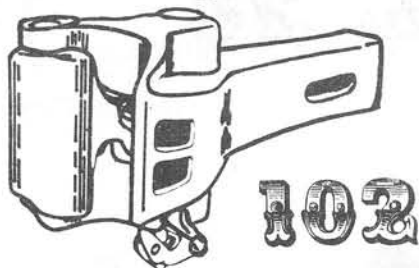


the coupler



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Official Publication of the North Eastern Region of the National Model Railroad Association, Inc. Published Quarterly in the interests of Model Railroading, and fun.
Deadlines for Publication: August 10, October 20, January 20, March 10. Any articles you wish to appear in the COUPLER should be submitted by these deadlines.

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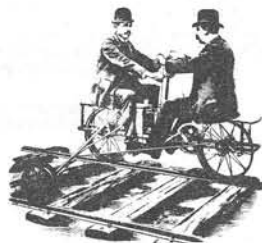
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Are we coming or going?

With such sentimental holidays as Thanksgiving, Christmas, Chanukah, New Years and others fast approaching, many of us find ourselves thinking those profound thoughts which only a special tingle in the fall air instills. In all actuality, the thoughts we like to think of as inspired, turn out to be more introspective in nature than universal.

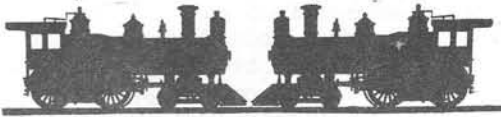
We somehow become wiser, (though never older), and we begin preaching to ourselves--feeling rather worldly about it all. It's a good feeling; one we try to stretch out to last the year long. Enjoyment of others as well as ourselves deepens and we see things that were there all the time, but we see them in a new light. How bright that light! How deep and knowing the thoughts!!

For a moment in time we change: we can see things from the other's point of view. Traditional thoughts we've clung to, though just as real and a part of us as ever, move over to make room for the new ideas of those younger or older, or perhaps just different from ourselves. We feel so full inside, and so giving.

What a shame these magnanimous feelings of openness don't seem to continue through the year. Wouldn't it be wonderful if they didn't wear thin with the Christmas carols and left-over turnkey, if our hearts and minds could continually listen; listen, and perhaps learn from others. To combine yours, and mine, and their ideas--to make a winning combination that all can live with. Let's compromise, we say; let's share. What words!!

This year, let's vow to keep ourselves open to what some people call 'new blood' in an organization. Let's try to weave the new in with the old; to come up with an eclectic mixture; go the old way one better! Let's not throw out the ideas of newcomers simply because they've never been tried. Let's try them. Then we'll discard those ideas that don't seem to work. We'll look for and encourage new ones. But whatever we do, let's promise never to discard the person from whom those innovative ideas come. He, too, may be just trying us on for size.

Point-to-Point



The recent trip to Waterville gave us the chance to indulge in a favorite railroad pastime, that of exploring abandoned rights-of-way. This time, however, it was an unusual type of line: a cog railway.

Some twenty years after the Mt. Washington Cog Railway began operations, the Green Mountain Cog Railway was born. With its hopes pinned to the tourist trade growing in Bar Harbor, the line of track, laid on a bed of cribbing bolted directly to the granite mountain, climbed to the summit just 1500 feet above the lakeshore base station. Carriages gathered passengers from the various hotels in Bar Harbor and delivered them to the Sternwheeler on Eagle Lake for a short cruise to the railway. Operations lasted only for seven seasons and locomotives and cars lay idle for the lack of buyers until four of Mt. Washington's locos were lost in a fire in 1895. Thus, the "Mt. Desert" and the "Green Mountain" were called forth and are still in service as Numbers 4 and 5 on Mt. Washington, even to the present day.

Being a frequent visitor to Acadia National Park, we've often wondered about the right-of-way of this long-forgotten attraction. So--armed with compass and geodetic survey chart, we took to the woods near the top of the mountain, since renamed Cadillac Mountain in honor of the explorer who had been granted the island and resided there before his later fame at Detroit and Louisiana. After considerable struggling through the heavy brush, we stumbled on twin rows of iron rods driven into the rock, and followed them on down looking for whatever traces might have endured the more than eighty years since the last tourist rode the cogs. With our eyes fixed to the imaginary line from rod to rod, a rotted timber was found with two cut nails lying loosely in the holes they made so long ago. Here was a rusted trail spike and further on a short round bar.

An hour after entering the woods, we broke out on the highway to the top as a Triumph downshifted and passed a laboring motor home on its way up. Now a few minutes from Bar Harbor by car, the mountain has all but obliterated the visible memory of the days when it was a full day's outing by wagon, steamboat, and railway to enjoy the view from the point where first the light of day strikes the United States.

Next month, we'll get back to modeling.

GRAHAM

TIMETABLE

November 16 & 23 (Fridays) 7 p.m. - 10 p.m.
November 17 & 24 (Saturdays) 2-5 p.m. & 7-10
Stamford Model RR Club, Inc. Annual Show at
St. John's Episcopal Church, corner Grove &
Main Sts., Stamford, Ct. Donations: 50¢
"O" and "t" operations. Info: Melvin Orr,
197 Hollow Tree Ridge Rd., Darien, Ct. 06820.

November 17 (Saturday) Sunrise Trail Division
meet at Nassau Community College, Garden City
New York. Three live clinics, tape-slide
clinic, white elephant table, switching
layout. For info contact: Ira D. Rothberg
516-333-5963

January 20 (Sunday) Ramapo Valley Model RR
Club Annual Open House, Ramsey, N.J., 1-4p.m. at
the clubhouse, Interstate Shopping Center
on Route 17 at Franklin Turnpike. HO & HO_{n3}
operation. Info: Stephen Spry, P.O.Box 193,
Ramsey, N.J. 07446

January 26 (Saturday) Sunrise Trail Division
meet, Rockville Centre Recreation Center,
Oceanside Rd. just north of Sunrise Hwy.,
Rockville Centre, N.Y. Layout tours, Clinics,
Displays, etc. Info: Bill Lorence, 82 Edmore
Lane, West Islip, N.Y. 11795

May 17-19 (Friday-Saturday-Sunday) Spring '74
NER Convention, DeWitt Clinton Hotel, Albany,
New York. Host: Hudson-Berkshire Division.
Normal convention activities around the theme
of New York Capitol Railroads. Efforts are
being made to procure a fan trip behind
the D & H PA-1's. Info: Dave Messer, 12 Hill-
view Ct., Wynantskill, N.Y. 12198

Echoes Prints

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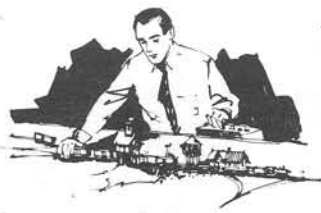
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- | | |
|--|--|
| <input type="checkbox"/> Covered Bridge at Contoocook | <input type="checkbox"/> Colebrook Railroad Station |
| <input type="checkbox"/> "Mt. Washington" at Wolfeboro | <input type="checkbox"/> Henniker Railroad Station |
| <input type="checkbox"/> Concord Railroad Station | <input type="checkbox"/> North Conway Railroad Station |
| <input type="checkbox"/> Covered Bridge at Bennington | <input type="checkbox"/> Laconia Railroad Station |
| <input type="checkbox"/> White's Opera House Fire | <input type="checkbox"/> Portsmouth Railroad Station |
| <input type="checkbox"/> Crossing at Bow Junction | <input type="checkbox"/> Franklin Railroad Station |
| <input type="checkbox"/> Ashland Railroad Station | <input type="checkbox"/> Charlestown, N.H./Springfield, Vt. Railroad Station |

ALSO

- C. N. F. "Raleigh" by John Rowe Redstone Covered Bridge by Mederic Henault



PROTOTYPE PRACTICES

by Charles Gerow

The Erie-Lackawanna's Richmond Division is like any other pike in that it is gradually expanding. When the track gang had reached the station of Bergan Avenue, the Superintendent had already planned how the various industries in the area would be served. However, it is his policy to plan conservatively, as more lines can be drawn on a sheet of paper than can often be fitted into the actual layout space.

It was discovered that a small space was left open just west of the depot, some 25' by 90', north of the westbound main, between the station platform and the Passaic River approach span. Not being one to waste such an area, the Industrial Liaison Committee reached back into the past, and recalled a small coal trestle which it used to pass on the way to and from school, which received a hopper per week.

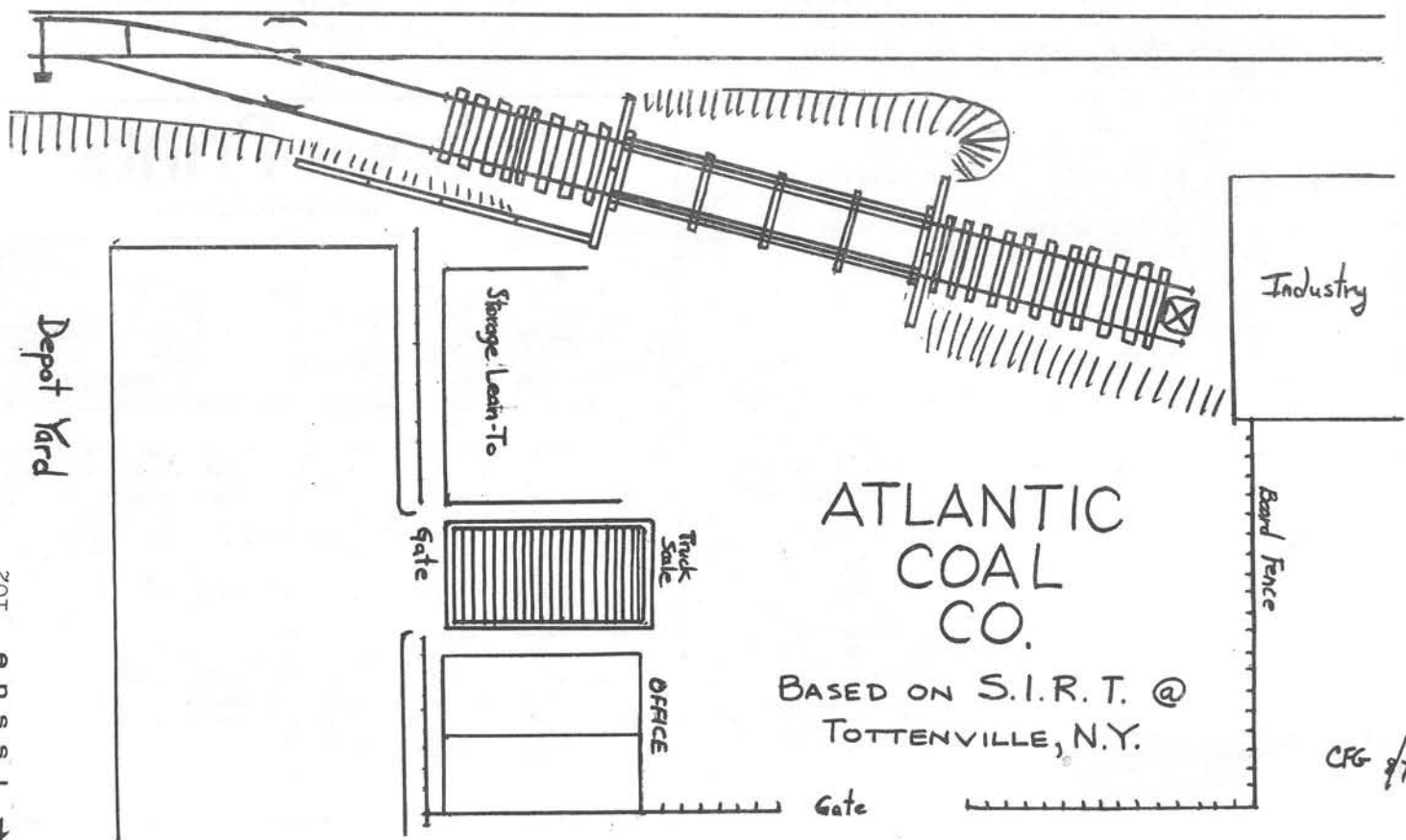
The prototype still stood, although the turnout had been taken out some ten years ago, and

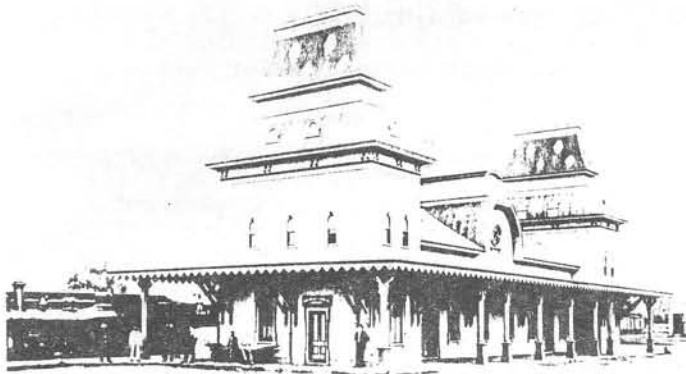
the property was obviously abandoned with the widespread use of fuel oil in home heating. The Staten Island Rapid Transit had provided the coal yard with a trailing point turnout, and since the bridge on our pike includes a draw-span (over a doorway), the Operating Superintendent decreed that a facing point turnout on the westbound main would be required to eliminate switching crews tying up the draw's interlocking. But the basic construction of the trestle was used.

The sub-roadbed was extended into the siding for about 35' from the frog of a #4 turnout, and a simple retaining wall build from 15 (Campbell's) ties. This wall has 2 sides, one is perpendicular to the spur's centerline, and is two ties long and three ties high; the second is four ties long, and drops from a height of three to one tie as it extends towards the switchpoints.

The prototype trestle was just long enough to hold a single hopper; our scrap box contained but one length of 12 by 12, which was the stringer size, so our trestle could only be 32' long. This forced us to construct a second retaining wall, two ties long, three high, perpendicular to the siding.

continued on page 10





North Conway station, pictured at the turn of the century, was built in 1874. Unusual architecture is said to be Persian or Muscovite.

NORTH TO NORTH CONWAY

By Benjamin W. English, Jr.



All aboard for Andover...Lawrence...
Haverhill...Exeter...Dover...and the Conway
Branch!"

This was the announcement called out by Boston & Maine Railroad conductors on the passenger trains that departed daily from Boston's North Station.

The Conway Branch traverses the gently rolling terrain of eastern New Hampshire. It extends from the B&M's Boston-to-Portland main line at Rollinsford some 70 miles north to Intervale. There the Branch connects with the Maine Central Railroad's mountain line running from Portland to St. Johnsbury through Crawford Notch.

The Great Falls and Conway Railroad, chartered in 1844, was responsible for the line's original construction, but for several years the tracks went only as far as a point five miles north of Milton where northbound travelers boarded stagecoaches. Hence, the settlement was named Union.

In 1871, the line was leased to the Eastern Railroad, and control passed to the Boston & Maine. Tracks were completed to North Conway in 1873.

John W. Sanborn, who was superintendent of the Eastern Railroad's northern division and the Gentleman for whom the village of Sanbornville is named, had his home and offices in that section of the town of Wakefield. Also located there were the railroad's repair shops. The Sanborns and the Kennetts of Conway had vast timber holdings in this part of New Hamp-

shire and the two families were, to some extent, responsible for the construction of the railroad.

Those were the days when the coaches were lighted by kerosene lamps and conductors stood on boards placed across the aisle to reach up to fill and light them. Often the kerosene spilled out and ran down their arms or landed on their clothes. And the conductors had races to see who, by using only one sulphur match, could light the most lamps without burning his fingers.

A passenger riding north on the Conway Branch in the 1920's could readily observe the reasons for the existence of the Branch. Besides the regularly scheduled passenger trains that ran from Boston to North Conway and Intervale, there were many sources of freight revenue in evidence along the way.

Somersworth and Rochester each had several mills; at Milton, the passenger would see wood products mills; and at Union and Sanbornville, he would observe southbound wood being loaded.

Even though ice could be commercially manufactured by then, natural ice was still required for keeping the Boston fish catch fresh. Thus, regularly scheduled trains carrying nothing but ice left Sanbornville daily for Boston. Picking up more "ice cars" at Milton, the trains arrived in Boston about midnight. The ice was unloaded and the empty ice trains were headed north out of the city before the morning commuter traffic started.

At four separate Ossipee stations, the passenger noticed lumber and wood products being loaded. Much of the wood was taken off the mountains in the Dan Hole Pond area.

At Mountainview (Center Ossipee), stagecoaches from surrounding towns met the trains to exchange passengers. Some stage drivers would ride the morning train to Boston and shop for the local people. In the afternoon, they returned with the city-bought merchandise and drove off to deliver it.

White's Model T Ford skimobile factory was located at Mt. Whittier (West Ossipee) and a general store was located right beside the tracks at Madison. There, a person could buy countless displayed products or he could order any item that was for sale anywhere in the country.

The passenger continuing north through Conway would see hotel traffic, more lumber business, and grain companies. And as he alighted from his coach at North Conway or Intervale, he observed heavy resort and hotel traffic with much baggage being transferred. It was obvious to the train traveler why B&M's Conway



Branch was important to the region.

After the destructive flood of 1927, the Conway Branch became vital to the entire New England area as it was the only rail connection in operation between the six states and Canada. Passenger service was virtually shoved aside to let the freight go through. Railroad car congestion was so bad at North Conway that a temporary yardmaster was brought in from Boston to keep the wheels rolling.

The Boston & Maine station at North Conway is unique in its 98 years of history.

With the arrival of the Eastern Railroad's tracks in 1873, the community enthusiastically awaited the first passenger train from Boston. Eastern's first public timetable for its northern division, dated June 16, 1873, listed two daily Boston passenger trains each way and a daily freight in both directions. The one-way fare from North Conway to Conway Junction at South Berwick, Maine, the southern end of the Conway Branch at that time, was \$3.05.

The architect of the North Conway station was Nathaniel J. Bradlee of Boston, who was also a director of both the Boston & Maine and the Maine Central Railroads. He designed more than 500 other buildings throughout New England, including Mechanics Hall in Boston.

In 1874, a year after the first passenger train had arrived, Bradlee took personal charge of the construction of the station. Originally intended to house the offices of Eastern's northern division, the station was built with an elaborate second floor. But since Superintendent Sanborn lived in Wakefield and the railroad's offices were set up in Sanbornville, the second

Famous B&M Snow Trains of the 1940's ran every weekend during the winter, carrying thousands of skiers to New Hampshire's Mt. Washington valley.



story at North Conway was never used. The only employee seen regularly on the second floor was the station agent winding the large clock which faces Schouler Park and Main Street.

Merrill's History of Carroll County, published before the turn of the century, describes the station as roomy and pleasant, and of an odd Persian, or Muscovite, architecture. Downstairs, the station consisted of the baggage master's section on the south end, the station agent's office on trackside, and a large waiting room extending the entire length of the building. Sliding doors were used to close off half of the waiting room during cold weather and off-peak seasons. The station was originally heated by large pot belly stoves, later changed to steam, then to a hot water system.

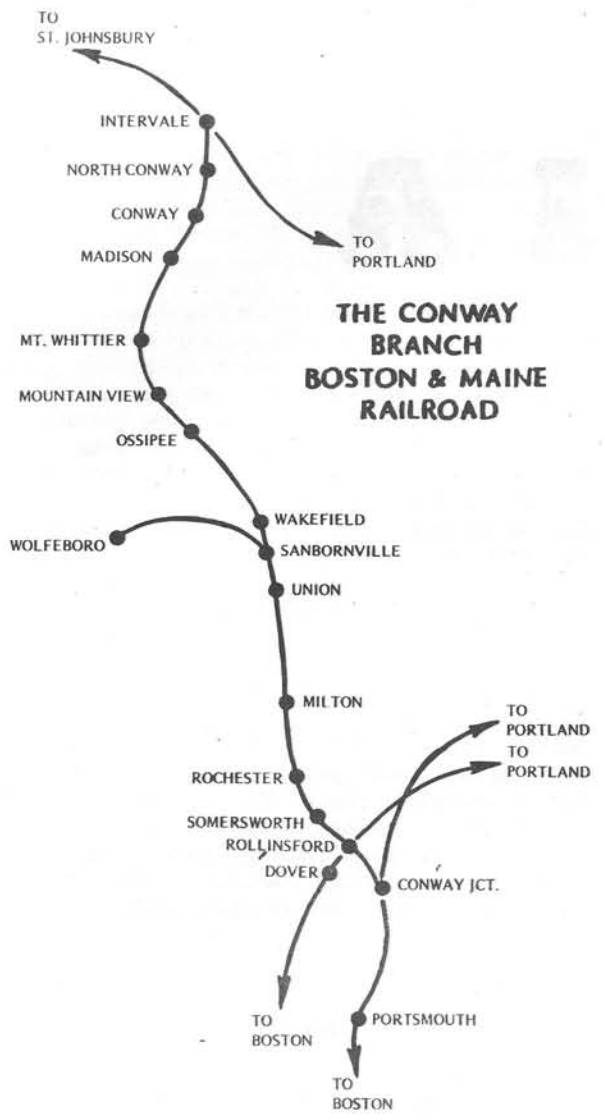
Long wooden platforms extended alongside the tracks in both directions. And the platform on the south end connected with one coming over from the Kearsarge House which stood in front of the present North Conway Fire Station. Along this platform to the hotel, countless ladies and gentlemen strolled, and baggage carts piled high with trunks were wheeled.

Every passenger train also had its railway post office car. Several times each day an employee of the North Conway post office guided his two-wheeled pushcart, stacked with bags of U.S. Mail, over to meet the trains.

On winter weekends during the second quarter of the twentieth century, snowtrains came up from Boston, sometimes running in five or six sections. The wooden platforms eventually became scarred with the marks of skis and ski boots of the thousands of patrons who rode the famous snowtrains.

All railroad stations have served as links between the trains and the towns, and North Conway's station was no exception. Everybody traveled by train--families, vacationers, sportsmen, businessmen and salesmen--and most of them were met at the station by somebody. Commonly seen over the years were small buckboards, 15-passenger horse-drawn mountain wagons, smaller private wagons, automobiles and buses. And in their heyday, each of the 25 or so major resort hotels in the area had its own stagecoach to meet the trains. No wonder the railroad station was such a grand meeting place!

Passenger and freight service on the Conway Branch continued heavy behind the steam locomotives of the 1940's and the 1950's. In 1955 there were three daily passenger trains each way between Boston and North Conway, including the stream-

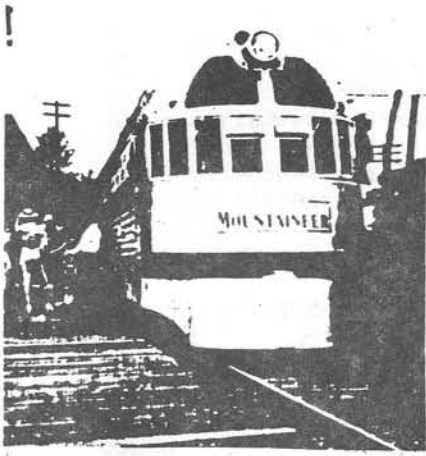


lined "Mountaineer" which went on to Littleton through Crawford Notch.

But with the coming of improved highways and faster automobiles, trucks and buses, railroad traffic on the Conway Branch began to decline. The final passenger trip to North Conway--by a diesel-powered Budd-liner--was December 3, 1961. Now, only a three-times-a-week freight to North Conway and a gravel train out of Ossipee creek over rusting rails.

No longer do conductors at Boston's North Station call out, "All aboard for North Conway!" That famed Conway Branch of yesterday is no more.

(Editor's Note: We wish to extend our thanks to "New Hampshire ECHOES" magazine for permission to reprint this article from their September/October, 1972 issue.)



B&M's streamlined Mountaineer, shown here in the summer of 1940, carried vacationers from Boston to North Conway, then on through Crawford Notch to Littleton.

TAKE THEM AWAY DOCTOR

Playing with model trains can help keep people's minds on the right track, says a psychoanalyst who uses a miniature railroad in treating his patients. "Americans have a strong need to escape from reality," Dr. Rudolph Brandt, age 60, explained. "I think that's why railroad hobbyists are about as close to normality as any group I know. (Ed. Note: glad to hear somebody thinks so!) They have created a world of fantasy that's still connected with reality."

Dr. Brandt uses an elaborate train layout in the basement of his home in giving his patients "railroad therapy." "Playing railroad-ing with my patient, I enter his fantasy world," he explained. "I am able to learn what his particular fantasies are--which must be exposed as such--so that I can bring him back to reality. Most therapists will try to

do the same thing verbally, but I think that's less effective than becoming actively involved in the patient's fantasy world," he added.

When Dr. Brandt plays with trains in therapeutic sessions in the playroom of his home, he shares the patient's dreams, establishes communications and makes them feel less alone and abandoned. "Trains, unlike most toys, have a direct relation to reality. And the model trains operate on a real-life timetable. All people have fantasies--it is very normal. The danger comes when one thinks his fantasy world is real."

"Trains intensify traits of rebelliousness and aggressiveness in children, enabling us to identify their problem and helping to cure it. With adults, train-playing brings out their persecution complexes and by encouraging them to describe their fantasy world, we can try to help them back to the real world."

N H R T I A

INSIDE THE

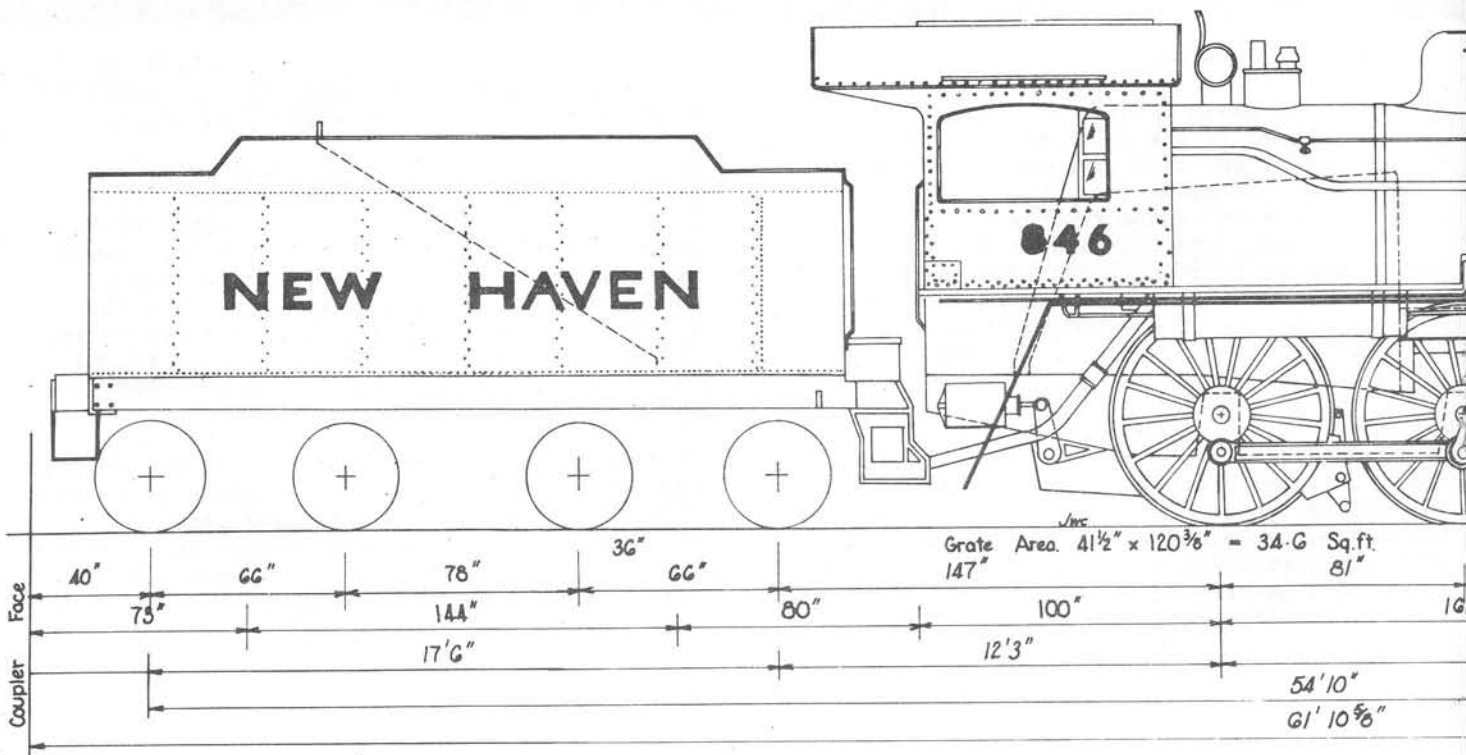
The New Haven Railroad Technical Information Association, Inc., otherwise and more commonly known as the NHRTIA, Inc., has as its prime purpose the accumulation, tabulation and distribution of historical, educational and technical data specifically related to the New York, New Haven, and Hartford Railroad Company and its predecessors. The organization does not address itself to any data on the successor railroad, the Penn Central or either of the other railroads that merged to make up the new transportation system, except as it might directly relate to former equipment and right-of-ways of the former New Haven. This data includes information on the rolling stock, motive power, trackage, structures of all types and general historical background material of all types. We attempt to satisfy the serious needs of the researcher, model railroader and the dyed-in-the-wool railfan of the New Haven with technical data and historical references. Additionally,

we are desirous of establishing and maintaining communications between our own subscribers and experts in each field of interest, aiding manufacturers in the design and production of authentic New Haven scale model equipment, aiding the serious historian and the serious student of the development of New England railroading. Finally, we desire to promote the railroad in every way possible.

A bulletin is published quarterly and Standing Data Sheets of all types are issued coincidentally. An initial fee of \$5.00 and the annual subscription fee of \$4.50 are collected from each NEW subscriber with annual renewals thereafter being \$4.50. A LIFE Subscription is also available for a one-time fee of \$100.00 and Sustaining Affiliations are available for interested organizations, clubs, manufacturers and other interested parties. The organization is totally non-profit with all monies going for publications.

	WEIGHTS	
	LIGHT FRAME	HEAVY FRAME
DRIVERS	130000	135860
TOTAL ENGINE	168500	174860
TENDER	121500	121500
TOTAL	290000*	296360*

Scale

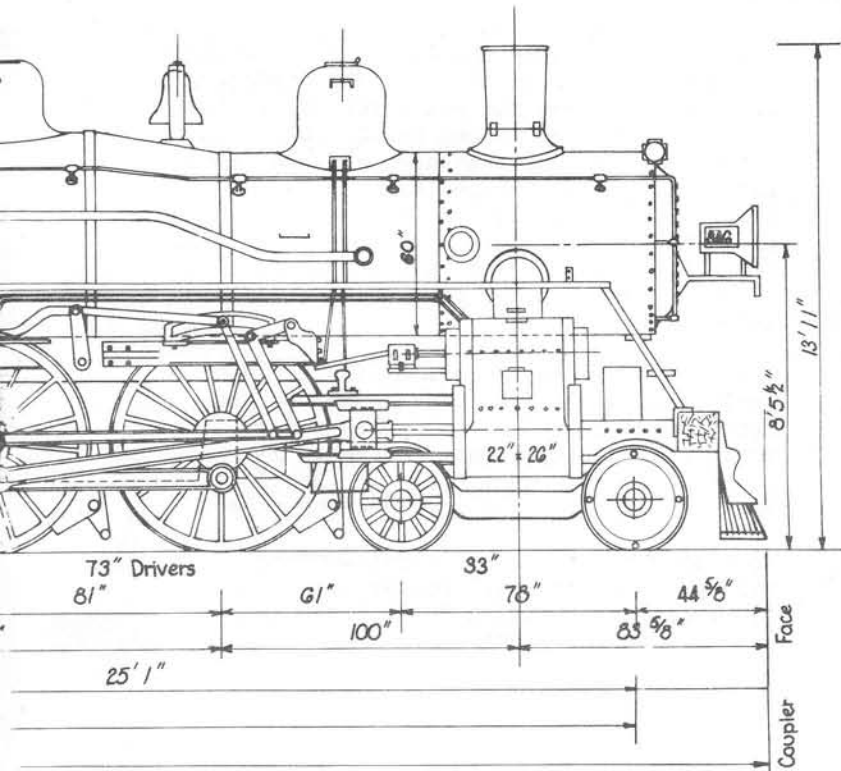


Also published are five different Diagram Books made up of reproductions of the official New York, New Haven and Hartford RR Co.'s Mechanical Department official engineering Equipment Diagrams and painting and lettering diagrams. These are available to non-subscribers for \$5.50 each and \$3.00 to subscribers.

There is also a Photograph Department with a sizable collection of photos and negatives. As time goes on we are hopeful that this Department of our organization will grow and eventually have the most extensive collection of first-rate negatives and copiable photos anywhere in the United States.

While all the above is just a cursory overview of our Organization, we trust that it will whet your appetites and that many of you will be sufficiently interested to subscribe to our services and to purchase one or more of our fine publications. Should you have any further questions, please do get in touch with the Public Relations Dept., 1339 Biscayne Dr., Montgomery, Ala. 36111 Marlin V. MacLaughlin, Jr., Dir. Public Relations.

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Drawn by J. Costello
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ACHIEVEMENT PROGRAM

by Bob Van Cleef

One of the most important but least understood parts of both regions and divisions is the Achievement Program (AP). The achievement program is the only way any individual can promote fellowship and advance the hobby of model railroading. For an individual to participate means not only working towards earning a certificate, but also actively seeking out and helping others increase their skills in the designated field. It is this desire of one modeler to work with others that provides a strong backbone to the NMRA.

As the AP Chairman, my duties are to coordinate the personal exchange of information between individuals of different groups. To do this, I need your help.

Those who have been in the hobby for several years have probably specialized in one or two areas. It might be track-work, scenery, or simply the realistic operation of a railroad. If you do have a specialty and would like to help others outside of your club, the AP may be for you. You will have the pleasure of being awarded a certificate and, in the future, you may be asked by other clubs, divisions or regions to give a talk or clinic.

For further information about how you can help, please write:

Robert A. Van Cleef
Box 250 RR #3
Coventry, Conn. 06238

Ed. Note: According to Donald T. McKinnon, the National Achievement Program Chairman, Midwest Region has a motion before the BOT to recognize division-elected officials as "Association Officials" thus qualifying them for this Achievement Certificate. Why not let your Chairman or "political" representatives know how you feel on this matter.....

WHaM

The Hughes Report:

(Borrowed from the "LOCAL"--publication of the Mid-Eastern Region)

Former MER President Dave Renard, now Eastern Vice President of the NMRA, was questioned about several points in the Hughes Report, including the proposal to reimburse officers for all expenses, and standardization of duties of area VP's. Following is his reply:

At present, the NMRA officers, including area VP's, spend a considerable amount of money out of their own pockets for the privilege of serving the organization... some have estimated...\$500 to \$800 per year.

The travel reimbursement for trustees and officers is the lowest rate round-trip fare to the midyear BOT meeting and one way to the national convention (they are expected to commit some personal expenses in support of the convention). When funds are tight, this travel reimbursement is not given, as happened in March '71 and August '72.

For the public record (no Watergate here!) the Eastern VP was reimbursed \$25 in March for actual cash spent for gas and tolls to Canton and back. The MER Trustee got about the same (this in no way covered the room and board, or our wives' shopping trip to Cleveland).

The Area VP's serve as advisors on the Executive Council that directs operation of the NMRA, and provide liaison between all members in the area they represent and the BOT and Executive Council. Area VP's try to attend region and division meets in their area as time and personal funds permit. Sometimes they are welcomed as visiting officers of NMRA; occasionally they are treated as meddling spies.

The NMRA Constitution provides for area VP's to serve as department heads--Convention, Promotion, Technical, etc.--if the president desires. This has not been done much in recent years because the department heads need certain skills and knowledge which the elected officers may not possess or desire. Department heads serve best when permitted to retain the job for several years rather than have to be elected annually.

While Frank Hughes' report did not attempt to detail just what additional expenses would be reimbursed, he does mean to include area vice presidents. He suggests that area VP jobs be better defined so that certain aspects can be

paid for when the vice president does his prescribed tasks; including, possibly, travel to regional conventions if he has a definite reason for attendance.

Following the present arrangement, there would be less reimbursement for attending the BOT meeting held at the annual convention than for attending the midyear meeting. I would not suggest doing away with all travel reimbursement for officers at the annual convention BOT meeting.

Each officer pays for a full convention ticket but seldom gets to use it all. Most of his time is consumed in business discussions while face to face with people; more can be accomplished this way than in a year of correspondence. He therefore received this partial allowance for attending a convention to do business.

The manufacturers who attend are permitted to claim all their convention expenses as business deductions on their tax returns; NMRA officers can claim none.

The NMRA officers and the Hughes Report seek neither sympathy nor riches for officers. These people serve because they want to and are able to. If the NMRA will provide more allowances to its officers, then more potential candidates for office will become eligible and interested.

LIFE MEMBERSHIP IN N.E.R.

Send \$13.00 for the first two years; \$10.00 for the second year, and \$10.00 for the third year. This entitles life membership and continuing membership until payment in full.

Prototype Practices--from page 4

The five bents were spaced at 8' intervals, and are two ties in height. The stringers were cut, as were the rails for the spur. Plastic ties were fitted to the rails, to match our existing trackage, and the stringers were goo'd into position. Several track gauges were used to hold the rails while the adhesive set, and then the rails/stringers assembly was spiked and glued (Elmer's was used for this and the walls) into place.

The prototype had a small office, a truck scale, and a run-down lean-to on the property; several small coal piles and a rusty coal conveyor (see the Feb. '73 issue of RMC for an article on these) as well as a fence would complete the scene.

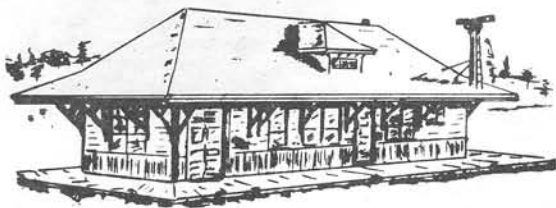
We placed the spur into service after adding a new paragraph to our Employees' Timetable, prohibiting locomotives from moving onto the trestle!



Station Stops

compiled by

Hook N.
Crook



Seacoast

Wolfeboro Railroad--the only scheduled common carrier trains operating in the State of New Hampshire. Daily service between Wolfeboro and Sanbornville on the old North Conway branch, has been reinstated. For info, write: Wolfeboro Rail Road Company, Wolfeboro, N.H. 03894. The North Conway Station, shown on the cover of this issue, has been purchased by local businessmen and the property adjacent, including the 3-stall roundhouse, are to be the home of the new tourist road, if all goes well.

"Ways and Means to keep the St. J. & L.C. alive" are bearing fruit in Montpelier. The Vermont Transportation Authority has pledged to keep the line open, with \$7,000 for emergency repairs and subsidies of \$11,000 a month. New equipment is also forthcoming.

The Vermont Railway was missing a \$40,000 piece of equipment from their Rutland Roundhouse. It seems one of their diesels negotiated 100 crossings, and 80 miles of mainline, with no one in the Cab. An investigation is under way and a \$1,000 reward is offered for information leading to the conviction of the person responsible for the prank.

The new bridge over the Grand Trunk main at Island Pond has been completed and the once-vast trackage greatly reduced.

The MEC branch to Beechen Falls, Vt. is up for abandonment.

HUB Division

The Massachusetts Bay Transportation Authority has purchased 17 miles of the bankrupt B & M between Boston & Reading. The line through Medford, Malden, Melrose, Reading and Wakefield will be added to the rapid transit service.

Rocky Ridge Rebuttal--The Rocky Ridge over the years has been constantly striving to keep up with all modern Technology in running a railroad. I would say that it was one of the first, if not the first, that went 100% Diesel. Although we did keep one O-4-O-T in reserve to heat the Diesel House if the boiler ever broke down; fortunately, we have never had to resort to using it.

In Diesel power we have everything from a "Cat" yard Switcher to a 6000hp single unit of the early 70's. We basically are an ALCO powered road, but have many EMD, BLDWN & FM units. And, I would say, a Diesel that is capable of handling any situation that would arise.

For the last two issues of the NER COUPLER, the Rocky Ridge has had two slanderous articles written about abandonment without permission of the I.C.C. This is in error; because we are in the process of rebuilding and where we cannot run a train, we are running trucks and buses to handle the traffic.

I think that it is about time we look into the conditions on the Atlantic & Northern (whose President, Mr. William Brundage, is the person who has written the slanderous letters) up in New York State and see what kind of Service, if any, the A&N is providing. Back in the early 70's, the A&N was told to CEASE AND DESIST in Massachusetts, and that is why it landed in Skaneateles, New York.

The ATLANTIC & NORTHERN is a misguided and mismanaged railroad; therefore very far behind in both modern technology and service and is very questionable in regard to operational(e-) quipment. It is, therefore, imperative that the ICC review the A&N and then proceed to close it down completely for the safety of the people living in New York State alone.

If you have been reading Model Railroader the last three-four months, you will recall a letter written by Mr. Brundage who is a self-proclaimed expert on Railroads(???) Also notice the corrected reply to his letter, which indicates the source of the anti-Rocky Ridge letters.

In conclusion, and as a special note of interest, the Rocky Ridge plans to share its expertise with Fred MacMurray and Greyhound. Nuff said. --Kuhn

Hudson-Berkshire

The Picnic at the Hoosac Tunnel was attended by about 30 members, and was a lot of fun. The Division has gone to a mail ballot, and plans are progressing for a whopper of a convention at Albany (in May) with an all-day fan trip.

Sunrise Trail Division

The Long Island Live Steamers had their Golden Spike ceremonies on October 27th, which was well attended. Live Steamers were on hand from Pennsylvania & Massachusetts. "Barney" , Secretary of the Brotherhood of Live Steamers, drove the final spikes on the 1½", 1", and ¾" trackages at SouthHaven Park in Brookhaven, N.Y.

The STD plans displays for National Model Railroad Month at several locations on Long Island, including the public libraries in East Meadow, Seaford, and West Islip.

The Long Island Railroad has built their "Push-Pull" fleet up and is running them on all branches.

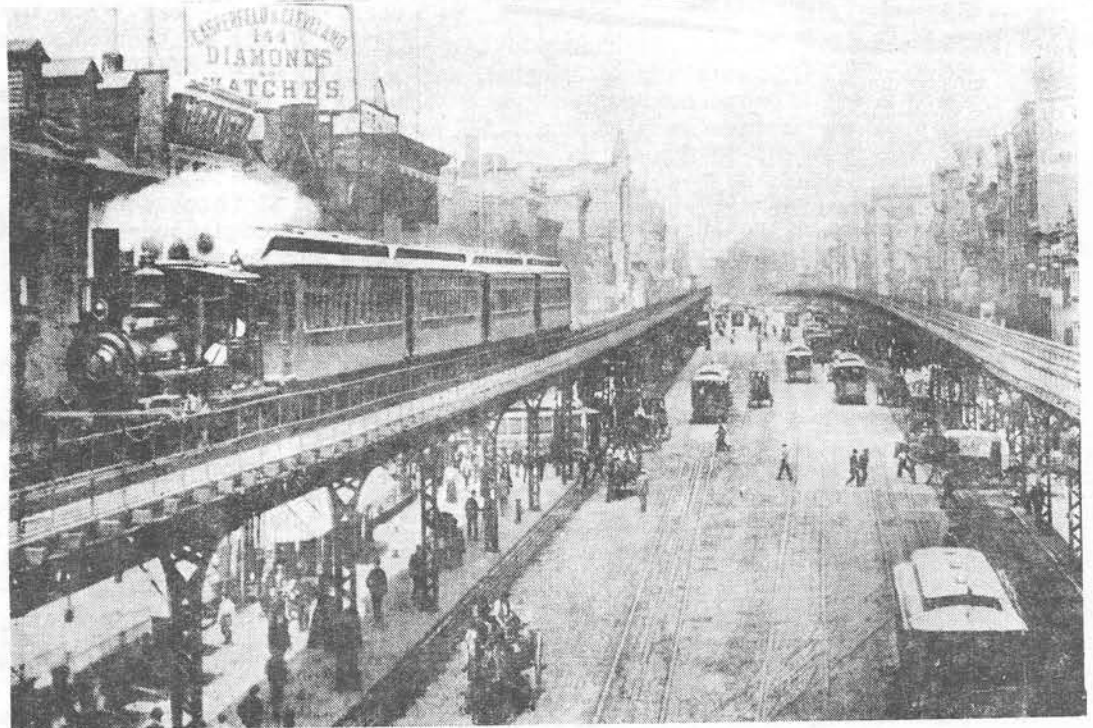
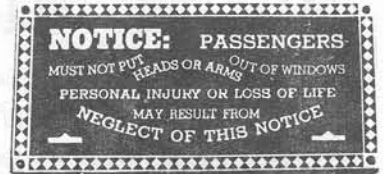
Ira Rothberg has been appointed as Divisional Achievement Program coordinator to work with the new Regional Chairman, Bob Van Cleef.

Garden State Division

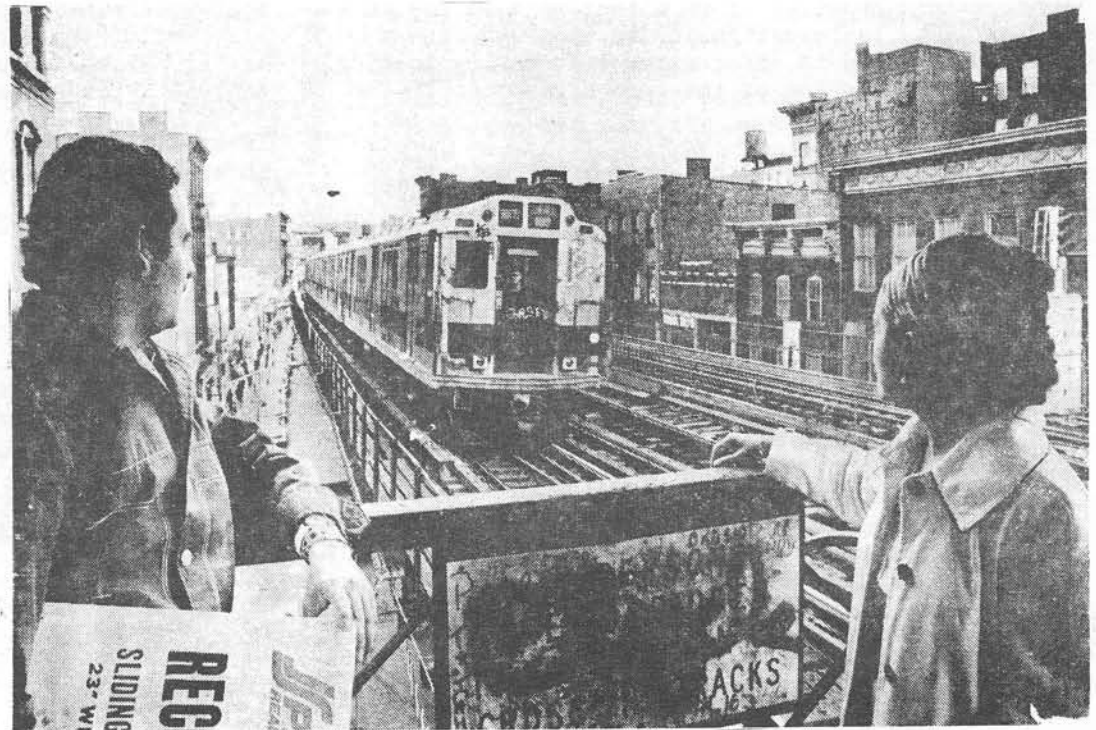
A Model Tale--Once upon a time a man was bitten by the "Model Railroad Bug" which set him working on a layout. He soon realized some help was needed, so he spread "The Bug" to his friends. In short order, someone suggested starting a Club, and so they did. As the years rolled by, the layout grew, and the members looked around for more worlds to conquer. "Let's give a show," came the cry, and so it came to pass. The people came, liked what they saw, and some members began thinking about a "Dream Layout" that would be pleasing to both the modeler and spectator alike.

A railroad was planned laboriously, with the following features:
 (1) The layout and building were designed to grow with demands of membership, thus forever abolishing the "finished layout"; (2) A layout operating in a completely prototypical manner was planned; (3) The use of construction methods that eliminated all stooping, crawling, and impossible-to-reach areas were established; (4) Fast track-laying techniques that resulted in prototypical curves and grades were

Beginnings - -



Steam engines pull el along Third Avenue, near Grand Street in 1896



A last 'sentimental journey' for the el from 156th Street Station

- - and Endings

found; and (5) Viewing areas that were accessible to spectators for the best possible viewing were allowed for.

When the plan was shown to other model railroaders, they responded with a great deal of enthusiasm. With the help of non-modelers and modelers alike, the project was launched. On October 30, 1971, The Model Railroad Club, Inc. began creating the "Dream."

At the present time, the building is complete with office, shop, meeting room and layout area. The club sincerely believes that a new dimension has been introduced into the hobby.

All visitors are welcome. For any information concerning visits or anything else about the Club, please contact "The Model Railroad Club, Inc." P.O. Box 1146, Union, N.J. 07083.

Nutmeg Division

Watty House reports that the State of Connecticut has proposed a monorail system from Hartford to Windsor Locks and Bradley Field. This would be accomplished by using the existing Penn Central right of way. As Watty says, why not rebuild the railroads and save some money!

Pioneer Valley

We know there's modelers in them thar hills, (witness Burt Towles hog among the WINNERS at Waterville) so whats the news?

Little Rhody

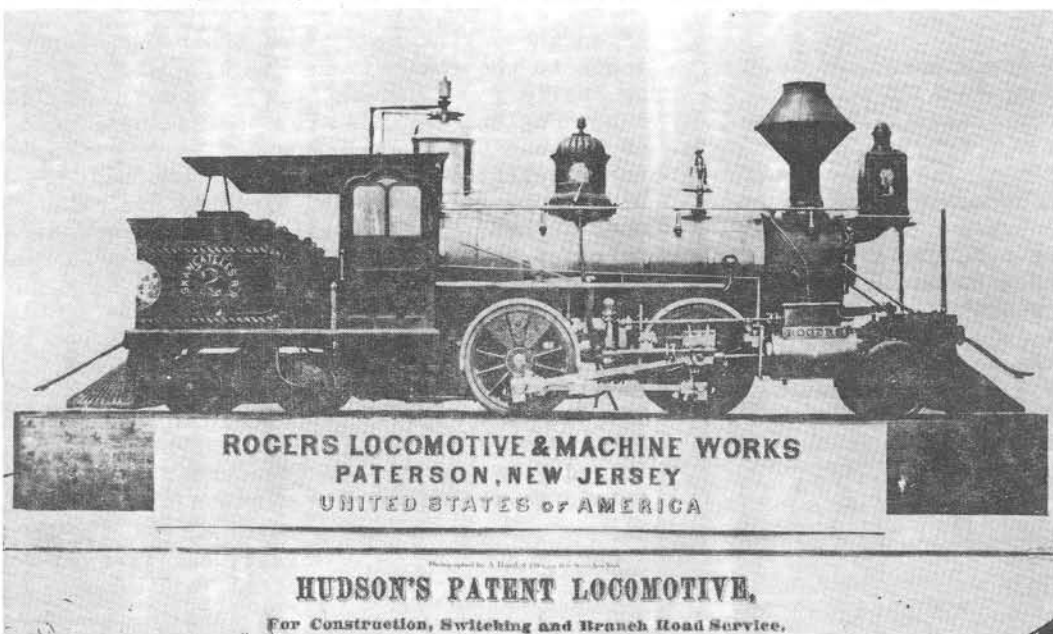
Gus and the boys were also on hand at Waterville, but didn't have any news for us.

Empire Division

Acquired at a recent auction was the accompanying builder's photo of Skaneateles RR #2. The Skaneateles Short Line RR has been the subject of several recent articles in the national commercial magazines.

Allouette Division

Do we hear mumbblings of secession?



Letters (By G-d!) To the Editor

To those of you who attended the Fall '73 NER Convention in Waterville over the October 5, 6, & 7th weekend, I want to thank you for coming. I know that we had a great deal to show you and things for you to do; due to last minute changes, some things did get fouled up, but nevertheless, we got together and a good time was had by all.

I would like to thank those who served on the Convention Committee: time and distance did make it difficult at times, but the job got done, and done well.

Now comes the time to bid adieu to the Sandy River Valley RR which is going to be dismantled. Hopefully a new one will be erected in its place, but no certainties on this. The last open house was held November 3rd. When, and if a new SRV is built, I hope you will read about it right here in the "Coupler."

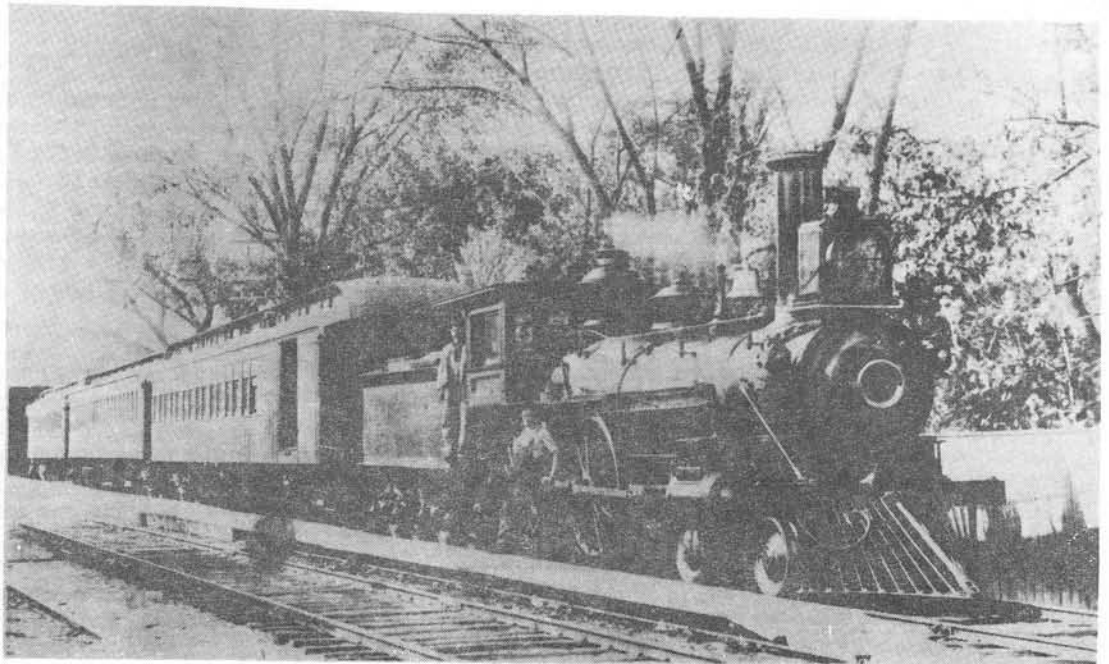
Again, many thanx to all the Fall 73 NER Conventioneers--it was nice seeing old, friendly faces as well as the new ones.

Lee K. Doone

SOOTY CINDERS

Richard M. Hanschka

photos from
the authors
collection-



The early New England rail lines were generally short, small, individual companies in contrast to the Union Pacific, Central Pacific, Santa Fe et al of the West.

Recently, the Providence & Worcester road emerged as a separate line again. The original plan was for trains to meet steamers from New York at Norwich and take them to the B & A at Worcester for other connections.

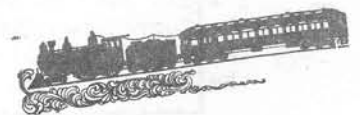
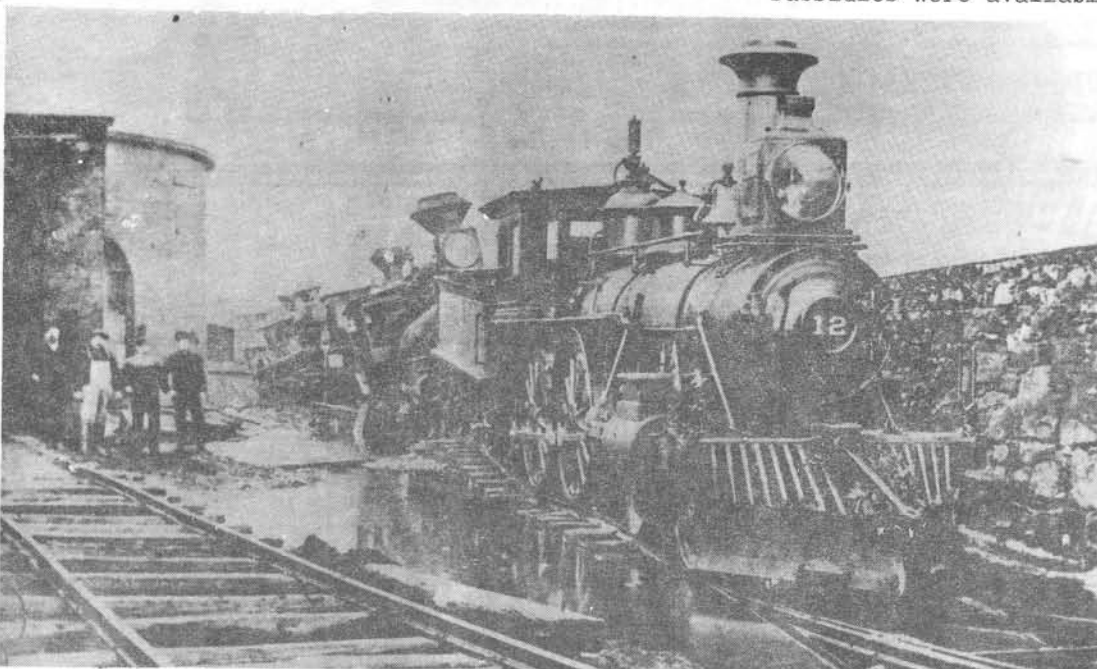
J. P. Morgan assimilated the various railroad trolley lines South of the B & A into one system--NYNH & H. Several of the old engines are shown as they are so far in the past, it is unlikely many rail fans can remember them.

Often the engine crew added their own adornments to the engine: an eagle, special flag, or staffs for holidays, etc. Several New York & New England engines show the Maltese Cross as do some older B & M engines as crews showed their religious beliefs. Other masonic emblems appeared at times. In this era, the modeler need not have all his locos look alike in print scheme lettering, etc.

It is obvious there were floods in the 1800's too, but then labor and materials were not so expensive. Then, too, there was far less complaining and more help. Local farmers shipped wood for credit to ship milk to market. When disaster struck, everybody pitched in and fixed things--no government grants or subsidies were available. Other things have

charged, but the ballast, oak ties and steel rail remain about the same.

Above all else, there was a feeling of personal integrity of being part of the operation. The crews took pride in their equipment. On-time performance was the rule, not the exception. It meant being at the platform per schedule not five minutes down the line or in sight of the station.



WINNERS

Al Westerfield

Several innovations took place at the fall convention this year. Because NMRA rules do not allow regions to give out first through honorable mention awards to models not scoring a minimum of 87½ points, "Best In Category" awards will be given to the highest scoring model, regardless of point total. This award will not count towards Achievement Certificates. Since the Board feels that recognition should be shown to all who enter the contests, 'Well Done' certificates are now being distributed to entrants who do not win an award.

Although the turnout was small (18 models), all categories were represented at Waterville. The number of models scoring over 100 points was the same as last time, indicating the high quality of many of the efforts. Here are the winners:

Steam locos

Master 1st Allan W. Hanson, S.R. R.L. 2-6-2
Craft. BIC Burton W. Towle, Florence Broad
Brook 2-6-2

Locos, other

Craft. BIC Peter J. Eaton, Napierville Jct.
Diesel

Freight cars

Master 1st Mark D. Hall, SRRR flat car
Craft. BIC Robert E. Gregory, C.P. reefer

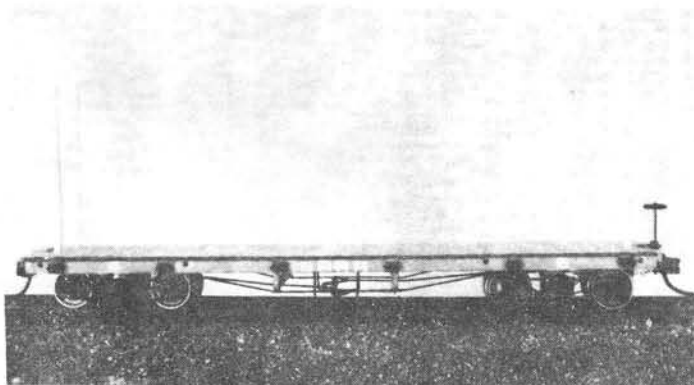
Passenger cars

Craft. BIC Frank Murray, Seaford Oyster Bay
Coach

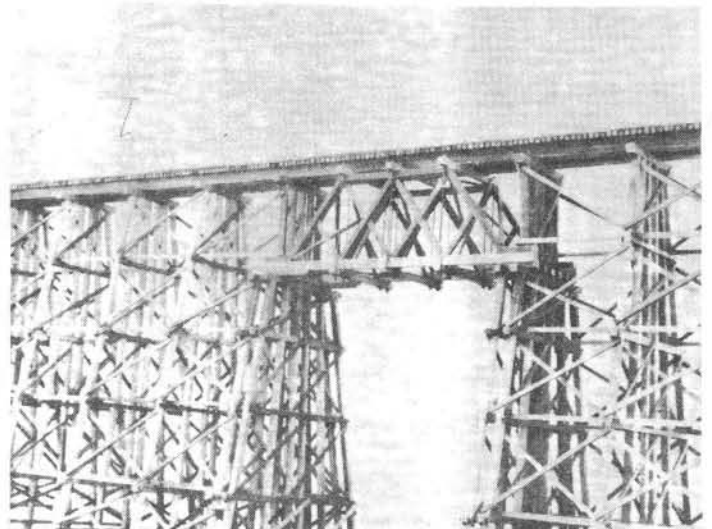
The Sunrise Trail Division's New Modeler Award went to Robert Pennett.



Faldwin Trophy was awarded to Robert Bennet who accumulated 107 points.

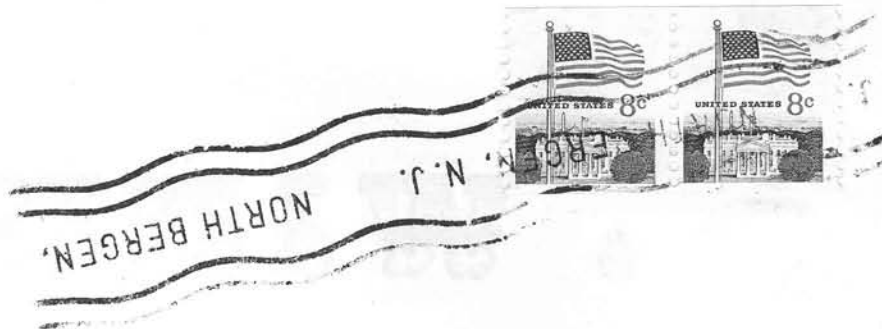


Mark Hall's Prize-winning Flat Car



The HUF Runner Up Award went to Tom Pick whose point value totaled 102.

the coupler
42 Sunset Terrace
Vernon, CT 06066



FIRST CLASS MAIL

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

M.O.W.

Craft. BIC Robert E. Gregory, Maine Coast
Line work car

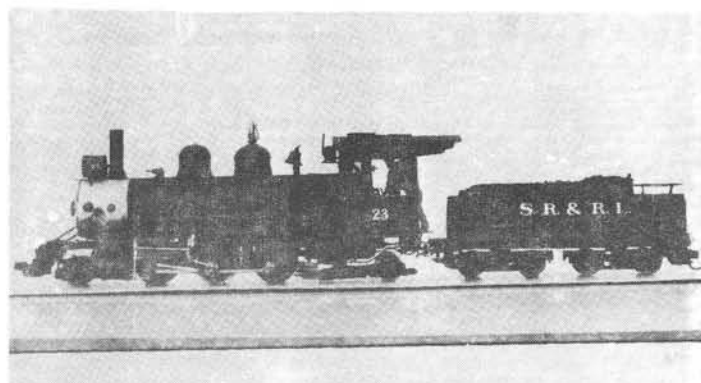
Structures

Master 2nd Donald Clerke, barber shop

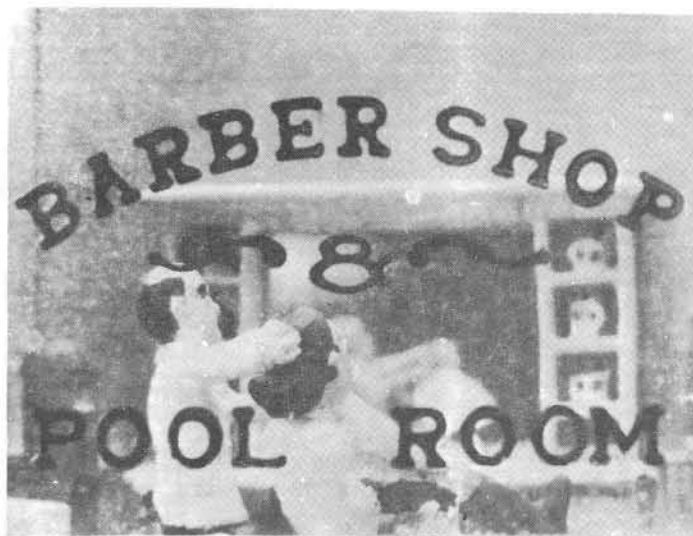
Craft. 1st Robert Bennett, water tower
2nd Tom Pick, wood trestle

Dioramas

Craft. 1st Peter J. Eaton, brewery-dairy



Allan Hanson's Two-Foot Prairie



Through the Window of Don Clerke's Barber Shop



Portion of Pete Eaton's Brewery-Dairy Complex