

No 95

Dec. 1971

THE COUPLER

Official Bulletin of the Northeastern Region



of the National Model Railroad Association



IT WAS NER'S BIRTHDAY AT OUR PROVIDENCE CONVENTION AND THREE OF OUR LADIES DID THE HONORS WITH THE CAKE. Mrs. Carmine Rocca, Mrs. Richard Towle and Mrs. David E. Coborn. Left to right in the rear, Gus Rocca, Chairman of the convention which was sponsored by the Little Rhody Division, NER President Dick Towle, and Gene Coborn, NMRA President.

Photo by Jack Alexander

1946

Northeastern Region

1971

Despite a few last-minute problems with arrangements, Northeastern Region's 25th Anniversary Convention was a sterling affair! The crew from the Little Rhody Division, led by Carmine "Gus" Roca, went all-out to make the Providence clan gathering a great success.

More than 240 Region members and their families converged on the Biltmore Hotel and Motor Inn Friday evening, October 8th. After the traditional queuing-up at Irwin Lloyd's registration desk, it was off to dinner, lay-out visits and different hotel rooms for the familiar convention bull sessions.

In retrospect, the bus trip to United Aircraft's main-facility at Fields a bright spot. who KNOWS his you the those

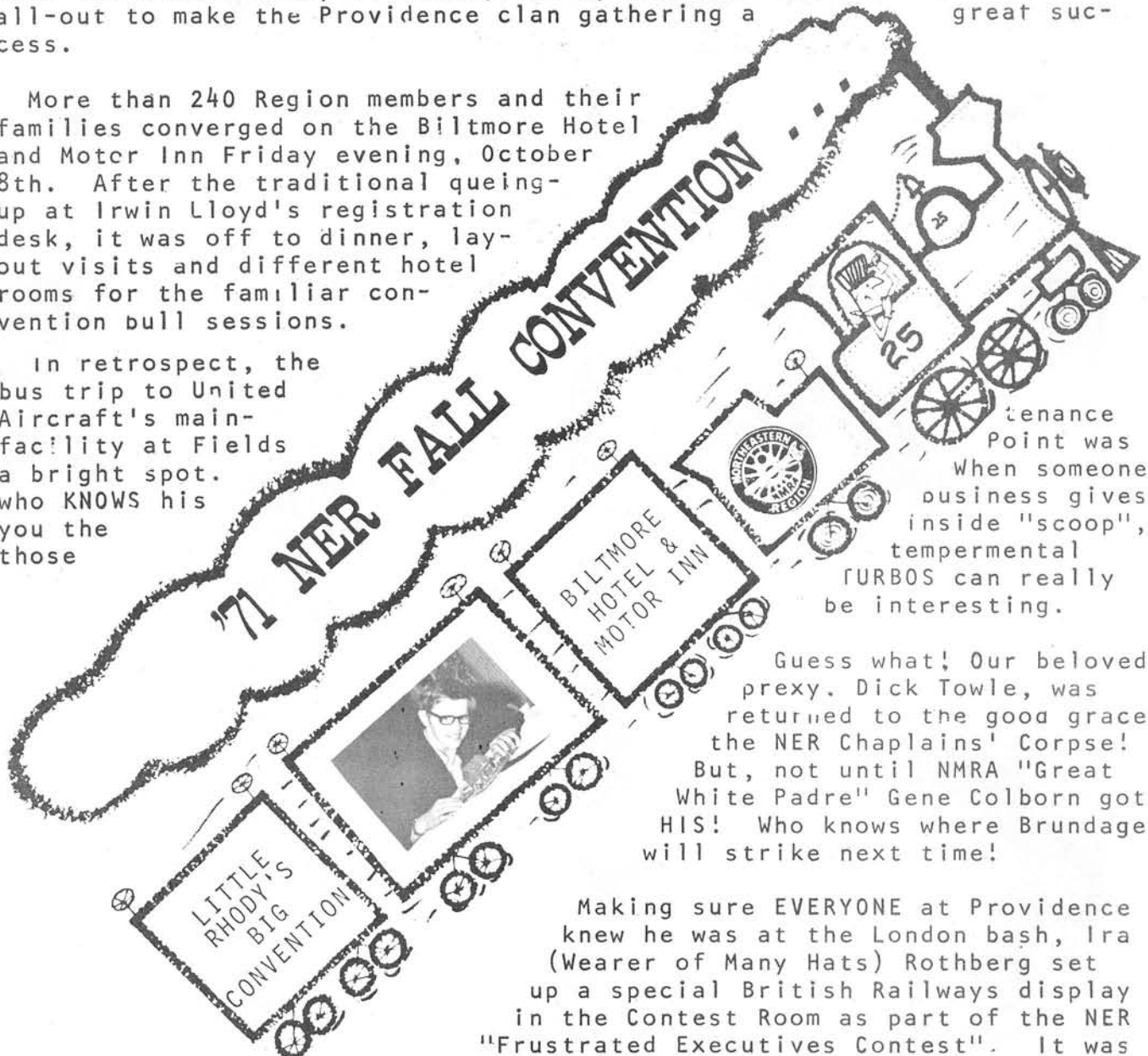
tenance Point was When someone business gives inside "scoop", temperamental TURBOS can really be interesting.

Guess what! Our beloved prexy. Dick Towle, was returned to the good graces the NER Chaplains' Corpse! But, not until NMRA "Great White Padre" Gene Colborn got HIS! Who knows where Brundage will strike next time!

Making sure EVERYONE at Providence knew he was at the London bash, Ira (Wearer of Many Hats) Rothberg set up a special British Railways display in the Contest Room as part of the NER "Frustrated Executives Contest". It was almost for naught ... seems Marilyn Lorence walked off with the prize-of-prizes in the execs contest with her PURPLE Chair Car (poor Ira!).

Saturday night's banquet was highlighted by the presentation of Earl Smallshaw's THiRD Delaware Trophy and a special "President's Award" to Watty House in recognition for his many years of service to NER, NMRA and the hobby in general. President's Awards were also presented to June and Gordon Teel, Ted Ritter and Ye Editor, John Neisen. Other major contest awards went to

(Continued on Page 31)





The Hostler says:

The Providence "Silver Anniversary" Convention is under our belts and the NER 25th Anniversary Journal will be in the mail shortly. All that's needed now to wrap up an eventful year is to get those PA-1s into the mail and hope Uncle Sammy treats 'em with TLC.

Irv Athearn had a few unexpected problems handling the special masks used in painting the D&H/NER colors on the loco bodies. But, this is one of the things one learns to put up with to get craftsmanship in a special product. Let's face it, a six-piece mask isn't the easiest thing to get perfect on the first try. Irv is going all-out on this NMRA special-model first, and we're all willing ... I'm certain ... to allow a little "extra" leeway on delivery.

My hat is off to Irv and to D&D Model Products [the dry-transfer suppliers] for a job well done. A special vote of thanks, also, to Graham Harvey and his Anniversary Committee crew [those "SOBs" from STD].

Next on the Region's agenda ... a convention in Salem and the NER elections. A preview of Salem will be in Issue #97 ... the Nominating Committee's preliminary report is in this issue [page 11].

Greetings of the Season,

Dick

THE COUPLER

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

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EDITOR: John W. Nelsen
 ASSISTANT EDITOR: Don Minnich
 ENGINEERING EDITOR: George Konrad
 BUSINESS MANAGER: Jack Brown
 CIRCULATION MANAGER: Fred Driscoll
 CONTRIBUTING WRITERS:
 Kevin Doyle Graham Harvey
 Charlie Gerow William Lorence
 Dave Marlowe John Muise

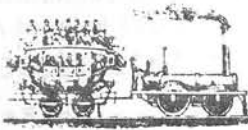
Ira Rothberg
 GRAPHIC ARTS STAFF:
 Jack Alexander Bill Drake
 Kitty Brown Ivon Preble
 Dick Towle Ellen Towle

EDITORIAL OFFICES:
 5 Edgewood Drive
 Syosset, New York 11791

BUSINESS OFFICE:
 Post Office Box 404
 Wakefield, Massachusetts 01880

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A LETTER TO THE EDITOR



TO THE EDITOR:

The "Mechanical Whizbang" [*THE COUPLER* #92] is so fancy it did not print page nine in my copy of Issue #92.

Otherwise, a great improvement over the past.

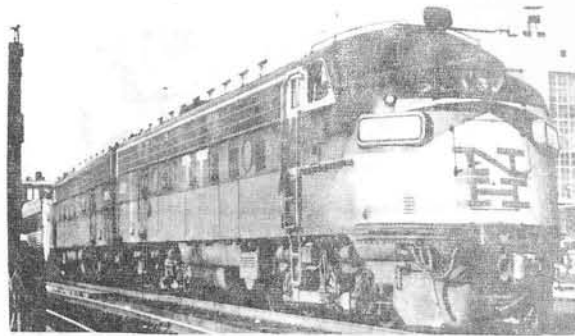
Patrick H. Bowen
Old Greenwich. CT

Ed. Sorry 'bout that, Pat! We'll keep closer tabs on the "Whizbang" here on out.

WARNING...

National Model Railroad Newsletter Editor Tom Ayres advises us that six Modeltronics MT300 units have been recalled as defective. These units, carrying serial numbers 600 through 605, were shipped to a dealer some time ago. Replacement units were also shipped, but the defective units have not yet been returned. It is feared, Tom reports, that the dealer MAY have resold them, thus putting defective units out where they could cause disappointment to customers.

If you recently purchased any Modeltronics MT300 units, check the serial numbers! If yours should bear the number of one of the defective units, contact Modeltronics immediately!



Dick Towle Photo

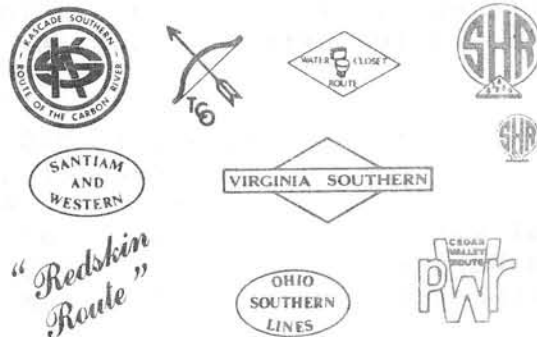
**MOHAWK CENTRAL
RAIL ROAD COMPANY**
(A Delaware & Hudson Subsidiary)

GENERAL OFFICES

5 Edgewood Drive
Syosset, New York 11791

John W. Nelsen Lorraine Nelsen
System Manager Traffic Manager
N.M.R.A. — Life Member — N.E.R.

YOUR OWN ROAD NAME



LETTER YOUR CARS AND LOCOS

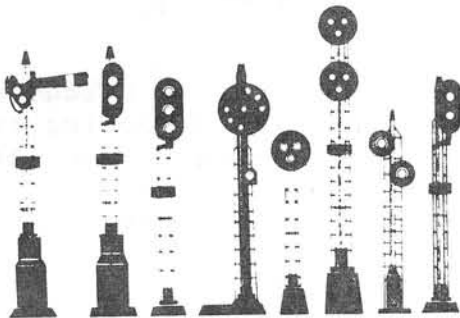
WITH
CUSTOM DRY TRANSFERS

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D & D MODEL PRODUCTS
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Seattle, Washington 98146

INTRODUCING....

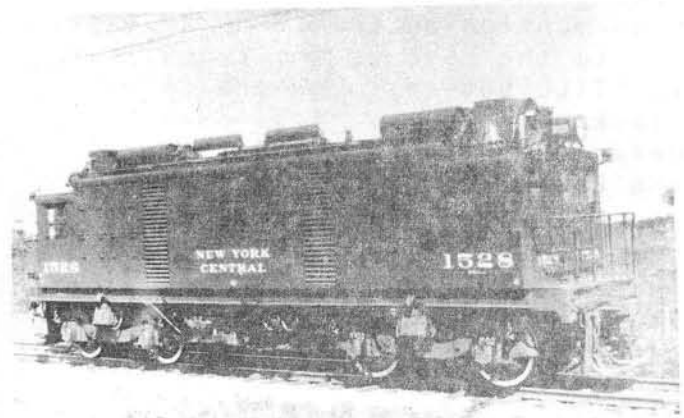
CUSTOM PRODUCT SIGNALS...



*Eight Different Styles!
Each Fully Operational!*

... from \$2.75

.....the New York Central DES-3' Oil-Electric from CUSTOM BRASS! Handmade in brass by incomparable Japanese craftsmen, this superbly detailed HO scale model will be released in mid-January. Reserve one today at your favorite hobby shop, or by direct mail.....



Unpainted/r-t-r, \$67.95

It won't be long before #1528 and our CUSTOM PRODUCT accessories are joined by more quality items. Our draftsmen are now putting the finishing touches on plans for a Long Island Class N-52A Wood Caboose, the EMD BL2 1500hp Branchline Diesel, the USRA Standard 55-ton Hopper Car, Lima's 2400hp C-C Transfer Unit, and the EMD GP30 2250hp Road Diesel. All in HO-scale and, of course, in BRASS!



CUSTOM BRASS



P.O. Box 547 East Norwich, N.Y. 11732

ANNUNCIATOR

by Donald Minnich

I'm beginning to understand why Alan King chose Anyone Who Owns His Own Home Deserves It as the title for his first book. Audrey and I are still digging out from under stacks and stacks of boxes as we try to get settled in the new house.

This installment was to have highlighted several special items and announce that long-awaited \$100 grand prize contest we've been mentioning from time to time. Due to the move ... my typewriter is STILL buried somewhere in the stack of boxes ... I'll have to defer on the announcements until the February issue.

Also on tap in the February issue will be a pile of goodies from the IBM of George Konrad, profiles of the nominees for Region office in next Spring's elections AND ... I'm pleased to report ... the return of Dick Hanshcka and his "Soot and Cinders" series. Dick recently went through the miseries of moving into a new house and is finally getting settled.

By-the-bye, the new address is 3 Halletts Way, Merrimack, New Hampshire 03054.

A most joyous holiday,

DON

THE GOLCONDA & ASPHODEL
A Rocky Mountain Railroad
25th Anniversary
1946-1971

Mary & Herbert Barnes
Lynbrook, New York

NER

STD



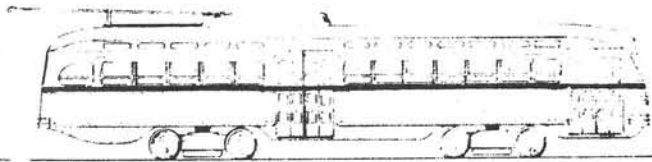
EDITORIAL

Among the many things discussed at the August 7th BOD meeting and during the Providence Convention, THE COUPLER drew quite a number of comments and questions. Seems you folks are wondering why we on THE COUPLER staff bother with 36-page issues when it's apparent we cannot get the finished product to the membership on time! "Just look at Issue #93," we were told over and over again, "it was two weeks into September before we got the July issue!"

It's no secret that we've had far more than our share of problems. A new press, enlarged staff and a new chief editorial mentor (ye Editor) helped to complicate an already-difficult situation. In the long-run, though, we've managed to hold up under the "strain." We've found the necessary keys to putting out a 36-page quarterly ... and on time!! This issue, for example, rolled off the Region press almost before the ink on #94 was dry.

For the record, each issue of THE COUPLER requires an average of 300 man-hours to complete. And, there is little need in pointing out that that is all VOLUNTEER time, spent by more than a dozen people across the Region. It's a labor of love, part of the FUN that makes ours the greatest hobby.

With four 36-page issues a year,
(Continued on Page 10)



UNDER THE OVERHEAD

. . . with John Muise

MBTA NOTES

The "Old Colony Division" runs again! The MBTA opened its new high-speed Boston-to-Quincy line on September 4, marking the first time since 1958 that direct passenger service has been available between the two points

The Quincy service will be using new cars that seat four across in sound-proofed comfort. All windows on the new equipment are tinted and an audible p.a. system is used to announce all station stops. All-in-all, MBTA brass did some good shopping when they went out to buy the new "Old Colony" equipment.

The Boston-Quincy fare will be fifty cents. During the last year of New Haven operation, fares were somewhat higher . . . despite state subsidies. The Commonwealth's underwriting program was, I believe, one of the first cases in the country where a state subsidized a Class I railroad's passenger service.

Boston soon see its first articulated streetcar since the old "two rooms and a bath" models of decades back. A German-built DuWag car will be tested in 1972, with an eye toward using this type of car as a replacement for the aging MBTA

PCC fleet. The "two room" cars were old 4-wheel cars spliced together by a homebrew section; an economical way of getting a few more miles out of obsolete equipment back in the 2-man crew days.

TAKING A TRIP?

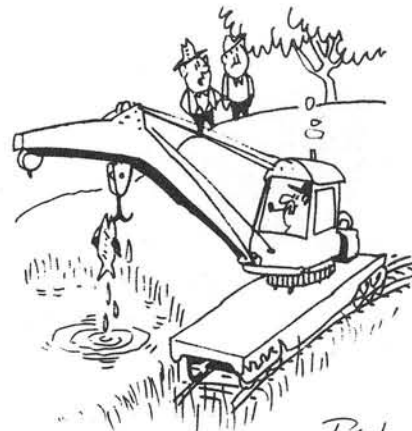
We quote from a recent letter from Frank Muise [Franklin Models] who made the trip to last May's trolley meet in Bloomsburg, PA

"If you ever get down around that area with your family, John, be sure to get out to the Magee Museum. Unlike most of the other museums, the grounds are kept in *immaculate* condition and there are enough non-trolley exhibits to keep the family interested while you prowl over the sparkers the staff has collected. The surrounding countryside is quite scenic and, all-in-all, would make a nice weekend trip."

BOSTON TROLLEY MEET

On October 23-24, a group of trolley men gathered in Boston to run and display their models, see

(Continued on Page 17)



"They retired old Tom with his derrick."



FLIGHT **SC-12** GATE **3**
Boarding Pass
Carte D'accès A Bord
 Passe A Bordo
Trans International Airlines




Harrods



MOST REMARKABLE



a little memento of our trip abroad.

Luncheon

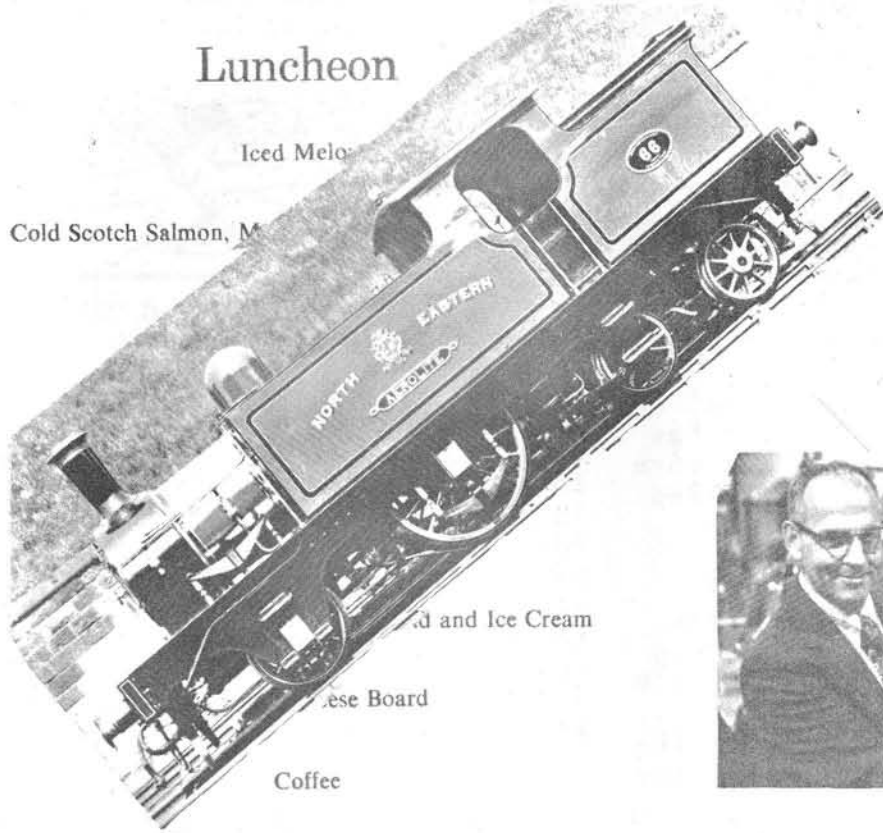
Iced Melon

Cold Scotch Salmon, Mashed Potatoes

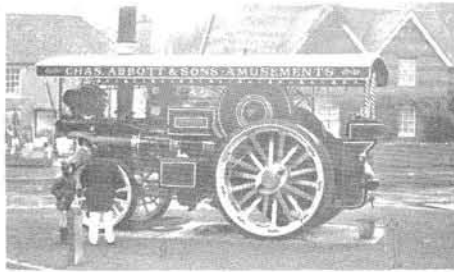
Hot and Ice Cream

Cheese Board

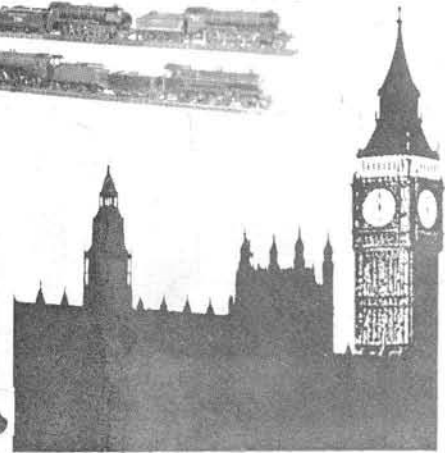
Coffee



London's Zoo



Selfridges



EDITORIAL, CON'T.

we feel we can really present what YOU want to read. Any number less would be cheating; any more would be pointless competition with RMC, MR and the BULLETIN, et.al. Let's call THE COUPLER a happy medium!

Now that the "explaining" has been taken care of, the staff has allotted me a few lines for a more personal kind of note. I'll keep it brief.

I have been told, on several occasions, that THE COUPLER has had little reader interest during my short time at the throttle. I'm not surprised at the comments ... no more surprised than I am by the lack of material that comes in for publication.

You've all been hit with "help-the-staff" pleas before. NMRA and its Regions wouldn't be the "real McCoy" without 'em. HOWEVER ... I don't plan to bother asking (or am I missing the boat by not saying "begging"?) for the usual round of literary contributions. I figure anyone interested will take action on his own. In due time, my philosophy will bring results. Until then, the staff and I will do our level best to present what WE see to be of interest.



ACHIEVEMENT PROGRAM

by Don Robinson, MMR

After some months of relative inactivity, it was very pleasing to me to see seven certificates approved in September. It will be noted that former NER Vice President Graham Harvey leads the list with three AP awards, putting him well on the way to qualifying for Master Model Railroader. There are also several other "repeaters" in this awards go-around.

MASTER BUILDER - CARS:

Graham K. Harvey, Jr.

MASTER BUILDER - STRUCTURES:

Jack Alexander
Norman S. Briskman

ASSOCIATION OFFICIAL:

Graham K. Harvey, Jr.
Ira D. Rothberg

ASSOCIATION VOLUNTEER:

Graham K. Harvey, Jr.
William G. Lorence
Mark Azzara, Jr.
William C. Drake
Al Westerfield III

(Continued on Page 27)

ELECTIONS '72: the nominees are . . .

The first stage of the "dirty work" is over, after much use of Uncle Sam's slow freight and "Ma Bell's" antiquated apparatus. In rough translation, your Nominating Committee has recommended the following personages to run for office next Spring:

President--

*Graham Harvey
Paul Mallery*

Vice President--

Gordon Teel

Area Directors--

Canada-- David Mealey

Conn/RI-- Ralph Higgins ()
Art Waddams*

*LI/NYC-- Norman Briskman
Marilyn Lorence*

Me/NH/Vt-- Fred Driscoll ()
Charles Tamm*

Mass-- Jack Alexander ()*

New Jersey-- O.C. Billings III

NY State-- Bill Brundage

() Denotes incumbent*

I said we'd keep no secrets, so here's how we arrived at these names. The committee members did some in-depth scouting in their areas to find Region members who had contributed significantly to NMRA, NER and the hobby in general, and who were willing to take on the hefty responsibilities of

elective office. *Please note that all inquiries and selections within a given area were made by the committeeman from that area, with NO outside advice or pressure.* Only the two Region-wide offices, those of President and Vice President, were selected by the committee as a whole.

Other NER members who expressed interest in running for office were considered by the committee. But, for various reasons, individual area representatives or the committee-as-a-whole withheld the necessary complete approval we felt necessary to a job well done. This doesn't mean that these people and/or others may not be on the final ballot. Recognizing the frailties of committees, the NER Constitution provides for nomination by petition.

Any ten (10) Region members may petition the Region Secretary to have included on the final ballot the name of a Region member constitutionally qualified for a specific office. Each petition must have the signature, printed name, address and NMRA/NER membership number of each petitioner clearly stated. Petitions must also have a signed statement from the candidate declaring a willingness to serve and that his/her current NMRA/NER membership will be maintained for the tenure of office if elected. A candidate's biography of 200 words or less is also required (a photo may also be included). All petitions must be submitted not later than March 1, 1972.

The May issue of THE COUPLER will carry both the official NER ballot and biographical sketches

(Continued on Page 18)

WHAT IS YOUR DIVISION DOING TO PROMOTE MODEL RAILROADING?

In order to promote model railroading and "National Model Railroad Month", the Alouette Division constructed a 14' x 16' portable HO layout for display use on the mall of Quebec's largest shopping center.



Les Gills and his Electric Mass-Produced-Tie Maker

The layout is designed for point-to-point operation and has provision for continuous operation via two main loops. The pike's two yards are complete with turntables and locomotive servicing facilities. There also are two towns on the up-North display layout, complete with stations and industrial spurs. If one looks closely, a winding branch line from a coal mine can be found.

(Continued on Page 32)

QUE FAIR VOTRE DIVISION POUR PROMOUVOIR LE CHEMIN DE FER MINIATURE?

Dans le but de promouvoir cette phase éducative du chemin de fer miniature conjointement avec les autres clubs du Canada et des Etats-Unis pour le mois du chemin de fer miniature, la Division "Alouette" a entrepris la construction d'un réseau portatif de 14' x 16' à l'échelle HO. Ce réseau sera installé dans le mail du plus grand Centre d'Achats du Québec durant le mois de novembre 1971.

Le réseau servira des villes miniatures d'un point à l'autre mais aura aussi deux lignes principales pour une opération continue.



Marcel Levesque prepares roadbed for track-laying crew.

SERVICE SUSPENDED

TO HEMPSTEAD BY RAIL

by Lew Lehrman

I'm happy to credit the following to my good friend Ken Van de Water, Jr., and his late grandfather, Lott Van de Water, Jr. Ken's grandfather assembled a unique journal of transportation on Long Island and I went at poor Ken without mercy until the day came when he hauled it out of seclusion so I could feast upon its wondrous content.

Lott Van de Water viewed his time of life with a keen and critical eye, a cutting sense of humor and a peculiarly strong feeling for history in the making. His journal, entitled "Railroads, Stages, Ferries and Mails", literally bulges with recounted anecdotes, editorial commentary, faded photos, yellowed and crumbling newspaper clippings, old drawings, postage stamps and more.

Van de Water's first clipping is dated June 3, 1824, and comes from The Long Island Chronicle (one of the earliest news journals to be published on the Island). It reads in part:

"...application will be made to the Legislature for an Act of Incorporation for the Long Island Canal Company, for the purpose of making a Canal on the south side of the Island, from Gravesend Bay to Jamaica Bay, and from thence across Rockaway to the Great South Bay, and from thence to Canoe Place or

Southampton Bay, and further if thought practicable by the Directors of the Company, to have permission by a side cut to connect Canoe Place...with Sag Harbor or Southold Bay, and to also connect Southampton Bay with Mecox or Sag Bay, and further to continue to Georgica Pond in the town of Easthampton ..."

A week later, on June 10, the Directors of the Company inserted a further announcement, adding "a Canal from near Rockaway, on the south side of the Island, to the village of Hempstead."



Lott Van de Water, Jr.

As originally planned, the Hempstead branch of the canal system would have built through the chain of streams and ponds that run from southwest to northeast through present-day Hempstead Lake State Park, up Peninsula Boulevard, and terminating at Burleigh Pond; a beautiful, willow-draped pond now forever entombed beneath the northwest corner of Fulton Avenue and Franklin Street in Hempstead.

Does the idea of a canal system
(Continued on Page 19)

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

25TH
1946 1971
ANNIVERSARY



"THANKS, WATTY!"

"...AND THAT'S THE
GOSPEL TRUTH, DICK!"

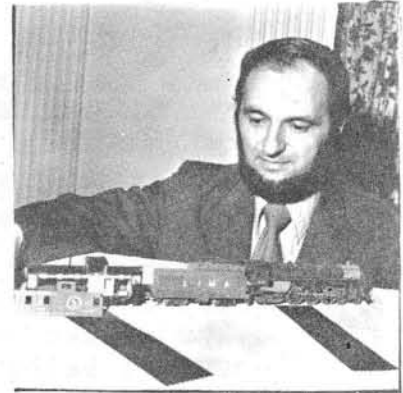




DAVE MESSER



A SLIGHTLY USED WHA?



GRAHAM HARVEY



PETE WATSON



#3 FOR SMALLSHAW

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ELODY FOR AN INDIAN PRINCESS
by Charlie Gerow

Somewhere down near the corner of Kentucky, whether due to our mental alarm clocks or a bit of rough curvature being taken while attempting to make up time, we awoke -- we'd only had less than 3 hours sleep, but we felt quite refreshed. We shaved and dressed in short order and returned to the realm of railfans, looking out into the Tug Fork night as the train rolled by Matewan, around the horseshoe curve there, and on through Sprigg; someplace back there we saw the prototype of Snuffy Smith, standing on his trackside porch -- corncob firmly in hand -- waving us on as Maw leaned out the front window. The scene was almost complete, even to the spotted hound-dawg. Time: 2 am!

All too soon our porter (who said his name really WAS George) was taking our bags down and we were coming past the yards into the station by the time he had them tucked into the back vestibule. As we grasped the freshly-wiped handrails, a switcher was coupling onto our rear to set out the diner and reset the sleeper onto the train. It only took 5 minutes. And then, at 2:25 --only 10 minutes away--the last westbound varnish we'd ever see left town. A few hoots for a grade crossing echoed through the still night air, the markers snaked out of sight, and the sound died away as the "Indian Lady" entered the tunnel 1/2-mile to the west--ending the first act of one of her last performances.

Paul and I walked around the station, watching the city fall back into slumber. The diner was parked; umbilically recharging its batteries. The switcher had resumed its chores of breaking a drag on the west end of the classification yards

We set out walking east on 4th Avenue. Paralleling the tracks, we found a hillside rest where we could see most of the valley, the town and the yards ... nothing doing except for that switcher.

A 15 minute walk found us down by the roundhouse, up on a suspension bridge over the yard getting a time-exposure of more than a dozen freight diesels being prepared for their morning's labors.

The mountain air was cooler than we'd thought and so we quickly headed back. Past the town police cruiser -- guess we didn't look like burglars, or else he hadn't see the house with the ladder up against the 2nd story window. Maybe Liza and 'Rasmus eloped [with the Baptist Church just across the way?].

Have you ever been in a small city depot at 4 am? Usually the place will be deserted or, at best, the waiting room is dimly lit. This one, though, seemed like the liveliest spot in town, with the possible exception of the Eatwell Cafe and its upstairs hotel just across the street. Lots of action there for a Tuesday night/morning! ever see a "hill-billy" chick in red-hot hot pants?

ANYWAY, this station was fairly modern; clean brick, picture windows and well lighted. And it

(Continued on Page 33)

UNDER THE OVERHEAD, CON'T.

movies and slides and take a few trips on the MBTA. Because of an industry exhibition in Philadelphia the same weekend (the Model Railroad Industry Association's big bash), some of the planned events had to be cancelled --- these were the banquet and manufacturers displays. Frank Muise, the originator of the Boston get-together, felt that there would not be enough people to make the banquet successful ... especially with most manufacturers attending the Philadelphia show.

The Boston Club, with both HO- and O-scale traction lines, was headquarters for the meet. Considering that there was NO overhead up on the HO section a week before the meet, and that the O line had not been fully completed at that time either, you can appreciate the amount of hours that

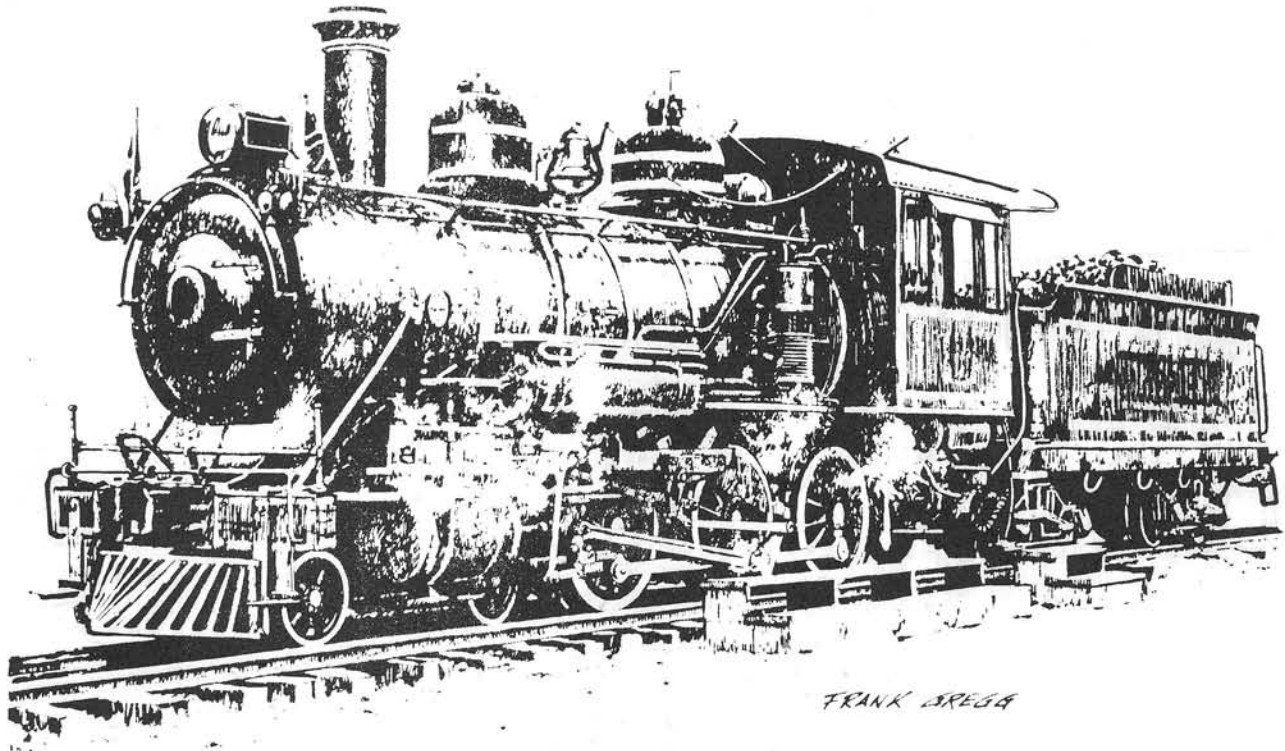
went into the final few days. Both lines were in good shape for the show, as witnessed by the good track record visiting equipment chalked up.

Over 75 modelers attended, from points as far away as Los Angeles and British Columbia. There were groups from Detroit, Chicago, Philadelphia and Trenton.

HO-, O-, 3/8- and 1/2-scales were all represented. Jim Richards' 1/2-scale models were the largest on display. He brought a PRT double-truck car, a single-truck Birney and an LVT lightweight to the gathering. On the Birney, the doors were actually opened by a DC-60 motor! The power truck, of course, was completely under the floorboard.

Dave Waddington had a 3/8-scale body of a steel SPRINGFIELD TERMI-

(Continued on Page 18)



FRANK BREGA

UNDER THE OVERHEAD, CON'T.

NAL combine on display. The body is of strathmore and basswood and is the length of an O-scale SACRAMENTO NOTHERN combine.

Other fine models were placed on display by Mal Soverel and John Derr.

The Saturday evening session was taken up by model and prototype movie sessions. Some of the model films were taken back in the early '40s and many of the cars pictured are STILL running! Boston films of both PCC and pre-PCC days were shown by Roger

(Continued on Page 27)

ELECTIONS '72 con't.

of all nominated and by-petition candidates. Ballot counting begins July 1st and the official results will be published in the October issue of THE COUPLER.

Region members wishing to run for office as by-petition candidates should send their petitions to the Region Secretary as soon as possible. The address is:

William P. MacIver, Jr.
Secretary
Northeastern Region-NMRA, Inc.
200 E. Willow Grove Avenue
Philadelphia, PA 19118

My thanks to Les Gilis, Thomas Massingham, John Debski, Don Minnich, Clark Benson and Bob Judge for a job well done on this year's Nominating Committee!

For the F-U-N of it,

Ira Rothberg
Nominating Chairman

SLIM THOUGHTS

for
the
narrow
minded

by DUANE DAMGAARD

This column will basically be aimed at the newcomer to narrow-gauge modeling -- not necessarily someone new to the hobby. I got my start in HO_{n3} about nine years ago and the dilemma facing me at that early stage was where would I find information on prototypes and modeling technique. Well, I learned a lot in those early days and, in this first article, what better place for me to begin than with the "fruits" of my labors!

I discovered a good place to start is with the many books on the subject of narrow-gauging. I found "Narrow Gauge in the Rockies", by Beebe and Clegg, to be an excellent jumping-off point. This book covers the histories of EIGHT Colorado three-footers:

Denver & Rio Grande Western
The Uintah Railway
The Silverton Railroad
The Silverton Northern
Rio Grande Southern
Silverton, Gladstone & Northerly
Denver, South Park & Pacific

"Last of the 3-Foot Loggers" by Allan Krieg is another excellent initial reference; a pictorial account of the West Side Lumber Company operation in Tuolumne County, California. 3-foot Shays dominate the book, along with an occassional glimpse of a Heisler.

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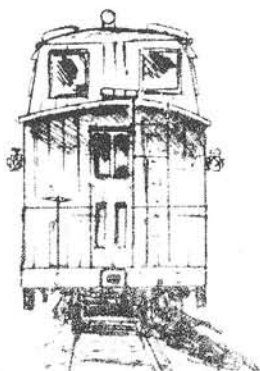
SERVICE SUSPENDED, CON'T.

to handle freight and passenger traffic on Long Island sound a bit absurd? It didn't then. Canal development companies were popular investments in the early nineteenth century and many operated successfully.

The company that was to become the Long Island Rail Road was still nine years away from incorporation. Travel by road was slow, hazardous and uncertain; a trip from Hempstead to Huntington by horse-drawn wagon might easily have taken as long as three days to complete.

Lott's journal does not record whether the canal promoters ever succeeded in raising the \$500,000 their project required. Announcements of the project were published again in 1825, 1836 and, finally, in 1848. I suspect it was the coming of the railroad that doomed the project to failure, for the railroad offered easy, direct and economical access to distant communities and to New York City.

[How does a proposed canal company tie in with rail service to Hempstead? What other interesting stories are told in Lott Van de Water's fascinating journal? The story of "To Hempstead by Rail" continues in Issue #97 (Feb '72)].



Andy Goldman

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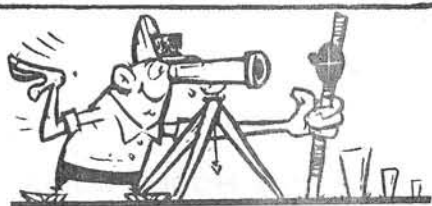
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ENGINEERING DEPARTMENT

GETTING MY FEET WET

photos & text by bill lorence

Up until recently, I avoided the realm of super-detailing much the way one would avoid the plague. It was one of my "no-no" areas ... an area to avoid at all costs for "fear" I might do it all wrong. You know the feeling ... it's much the same feeling a guy could get trying to create some scenery at home after a visit to the Gorre & Daphetid. Somehow it just doesn't come out the same.

After many moons spent playing around with a few ideas on improving the looks of an old Mantua Pacific, I decided the time had FINALLY come for me to get my feet wet. Nothing fancy, mind you ... just enough to test the water.

At first, I was "only" going to replace a few cast-on parts; the things that didn't look right. I bought a new headlight, generator, power reverse and bell and set myself to the seemingly-Herculean task ahead. It wasn't long before all that missing steam piping was added, along with the original replacement castings. Then came "all-weather" cabs and goodness-only-knows what else. I WAS SOLIDLY AND FOREVER HOOKED!

In the beginning, it dawned on me that I knew little about steam locomotives. Oh, I could tell you what a Pacific was, or a Mike. But those fine details ... hoo boy! It wasn't too long before I "discovered" Kalmbach's Cyclopedia of Steam Locomotives and all those right-helpful piping illustrations in Levon (KEMTRON) Kemalyan's catalog.

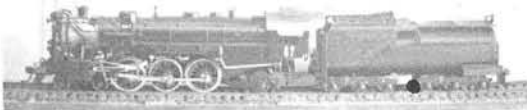
Speaking of discoveries, you can imagine how it feels to find that some of the parts you bought for a super-detailing job are too new for your railroad! Seems Worthington feedwater heaters came around in the early '30s ... a fine how-do-you-do for a 1926 railroad! You guessed it ... scratch one brand-new Worthington casting set and start boning up on the Elesco system and its piping complexities!

About this time, while trying to decipher the Elesco piping arrangements, I decided to give the locomotive in question a bit of C&O flavoring. I bummed a copy of C&O Power and, lo and behold, quickly learned that no two engines had the exact same piping arrangements. So, I figured that as long as the pipes on my model went from the right place to the right place no one would find fault. Scratch one of my earlier "fears."

While collecting all the castings for my back-dated Pacific, I found that no manufacturer makes a long, tall smokebox door such as the one I needed to fit between front-mounted air compressors. "Look out, Bill," I said to myself, "you're running up against another 'no-no' area ... scratch-building!" But the

die was cast ... I couldn't end my first attempt in mid-run!

I fashioned the door shape from sheet brass and soldered filed-down pinheads around it to simulate the hatch "dogs". After the long, slow process of epoxying the completed door assembly into its proper position (and trying NOT to move the model until the epoxy set), I discovered ARON ALPHA ... stuff that will bond within 60 seconds!



S&T #87 -- The finished version

seconds. With ARON ALPHA, detailing work takes about half the time working with epoxy does [I discovered this time data shortly after discovering the new "stick-um" ... my masterpiece was dropped onto a concrete floor a few weeks after I finished it]. About the only "bad" thing about ARON ALPHA is the fact it tends to lose bonding strength when you bake your freshly-painted model. But, I digress...

With all my castings in place, I started on the pipework ... bending various wire sizes to simulate the various pipe sizes ["Ingenius, these super-detailers!", I thought to myself.]. The "heavy steam lines for the feedwater system were fashioned from thin solder and held in place by a few dabs of ARON ALPHA. Bell wire and strands of salvaged Telco wire went into "service" as air lines, etc.

The original cab was found in a friend's junk box ... and rebuilt after the disaster mentioned above. The cab could've easily been made from sheet brass, following the methods Bill Schopp discussed in RAILROAD MODEL CRAFTSMAN a while back.

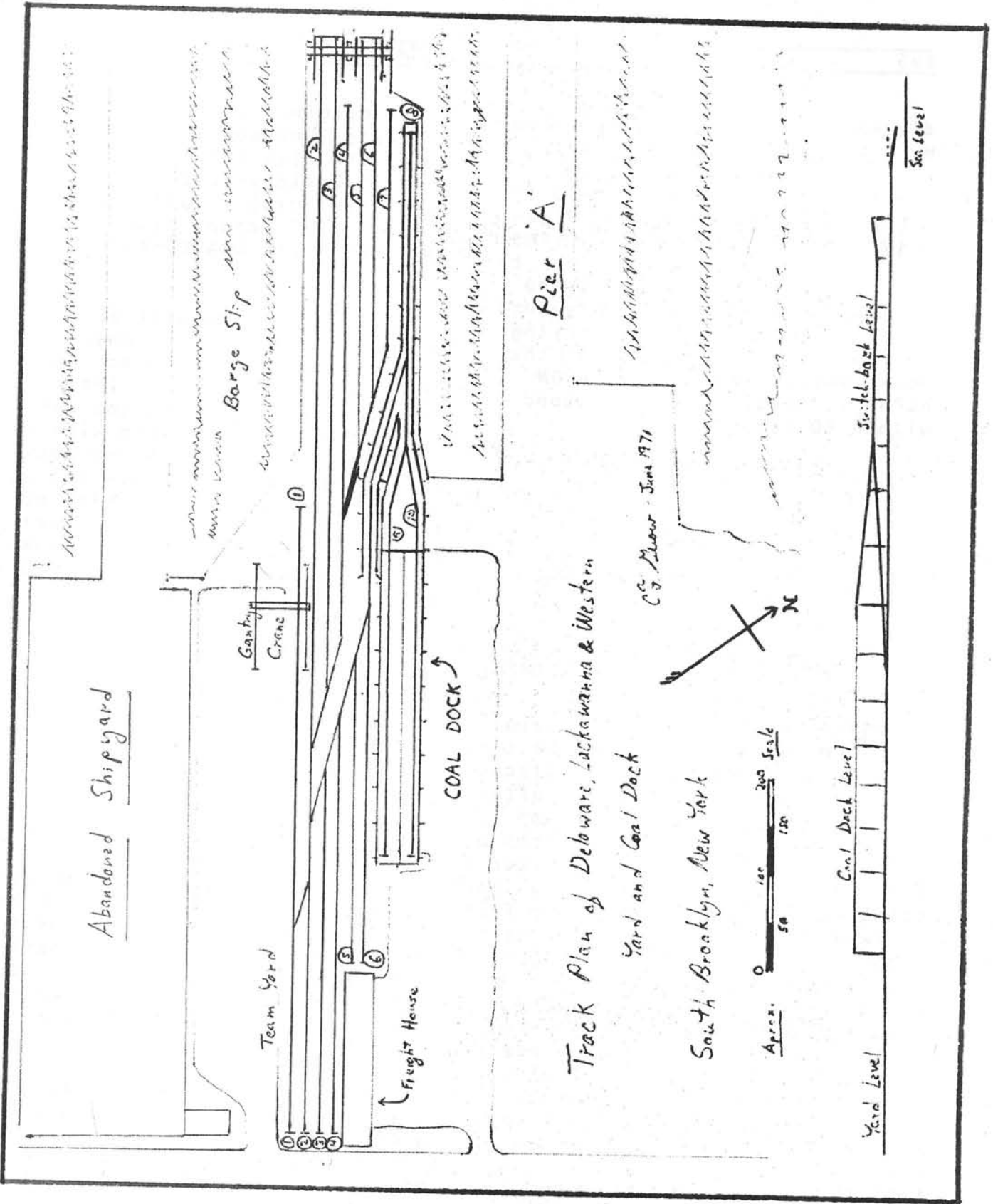
The pilot was rebuilt BEFORE the "concrete mishap" ... remember, the air compressors were moved to the front of the smokebox. The covers that originally housed the compressors were cut away along with the front of the pilot. A new deck was fashioned from card stock and put onto the assembly along with new footboards and a piece of doweling that simulated another air tank. The headlight was then fastened to the top of the small air tank.



"Raw" materials await our fearless modeler's next conversion.

After finishing my masterpiece, I knew I couldn't just let it be followed by that non-descript tender originally supplied by Mantua. Being one somewhat akin to a punishment glutton, I leaped head-first into SCRATCH-BUILDING a new tender! Heh-heh-heh...

The fuel bunker was cut from the original plastic tender and fitted atop a piece of tubing cut from my wife's old ironing board. The end of the tube was filled with epoxy [now relegated to the status of an expensive body filler because of my ARON ALPHA] and filed smooth.



PROTOTYPE PRACTICES



by charlie gerow, jr.

How many of you knew that the Erie-Lackawanna had a yard in Brooklyn? That's right! ... They did, and a 15-year-old OFFICIAL GUIDE station index will convince the skeptics.

Located at the foot of 25th and 26th Streets, within sight of the Statue of Liberty, this ex-DL&W yard had a freight station and received both carload and L.C.L. lot shipments. One of its outstanding facilities was an elevated coal trestle, access to which was gained by a 10%-graded switchback; we can still recall watching a valiant GE 44-Tonner struggling up the ramp, with single cars loaded with anthracite, from the bridges of ships berthed at the 23rd Street pier.

The accompanying track plan, one based on recollection and a not-to-scale series of sketchings on a Port Authority Harbor Map, will provide the modeler with limited pike space with enough information and inspiration to build a prototype fiddle yard.

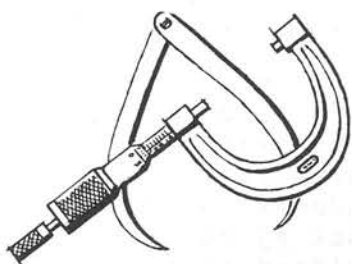
Cars are brought from Hoboken by car-float and are landed on Tracks 2/3 and 5/6. Track number runs from the south side of the yard. Track #2 and Track #6 are run-around tracks; #4 and #7 are for

storage of empties. On the east, or land, side of the ladders, #1 is a team track ... one end being equipped with a rail-mounted overhead crane; #2 is a lead track, #3 and #4 serve the freight house platform (ramps or steel plates are set from car doors on Track #4 to cars on Track #3 so that freight can be shifted to the platform); #5 and #6 are for loaded hoppers; #7 and #8 are approximately 25 feet above ground level, on the coal dock (coal dock elevations and reduced-from-prototype gradings are shown on the plan).

A scale is shown below the plan; in addition, the distance from 3rd Avenue to the float bridges is just about 1300 feet ... about 22 actual feet in H0-scale. The plan is drawn to accommodate turnouts with #4-1/2 frogs ... equivalent to Atlas "Snap-Switches."



"So you've got two trains to line up. Start one of them. The Trainmaster will be around later to tell you, you should have lined up the other first."



SHOP TALK

by graham harvey

As this is our debut, we must firmly state "Shop Talk" is *NOT* another willy-nilly listing of what the suppliers are planning to deliver. Moreover, it isn't another one of those columns devoted to rosy reviews of carefully chosen products. Our one aim is to serve our fellow model railroaders by way of honest examination and constructive suggestion. Our comments may be a bit caustic -- sometimes even of a rosy nature -- but always in good faith. Enough of the sermonizing!

Not too long ago, we could purchase any diesel for a model railroad ... any diesel, so long as it was a GP7, F3 or F7. This curious situation resulted in a high degree of monotony in the locomotive rosters of contemporary model railroads. It also created somewhat of a dicotomy, separating steam modelers from diesel types. Over the last few years, however, the list of available diesel models has grown many times over. Now we have diesels that can be run side-by-side on any but the earliest of period pikes.

As importers have been offering these early diesels, collectors have been hard-pressed to keep up or to select the few that would show a history of locomotive de-

velopment. Notable here are the early road-passenger diesels from Hallmark representing EMD and Alco prototypes.

The Hallmark EMD units have been around for quite some time and are now becoming scarce on local dealers' shelves. Models of the E1, E3/6 and E-8 have been offered, with a distinctive window arrangement on the E1.

All of the Hallmark EMD models are well-proportioned; performance, however, is a different matter.

Acceleration is smooth, although a wee-bit noisy. Speeds peak out at about 50 scale miles per hour -- definitely *NOT* in the same class as the prototypes of the late 30's. A good remedy for this problem is re-powering with Hobbytown motors, flywheels and gearing.

Hallmark's DL-109/110 has a "bigger motor and higher-speed gearing" which should be an improvement over the E units. The first samples of this Alco model seem to bear the performance improvement theory out ... but only after certain minor adjustments were made to the idler wheels on the front and rear trucks. Still, though, a marked improvement. The DL-109/110 is a significant model and fills a longstanding gap in the Alco arena.

Speaking of diesel performance and Alco, we've noted a re-birth of quality drives in the Alco Models motive power line-up. The firm's GE U-33C, just recently released, carries a 7-pole motor coupled to a conventional-type

(Continued on Page 30)

ORDERING AN NMRA CLINIC

NMRA has twenty-two tape-slide clinics available for use by individual members and affiliated organizations. Additional clinics, according to NMRA Audio-Visual Program Chairman Bill Carpenter, are now being reviewed for release in the near future.

If you're planning to order an NMRA tape-slide clinic, it will be to your best advantage to keep the following in mind.

All clinics are available for immediate showing and they may be booked for showing as far as one year in advance. However, since all reservations are handled on a first-come, first-served basis, all orders should also include a list of acceptable substitutions in the event desired clinics are unavailable.

A confirmation notice will be mailed out for each clinic ordered. These notices are normally dispatched within ten days of receipt of each clinic order. Clinics themselves are shipped two weeks prior to their scheduled showing dates.

The only exceptions to NMRA's "two-weeks prior" mailing policy are shipments for overseas use, show dates in late November, December and early January, and during our Dispatchers' vacations. In these mailing periods, clinics are shipped approximately five to six weeks prior to showing to allow adequate delivery time.

All clinics should be reviewed upon delivery from the Dispatchers.

Cont'd on Page 30



DOUBLEHEADING IN CV COUNTRY.....
Consolidation #467 leads a Central Vermont freight drag through a peaceful Granite State station setting.

Photo: Towle Collection

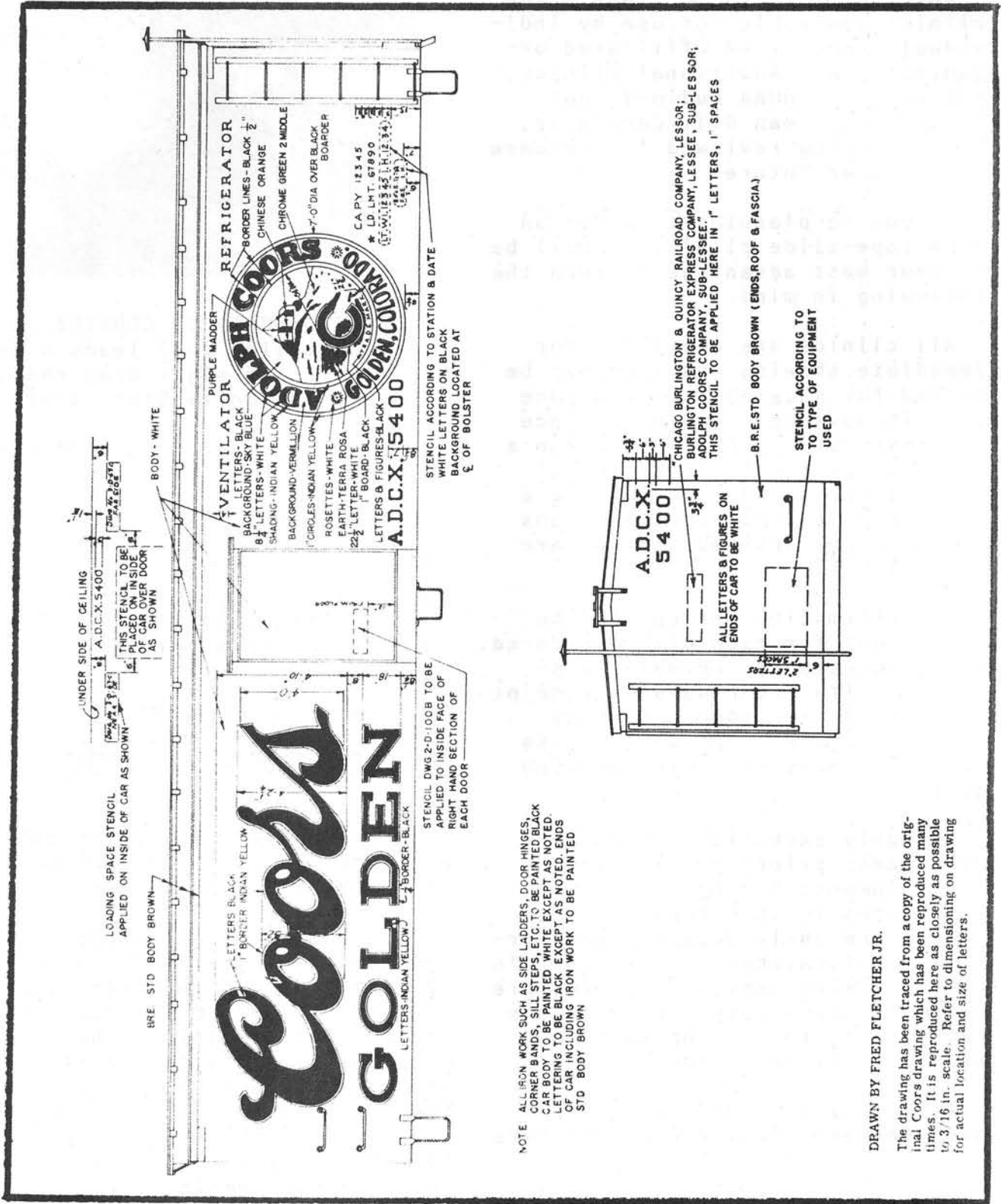
ENGINEERING NOTICE

"The Electronic Revolution", penned by Kevin Doyle, has been suspended temporarily. THE COUPLER will resume this column in an early issue.

LIRR "PUSH-PULL" UPDATE

The LIRR Alco FA-2 paint scheme published in Issue #94 has undergone several modifications.

The blue car-body striping has been extended over the top of the nose section and a bright yellow has been added to the lower nose section and the pilot. The yellow extends around to the front edges of the cab doors. Black paint has been applied to the small bumper extension on the top of the pilot. All other paint scheme data shown in Issue #94 remains the same.



ACHIEVEMENT PROGRAM, CON'T.

MODEL RAILROAD AUTHOR:

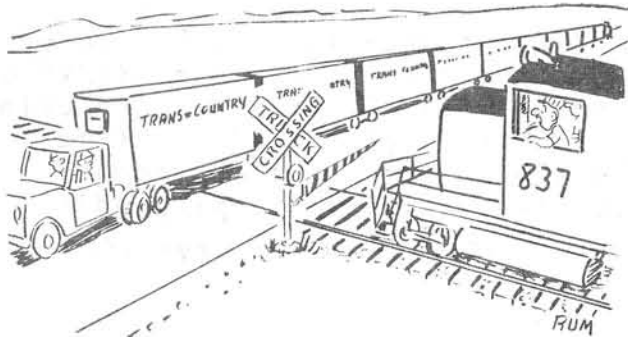
Norman S. Briskman
Ira D. Rothberg

It seems to me that the National AP fellows should authorize a special certificate for those of us who managed to get through the London Convention despite the money upheaval. It was truly an achievement for a few days to find a place that would cash American travellers checks and greenbacks, believe me. Nevertheless, it was a "jolly good" experience, and British Region is to be complimented for a job well done!

Now that Winter is upon us, I am certain we've managed to recover from our vacations. With this return to "normalcy", I hope many AP applications will start coming my way for processing. Applications and AP regulations may be obtained from me by simply sending SAE to Box 70, Greenfield, MA 01301.

Greetings of the Season,

Don



UNDER THE OVERHEAD, CON'T.

Jenkins; the LVT and BALTIMORE & ANNAPOLIS were covered by Dave Waddington. Dave prefaced his LVT films with a story about how he wound up in the Allentown pokey in 1942 because someone thought he was a spy! It was worth it, Dave, the shots were great.

Sunday was devoted to riding the MBTA. More than 120 people turned out for a trip on three freshly-shopped cars of the Tremont type (Boston's oldest PCC units, #3004-06 and 08). Under the sponsorship of the Boston Street Railway Association, the trip saw us cover all MBTA lines except the Watertown line which is not in passenger operation currently. Included were sections of track used to turn cars that are not normally seen by passengers, such as the Brattle Loop, at Government Center and the Kenmore Loop. Incidental, the Brattle Loop is so seldom used that a welding bead was arched along the rail-tops to allow electricity to flow properly.

Stops were made in many places for photos, often to the complete astonishment of spectators. For lunch, we stopped for an hour at the Reservoir car barns ... if you were a quick eater, as I was, you found yourself with an added attraction --- a do-it-yourself shop tour. In all, a great weekend!

Next issue we'll be turning the clocks back for a look at traction in the State of Maine. Until then, have a pleasant holiday!

SLIM THOUGHTS, CON'T.

Oregon's Sumption Valley Railroad is immortalized in Mallory Hope Fenell's "Rails, Sagebrush and Pine." Logging is the main theme, with a little gold rush business added for extra color. There are some fine orthographic drawings of three-foot equipment which could be used as modeling plans and/or guides.

"Narrow Gauge Country" is now out-of-print, but if you can beg, borrow or steal a copy it would be well worth your while ... especially if you enjoy viewing excellent railroad photography.

Another good narrow-gauge data source I discovered is the Colorado Railroad Museum [Box 641, Golden, CO 80401]. A brief note or letter to the museum will provide you with a catalogue sheet that includes books, models and items of railroadiana.

The folks in the Rocky Mountain Region have a recent addition to the narrow-gauger's must list; it is an outgrowth of Bill Cohen's "off-the-top-of-the-head" clinics on narrow-gauge lettering. The title, "Lettering Guide for Early Colorado Narrow Gauge Freight Cars."

"Steamcars to the Comstock" and "Slim Rails Through the Sand" elucidate the SP's Carson & Colorado. And, for those interested in extra-slim railroading, there is "The Maine Two-Footers" and "Little Railways of the World", the latter out-of-print and somewhat hard to locate just anywhere.

There are other sources of nar-

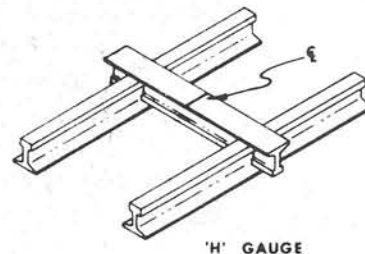
row-gauge information; I'll move on to them in subsequent columns. Now, though, I'd like to turn to a bit of practical modeling data.

The subject of tie-laying has been covered by many articles in the various modeling magazines. Still, there are as many varying techniques in this department as there are modelers.

After some experimenting and a lot of brow-beating by my associates in the Cascade Short Lines, I now lay my ties WITHOUT the assistance of special jigs or fixtures. The resulting slight unevenness, in my opinion, looks much better. Also, when laying ties for turnouts, the ties under the frog should be spaced closer, per prototype practices.

Anyhow, we're now ready for my first course on laying rail. All set?

Assuming you're using center-lines, how do you find the rail location in relation to same? The answer, I found, is simple. Just build yourself a "Dick Molzahn Special" ... an H-gauge:



H GAUGE

The H-Gauge is constructed by placing two short pieces (1/2" or so) of the size rail you're using EXACTLY to gauge. Then, file a notch in the rails to accept a third piece running perpendicular

(Continued on Page 29)

SLIM THOUGHTS, CON'T.

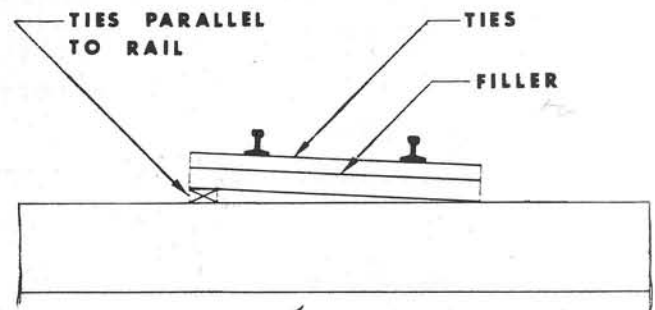
to the first two. Solder the assembly together. The final step in construction is filing or scoring a line on the third piece of rail at EXACTLY 1/2 the gauge, indicating the centerline of your trackage.

The gauge is used by placing the centerline notch over the centerline of the ties and making a pencil mark on either side of the two parallel rails of the "H". You'll now have the rail location in perfect gauge (hopefully). Kadee has a similar gauge; price, \$1.50.

Even though I work in narrow-gauge, I like the idea of super-elevation and spiral easements on curves. The spiral easement calculations aren't difficult and the method of obtaining the easement dimensions are illustrated in NMRA Data Sheets D3c and D3c.1. I've made a template containing the easement; a portion of tangent and full radius are also included on the template.

Now, lets us get back to the curves on the roadbed. The super-elevation in most cases should start at the end of the tangent, have a gradual rise through the easement and obtain full height at the point where the radius starts [Figure 1]. This is called the super-elevation "run-off"

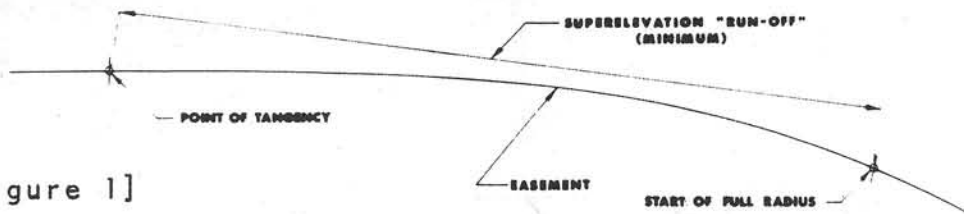
The super-elevation is obtained by raising the outside edge of the "tie spacer" with a piece of stripwood. Obviously, the amount of super-elevation is governed by the thickness of the wood strip. I found that 1/16th of an inch works quite well. The stripwood is placed starting at the tangent and then the taper is obtained by sanding to zero at



[Figure 2]

the point of tangency and to full height where the full radius begins. The tie spacer is then glued in place, followed by the ties (of course). Figure 2 shows this method of obtaining super-elevation.

(Ed. Note: THE COUPLER is very pleased to have Duane aboard as a regular. An active member of the Pacific Northwest Region and PNR-4th Division, Duane is one of the rare "characters" in this hobby who enjoy doing whatever they can to spread the F-U-N of model railroading.)



[Figure 1]

SHOP TALK, CON'T.

gear train that has double thickness gear towers on the trucks. The end result is a smoothness and quietness unseen for many a moon.

Also from Alco Models is a new run of the reknowned RS-1 -- this one being in freight service configuration [sans steam generator]. Apart from certain minor car-body differences, the new and old RS-1 models are identical, well-performing locomotives.



NMRA CLINICS, CON'T.

The prompt and proper return of all tape-slide clinics is a responsibility that lies solely with the person who ordered and received the clinics. This person pays all return postage [Air Parcel Post is highly recommended] direct to the issuing Dispatcher.

Last, but not least, all clinic orders must be accompanied by a check or money order, in the sum of \$2.50 for EACH clinic ordered, payable to "Tape-Slide Program, NMRA, Inc."

For additional ordering information and/or a current clinic catalogue, contact:

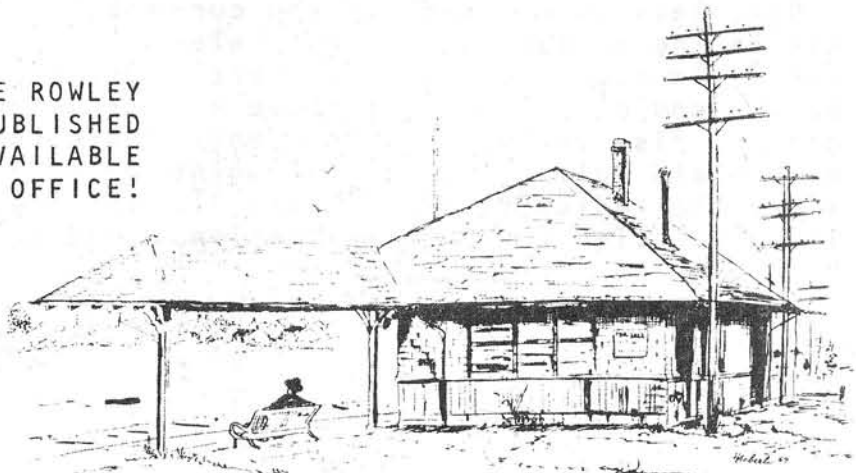
Finley McGrew
Tape-Slide Dispatcher/US
P.O. Box 15039
Sacramento, CA 95813

or

Douglas Stevenson
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PROVIDENCE CONVENTION, CON'T.

Pete Watson (Hub's "Runner-Up") and Dick Batstone (Sunrise Trail "New Modeler Award"). The complete list of contest winners is printed below.

One of the "unpublisized" fan trips that drew a large attendance was the midnight jaunt to a real fly-by-night nightspot. Ever hear of a diner that literally rolls away when the sidewalks are rolled out in the early ayem? That's Mike's Diner ... a tradition in Providence Plantations!

CRAFTSMAN MOTIVE POWER - STEAM

- 1st - Graham Harvey,
L.I. Modelers Assn. 4-6-2
- 2nd - Ernest Robichaud,
2-4-4-2 Mallet
- 3rd - Allan Howard,
Jersey Central 4-6-0

CRAFTSMAN MOTIVE POWER - OTHER

- 1st - Bill Lorence,
S&T Rail Truck

CRAFTSMAN PASSENGER CARS

- 1st - Arthur Merritt III,
Central Westchester Mail Exp.
- 2nd - Philip Lent,
Northern Pacific Diner
- 3rd - Michael Antoni,
Crock & Widget Coach

CRAFTSMAN FREIGHT CARS

- 1st - Richard Carpenter,
Box Car
- 2nd - Jerry Cribbs,
Covered Hopper
- 3rd - Bill Lorence,
Pickle Car

CRAFTSMAN MAINTENANCE OF WAY

- 1st - Peter Watson,
Pile Driver
- 2nd - Philip Lent,
Pine Mast Swamp Caboose
- 3rd - Graham Harvey,
Great Northern Caboose

CRAFTSMAN DIORAMAS

- 1st - Richard Batstone,
Railroad Crossing Scene
- 2nd - Eugene Major,
Suburban House Scene
- 3rd - Eugene Major,
Woods & Roads Scene

CRAFTSMAN STRUCTURES

- 1st - Richard Carpenter,
Supply Shed
- 2nd - Charles Hunter
Station

MASTER STRUCTURES

- 1st - Earl Smallshaw,
Rolling Lift Bridge
- 2nd - David Messer,
Freelance Tool Works

PHOTO CONTESTS

- B&W Model - Norman Briskman,
Campbell Coaling Station
- Color Prototype - Norman Briskman,
Steam at Montauk
- Color Model - Alan Lagochi,
View Through A Pass

Next issue (#97) will bear good tidings from the Salem Convention Committee. Early reports indicate another winning convention is just over the horizon (by broomstick, maybe??). See you all there!



ALOUETTE BUILDS A PORTABLE LAYOUT, CON'T.

The layout has been designed in such a manner that it can be broken down into two smaller sizes (10'8" x 14' or 8' x 14') and still be operational. It can also be broken down into SEVEN individual display units!

After the November showing, the Alouette Division layout became available for use by hospitals, fund-raising campaigns, charitable groups, banks, shopping centers, etc.



Dave Mealey Special: right-hand points from left-hand stock!!

The accompanying photos, from the camera of Alouette Prexy Gordon Teel, show a few Division members during early stages of construction work. Unfortunately, Gordon wouldn't dismantle his 0-scale layout ... thus only portions of the portable layout could be set up for these pix. Photos of the complete layout will be in Issue #97.

Deux cours de triage complètes avec table tournante et les facilités de service qu'on rencontre habituellement dans une cour de chemin de fer. Les deux villes seront aussi complètes que possible avec gare et embranchements industriels. A l'examen on pourra découvrir aussi une ligne desservant une mine de charbon. Ce réseau a été construit de telle manière qu'il pourra être démonté aussi servir de pièce d'étalage en sept parties distinctes.

Dès la fin de novembre, le réseau sera disponible pour installation dans des Hôpitaux, organisations à caractère charitable, centre d'achats et Banques et aussi pour certaines campagnes de recrutement de fonds etc..

Les différentes photos ci-joints montrent quelques membres au travail sur le réseau. Malheureusement, seulement les 2/3 du réseau sont visibles, car le président de la Division "Alouette" a complètement refusé de démolir son réseau personnel à l'échelle "0" et la place manque pour photographier l'ensemble.

Des images du réseau complet paraîtront dans un prochain numéro du COUPLER.



PRINCESS, CON'T.

had an agent AND a crew caller in the office. The agent was glad to sell us a brace of Form L-2's, better known as a pair of tickets from Williamson to Lynchburg, then via Southern Railway to Washington Union Station. 425 miles was pleasingly worth \$18.36, but the nostalgia returned when they were stamped "good only through April 30, 1971." The agent noted, "It won't seem like a railroad after this week." Amen, brother!

#4 was due east at 4:50, and by 4:45 the 2 Geeps had taken a break from their switching and pulled up behind the diner. The shore-tie was replaced in its platform pit. All we needed now was a train to couple up to, but "Pocahontas" was a bit tardy; 45 minutes late, to be exact. We were the only passengers of the 15 or so who were waiting who were happy about the delay; we'd have more daylight to enjoy our dome ride by!

What with adding the diner to the rear and loading the mail (?), we were an hour behind the carded time when the grand lady departed Williamson. The ride down to Bluefield was almost beyond description.

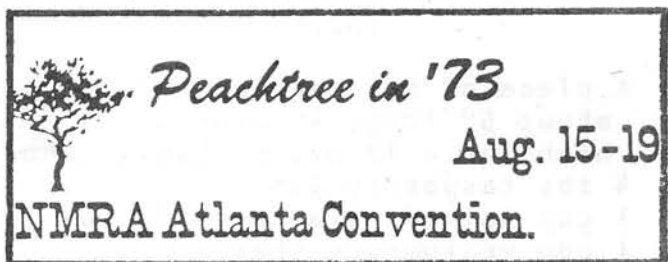
Thacker, Vulcan, Glen Alum, Panther, a pre-dawn flagstop at Iaeger, Sandy Huff; the curves into -- out -- and into the tunnels at Roderfield, Davy, Capels, Kimball, Eckman; coal mines in various stages of disrepair (who says AHM's model is incorrect?), all with strings of empties waiting on loads of black diamond stones.

WET FEET, CON'T.

Walkways made of stripwood, hand rails, hatches and ladders were added to complete the tender superstructure. Brake system parts were placed under the belly of the tank and the trucks were screw into place ... about 4 washers were used with each truck as bolsters.

NOW ... to the Paint Shop, tender and all. It took a little while to figure out exactly how to get around the ARON ALPHA softening problem experienced following my paint-baking process ... but, more on that in the next issue.

The only regret I have is that I didn't have the "nerve" to get into this kind of modeling earlier. It's so-o-o simple ... REALLY!



It was a black-and-white video panorama gradually turning to full, living color as the sun ran higher over the horizon. It was a world gently awakened to face yet another nice day; a world soon to be without this train, as we were "jokingly" reminded by a most pleasant trainman's conversation with the 2 young women in the seat behind us.

For us, this was the curtain call; the moment we had hoped would never come. "Pocahontas" was going the way of "Jawn Henry", "The Cavalier", "The Powhattan Arrow" and that ugly beauty, the Y-6b.



THE DINING CAR

From the Manager of Dining Car Services on the Mohawk Central Rail Road comes this special desert recipe, a old favorite on-board "The Alouette Limited" this time of year.

TRIFLE

A piece of homemade poundcake about 5" long, 4" wide and 3" high (or a 12 oz. packaged cake)
 4 tbs raspberry jam
 1 cup halved, blanched almonds
 1 cup medium-dry sherry
 1/4 cup brandy
 2 cups heavy cream
 2 tbs superfine sugar
 2 cups fresh raspberries (or 2 ten-ounce packs of frozen raspberries, defrosted & drained)
 3 cups custard sauce

Cut the poundcake into 1"-thick slices and coat them with the raspberry jam. Place 2 or 3 of the slices, jam side up, in the bottom of a glass serving bowl about 3" across and 3" deep. Cut the remaining slices of cake into 1" cubes, scatter them over the slices and sprinkle 1/2-cup of the almonds on top. Then pour in the sherry and brandy and let the mixture steep at room temperature for AT LEAST 30 minutes.

In a large chilled bowl, whip the cream with a whisk or a rotary or electric beater until it thickens slightly. Add the sugar and continue beating until the cream is stiff enough to form unwavering peaks on the beater when it is lifted out of the bowl.

To assemble the trifle, set ten of the best berries aside and scatter the rest over the cake. With a spatula spread the custard across the top. Then gently smooth half of the whipped cream over the surface of the custard. Using a pastry bag fitted with a large rose tip, pipe the remaining whipped cream decoratively around the edge. Garnish the cream with the ten reserved berries and the remaining 1/2-cup of almonds.

The trifle will be at its best when served at once, but it may be refrigerated for an hour or so. This recipe will serve 6 to 8 people.

ALL REGION MEMBERS ARE INVITED TO CONTRIBUTE THEIR RAILROAD'S FAVORITE RECIPES. SEND THEM TO:

Dining Car Recipes
 NER COUPLER
 3 Halletts Way
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HOLIDAY GIFT-GIVING GOT YOU DOWN?

Why not give an NER membership? Full details are on page 35. Do it now!

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*Ted Ritter, Office Manager
42 Sunset Terrace
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Courtesy

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This column is for the use of those in Northeastern Region who would like to extend the courtesy of their home or club pike to others. A request for a listing should be sent, accompanied by a sample pass, to:
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Photo by Dick Towle