

No. 96 & 97

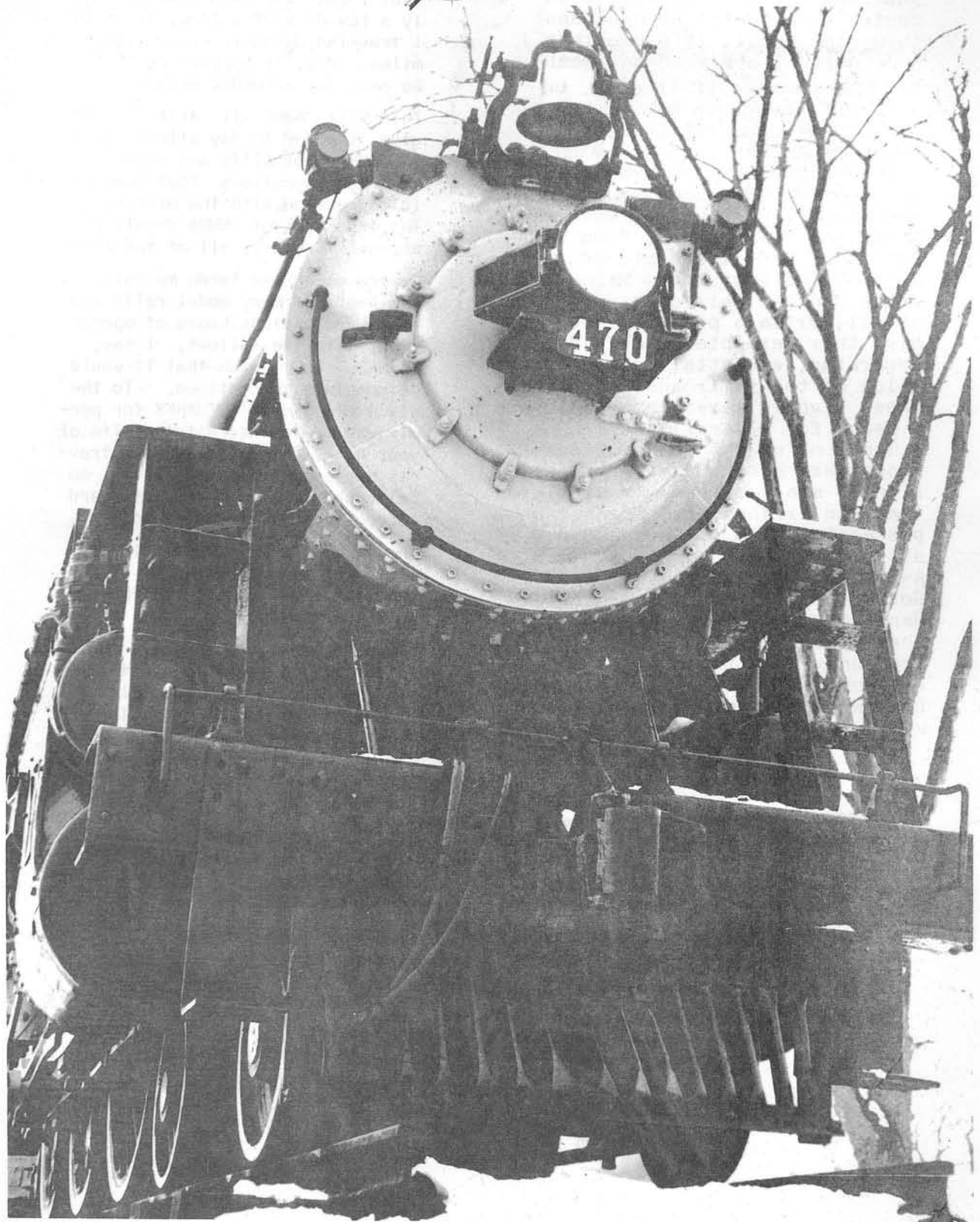
WINTER / SPRING  
1972

# THE COUPLER

Official Bulletin of the Northeastern Region



of the National Model Railroad Association



"I JUST HOPE"

Yes, you're probably wondering just what kind of a missive is coming from the right hand seat this time. Well, it's one that I hope doesn't apply to any member of NER, because if it does, he shouldn't be given membership in any of our organizations, be it NMRA, NMRA, NER, R.R.E., NRHS, etc.

Why such dramatic words? Because in late October, some so called railfan, either buff or modeler, stole the ball signals from Wambeck Junction, N.H. These signals, property of The Boston and Maine and Maine Central Railroads were, first of all, private property and secondly, they were pieces of safety apparatus, essential to the operation of the railroads, and finally these signals were historical, and a mecca for all railfans.

Those of us who lead various groups are asking that if these signals are ever seen or displayed that you arrange with the person possessing them to have a C.O.D. shipment made to our Achievement Awards Program Chairman Donald S. Robinson, MMR, Box 70, Greenfield, Mass. 01301. Don has assured us that prosecution is not our objective, only that the signals be returned to Wambeck Junction where they will see service again, and we as railfans can see them again.

" I JUST HOPE"

Dick

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### To my Region Friends

There are events, that come along in the lives of people, that make changes necessary. Not one, but a series of events has and will happen so that I think that it is best that another man become Treasurer of NMRA.

For twenty years my vocation with General Electric has been such that I was away from home for only a few days at a time, although I traveled, nearly, two million miles. Now, it appears that I'll be away for extended periods.

This will make it difficult to give the day to day attention to the paying of bills and answering the many questions that come up in connection with the office. The treasurer of NMRA should be accessible nearly all of the time.

My traveling has taken me into the homes of many model rails and I enjoyed endless hours of operation. To the fellows, I say, THANKS, and I wish that it would be possible to continue. To the wives also, double THANKS for permitting me to interrupt the life of your home. Some of my future travels may permit limited visits, so Betty and I are looking forward to seeing some of you again.

The life of the treasurer is hectic, but also it is fun. It has been fun and I shall miss the day to day activity.

Everyone knows, especially those in official capacities, that continuity and smooth transition is essential for the organization. Mark Swerdfeger, one of the candidates for the office, has requested that I accept the assistant and treasurer's post if he is elected. I have told him, yes.

I will now do what some may consider unethical-- I hope that you will elect Mark.

Make your mark for Mark.

*Lucas*

Acting Editor... Don Minnich  
 Acting Assistant Editor.....  
                                   Ellen Towle  
 Engineering Editor.....  
                                   George Konrad  
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                                   Fred Driscoll

Contributing writers for this  
 issue.....

                  Sandy Pasko  
 Ellen Towle       Don Minnich  
 Dick Towle

.....and a special thanks to  
 Bradley Peters of the Maine  
 Central Railroad.

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 Jack Alexander   Dick Towle  
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 Roy & Edna Sullivan

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 Wakefield, Mass. 01880

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The next issue of the COUPLER  
 will be number 98 and will  
 be our Summer 1972 issue. All  
 copy should be received by us  
 May 10th at the latest, at the  
 address below.

The Coupler  
 c/o Dick Towle  
 PO Box 328  
 Manchester, Mass. 01944

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ATTENTION ADVERTISERS.....  
 We are unable to publish many  
 paid ads in this issue because  
 of a mix up. The former editor has  
 not yet been able to forward the  
 necessary information to  
 us. We are attempting to  
 obtain the remainder of  
 our paperwork and hope  
 to have everything by  
 the time the next issue  
 goes to press. Please  
 bear with us. Thanks!

Ed.

IN THIS ISSUE.....

Our cover photo courtesy of  
 the Maine Central Railroad  
 President's column....pg. 2  
 A message from our National  
 treasurer..."Huebe"...pg. 2  
 Salem convention info.pg. 4  
 Contest.....pg. 4  
 A Woman's view of railroad-  
 ing by Sandy Pasko....pg. 5  
 Women's info on the conven-  
 tion.....pg. 6  
 Photo of Maine Central's  
 "470".....pg. 7  
 The Dining Car.....pg. 8  
 "Please Fellas".....pg. 9  
 Maine Central news....pg.10  
 An open letter from Jack  
 Alexander, Region Convention  
 Chairman.....pg.11

COMING EVENTS.....

SATURDAY, APRIL 8, 1972  
 Sunrise Trail Division, 6th Ann.,  
 Iron Horse Meet. Cathedral Post  
 No. 1087, American Legion, 233 wood-  
 land Place, West Hempstead, N.Y.  
 10am to 10pm. There will be Clinics.  
 Contests, Movies, Displays, Cock-  
 tail Hour and Dinner by Reservation  
 only. For information Contact, Ch  
 Charles Geertz, 483 Rhodes Lane,  
 West Hempstead, N.Y. 11552. Tel.  
 516-RO4-2803.

FRIDAY, APRIL 14, 1972, program  
 provided by Boston Chapter NRHS.  
 Speaker George Bartholomew, Pres.  
 Edaville Corp. will talk on the  
 history and developement of the  
 Edaville Railroad. Also movies by  
 Albert Hale, Lexington, Mass. of  
 the Maine 2-footers taken years  
 ago, featuring Sandy River and  
 Rangely Lake and Bridgton and  
 Harrison Railroads. Time 8:00pm

continued on page 11

SALEM CONVENTION, MAY 19, 20 & 21  
by Dick Towle

Salem, Mass. will be the site of NER's Spring '72 Convention, and Salem promises to be different.

The "Witch City Convention" will get under way on May 19th at 4pm in Salem's Hotel Hawthorne. Early arrivers will be treated to movies, displays and other goodies which are now in the works.

During Friday evening the clinic crew has arranged a terrific tour and back at the hotel the full convention program will be in full swing including a complete ladies' program.

Saturday morning will see a full program of layouts, different from the Friday night tours, including live steamers, displays, several contests, hobby shop, white elephant, hospitality, and clinics.... ten of them as of this writing.

Due to problems being encountered in scheduling a prototype fan trip we will be viewing the facilities of the Northshore Live Steamers in North Beverly. They will be operating for the benefit of all conventioners at a time to be announced later. In addition to the Live Steamers, the prototype facilities of the B&M will be available for those who would like to see them.

Early in the evening we will have a social hour followed by a banquet with your choice of Beef or Fish. Immediately after the banquet we're going to have a region dance complete with the music of a local three piece band. For the non-dancers we will have movies during Saturday evening.

Sunday morning will see a Region Buffet Breakfast which will consist of everything from ham & eggs to sausages, cereal, juices and of

course plenty of coffee. Right after breakfast we will present all awards and prizes and then the layouts will open for touring.

Final financial details are yet to be worked out, but we are striving to make Salem a big weekend, and to give our ladies something to remember.

Members of the committee include: Fred & Lois Driscoll, Jack Alexander, Bill Parker, Bill MacIver, Ivon & Alice Preble, Jack & Kitty Brown, Al & Rita Lalime, John Curtis Dick & Ellen Towle, Ray Palleschi, George Konrad, Tom Murray, Bill McCullum, Mike Shrum, Bruce Carracho Harold Reynolds, Bill Storms, and Roy and Edna Sullivan. See the REGISTRATION FORM in this issue of the Coupler.

Having an open house and wonder what to serve? Maybe the COUPLER can help. In 1852 the trip to New York was long and complicated. According to a publication dated June, 1852, The trip went Boston To NY via Worcester, Springfield, New Haven, Bridgeport, Conn. and to NY. If you wonder why we do not go down the shore route to NY, the reason is that many bridges were still not built and a rider had to switch to stages to go around these points. Anyway we are interested in a calculated guess as to the days, hours, minutes as was stated in the OFFICIAL Guide Of The New England Railways: June, 1852. Send your guess to Mrs. Ellie Towle, Contest #96 & 97, P.O. Box 328, Manchester, Mass. 01944. In case of tie, earliest postmark will win.

The prize is an Electric Corn Popper.

## A WOMAN'S VIEW OF RAILROADING

by Sandy Pasko

I know this is a strange hobby for a woman, but it is fascinating and fun. One reason I enjoy it so much is my husband and I can do it together, and even the children can join in. After Eddie and I were married, we set up his Lionel train in our spare room. He started by teaching me how to switch cars in the yard. One day Arthur Wadhams and his wife suggested we accompany them to a Nutmeg Division meeting. The people were so nice and I had such an interesting evening, I continued to attend their future meetings. I enjoyed going on fan trips, but my main fascination was the signal tower. I was amazed how they kept track of all the trains coming or leaving the station. I was so engrossed in listening to the man explain everything and watching the controls, that I was disappointed when it was time to leave. Going to conventions and being able to attend the clinics has been a tremendous help to me in building my own "N" gauge layout. Touring the engine house and yard gives you an idea of the work that is involved in getting a train ready to run. By seeing the real thing, it helped me to make my layout as real as possible. When I was elected to the board of directors of the Nutmeg Division, my layout was just a dream. My husband helped me lay the track as "N" gauge is so small. I started getting cars, engines and switches for my birthday, mother's day, etc. When we put the roundhouse and turntable on the layout, it started to take shape. My layout will be three tiers high when I'm finished, but the first tier is my yard and main station. The layout measures 7½ft. by 48in. So far

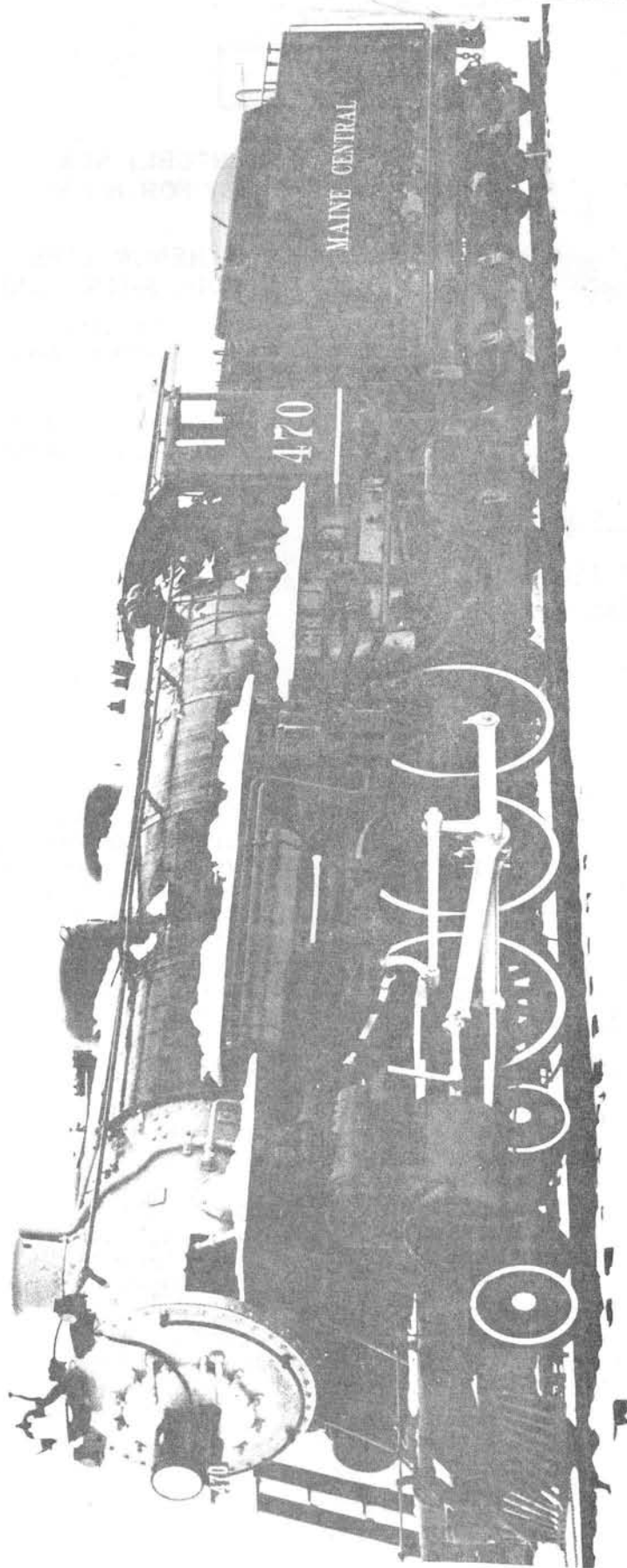
I've laid 150ft. of track, have 80 cars and 19 engines and it's still growing. After I was named vice-president in the Nutmeg Division, I started attending the conventions regularly. I attended clinics on scenery etc. and I talked to other railroaders that could give me any help or tips from their own experiences. I wired all my own switches and really enjoyed doing it. Wiring is a restful way to spend an evening, especially after the children are all in bed. The cars, trucks and townspeople I have placed on my layout give it such a look of realism it really surprises people. I have started putting grass down and am making my own trees. I'm using the fall foliage throughout the layout and the trees are simple to make and color. I'm giving a clinic in May at the Salem Convention on "N" gauge trees. I hope to show all railroaders how to make trees for practically nothing and have fun while doing them. One thing I have learned since I began in this hobby three years ago, is that every aspect of railroading, whether it be wiring, troubleshooting, or scenery is that it is indeed a lot of fun. It can also bring a family closer together if a woman would give it half a chance. If women would give themselves a chance, they would soon realize that model railroading could be as interesting and as much fun to them as it is to their husbands. I am also thinking of writing an article on different views and thoughts of other women. Please send your views on model railroading to me --Sandy Pasko, 63 Hoffman St., Torrington, Conn. 06790

A MODEL RAILROAD CONVENTION FOR US WOMEN TO ENJOY.....That's this one coming up on the third weekend in May. And the site couldn't be much better for antique buffs, bargain hunters and historical enthusiasts. Salem, Massachusetts..... Thanks to a committee of interested ladies, this convention is one of the most "geared for women" ones yet. For the early birds who arrive on Friday evening, the Hospitality Rm. will be open from 7 to 9pm. We'll serve coffee and it will give you a chance to say "Hi" to old friends and introduce yourself to a new one maybe. We hope to have a slide show or talk on historic Salem given by the Chamber of Commerce while the men are attending clinics and bull-whoops...talking with each other. There's layout visits too if some of the ladies would like to join their husbands. Want to get your husband to take you out to dinner? Try the Beverly Depot just a few miles from the hotel. You'll be served in a completely railroad atmosphere (it's in a refurbished railroad station) by waiters dressed as engineers. The food is unbeatable, but the menu is limited when it comes to vegetables, 14 main course choices and an unlimited salad and bread bar. That should nicely take care of Friday night.

Saturday morning the Hospitality Room will be open from 9 to 11am, there will be at least two clinics that the ladies won't want to miss, one given by Sandy Pasko to show both men and women how to enhance a layout with trees handmade, and the other is a beginner's clinic for women fortunate enough to have husbands who want them in on building a layout up with car kits, etc. We'll have pamphlets, maps and the "Witch City Newspaper" for you to look over during the morning.

The rest of Saturday, the girls are on their own while the men go on the fan trip, attend clinics, etc. There'll be a walking tour of Salem, which includes 15 places of interest recommended by the Chamber of Commerce including the famous witch house, the house of seven gables, Peabody Museum, and the oldest house in Salem. You can visit the historic Wenham Tea House, where incidently one of our members Alice Preble has on display her hand made shell flower arrangements. There's a treasury of lovely old stores like the Kit and Kaboodle in Marblehead only five miles from the hotel. Ever visit a cheese and gift shop made from a caboose? How about the home of the first witch ever executed in Salem. They'll be maps to for instance the quaint Old Essex Village, Rockport, Gloucester, antique shops and gift shops peculiar only to the Salem area.

There's plenty to see for us women, in fact too much to see in two short days. The old railroad station at Prides Crossing is a haven of gifts, and the unique Johny Appleseeds has everything, absolutely everything. Then there's the famous Hammond's Castle seen in the movie "Junie Moon". If your feet aren't aching by evening, put on your best dress and your dancing shoes. Because this time were aren't going to have the usual schedule of events. Saturday night will be a dinner dance with a band. Sunday morning there will be an all you can eat breakfast buffet with the usual awards and speeches and door prizes before you grab your husband and go on your way to explore the area.



The "470", a Maine Central Railroad Company steam locomotive, is displayed in Waterville, Maine. For 30 years the "470" carried freight and passengers all over Maine. The engine was built in 1924 by Schenectady Works, American Locomotive Company, with an original cost of \$62,296.90. It is a Pacific 4-6-2 Class C-3b with a loaded weight, including tender, of 471,400 pounds, and a length of 78 feet 7 1/8 inches. The "470" made the final steam powered run on the Maine Central Railroad in June, 1954. In October of 1962, as a highlight of Maine Central's Centennial observation, the engine was presented to the City of Waterville. In August, 1971, the locomotive was formally dedicated as a monument to the colorful history of the railroad's steam powered era.



# THE DINING CAR

From the dining car of the OKLAHOMA SOUTHERN R.R. comes this special dining car recipe.

## Mexican Frijoles Doc

by Dr. E.W. Williams\*

- 1 lb pinto beans (approx.)
- salt to taste
- ½ cup of lard (bear grease will do)
- ..or bacon drippings.
- one clove of garlic (or two)
- 1 tsp. of chili powder
- 1 tblsp. of oregano...or equal amt of powdered sage cactus.
- 1 large yellow onion chopped fine.

Soak beans overnight with water, (for real excitement, soak in 100% mexican tequilla) add salt and bring to boil, then simmer replacing water when needed. Cook beans to extra soft stage, then add rest of ingredients and cook till thick.

Serve with Bromo Seltzer. Frito

Lay Corn Chips (Not Buffalo Chips) with Mexican Hot Chili Sauce. Hot corn or flour tortillas with pats of butter.

For a truly authentic touch, add one La Cucaracha before serving. (Ed. Note: A La Cucaracha is a cockroach)

\*Dr. Williams is Executive Director of the American Association of Medical Personnel in Oklahoma City, Oklahoma.

**48 / FT.**

**Fourty Eight to the Foot**

**A QUARTERLY NEWS LETTER  
BY FOR & ABOUT O-SCALERS**

**DAN B HENON (THE O MAN)  
PUBLISHER AND EDITOR**

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HOME (215) LI 8 - 3648**

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

*Dining Car Recipes*  
NER COUPLER  
3 Halletts Way  
Merrimack, NH 03054

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From AMTRACK'S RUMOR MILL..IT Sounds True Department.....

We have heard the head of Am-track keeps a bowl of goldfish on his desk. When asked if he liked goldfish, the reply was. "No, I don't like goldfish, I just like to have something around here that opens it's mouth without asking for a raise or we'll go on strike."!!!!DGM.....

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THE MODEL RAIL'S TAX HELP DEPARTMENT..by D.G.M.....

We understand the 1972 Tax return form #@#%&\*?/½ is the simplest yet;A. How much did you make last year? B. How much do you have left? C. Send B.....



PLEASE FELLAS!!! If you do nothing else today, at least hand this page of the Coupler to your wife.

Remember that saying, "If you can't beat 'em, join 'em."? Well I did or at least I tried. After months of hearing how very relaxing, rewarding and enjoyable it is to sit down for an evening and put a car kit together, I began to wonder if maybe, just maybe there wasn't something to it. So I thought I'd give it a try and please my own husband at the same time. I asked my husband to dig out from his dust covered shelves the simplest, easiest model car kit he could find. And with complete confidence and utmost superiority (women can do things far better than most men can when they put their mind to it with far less effort). My husband assembled all these little knives and instruments that seemed totally unnecessary to me. I arranged my tools on the kitchen table, then sat down to quickly slap together a work of art. After all it can't be as difficult as it's made out to be. All you do is attach a couple of sides to a top and a bottom and glue on a few grab irons and a couple of couplers on each end. My ever-lovin' chose for me to build one of those cute little four wheeled cabooses, (hacks, buggy or whatever you call the little house at the end of the train).

I blew off the dust and opened up the box. All those pieces for that little thing! Oh, well, let's see now. I opened up the paper with the directions on it and proceeded to give it a quick read through. The directions stated "By reading through once carefully and then following each step in order, no parts will be ruined and you will have a beautiful model logging car." Fine, I'm on the

right track. Now for the next paragraph. "With a sharp knife remove all the flashing from the metal and plastic castings." .....

.....Have you ever felt as though you just put your foot into it?....What's "flashing"? And why do you remove it if it's for the car kit? Well, let's just skip that first step. I read down the page. As I read words like "ratchet", "boggie side frame", "draft gear", bosses and "top plate", I could literally feel the grin on my husbands face get wider and wider. Are these words in the English language? Now, I ask you how in \*\*\*/### (I'm a lady) can you attach a draft gear to anything if you naven't the faintest idea what the \*\*\*/### one looks like in the first place?

Anyway, after I swallowed hard, ate crow and admitted there was a teensy bit more to this playing choo-choo than I realized, I asked my then sympathetic husband if someone would give us well-meaning helpmates a hand, and tell us how and where we start to become part of it all. So he agreed to give a beginner's "Beginners Clinic" for us women at the upcoming convention in May. So, ladies, don't let me be the only one there. Come and keep me company. Even if we don't learn how to build a kit, at least perhaps we will know what the ##### they are talking about.

By the way, take a look at some of the models in the model contest next time. Some have already been done very ably by women. Let's give our loves some more competition.

by Ellen Towle

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The acid test of a model rail-roader's open house is his wife's coffee.....DGM.....

We are grateful that Mr. Bradley Peters, Director of Public Relations of the Maine Central RR. has given us permission to use the following articles from their bi-monthly publication the "Messenger". He has also offered us the opportunity to use MC photographs and future news articles from Maine Central's Messenger.



#### REBUILD PROGRAM

Waterville Shops have completed a program to rebuild 50 boxcars. The 40-foot, 50-ton cars were originally built by Pullman Standard in 1951. Fifty men worked on the project from August, 1971, through January, 1972.

The rebuilding included: a new roof, floor, and inside lining; new roller bearings, wheels and axles, and high capacity draft gears; and new air brake equipment of the latest design. The seven-foot doors were replaced with eight-foot doors and each car received a new paint job.

The completed car is the equivalent of a new box car and carries a value of about \$14,000.

The funds for the rebuilding program came from Maine Central's Incentive Per Diem account. This is a daily surcharge paid by the using road to the owning road for plain, unequipped boxcars. During the months from September through February the charge is imposed as an incentive to promote better utilization of boxcars.

According to studies by the Association of American Railroads, Maine Central owns more than its proportionate share of the national freight car fleet and thus receives more in incentive per diem charges than it pays out. The net credit balance received from this charge must be

earmarked for the purchase, building, or rebuilding of plain unequipped boxcars.

The present Maine Central fleet contains over 3,250 boxcars. This number includes 250 new and 250 rebuilt boxcars received in 1970 as well as 200 boxcars reconditioned in the Waterville Shops in 1969 and 1970.



*Waterville Shops employee Ralph Roberts preparing a boxcar for installation of trucks which have been modified with new roller-bearings wheel assemblies.*

#### SNOW COUNTRY

Arriving in plenty of time to take care of 1971-72 snowstorms, Portland Terminal Company had its newest "Hurricane" jet snow blower ready for action in November. Two jet snow blowers are now in operation at Rigby Yard and one in Maine Central's Bangor Yard.

The self-propelled machine, more than ten feet high and over thirty feet long, discharges a high-speed blast of heated air. The hot air is produced by a jet engine of the type used in the B-36 Air Force bombing plane.

Vice President-Operations, James W. Wiggins, said the addition of this piece of equipment will help cope with the extreme weather found in Maine. He added, "We have a variety of winter conditions in Portland. Our standard snow blowers can take care of light snow but are of little value in wet, heavy snow. Our flame-throwing melters successfully take care of ice. The "Hurricane" jet snow blower will handle just about any kind of winter condition."

With a record 144.5 inch snowfall in Portland in 1970-71, the railroad, and especially Rigby Yard, must be prepared for the very worst.

An Open Letter from the Permanent Convention Chairman:

It would appear that the NER fall 1972 convention will be in New York City despite lack of my approval of the hotel, due to high room cost.

We appear to be unalterably committed to this high cost site due to improper payment of funds to this committee upon the directive of Vice-President Paul Mallory.

The By-laws of our organization state that the "Permanent convention committee shall maintain a fund..... to be used to make cash advances, as prudent judgement dictates, to local convention committees to cover any advance expenses and guarantees."

I have purposely withheld funds from this committee pending receipt of pertinent information concerning costs of the various events as well as the program. The Permanent Convention Treasurer, Irwin Lloyd has properly refused to make payment to this committee until authorized by me as required by the terms of the Permanent Convention Committee Manual.

The Local Committee appealed to Vice-President, Paul Mallory, who without BOD authority, instructed Region Treasurer Charles Gerow to pay an advance to this group.

The Permanent Convention Committee was established to help prevent serious losses to the Region from well intentioned, but inexperienced or impractical local committees. It has functioned well since its establishment, following a Long Island Convention many years ago which nearly bankrupt the Region. I hope this isn't going to be the turning point.

*Jack Alexander*

#### COMING EVENTS CON'T

Place: Newton Highlands Congregational Church, 54 Lincoln St Newton Highlands, Mass. (one block from Newton Highlands MBTA station):

SATURDAY APRIL 15, 1972.

RAILROAD EXPO-'72, a combined meet sponsored by the Hub Division- NER NMRA, and co-hosts Boston Chapter-NRHS, Suburban Middlesex Model Railroad Society, and New England Division-RRE. Clinics, Displays, Movies and Slides of various interests will be offered by all participating groups. Also a White Elephant Sale and many more feature events and surprises. Adults 50¢ Children 25¢. 10am to 5pm. An evening banquet is planned at additional charge, by reservation only.

The Boston Chapter NRHS will hold its meeting on Friday Evening, April 14th, 1972 at 8pm. A very interesting program will be offered. This meeting will also be held at this same location. Additional information from Meet Chairman, William Parker, 65 Coweaset Drive, Brockton Mass. 02401.

MAY 19, 20 & 21, 1972

NER SPRING CONVENTION, Salem, Mass. Hotel Hawthorne. Displays, Clinics, Contests, Banquet, Dancing, Buffet Breakfast, Live Steamers, Historical Tour for the ladies and interested gentlemen. Information and pre-registration form in this issue of the Coupler. Convention Co-Chairman John Curtis, 132 Main St., Gloucester, Mass. 01930 and Dick Towle, P.O. Box 328, Manchester, Mass. 01944.

# THE COUPLER

42 Sunset Terrace  
Vernon, CT 06066



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icle to contribute, drop a note  
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01944.....

Recipes to: Don Minnich, 3  
Halletts Way; Merrimack, NH  
03054.....

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Hmmmmmmmmmmmmmmmm

"With insurance rates going up  
for fan trips, it is no wonder  
surgeons wear masks when they  
work!!"

\*\*\*\*\*

HOBBY AND CRAFTS SHOP FOR SALE.  
A long established shop with  
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age building. Owner wishes to  
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pertinent details, principles  
only..PLEASE..Write to THE  
COUPLER c/o DON MINNICH; 3  
Halletts Way; Merrimack, New  
Hampshire, 03054.....

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Hmmmmmmmmmmmmmmmm

"A man's best friend is his  
dogma!!"

## MEMBERSHIP BLANK

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

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

- ( ) Life Membership \$30.00
- ( ) Regular - 5 years \$ 6.00
- ( ) Regular - 2 years \$ 3.00

NAME \_\_\_\_\_ MAIN GAUGE OR SCALE: \_\_\_\_\_

ADDRESS \_\_\_\_\_ TOTAL LENGTH OF TRACK: \_\_\_\_\_ FEET

CITY \_\_\_\_\_ MAIN HOBBY INTEREST: \_\_\_\_\_

STATE \_\_\_\_\_ ZIP: \_\_\_\_\_ AGE: \_\_\_\_\_ NMRA #: \_\_\_\_\_ NER #: \_\_\_\_\_

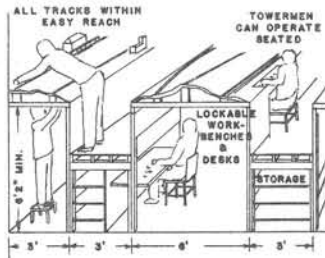
# WORLD'S LARGEST MODEL RAILROAD

## 10,000 feet of HO track

What are your interests in model railroading? A large passenger terminal with 15 platform tracks? A hump yard 40' long? A cantilever bridge a scale 2000' long? Operating passenger trains on prototype radius curves? You can have all these and far more by making the world's largest HO railroad your railroad. Building and operating a model railroad of more than 10,000' of track needs both the ideas and skills of the experienced and the enthusiasm of the novice.

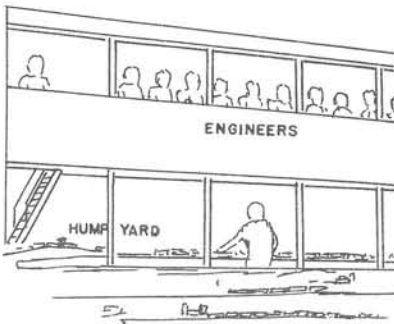
In October 1969 several experienced model railroaders got together to see if a truly great model railroad could be built in New Jersey. A site was found just off of US 22 near the Garden State Parkway in Union and on October 30, 1971 construction started on the building. The railroad was planned only to the extent necessary to design a building ideally suited for a model railroad. The best ideas for construction, design, and operation are being sought. If you would like to see your ideas take shape on a large railroad, this is it. Some of the features already considered are described here. Perhaps you have improvements.

For maximum use of space and ease of access there will be full headroom under all benchwork as indicated on the right. All tracks will be 3' or less from an aisle. The space under aisle floors is available for storage, desks, and work benches.



A railroad operating in the prototype manner is proposed, not loops running in endless circles. To serve all interests, a wide variety of stations and lines are to be included. The center spread shows a near scale-size Hoboken terminal, a 25-mile main line, heavy and light-traffic branches, street cars, interurbans, rapid transit, and narrow gage.

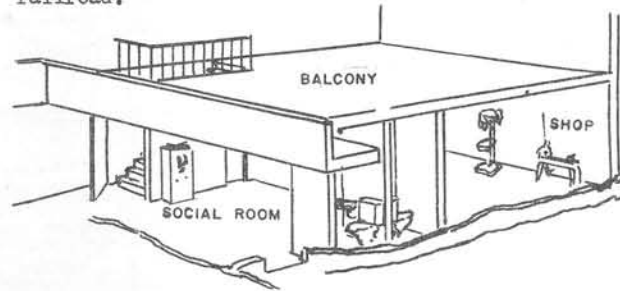
What part of railroad operation interests you most? Dispatching? Engineer? Towerman? CTC? All these and more will be included.



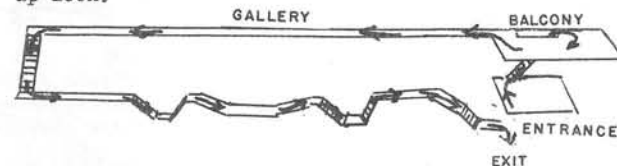
To the left is a sketch of the balcony for the road engineers. They will have an unobstructed view of their trains at all times. Yard cabs will also be provided at layout level, walkaround cabs in addition for those who prefer them.

Sheer size is not enough to make a great railroad. It must be realistic and operate reliably. Therefore high standards have been set, for example 6' minimum radius and No. 10 minimum turnouts on the main line. These are prototype standards, long cars and heavy locomotives will look right on this line.

To reduce operating difficulties and maintenance to a minimum, only the best construction methods will be used. For the utmost in trouble-free operation building air will be electronically filtered and the temperature and humidity kept constant the year round. Floors will be carpeted to hold down dirt. An enclosed shop and social room as shown below will keep all dirt-making activities and smoking away from the railroad.

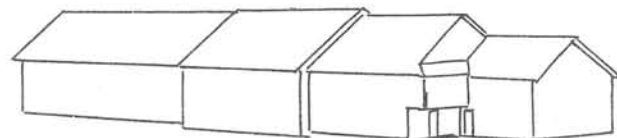


Although built to meet the interests of model railroaders, this layout will be of great interest to the public. Therefore provisions have been made for visitor viewing at any time without interfering with operation. The meeting hall shown above serves as a viewing balcony overlooking the railroad and it connects to a viewing gallery running the length of the layout. During the public shows there will be a continuous one-way path for the visitor including one of the operating aisles as shown below. Thus the visitors will get both a high-up view and a close-up look.



Although the construction and operation of the 10,000' HO layout described in this brochure is the primary objective, it is hoped this new building will become a model railroad center. The 23' by 32' hall will be available for use by any hobby-related group. Space will be provided for a used model railroad equipment exchange where anyone can exhibit equipment for sale. The final building addition will have room for conventional size layouts in other gages. There is plenty of land for an extensive outdoor live steam line.

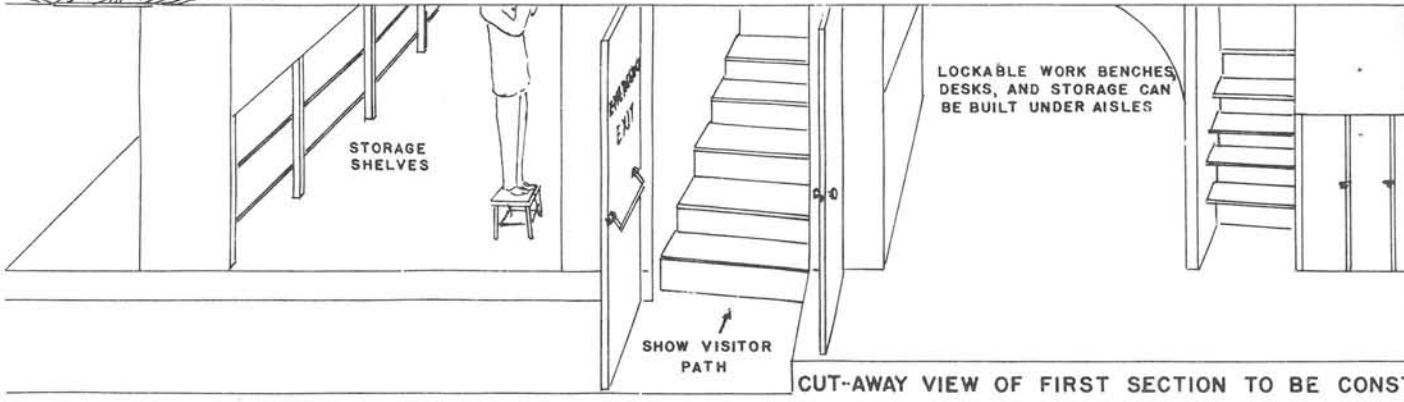
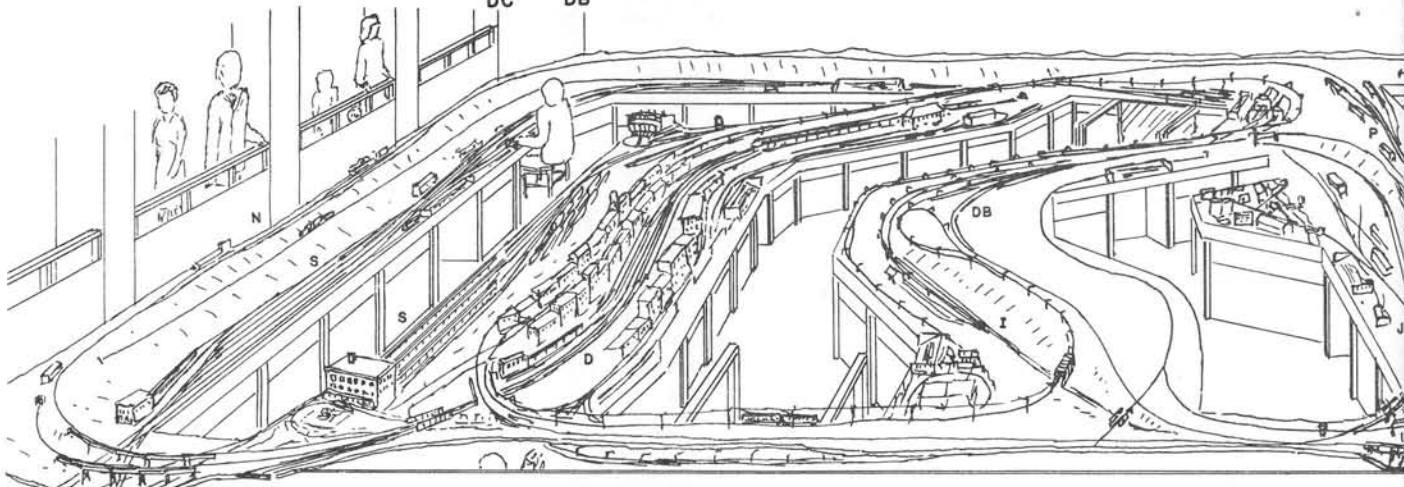
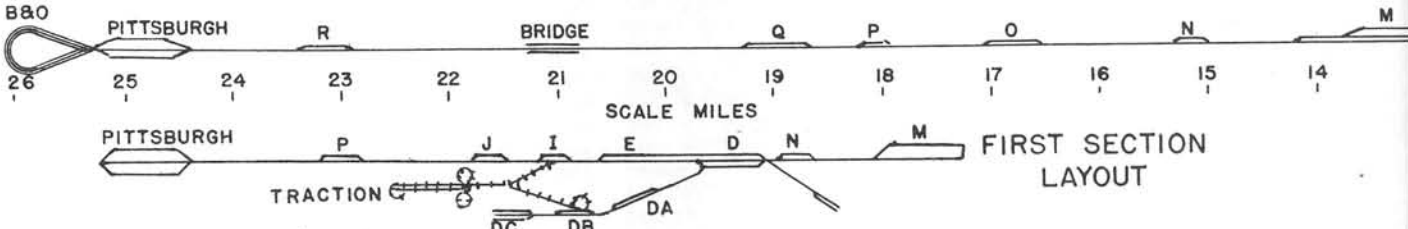
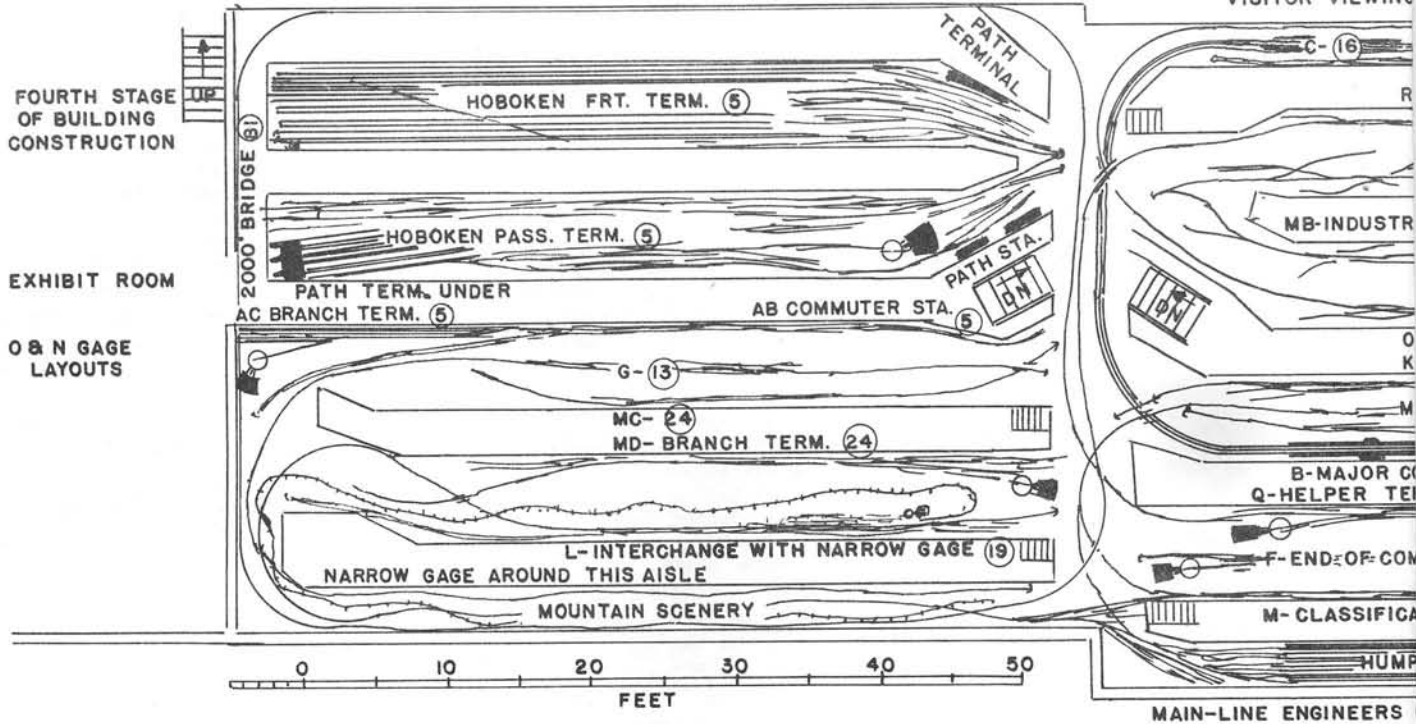
If you are interested in making this exciting new railroad your railroad either through an active part in its construction and operation or by financial support, examine the centerfold after which on the last page you will find specific information.



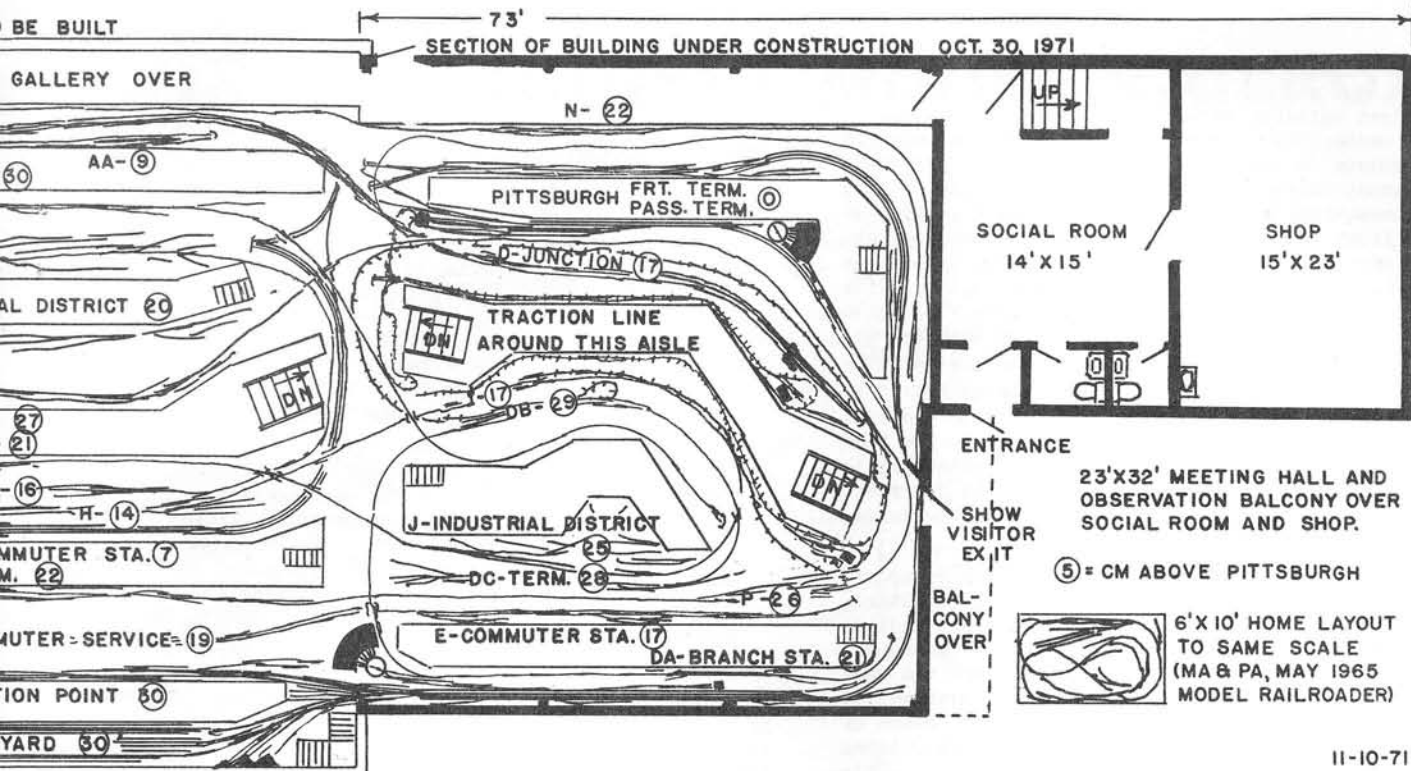
The Building Under Construction

THIRD SECTION

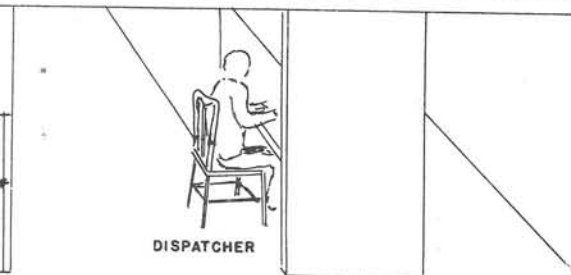
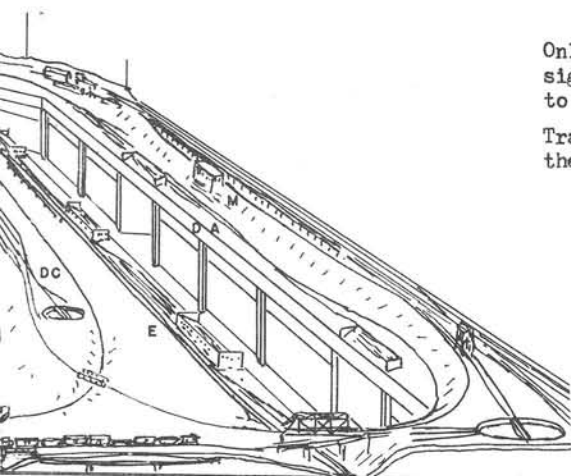
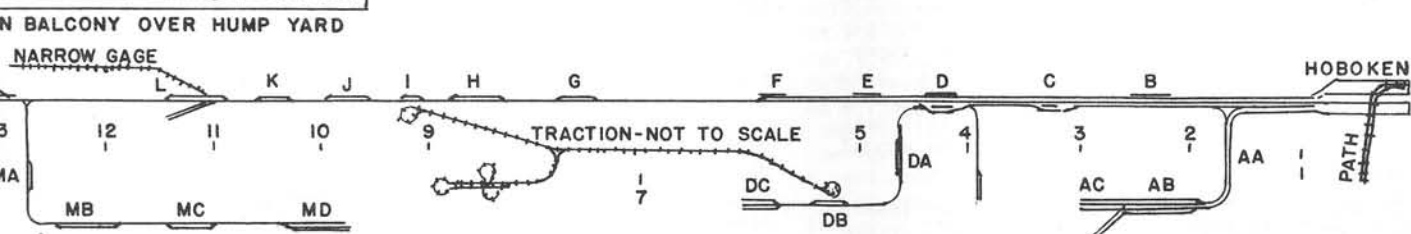
SECOND SECTION T



CUT-AWAY VIEW OF FIRST SECTION TO BE CONSTRUCTED



11-10-71



Only the building section shown with the heavy black walls has been designed in detail. The tracks within the first section will be connected to form a complete railroad with station M serving as a terminal.

Traction line and narrow gage railroad will be operated as separate from the main railroad but interchanging at the stations shown.

	Minimum radii	Minimum turnout	Max. grade
Main line-	6' - No. 10	-	1.5% (2.5% helper grade)
Branch-	4' - 8	-	2%
Yard-	4' - 8	-	0.25%
Industrail	2'6"	6	4.5%
Traction	2'	4	4%

If interested in taking an active part in the construction and operation of this railroad, please mark your area of interests in order (1, 2, etc.)

Benchwork \_\_\_\_\_ Layout Design \_\_\_\_\_ Scenery \_\_\_\_\_  
 Electrical \_\_\_\_\_ Over all \_\_\_\_\_ Basic \_\_\_\_\_  
 Cab control \_\_\_\_\_ Individual \_\_\_\_\_ Backdrop \_\_\_\_\_  
 Signaling \_\_\_\_\_ station \_\_\_\_\_ Bridges \_\_\_\_\_  
 Telephones \_\_\_\_\_ Trackwork \_\_\_\_\_ Details \_\_\_\_\_  
 Panels \_\_\_\_\_ Switches \_\_\_\_\_ Structures \_\_\_\_\_

Years in hobby: 0-1 \_\_\_\_\_, 1-2 \_\_\_\_\_, 2-5 \_\_\_\_\_ Over 5 \_\_\_\_\_  
 Occupation (Electrical Engineer, Lawyer) \_\_\_\_\_  
 Age if below 18 \_\_\_\_\_  
 NMRA member at present? \_\_\_\_\_

DUCTED

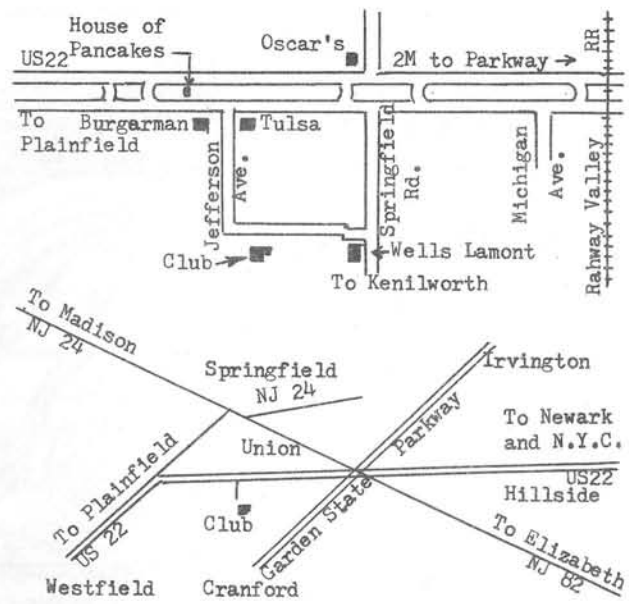
Buildings and layouts cost money. Fortunately enough was on hand to cover the basic material for the first building section, the labor being supplied by the membership but several thousand more is required to complete the first section as planned. For those who cannot take an active part but would like to help and be received as a member rather than a visitor at those times he can be at the club, associate memberships are available in four classes for a one-time payment: Coach, \$10; Parlor Car, \$25; Pullman, \$50; Private Car, \$100. For the latter the club will build and maintain a private car lettered for that member. The first such car carries the name of F. E. Schmidt of St. Joseph, Missouri.

Life memberships are available for a one-time payment of \$400 plus a Life Membership in the NMRA since the club is 100% NMRA and a Life Membership is a voting membership. The club already has its first Life Member. But regardless of how small or large, the club welcomes any financial support.

A project of this magnitude must be a group effort but one thing was certain right from the start, the group has to be for fun in model railroading. Hobby politics are out and parliamentary procedures must be reduced to the minimum. To this end the best features were borrowed from existing club governments, probably the most important being that a Board of Directors is elected at the Annual Meeting in October and they take care of the details for a year. This club has too much to do to waste time in monthly business meetings. Nevertheless policy and important decisions rest with the membership. A club paper is published monthly to keep the membership informed and is used for the discussion of all matters to be decided by the membership thus the actual decision-making meeting can be short and sweet.

The work of the club is carried out by essentially informal Departments set up as the need arises from members interested in that part of the activity.

This is an open club. Anyone interested, beginner or expert, age 18 or over may join as an Active Member. A limited number of Junior Members, age 15-17 are accepted. There is no requirement of attendance or activity. In keeping with the theme model railroading is fun, each member judges that for himself. Initiation fee for a Senior member is \$10, \$5 payable on application, \$5 on acceptance, Dues are \$4 per month and include a membership in the NMRA. Fees and dues for Junior members are half the above. Active Members who join the club during the construction phase of the first building section will be recorded as Charter Members of The Model Railroad Club.



The map shows the location of the club building at the foot of Jefferson Ave. in Union, N.J. There is a Tulsa gasoline station on U.S. 22 and Jefferson Ave. As of Nov. 14, 1971 the foundation was nearing completion. If the masonry work is completed before the weather turns too cold, there will be construction crews on the site every Saturday morning and afternoon and every Sunday afternoon weather permitting. The building construction superintendent is Peter Hugger, 812 Prospect St., Westfield, NJ 07090, 201-232-8407. You are welcome to drop by, even more welcome if you come prepared to lend a hand during your visit. Another member active in the construction of the building is Erwin Awerbuch, 2325 Ryer Ave., Bronx, NY 10458, 212-298-1112. Those in New York may find it easier to contact him.

The club will move from its temporary headquarters at 94 Oakwood Dr., Murray Hill, NJ as soon as the new building is habitable. The last show on its 1,700' experimental layout was scheduled for the first weekends of February 1972. The 1973 show will be in the new building. The club meets Monday and Friday evenings at its temporary headquarters for practice operation as well as experimental construction on its existing layout. No part of the experimental layout will be moved to the new building, it will be destroyed instead as the new railroad will be built to far higher standards than the existing layout, some parts of which are 23 years old. You are welcome to visit the club at any meeting at its temporary headquarters.

No schedule, even tentative, has been set for the construction of the second or later building stages. That will depend on the revenues from the shows in the first stage and on how soon more space is needed.

We hope that you have found the ideas described in this brochure interesting, so much so that you will fill out the coupon to the left and either send or bring it in. Any financial support, no matter how small, will be most welcome so this project can move swiftly along.

The club also welcomes any ideas which you feel will lead to a sounder, more interesting railroad and better controls.

If you would like further information by mail, write to the Secretary, Bill Jambor, Jr. 149 Sandford St., New Brunswick, NJ 08902.

**APPLICATION FOR MEMBERSHIP**

Mail to H. F. Tjaden, 2646 Crest La., Scotch Plains NJ 07076 or bring to any meeting.

Name \_\_\_\_\_

Address \_\_\_\_\_

**Type of membership:**

Active: Senior (18 up)(\$5) \_\_\_\_\_ Junior(15-17)(\$2.50) \_\_\_\_\_

Life(\$400+Life Membership in NMRA) \_\_\_\_\_

Associate: Coach(\$10) \_\_\_\_\_ Parlor Car(\$25) \_\_\_\_\_

Pullman(\$50) \_\_\_\_\_ Private Car(\$100) \_\_\_\_\_

Applicants for Active Member, fill out reverse side  
Make checks to The Model Railroad Club, Inc.