

No 94

Oct. 1971

# THE COUPLER

Official Bulletin of the Northeastern Region

of the National Model Railroad Association



UNITED AIRCRAFT'S "TURBO" -----

THE MAIN PROTOTYPE ATTRACTION OF OUR FALL CONVENTION OCT. 8,9,&10 IS SHOWN AT PROVIDENCE STATION WITH "THE BILTMORE" NER'S CONVENTION HOTEL IN THE BACKGROUND.

...Photo by Alan Bialek  
Providence Convention Committee

## WE'RE NUMBER 1!



On July 30, Bob Bast sat down to tally the Region-by-Region membership data from the past 12 months. It didn't take him long to find that Northeastern Region earned the TOP spot in "Honor Region" competition for 1970-71.

According to Bob's trusty old abacus, NER was well over the "quota" on total NMRA membership (2929 actual vs. 2793 quota), on 100% Clubs (7 vs. 5) and on Life memberships (174 vs. 173). Says the Canton Sage, "NER went over the top by a total 138 members. The nearest rival was PNR, which was over the total quota by 63.

In addition to NER and PNR, NMRA "Honor Region" awards go to BR, MCoR, MWR, NCR, NFR and SER. Niagara Frontier took individual honors in the 100% club "department", Mid-Eastern was number 1 in the Life Member category and PCR topped the Regular Member category. Pacific Coast and MER fell short, however, of the full "Honor Region" quotas for their respective Regions.

To each and every one of you who took time this past year to introduce another modeler to the National Model Railroad Association and Northeastern Region, *THE COUPLER* says thanks. A real note of appreciation goes to all, especially Ted Ritter, Dick Towle and the Bettingers ... our "on-the-ball" membership boosters in NER. Y'all surely deserve a big pat on the back!

## "I'VE BEEN THERE BEFORE!... O&X!?!&S"

Ever read about NER Board of Directors meetings and picture stuffed shirts, smoke-filled rooms and political boredom rampant on a field of hot-air blue? If you have, bunky ... well, you ain't NEVER seen the real thing!

Oh, I'll admit our recent get-together in Manchester-by-the-Sea saw some work accomplished! We put in two four-hour sessions getting the Region's business in order so we wouldn't need day-long meetings in Providence that would be guaranteed to cure the more intelligent [i.e., non-elected] member of the most severe case of insomnia. But that was only the beginning, Moishe!

Picture two cars, one piloted by Doc Dias and the other by Fred Driscoll, touring the north shore of Massachusetts Bay. Object of the tour, of course, was seeing a group of Hub Division layouts built by members of the "NER Machine." First stop was Al and Rita Lalime's place in Swampscott [where?]. Limey's fantastic dispatcher-controlled and prototypically operated pike left us awed and jealous. Next, we went to Danvers and Ivon Preble's house. One gets the strangest feeling as he stands over Ivon's famous pike and hears an "old master" tell of how it hasn't run in two years. A certain President will cure that, though, in time for the Salem '72 gathering of the clan.

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# THE COUPLER

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

## IN THIS ISSUE

This edition of THE COUPLER is going to ALL members of the NMRA who live within Northeastern Region. Consider it my personal invitation to all to share in the wide-ranging enjoyment NER brings to its members and their families. We've got a lot to offer ... the Providence Convention, for example ... and we want everyone to JOIN in the fun. After all, we are model railroaders for the FUN of it ... right?! R.S.V.P.

Conventions, whether National, Regional or Divisional, are a very informal way of extending our hobby beyond the basement, club room or wherever that favorite pike is located. They may seem "old hat" or "stuffed shirt" but, believe me, they're not. No way! Conventions have opened goodness-knows number of friendships and have brought a pile of great times. They never really turn out to be "summer reruns" of ones before them. They're just part of the icing on the cake of model railroading.

Icing? Now the plug! I'd like very much to meet each one of you and broaden MY world (and, maybe, yours). We cut NER's 25th Anniversary cake at Providence ... I'd like to share it and all the rest of the big doings with y'all.

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PATRONIZE COUPLER ADVERTISERS

## ANNUNCIATOR

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

The National has its excellent Tape-Slide Clinics program; NER now has a motion picture library program to compliment it. By a judicious pulling of a few strings and by contacting certain mysterious friends, we've managed to begin accumulating a rather wide-ranging movie roster for use by NER members. For full particulars, drop me a line.

Last issue we began a discussion on books for the railroader's library. Next issue, once again by way of judicious string-pulling and contacting of mysterious friends, this column will take the wraps off a special book offer [reduced rates on excellent titles and such] and an interesting contest that will provide y'all with a good chance to finance more materials for the pike or books for the railroad library [or whatever else you feel like using the \$100 prize for].

Now is the time to start thinking about the year ahead. We've got two big Region clan gatherings coming up; Salem in Spring, New York City in Fall. There's also the National Convention in Seattle [beautiful country]. This is also the time to do some thinking about THE COUPLER and what we'll present in the coming 12 months. Anything you care to suggest will be welcomed ... we "volunteers" can only do so much. We'd appreciate hearing from you ... even if you've a big bone to pick!

73,

Don

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## "D&X!?!&S" con't.

You say that's just normal, Marmaduke? Well, Saturday night's finale was still to come!

Freddy was the guide; he swore he had "been there before!!" So, we headed for George and Trudi Konrad's place at 5 Terri Road in West Peabody.

The route we followed looked like the quarterings of a hungry ant; up and down, back and forth. Our eyes were all peeled for that mysterious road called Terri. But all we found was Temi -- almost! We passed Temi twice and drove a bit of it the third time around. Then some policemen found us and were able to be persuaded that we WERE lost -- so we wouldn't spend the night in jail as would-be cat burglars. The Brothers Hayden must look honest -- which shows the basic naivety of certain of the local constabulary. They set down explicit directions which led us to --- THE OTHER END OF TEMI! I must see what the middle of that road looks like some day now that we've thoroughly explored both ends.

Back to a roadside phone we went. Freddy and Doc chimed in unison, "Call Trudi!" We must've found an English phone because not only wouldn't it accept the dime Freddy had, it wouldn't dial the right number for him and wouldn't get an operator either! So, we used my dime and a swift kick! Trudi then gave us more left and rights [rights and lefts] and off we went down Roosevelt Drive [or was it Avenue]. Then -- NO, Fred, Trudi said left around the curve and THEN right ... or was it right-left-left? If only

the sun was up and we could shoot the sun for bearings!

We then woke up some poor soul with a plea for H-E-L-P!! He had no map but did have a gazeteer. There WAS a Terri! Where? Well, it ran into Heath. And Heath? It was off of Hamilton. So? "Oh, I know where Hamilton is! We went by it twice about an hour ago," Doc said. So now, with me navigating [roger, wilco and WAY out], we moved off again ... and got to our destination! As we turned up Terri Road, Freddy yelled "I KNEW I knew this place!"

Its a good thing we later wound up at Jack Brown's place to watch the Region press at work! Jack and Kitty know the way to George's and are kind to those of us who don't. "Make the next one a double DOUBLE, Jack!" A good, stiff one always goes good with a table full of Kosher ham, melon salad and any number of other diet killers.

Now then, Murgatroyd, still think your "Official Family" is sane? Did you ever boil lobsters and corn in garbage cans over charcoal fires [they were brand-new pails, Doc]? And if you haven't eaten Don Minnich clam chowder, son -- well, you just haven't lived. Best be wary though, for when Judy Harvey cracks a lobster [juicy] shell she does it with a certain finesse. All over Gordon Teel! Is that a political hint? Graham, by the way, was pretty well to himself -- too busy picking corn out of that beard and remembering the reason he came late. Did YOU ever lose a trailer wheel on the LI Expressway? And watch it roll by?

For the FUN of it,

*Ira*



## MOVEMENTS BUREAU

Oct. 1 Bay State Society of Model Railroad Engineers holds 3rd annual open house and auction; Clubroom at 45 Poplar Street, Roslindale Square, Boston. Contact: Dave Waddington, Box 162, Boston, MA 02101.

Oct. 3 300-mile fantrip via Grand Trunk Railway through Maine, New Hampshire and Vermont. Sponsored by 470 Railroad Club. Contact: Phillips Prince, 73 Skylark Road, Portland, ME.

Oct. 3-4 D&H Fall Foliage Excursion, Albany, NY to Killington, VT; stops for side tours; overnight lodging and much more. Fares: \$39.50, Adults; \$19, Kids. Contact: Rail Associates, Dean Hill Road, Killington, VT 05751.

Oct. 23-24 Boston Street Railway Association Meet, Holiday Inn, Route 9, Framingham, MA. Contact: Frank Muise, 20 Lodi Street, Marlborough, MA 01752.

Oct. 30 Sunrise Trail Division open house, Dowling College Gymnasium, Oakdale, NY. Contact: Bill Lorence, 82 Edmore Lane, West Islip, NY 11795.

Nov. Nat'l Model Railroad Month

Nov. 6 Garden State Division "Rolling Meet" to Baltimore Trolley Museum and B&O Museum. Special P-C "Metroliner" from Newark. Contact: Rix Beals, 2 Lexington Road, Somerset, NJ 08873

Nov. 6 Hub Division open house and meet. Displays, etc. Contact: Larry Bailey, 522 Grafton Street, Worcester, MA 01604.

Nov. 26-28 West Island Model Railroaders, Inc., host National Model Railroad Month Open House, 372 Old Country Road, Hicksville, NY. Operating 20'x60' layout, prize raffle [complete 4'x8' layout as first prize]. Contact: John W. Nelsen, 5 Edgewood Drive, Syosset, NY 11791

ALL "MOVEMENTS BUREAU" INFORMATION SHOULD BE SENT DIRECTLY TO THE NER SECRETARY, AS THIS IS HIS COLUMN!! THE ADDRESS: Bill MacIver, 200 E. Willow Grove Avenue, Philadelphia, PA 19118.

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## ERRATA

Surely proving that editors and staffers make mistakes (huh?), it must be pointed out that we erred several places in the last issue. To make matters even worse, our errors involved US!

"Service Suspended", which debuted last issue, was penned by Ira Rothberg; the D&H 2-8-0 article was concocted by Ye Editor; the 0-8-0 emerging from the snowshed in "Whistle Stops" is owned by Engineering Editor George Konrad and runs on his Mineral Point and Western.

UNDER THE OVERHEAD

by John Vulese  
10 Leyland Avenue  
Haverhill, Mass 01830

## TRACTION PERIODICALS

In addition to MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN, we traction types have two other publications to keep us informed. One is the monthly TRACTION AND MODELS; the other is TROLLEY TALK, a bi-monthly bill-of-fare.

TRACTION AND MODELS is entering its 7th year of publication. At 75¢ per copy, its now available at many model shops and also directly from the publisher: Vane Jones, 6710 Hampton Drive East, Indianapolis, IN 46226. Mail subscriptions are \$7.50 annually. T&M has been averaging 50 pages in recent issues and has an excellent mix of articles, plans, photos and current events information.

TROLLEY TALK has been around for some 15 years. A subscription is \$2.00 a year -- don't believe its currently available at hobby shops. TT's address is 59 Euclid Avenue, Wyoming, OH 45215. In an average issue, there are usually 10-12 pages, excellent photos and much useful data. The last few issues have covered the Atlantic City Transportation System, Brilliners, the "Red Arrow Lines", and an excellent survey of traction work equipment. The model side of TT favors 0-scale, but prototype articles, excellent photographs and car plans make it a valuable addition to any fan's reading list.

## MOVING A TROLLEY LAYOUT

As this column is being pounded out, my *Littleton & Northern*

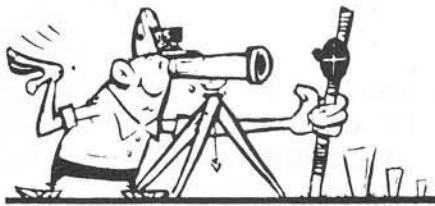
is temporarily out of service. The old cellar had clear walls for a distance of 30 feet, with the controls in the middle of the line, and the line was built in five sections along these walls. When we moved into the old house, the line was not set down with thoughts in mind of a move. We did, however, built it so that it could, if necessary, be dismantled for a move without destroying all the work. Some--both?--of this column's readers might find our ideas useful in building their own lines.

First, build on a series of tables no wider than your widest exit in the train room. In our case the width was 30", which is not a bad width for traction ... considering the reach to the far edge when a car decides to jump the track. The length should be no GREATER than 8 feet. This is an easily handled length when you've got two able bodies; perhaps one man could move it if a good bracing system were used in initial construction [and with the assumption the one man's back was in tip-top shape]. We found that two tables of this approximate size can be cartopped very easily.

Second, give strong consideration to which sections are to be reuseable and which can be taken as "expendible."

Most of us have a leaning for a particular type of railroad and we'll build that line wherever we may move. Okay, so what we have to do is build the major features of the favorite line on those

(Continued on Page 17)



## ENGINEERING DEPARTMENT

### EX-L&N POWER GIVES DAN MORE DASH

by John W. Nelsen

Some 90,000 rush-hour commuter types may not agree, but Governor Nelson Rockefeller was right when he said the Long Island Rail Road would be the "nation's finest!" Where else but on the "Route of Dashing Dan" could you find FA-2s sharing top billing with new high speed Budd m.u. cars as equipment destined to move the carrier into the '70s? "FA-2s?", I hear ya askin'.

Yup, and in "push-pull" commuter service to boot! Six Alco FA-2s, former Louisville & Nashville jobs of 1956 vintage, sharing the cream of non-electrified territory runs; much like the D&H and its classic PA-1s, the LIRR has achieved major accomplishment.

LIRR Mechanical Engineer Frank Field, Jr. tells us the FAs and the "push-pull" consists they ride are proving to be "damned good units." Frank says crews assigned to the new lash-ups are running the wheels off of them and are now proving that "more such equipment is not far over the horizon."

We recently queried Frank as to why LIRR brass chose the ex-L&N freight locomotives for this new

commuter service. He replied, "we are an all-Alco road and the FAs were the best engines we could get for the money available. Looking over everything the 'market' had to offer, we felt sure the FAs would be our best all-around bet!"

The typical LIRR "push-pull", according to Frank, consists of an FA-2 [converted to a "power car"], a slightly-modified Alco C-420 diesel locomotive and up to 8 converted T-72 class m.u. trailer cars. The modified C-420s always run on the west end of the trains; the FA-2 conversions on the easterly end. Thus, the C-420s pull the westbound runs and push all east movements.

"To convert the FAs," Frank says, "we had General Electric [our supplier] remove the traction motors and certain train control equipment. Through the use of special 'jumper' cabling systems, the engines now provide 650 VDC for heating, lighting and air-conditioning the cars."

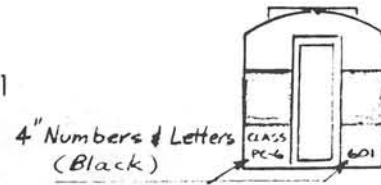
As noted above, the cars are T-72 class m.u. trailer conversions. The conversion job, according to Frank, amounted to removal of 3rd rail shoes and shoe beams and replacing automatic air hose coupler systems with the conventional non-electric air hose couplings. Frank tells us that "each car still has its traditional air-door system, the power for same coming from the converted FA-2. As with all other functions that normally obtained power via the 3rd rail," he says, "the boarding doors are dependent upon the FA power generators."

The 12-cylinder Model 244 prime movers tucked into the classic

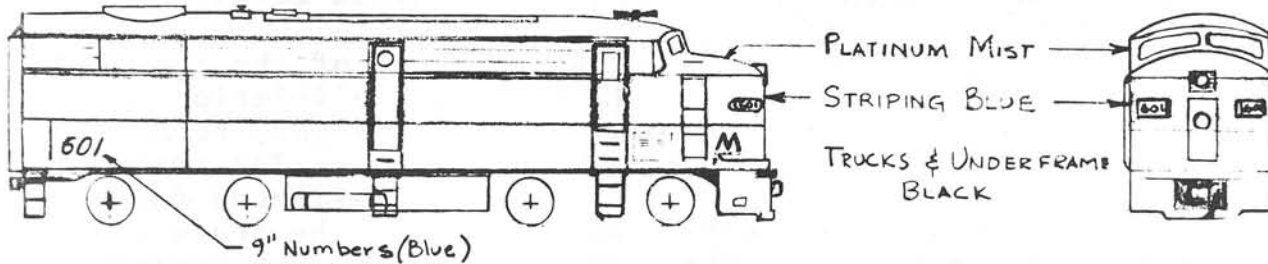


# THE COUPLER

BRAND: Amsterdam Color World  
 TYPE: Special Finish Porcelain Enamel  
 COLORS: Platinum Mist (4PM89)  
 Striping Blue (2300)



9" numbers carry 1/8" black borders and have 18" space between; 20° slant right



Scale: 1/160

LIRR FA-2

WGL 7.29.71

"chop-nose" PA-style Alcos run at constant speed to produce the 650 VDC. Normal throttle is 6th position, 4th transition; equivalent, Frank tells us, to a peak load of about 25%. Even a die-hard Alco buff such as I finds the constant rumble of the FAs a bit unnerving, especially when riding the cab and the revs don't match the varying loads of starting, stopping, etc. But, in this day and age, one cannot have everything just right; I feel fortunate in that my backyard is part of the largest FA fleet in scheduled operation's "turf."

The "jumper" system designed by the LIRR mechanical brains is a gem. The 650 VDC is carried via pairs of 4-point jumpers to auxiliary equipment on the cars. Return is accomplished via pairs of single point jumpers. The various train control circuits are run on a 27-point jumper, while all remaining circuits are carried in a final 12-point jumper. A bit confusing, I'll admit ... but really simple when [or if] you get right down to it.

## VITAL STATISTICS

Builder: Alco-GE  
 Year Built: 1956  
 Year Converted: 1971  
 Weight: 243,500  
 Tractive Effort: 60,875\*  
 Power Plant: 12 Cyl.-Model 244  
 Numbering Data:

LIRR	L&N
601	317
602	309
603	315
604	314
605	310
606	321

(\* ) Not applicable on LIRR units.

But, enough of the technical information ... time I turn my whole attention to some LIRR/L&N FA-2 history

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## PROTOTYPE PRACTICES



by charlie gerow, jr.

We'd like to start off by examining the various uses of a simple trailing-point crossover, located about 30 minutes time out on a double-tracked suburban zone trunk line [see diagram below].

The primary use of this crossover is in "turning" m.u. trains; during off-peak hours, every other train goes only to this point and doubles back to the metropolitan terminal. Since the trains to be turned here are only scheduled as far as this point, and scheduled to return, no train orders are required by the Rules.

Such an eastbound train stops at the station, discharges its passengers, and leaves a flagman on the platform to protect against following trains (Rule 99). The train then pulls past the crossover and the conductor looks to see if any westbound train is approaching [in this case, signals east of the station are clearly visible from the crossover].

Aligning the turnouts for the diverging route protects against any westbound train that has not passed the signal and the motorman, who has by now reached the other end of the train, pulls his consist across onto the westbound main. The cross-

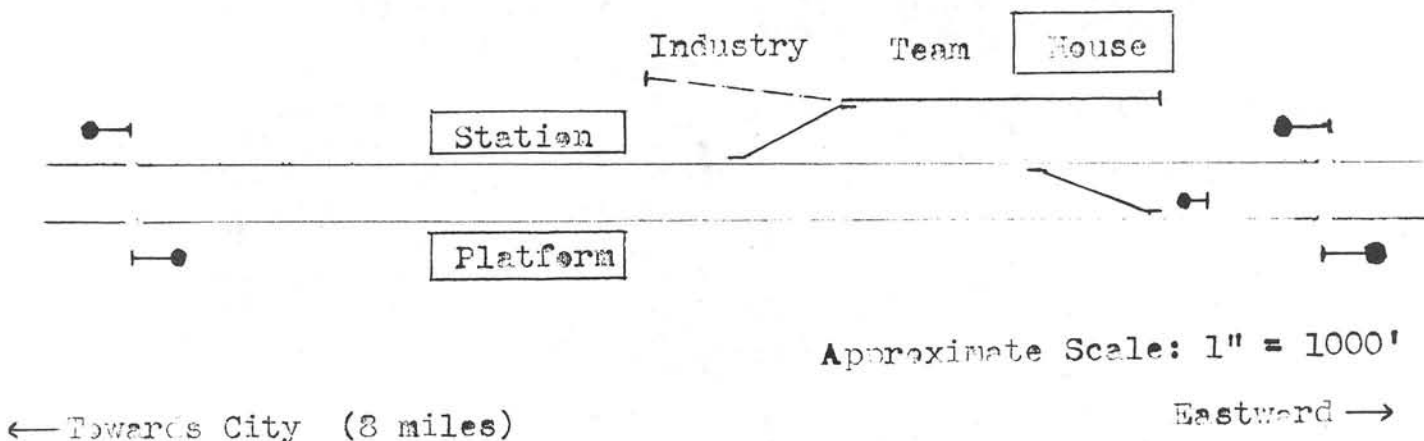
over is restored to "normal" and the train proceeds back into the station to pick up passengers and recall the flagman (No other protection is required because of the provisions of Rules 99 and 251 in Automatic Block Zones).

Another use of the crossover here is to allow an inferior train, such as a local freight, to be passed by a following superior train. Let us assume a westbound freight has work to do on the house track but that a following passenger train is due before the moves can be completed. The schedule also indicates no eastbound train is due for at least 10 minutes after the westbound.

The DS is called from a line-side phone and permission is obtained from him to have the freight occupy the eastbound track until the passenger string has passed. Since the signals west of the station are not visible, protection must be provided against eastbound trains. When Rule 99 has been complied with, the local backs across; when the westbound passenger train passes, the DS is notified, and permission is requested to again occupy the westbound track. If it is granted, the local freight can pull back out onto the main, do its house track work and then leave for other stops on the line.

If an eastbound superior train had been due in within 5 minutes of the time the local should have cleared for the westbound passenger Rule 87 would have called for use of a Train Order. Otherwise, the local would have had to wait for the eastbound's departure before calling for

Great Kills, N.Y.  
SIRT (R&O)



temporary clearance on the eastbound main. The latter option would have been the more likely one, since the eastbound train would not expect a westbound train to be occupying an opposing track. Moreover, Rule 208 states that orders restricting train movements must not be delivered at the point of restriction if at all possible.

A third use for such a crossover would be to allow an eastbound local to switch the industry shown in the diagram.

Yet another use would be to permit one of the two mains to be taken out of service for MofW work. In this instance, the zone between 2 such crossovers would become single track temporarily. If this condition of operation were to be scheduled for more than a few hours, normal practice would be to set up an Absolute Manual Block through the work zone. The "AMB" would have temporary train order stations at the

crossovers at each end of the zone. This would eliminate the requirement for issuing orders to every train running against the normal direction of movement. Instead, the normal Manual Block Rules (305-373) would be in force by the authority of a Special Instruction.

For the modeler, these examples will readily illustrate how some interesting and complicated situations (problems) can easily crop up on a double-track main. How many of us have thought to incorporate such a simple device into our scheme of model operations?

[Our terminology in this new COUPLER series comes directly from the Standard Code of Operating Rules, copies of which can be obtained from the Association of American Railroads, Washington, DC 20036. In some respects, terminology may differ from that found in the "NMRA Glossary."]



## RESTORING YOUR RAILROAD FLEET

by David R. Marlowe

I was recently contracted by the management of the Lone Wolf & Independence Railway to help refurbish a fleet of some 200 locomotives and freight cars. It seems that, like modelers, the LW&I uses FLOQUIL and SCALECOAT products in their paint schemes. Also, as with all up-to-date model equipment, the LW&I's equipment is assembled from various grades of polystyrene materials.

Now, the problem that faced the LW&I was "how to remove all traces of older paint without destroying plastic structures. They had discovered that when they submerged the equipment in commercial paint solvents [i.e., DIO-SOL] the plastic was destroyed. If they repainted and relettered over an old finish, most details would be hidden and old lettering would show through.

The LW&I was at a dead end when I was called in to review the problem and, hopefully, come up with a viable solution.

I knew of only one possible way to do the job ... use a solution of potassium hydroxide in non-metallic containers. Preliminary results had been excellent and it was decided the entire LW&I fleet

would be given the preparatory treatment of a potassium hydroxide wash. In short order, the equipment was cleaned down to its virgin surface for refinishing.

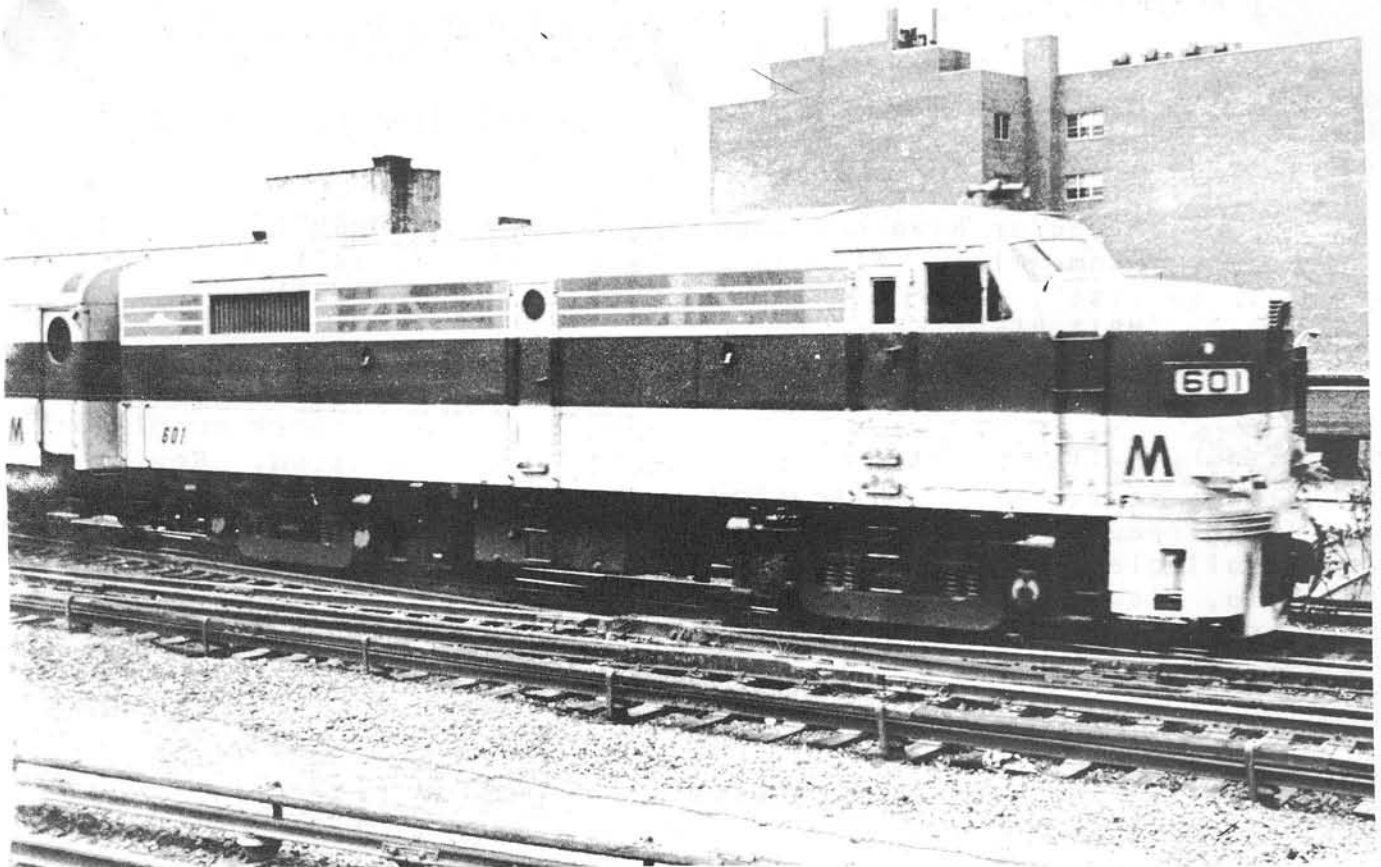
Application of this refurbishing system is simple. First, obtain at least one pound of KOH (potassium hydroxide) pellets at a local chemical or photographic supply house. Second, mix one pound of the pellets in a gallon of water. Be sure to add the pellets to the water, NEVER the other way around. Spread your mixing time over at least TEN minutes.

In mixing, NEVER use a glass container ... as the mixture becomes very hot. Once the solution has cooled sufficiently, immerse your to-be-cleaned equipment carefully in the container. A heavily-painted plastic car will take between six and twenty-four hours to become totally void of paint; a brass car or loco will normally take less than one hour.

Once the immersion time is up, carefully remove the model and hold it under a rapidly running stream of water for about four minutes. Make sure you wash off all traces of the KOH, or your new paint job will not adhere. Any stubborn paint spots that did not come off with the KOH and/or water can be whisked away with an old toothbrush.

**ONE NOTE OF CAUTION!** Potassium hydroxide is extremely dangerous. It will dissolve YOU as rapidly as it will FLOQUIL or SCALECOAT paints. When you use KOH, make

(Continued on Page 14)



*LIRR #601 (ex-L&N #317) at Jamaica Station, May 25, 1971. Rebuilt Alco FA-2 serves strictly as a "power car" and as remote-control point for running push-pull consist on the outbound, or eastbound trips from Jamaica.*

*---Original LIRR Photo from Nelsen Collection*

## MORE DASH FOR DAN, CON'T.

So well have the first two "push-pull" consists performed, they now share 'Second Section' assignments on the LIRR "Cannonball" to Montauk [America's only post-Amtrak "first-class/parlor car" consist].

Before coming over to the Long Island, the Alcos ran on the Louisville & Nashville. Charlie Castner of the L&N Public Relations Office, and an NMRA member as well, tells me that during their L&N service, "the FAs were concentrated on the Cincinnati and Knoxville-Atlanta

Divisions, hauling fast freights and tonnage coal trains." They also worked L&N branches into the Southeastern Kentucky coal fields in the Cumberland Valley Division area. "Certain of the engines," Charlie adds, "were equipped for passenger service [steam generators, etc.] and sometimes pulled Kentucky Derby Specials into the Louisville Station in time for the 'Running of the Roses!'"

In all, the newest additions to "Dashing Dan's" roster have an unusual tale of transition to tell. As Charlie recently wrote us, "the LIRR's use of our oldsters is quite unique, to say the least."

## INDUSTRY SEEKS ASSIST

Start digging through your pile of old kits and rolling stock! The Model Railroad Industry Association (MRIA) is looking for kits that were limited runs by many manufacturers and/or have not been produced for some time. Also on the "wanted list", according to Herb Braun [MRIA REPORTER Editor], are antique-type kits or those not manufactured for many, many years.

MRIA is planning a display of these kits at its next public show and is in need of all the assistance available. If you can be of ANY help, please contact Lynston Dick, c/o Historical Scale Miniatures, 829 Elm Avenue, San Gabriel, CA 91775. All items received by "Lonnie" will be catalogued by number and name, so the owner will have his item returned upon request without snafu.

This is a novel idea in displays and *THE COUPLER* would like to see NER members help our friends in the industry. Remember, these folks are in business to meet our needs and demands ... a good friendship between consumer and crafter is a commodity never to be slighted. We, as hobbyists, stand to gain much from even the slightest of aid.

## RESTORING, CON'T.

sure you wear glasses and rubber gloves. If you should splash any of it on your skin, flush the spot with cold water for AT LEAST 10 minutes.

If you follow the aforementioned procedures, there's no reason why you, like the LW&I, cannot upgrade all your old paint schemes and errors that once meant the scrap heap for otherwise useful equipment.



THE NORTHEASTERN REGION OF  
The National Model Railroad Association, Inc.



## ADVERTISING RATE SCHEDULE

Full Page	(7"x8½")	\$70.00
Half Page	(7"x4")	37.50
Col. Inch	(3-3/8")	5.00

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Non-commercial "pike" ads: \$3.00 per year; limit five copy lines.



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JAMAICA, NY 11435

FROM THE BR "ROUNDHOUSE" ...

STACKS AND STACKS

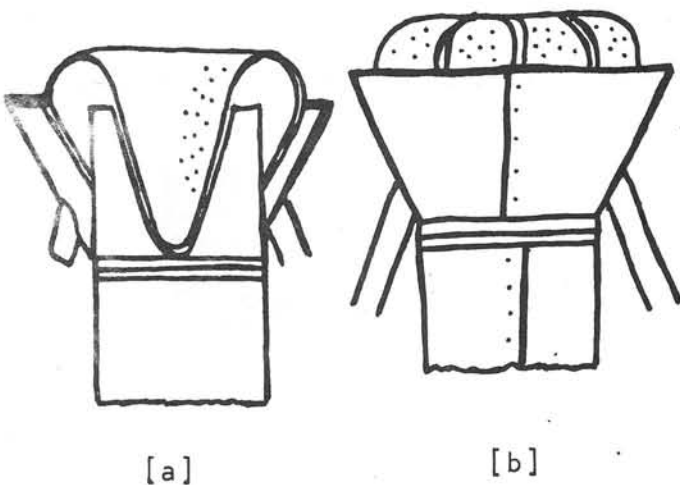
by Bernie Myers

I've made a few notes and sketches of the more popular types of spark arrestors in use on logging locomotives at the turn of the century and later. These may be of interest to readers.

Figure #1 [a & b] shows the Sequoia spark arrestor. It was the design of the Willamette Iron & Steel Company of Portland, Oregon. This company was the maker of all types of logging equipment and, of course, of Shay-type locomotives. Photographs show the stack in use on early Climax locomotives and on adapted strut railway engines.

FIGURE #1:

The Sequoia Spark Arrestor



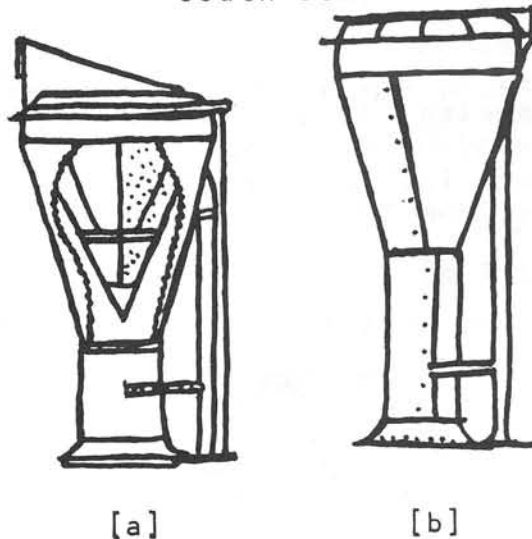
A quarter-inch mesh wire screen projected above a hopper-shaped cylinder pan attached to the stack. Outlet pipes led cinders from this pan to a receptacle below. A light metal deflector inside the pan de-

flected cinders into the outlet pipes, the cinders being arrested by the screen. It was claimed the engine exhaust kept the screen clean, and it didn't interfere with the draft.

Figure #2 [a & b] shows the South Bend; manufacturer being the South Bend Spark Arrestor Company in Indiana. South Bend was also famous as the home of The Oken Recording Company, to which we owe so much for jazz of the Thirties on record.

FIGURE #2:

South Bend



To return to the arrestor, it was used extensively in the woods of the Northwest. It varied in proportion from a short, squat form used on heavier locomotives, to a tall, thin version used largely on stationary donkeys. Its interesting to note, however, PFM had a model of the "B" Climax with Stephenson valve gear and what appeared to be the tall version of the South Bend stack.

(Continued on Page 16)

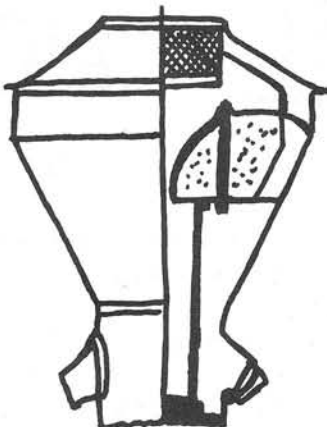
## STACKS, CON'T.

The stack form was a round tapered shell with an inner wall, and contained a cone-shaped screen of quarter-inch mesh. This was hung from a sheet iron cover which could be raised on hinges. The gases escaped through the screen and it was that the conical form could not clog. Outlet pipes led the cinders and sparks to a receptacle. Actual size of the spark arrestor was directly related to the locomotive's cylinder area.

Figure #3, identified as one in the so-called "cabbage stack" family, is the Radley-Hunter spark arrestor manufactured by the Lima Locomotive and Machine Company of Lima, Ohio. As would be expected, it was fitted to many wood-burning Shay locomotives, including early "B2" models from PFM.

FIGURE #3:

The "Cabbage Stack"

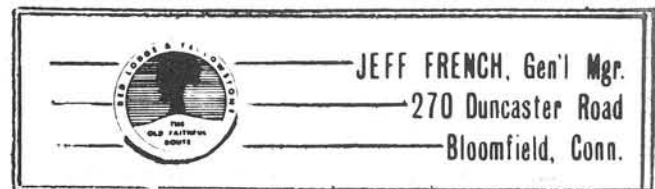


The exhaust passed up the stack and struck against a centrifugal spiral metal cone. This gave the exhaust a whirling motion and large cinders were thrown outwards by centrifugal force against a perforated

screen cylinder. Cinders and larger sparks were thus thrown beyond the main draft and would drop into the bottom of the hopper; the lighter sparks, which were carried up through the perforated shield, were screened by the fine netting in the cap of the stack.

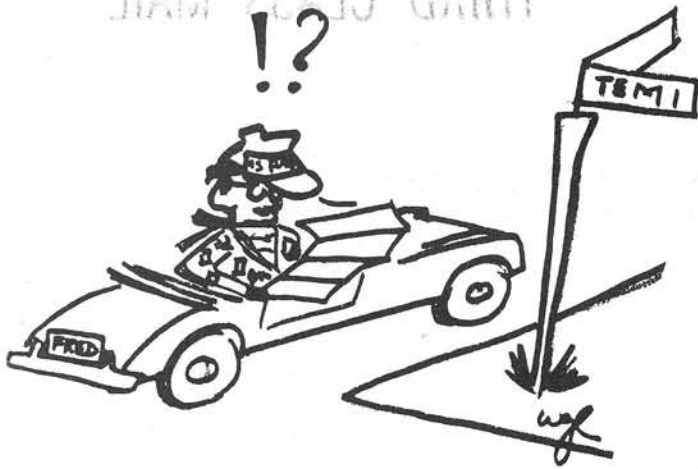
The draft passed freely through the centrifuge and was unobstructed by the usual mesh screen. The top and bottom of the cylinder of netting was open, only the side screens were necessary due to the pattern of flow. Clogging was eliminated and the firing up of a stationary locomotive without a blower was made much easier.

Other spark arrestors were simple mesh stack caps, cones and cylinders which could be easily placed when necessary.



"I'd like to report a wash-out at Mile Post 134."





WAS IT LEFT, RIGHT, LEFT,  
OR RIGHT, LEFT, LEFT?

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The newly-formed Skaneateles Model Railroad and Historical Society has an open membership roster. The SMR&HS is an HO-scale club, with headquarters located in the Skaneateles railroad station. Meetings are held every Friday evening at 8 pm. Further information can be obtained from Bill Brundage, c/o Depot Camera, 62 East Genesee Street, Skaneateles, NY 13152.

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OVERHEAD, CON'T.

sections most likely to be reincarnated in the new location.

Perhaps the reversing loop and terminal can be located on one section and the car barn area on another -- or something along this line of thinking. In our own case, we're saving three 8' sections; a reversing loop, a passing siding section and the "city line" suburban terminal. New sections to connect these reusables will soon be built at our new location.

If you decide to go for a section of greater width than the door of your room, you might be able to make out fairly well, IF. IF your scenery can be removed, or IF it is well-fastened when first installed. Just turn the section on its side after picking up any loose bits of trackwork and scenery. Watch out for the overhead and poles!

NEW ADDRESS

If either of my readers has an item of three they would like to share in "Under the Overhead", my new address is 15 Mechanic Street, Haverhill, MA 01830. In hopes of hearing from you soon, I'll close 'til #95. Take care!

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## THE DINING CAR

This section of "The Dining Car" features a grammatical fish recipe from the New York and South Shore Railway Company Commissary Department.

Why grammatical? "Well," the French NY&SS chef said to us not long ago, "eet iz ze past pluperfect!"

### SCROD BROILED *in* LEMON BUTTER

To serve four:

- 6 tablespoons butter, melted
- 2 tablespoons strained fresh lemon juice
- 1 teaspoon salt
- 2 pounds skinless fresh scrod [young cod or haddock] filets
- 2 tablespoons soft fresh crumbs made from homemade-type fresh white bread, pulverized in a blender or finely shredded with a fork

Preheat the broiler to its maximum setting. In a 13x8x2-inch baking-serving dish, mix the melted butter, lemon juice, salt and a few grindings of pepper. Dip the scrod filets in the mixture and when they are evenly coated on both sides arrange them in one layer in the dish.

Broil the fish 3-to-4 inches from the heat for 5 minutes. Then, with a spoon or bulb baster, baste the filets with the lemon-and-butter mixture.

Scatter the crumbs over the filets and broil for another 5 minutes, or until the fish is easily flaked when gently prodded with a fork. Serve AT ONCE from the baking dish, or arrange the scrod attractively on a heated dish and moisten it with more of the lemon-and-butter mixture.



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A 1957 portrait catches Louisville & Nashville Railroad FA-2s #357 and #355 spliced to FB-2 #203 on the point of a long string of empties headed back to the coal fields of Eastern Kentucky.

---C. Norman Beasley Photo from L&N Collection