison with their original purchase prices. Depending upon condition, your return is perhaps an outside 10%-25%.

2. Newer equipment, if you can find a willing purchaser, might bring a return of as much as 50%.

3. Used track, controls, etc., will bring whatever a person is willing to offer for it -- IF you can find someone who can use it!

4. Layouts come under the same category, only more so!

Several members of our committee recently looked at the most beautiful home layout I've ever seen. The deceased modeler had spent more than 5 years building it, and a good \$1000 in materials alone. The controls were very extensive and elaborate, and no one but he knew how to operate it.

The modeler's widow figured his layout should bring a good price. We were obliged to advise her that it would bring next to nothing. It was built as one unit, could not be separated into sections without destroying it and was far too tremendous to be moved in one piece. The junk value would not even justify the time involved in careful dismantling.

When you advertise in local papers, you usually get responses from folks looking for toy trains at a bargain. Very rarely do you come across someone who is genuinely interested in and aware of the value of scale equipment. Advertising in the hobby

magazines usually results in a good deal of correspondence with people who take the trouble to answer. Unfortunately, hobby magazine ads also lead to generally a piecemeal disposition of estate properties.

All of this is particularly discouraging to the widow who has been led to believe that she has a valuable asset. We should all make it a point to read the information sheet "JOURNEY'S END, prepared by the NMRA Estate Counseling Committee. Moreover, we should stop kidding ourselves about what our equipment would bring at a forced sale after we are gone.



Contact:  
Convention Chairman:  
Duane N. Damgaard  
29043-59 Place South  
Auburn, Wash. 98002  
Phone: 206-839-4930

**Plan for the  
Evergreen  
Convention.  
Seattle '72**





**If  
Just  
1  
Friend of Yours  
Joins NMRA...**



NMRA has grown to become one of the **LARGEST** Associations of hobby craftsmen. All of our members have benefited from this growth through a substantial increase in services . . .

- The **BULLETIN**, our official publication, now stands as one of the world's leading hobby publications.
- NMRA is speaking with an increasingly stronger voice on equipment standards and recommended modeling practices.
- There are more NMRA-affiliated clubs in operation today than ever before.
- Member-aid services, such as Tape-Slide clinics, are expanding rapidly.

And, there's more in store down the iron pike! Each new member helps NMRA provide bigger and better services. If all of us pull together and each enroll just one new member, NMRA's growth and service potential would double overnight. Needless to say, everyone in model railroading would share in the fruits of this growth.

**TAKE A FEW MINUTES NOW AND ASK A FRIEND TO JOIN!**



## SPECIAL RAILROAD EXPRESS

The COUPLER Staff extends our congratulations to Mr & Mrs. John Nelsen on the birth of their first child.



Continued from P. 27

It went from the Freeport line at Bidell St. along Atlantic, Davison and Woods Ave. into Rockville center where the L.I.R.R. was crossed (remember my piece about the trestle behind the lumber co.) and the Traction proceeded just North of the L.I.R.R. right of way to the Springfield gardens at 230th St., then it passed under the railroad along the North Conduct and finally Rockaway Turnpike and 101st Ave.

There it joined the Kings county Elevated Ry. at the Brooklyn Queens border on Liberty Ave. The last section of the system was along the Jericho Turnpike and it reached from the old end of the line at Franklin Ave. and Old Country Rd. by bridging over the L.I.R.R. main line and running North to the Jericho Turnpike.

The L.I.E. was joined along Jamaica Ave. (used by the Hempstead Turnpike line on the L.I.E. spur from Queens village to the Nassau line at Belmont Park) and the L.I.E. Jamaica Ave. line as far as 160th St., was in use from thereon.

The Jamaica end connections were with the Brooklyn Rapid Transit and a connecting line of the L.I.E. south to its Liberty Ave. main line which joined south at New York Ave. It then crossed the Traction on North Conduct St. and continued South to Far Rockaway.

This is just a taste really- if you want more try to read Sigfried's book. I say try because they are long out of print. I own them. Feel like a visit? I might add only if you'll write a few of your own reminiscences for the enjoyment of all that are unable to do so.

## A La Cuisine

Quickie Gandy-Dancer  
Soup a la D&R Maitre  
d' Dining Cars.

Quickie Gandy Dancer Soup a La D&R's Dining Car Maitre d'  
Take a large, economy size can of Campbell Vegetable-Beef soup (or any other soup with a hearty beef stock) and cook in a large open sauce pan. Add only 25% of the water normally recommended.

For a quart of Vegetable-Beef, add 1 tbls. catsup, a dash of onion salt, a dash of garlic salt, and one half cup of grated parmesan or American cheese.

Le Wagon-Restaurant Canado -  
Restaurant

Préparer et garder au bain-marie, sur feu lent en attendant de servir.

CREME DE CELERI CHANTILLY- Ch-  
auffer ensemble 3 boîtes de  
soupe à La Crème de Célerie,  
3 boîtes de lait, 1 tasse de  
crème,  $\frac{1}{2}$  tasse de célerie en  
petits dés. Laisser chacun  
garnir à son gré, en accomp-  
agnant la soupe d'un bol de  
crème fouettée, un de persil  
ou de ciboulette émincée, un  
de fromage râpé ou d'huitres  
fumées.

A tip of the Engineers cap to  
Mrs. Pauline Rousseau of the  
MP&C RR (N Gauge) Lowell, Ma.

\*\*\*\*\*

I am neither old enough nor wise enough to hold this spot by myself. Oh the Traction and the Electrics, they are but memories, torn out in the 20's just before I was born.

There is nothing left but a few rails buried in the streets in several of the villages. There is a bit of an old trestle behind a lumber co. on Rocklyn Ave. in Lynbrook.

Ira Rothberg

# MEMBERSHIP BLANK

Ted Ritter, Office Manager  
42 Sunset Terrace  
Vernon, CT 06066

Please enter (renew) my Northeastern Region membership for the term indicated below. Full dues payment is enclosed herewith.

( ) Life Membership \$30.00  
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CITY: \_\_\_\_\_ MAIN HOBBY INTEREST: \_\_\_\_\_  
STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_ AGE: \_\_\_\_\_ NMRA #: \_\_\_\_\_ NER #: \_\_\_\_\_

## Courtesy

C  
O  
U  
P  
L  
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R

The practice of pass exchanging is said to have gotten its start shortly after the number of American railroads passed one. Carriers extended courtesy passes to their fellow railroad men, prominent business and industry men and myriad VIPs who held a certain influence over the future destiny of individual railroads.

This column is for the use of those in Northeastern Region who would like to extend the courtesy of their home or club railroad to others. A request for a listing of your pass, accompanied by a sample, should be sent to William G. Lorence, 82 Edmore Lane, West Islip, NY 11795

ATLANTIC & NORTHERN RAILROAD  
H. William Brundage, President  
62 East Genesee Street  
Skanateles, NY 13152

BANGOR & WATERVILLE RAILROAD  
Robert Trainor, President  
1625 Central Avenue  
Wilmette, IL 60091

CONNETQUOT MODEL RR ENGINEERS  
c/o Edward Jablonski, President  
25 Race Lane  
Oakdale, NY 11769

MANUNKA CHUNK RAILROAD  
Marilyn Lorence, President  
82 Edmore Lane  
West Islip, NY 11795

MOHAWK CENTRAL RAIL ROAD  
John W. Nelsen, Agent  
5 Edgewood Drive  
Syosset, NY 11791

NEW YORK & SOUTH SHORE RWY  
Ira D. Rothberg, President  
2714 Hyacinth Street  
Westbury, NY 11590

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SOUTH BAY RAILROAD  
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288 McConnell Avenue  
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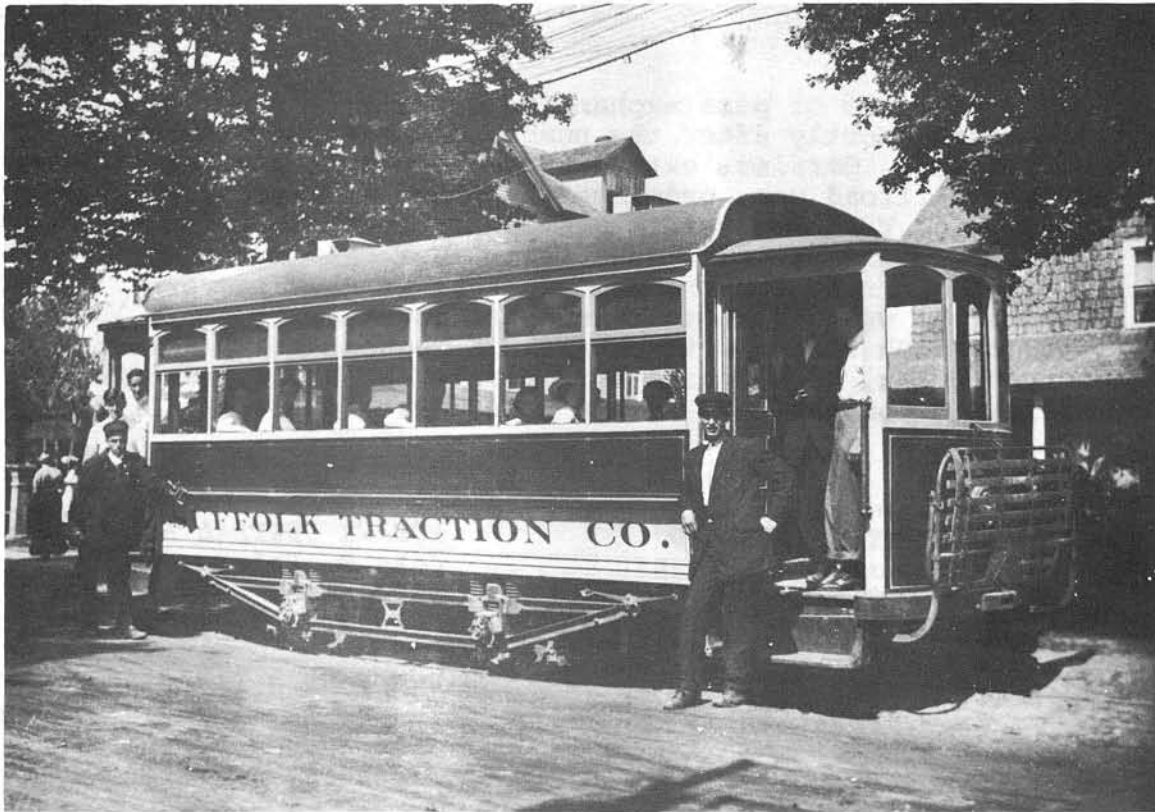
# THE COUPLER

42 Sunset Terrace  
Vernon, CT 06066

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

THIRD CLASS MAIL

Address Correction Requested  
Return Postage Guaranteed



Suffolk Traction Company #1 ... westbound on  
South Ocean Avenue in Patchogue, LI (c. 1910)

--Charles Vollmer Photo