

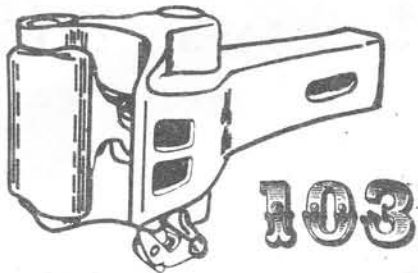
# NER

# Coupler

Al Westerfield's Shot of Tom Pick's Trestle with Burt Towle's Loco Taken at the Waterville Convention



# the coupler



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Are we coming or going?

## Forced busing?

"Who Says That Trip Isn't Necessary" is the title of Burton Hillis' column in the March issue of Better Homes and Gardens in which he asks, "Who decides that it's more important to use energy in the manufacture of useless products than for me to have a vacation?"

Regardless of who makes the decisions, we are the ones stuck with the results. The Albany Convention could suffer also. We received a copy of a letter to all Division Superintendents with regard to a "Busing Plan." The idea is for the local members to get together and charter buses to travel to Albany.

The idea has merits in addition to the obvious ones of not worrying about gas or driving. The biggest one I can see is the advantage of starting the convention that much sooner. Model Railroading can be even more fun.

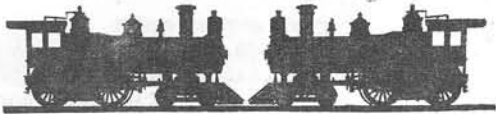
If a lot of the P. O. M. 's look around and investigate the local busing possibilities and report to their respective Divisional heads their findings, perhaps we can have the turnout at Albany in spite of oil. Or maybe we can invent the coal-fired automobile by May.

Of course, there is the alternative of taking the train. But who's interested in those things?



*Bill*

## Point-to-Point



This issue of the COUPLER is being mailed to a large number of non-members (NER) to introduce or re-introduce you to the activities of the Region. Read it over, look for the articles that particularly interest you, and send in your membership dues: \$3.00 for two years. Every issue is different; the emphasis of this one may omit mention of your scale, gauge, or the type of modeling you enjoy. Next issue may have three articles on it.

The COUPLER has to depend on material supplied for most of its content. If you think that your scale is neglected, don't complain; write up a piece on it. If it's interesting, even such a scale/gauge as Sn2 is acceptable. If you like modeling mountain railroads of Cape Cod, write an article--we'd all find that interesting!

It's almost time for final plans for the trip to Albany. Many of us will be using public or chartered transportation, so consider that when thinking of what models should be finished up for the Contests. It's difficult to carry a scale car dumper on a bus; but stories of former COUPLER editor Ken Martin's sharing his roomette with a six-foot viaduct all the way to San Francisco are challenging. Finish up that piece of rolling stock, tool house or similar-sized item, if you are planning on public conveyance.

The Convention advisory board conducted a survey on planned Albany Convention attendance and the results were quite encouraging. There was some concern in light of the gasoline situation, but it seems that this will have little effect.

In regard to model contests, there has been some comment about lumping categories together: cabooses with M. O. W. or Steam Locos with Diesel Locos. This is done as a corollary to the number of models entered at the Contest. When similar categories have few models, they are combined for judging purposes.

Thus, more models mean recognition for more modelers. We now can give awards for First, Second, and Third positions, regardless of point score so bring along whatever you've done that you believe is an interesting model or shows an unusual modeling technique. Your interest is bound to be someone else's too and you may take home a ribbon to boot! Don't think that Region Contests are only for the experts. Try that competition and you'll like it!

GRAHAM

## TIMETABLE

**March 30 (Saturday)** Sunrise Trail Division's Annual Mini-Convention. Episcopal Cathedral House, Cathedral Avenue, Garden City, New York. From 10:00 a.m. to 9:00 p.m. For information, contact: J. A. Mac Intosh, 150 Kildare Road, Garden City, New York 11530 516 PI 6-6288.

**April 27 (Saturday)** Little Rhody Division's Annual Open House at Grace Episcopal Church, 104 North Washington Street, North Attleboro, Mass. From 12:00 noon to 5:00 p.m. Clinics, movies and white elephant table. For further info, contact: Alan W. Blick, 190 Broadway, N. Attleboro, Mass. 02760

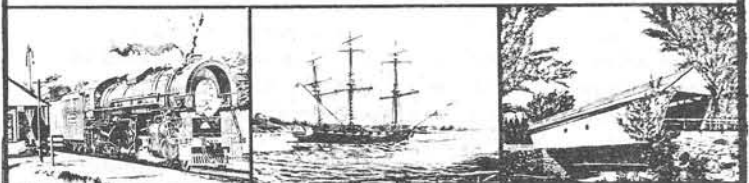
**May 17-19 (Friday, Saturday, Sunday)** Spring '74 NER Convention, DeWitt Clinton Hotel, Albany, New York. Host: Hudson-Berkshire Division. Regular convention activities around the theme of New York Capitol Railroads. Big fan-trip plans. See article "Albany Outing" on Page 7 this issue.

### TROLLEY MEET '74

On Saturday, May 25, there will be a Model Trolley Meet at the Americana Hotel in New York City. Called "Trolley Meet '74" it will feature private and commercial displays, a contest, and clinics on scenery, car building and overhead. Also movies and slides. For further information, contact: Trolley Meet '74, P. O. Box 476, Georgetown, Ct.

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| <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

We have talked about how to liven up freight operations on even the simplest of track layouts, and have also described how prototype mail trains were operated. While we tend to lean towards those who emphasize way freight operation in conjunction with a few through freights, our first love, so to speak, is the long passenger train.

One of the first issues of MR that we bought had an article called "Drop That Sleeper," which outlined how the big fellas often change the consists of their passenger trains en route. And even in these modern times, we always take the time to stretch our legs at division points whenever we have the chance to travel (by car, and train). We have seen some of the switching done at New Haven, Boston, Washington, Montreal, and at other places which can readily be reached by most of our readers, either while attending an NER Convention or while on vacation.

One of the most common maneuvers is to break up a train somewhat at a junction, where a couple of cars may be added or dropped from the main route's schedule to provide through connections to a branchline point. A parlor car, sleeper, or diner may be cut out at a station stop, either for servicing, or to be returned in another train. Head-end cars are still switched out of Amtrak trains, too.

Up until A-day, it was frequent practice to change road engines when using the tracks of another line; perhaps the best example being at both ends of the Richmond, Fredricksburg & Potomac, a line little more than 100 miles long. This was not always a constant practice, as sometimes the engines of this line were operated in equipment pools, and run all the way down to Jacksonville or further, but it was the normal procedure.

One of the stations on our pike will consist of a double main plus a passing siding, adjacent to a small yard, which will have a couple of sidings for storage and leading of express cars. It happens that more than two of our favorite prototype stations have this general schematic: Summit, NJ and South Amboy, on the NY & LB. The former is a suburban stop on the DL & W, where a couple of way freights used to terminate, as well as the storage spot for several commuter trains; the latter is the end of the PRR's electrified zone out of New York, on the Jersey Coast run, and the PRR still changes engines on all of its through passenger trains as well as ending their MU locals there. (CNJ trains, of course, run through without change: in addition to loco-hauled consists, they also ran a pair of RDC's through here each way in the afternoon.)

Surprisingly, perhaps, the track scheme is almost duplicated a third time in Armstrong's "Track Planning For Realistic Operation," in his example of how passenger trains might be handled at a typical division point; and as luck would have it, he used our favorite prototype's schedules and consists in his text, although some of the moves are not listed to completion.

So, if we ever get bored with our normal operations, we will have a built-in means of changing things a bit. We can copy the operations of Summit, or of the SA tower, or we can change the locale completely to Armstrong's Elmira prototype.

The thought behind this should be given consideration in planning a layout. By including such a station as this in a pike plan, the operations need never go stale. In this case, three completely different timetables could be scheduled. The first, for Summit, would feature the turning of the way freight against a background of rush hour commuter trains (electric or push-pulls), some of which drop or pick up cars bound out or in from the branch to Gladstone. A few through trains would not be un-realistic.

The second schedule would feature the operation of trains of two separate companies. The freights would be few, while the passenger trains would predominate; the passengers of one line would be electrically operated east of town, and while the locals (MU's) would terminate, the through trains would require an engine change. The steam/diesel facilities on the prototype were located some distance away, and so would not be included. The passenger trains of the 2nd company were steam and/or diesel powered, and included a pair of Budd RDC's at least once a day. (These were operated as a shuttle on a branch from the junction some distance west of town, but ran into the metropolitan terminal for fuel and servicing.)

The third schedule would be based on Armstrong's schedule. It features the shuffling of passenger consists, and can be duplicated by any modeler with this simple track plan.

Undoubtedly, there are limitless prototypes which can be combined, if that is the correct word, in this manner by the modeler who has several interests and who double-checks his prototypes. So, while your pike, like ours, may veature way freight operation, portions of it can from time to time be used just for through passenger operations, or for some other prototype activity for which the pike as a whole may or may not have been designed.

  
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## ACHIEVEMENT PROGRAM

Bob Van Cleef

The topic for this winter's session will be the acquiring of an achievement award for dispatcher. This is probably the easiest award to acquire as it is based mostly on the fun type of sport of operating trains.

The main objective of the requirements is to allow the applicant to show that he knows the difference between running trains, as in a circle, and operation. Ideally, he must be able to operate within a three or more man train crew at each of several positions. As yardman, he must know how to find and sort cars. As engineer he must operate a train smoothly at reasonable speeds and on time. As dispatcher, he must be a traffic director to allow the trains to maintain a schedule. At all of these positions he must conform to the pre-determined rules, whatever they may be. Operation may be on a club- or privately-owned railroad.

As proof of the knowledge that goes with operation, it is required that the applicant show--on paper--that he by himself can develop a workable system for others for train movements and individual car delivery.

All of this is not to say anything against running trains by whim. This, too, is fun. The idea of this certificate is to show ability to coordinate individual efforts in operation.

NER members in the area of the Sunrise Trail Division, who have questions on this or any other Achievement Certificates may contact Ira Rothberg or Graham Harvey for information.

Coming up in the Spring COUPLER: Engineer-- Civil (trackwork).



## BOOK REVIEW

Dave Decker

History of the Louisville and Nashville Railroad by Maury Klein. Publication date, October 30, 1972. Price, \$10.95. Published by the McMillan Company, New York.

This book contains 558 pages of researched data and statistics of the origin and development of the L & N Railroad from its beginning until 1970.

For historians, this book will rank with other volumes by various authors about other lines as a biography of the successes and failures in the development of what is one of the most modern transportation systems in the United States. Many photographs are presented of L & N equipment, maps and developments over the years.

If the L & N is your prototype, you want to get a look at this book.

Railways and War Before 1918 by Dennis Bishop and Keith Davis. Publication date July 20, 1972. Price, \$4.95. Published by McMillan Co., New York.

Approximately two-thirds of this 354 page book contain line drawings and diagrams of railway equipment predominantly used during World War I in Europe.

The remainder of the book has descriptions matching numbered diagrams or drawings shown in the beginning of the book. The book contains enough information for modelers interested in creating some of the important scenes of wartime railroading in the European theatre.

Terrific book for railway/war buffs. Otherwise.....

## ELECTIONS

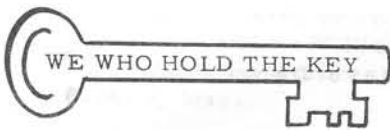
In the Spring Issue of the COUPLER will be your bi-annual Ballot, along with the presentation of candidates. Nominations to fill all positions are now open.

To run for office in the Northeastern Region, a candidate must be a member, in good standing, of the NER and of The National Model Railroad Association.

All nominations for Region office should be sent to:

William G. Lorence, Chmn.  
NER Nominating Committee  
82 Edmore Lane  
West Islip, New York 11795

A brief biography of each candidate will be included in the Spring Issue. The biography should be submitted no later than March 20, 1974.



WE WHO HOLD THE KEY

Stan Bradley

Yes, we model hobbyists hold a key. "What key?" you may ask. The key to being able to reproduce the story of our nation's growth, and of moving its people and its products from place to place as required.

The older members of the family used to talk of when the horse ran off with the bakery wagon down State Street, and ended up in Johnson's barber shop. Or of how downtown looked back when... The older we get the more we like to reminisce of our younger (and perhaps less complicated) days. Horses and stables are departed from the downtown scene. Even the electric trolleys which replaced the horse cars are gone. The 4-masted coal schooners which plied the seas until after World War I are just a memory. So are the steam locomotive and the sailing vessel.

Many people would welcome the idea of perpetuating these items of historical lore in museums, and some have fortunately been able to do so. However, the financial and space requirements, as well as the cost of maintenance, rent, taxes, and all the other expenses involved, make it a prohibitive luxury for most of us.

The thrill of being able to reconstruct history in miniature by means of models is attracting more and more people as the years pass by and the real thing becomes less and less available. We are fortunately able, through careful and painstaking effort, to adequately reproduce the original, not only for our own pleasure, but so that future generations may be able to visualize for themselves what these things looked like.

In model railroading we can do more than that. We can build an entire period setting, with locomotives, structures and surroundings just as they looked at the time. This will require some research and considerable planning. We must reproduce the details faithfully. Sometimes the information about these details is slipping out of our grasp before we have the opportunity to perpetuate it. An old man dies with 60 years of railroad memories left unrecorded. A library disposes of a 50-year collection of railroad periodicals because nobody looks at them any more. The next day a loco which you wanted to photograph has been scrapped.

Just think what you would do if you could have just 24 hours 30 years back in history to photograph the things which you'd still like to see. The magnitude of the task would be terrific. But, if you concentrate on a small portion of your favorite railroad, and go out in search of information regarding its details, you can still probably find a great deal of interest. Choose wisely lest your quarry be too big or too small for what you have in mind. In order to create a proper setting, you must also select a certain year or era.

Remember that 30-year-old equipment was common,

and thus, if your era is the 1920's, an 0-6-0 built in 1890 would not be out of place. It would of course have received some up-to-date features such as an electric headlight and generator. It would thus not be out of place alongside a USRA 4-8-2. But under no circumstances may you introduce equipment or features which were not yet in existence during your model year. So, be loyal to your date and omit TV repair shops, diesel locomotives and such items of the future.

The whole setting for your pike can readily be taken from old photos of the community and of the railroads. Many have been published in the hobby magazines. For instance, if I chose the NYO & W Port Jervis branch in 1920 (that's an excellent product, by the way), I would still include reminders of the fact that it was in competition with the D & H Canal and ran alongside much of the latter. A canal bridge here, an embankment there, or even an old canal lock still remained in 1920.

If I dated my pike back to 1897, I might allow myself competitive freight charges. Seasonal consists would result because when the canal froze over, my railroad would get all of the traffic. All of these features help to make up an environmental gem which would do full justice to the beautiful little locos and trains which give it life. Yes, the modeler holds the key; and it is only he who can take the new State Highway built along the bed of an old canal or railroad right of way, and turn its pages back to the scenes of yesteryear.



LETTERS (By G-d) to the EDITOR

...The quality of the prizewinning entries (at NER Conventions) has improved some 1000% in the last several years. I think the Achievement Award program has helped much--as well as the incentive of getting a prize. Yet, the emphasis on this wonderful building makes me wonder if NMRA is a group of model builders, rather than model Railroaders. Actually NER has a better than average number of members who have been given high recognition by NMRA.

These (members) are listed on page 11 of the 1972 Year Book, plus the listing of 1973 Awards in the September Bulletin. Of the 45 Master Model Railroaders, I can recognize 9 from NER. Of the 36 who have received a President's Award, I count 3 from NER. Of the 11 who received the Distinguished Service Award, one from NER. And there are two from NER who have received the top Award of Honorary Life Member. There are 15 Regions, so NER stands very well.

We have plenty of excellent material in NER to carry on and continue this high percentage.

Watty House, MMR

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# ALBANY OUTTING

The Albany Convention on May 17 through 19 should prove to be a humdinger, if all tentative fan trip arrangements pan out. The

The Convention will be held at the DeWitt Clinton Hotel in Albany, right across from the Capitol building. Layout visits are scheduled for Friday evening and Sunday. The tentative fan trip is a 4 1/2 hour super ride and tour around the loop on the D & H, being pulled by two PA's. There will be tours of shops and two photo runbys for the camera buffs. Food service will be available, too, for hungry fan-trippers. All will be 'guided' tours with historical backgrounds to fill in the blanks.

When you wearily arrive back at your hotel, you will be greeted by a lovely banquet, with author Jim Shaughnessy (D & H) as your dinner speaker telling about the area roads and their history.

Layout tours on Sunday will round up a very busy weekend.

Right now, as we said, the fan trip is still a tentative arrangement. If the entire trip cannot be arranged, the tour of the Colony shops will still be on the agenda, and some very fine clinics are lined up.

News and update of the Albany Convention will be sent to everyone through "Form 19" shortly after final arrangements have been made. You can make your reservations then. We look forward to seeing you there.

This Spring at our Albany Convention, the Editors are holding another of their (in) famous contests, this time being the Most Unusual Specialized Car. For an idea, we could suggest a MOW car for clearing cactus on the ROW; a combination Red Carpet Roller, Ticker Tape Throwing, Soap Box car for political speakers closely followed by a Bank Car for graft payments; or perhaps a Watergate car, with built in leaks.

The idea is yours, the Contest is ours. Suitable (in the eyes of the weird Editors) prizes to be awarded.

Be sure to come to a well-planned, full convention in Albany, and be sure to whip up something for the Editor's CONTEST!



## BOD Meeting BRIEFS

A change in the by-laws created a flat-rate salary for the Office Manager (Ted Ritter) of \$100.00 per year. It had originally been 10% of the membership dues over 500 members. This had been running about \$75.00 which wasn't nearly enough for the kind of work Ted puts in. (Matter of fact, \$100 hardly seems enough either. I wouldn't do the kind of work he does for the Region for \$1,000 a year)

Another good note: The COUPLER has saved quite a bit of money, even while sending issues out first class mail; so, upon our request, we've received permission to purchase a used typewriter (ours had been borrowed and reclaimed). This will go from editor to editor and belong to the NER.

This issue of the COUPLER is being mailed to all NMRA members within the Northeastern Region. This was also decided at the BOD. It's being done for promotion, good will, and to let everyone know that we exist and are really doing things.

## proposed

"At the Board of Directors' Meeting of January 12, 1974, the matter of Division representation on the BOD was discussed. Adding Division Superintendents to the BOD would make the BOD unwieldy but also give Division members a double vote; while substituting the Division Supers for the elected BOD would disenfranchise NER members not members of Divisions.

"A compromise to better align areas of Representation and Divisions follows:

1. Berkshire County to be detached from Massachusetts and made part of the upper New York State (New York State except Long Island and New York City).
2. Rhode Island to be detached from Connecticut and attached to Massachusetts except Berkshire County.
3. Staten Island be detached from New York City, and attached to New Jersey.
4. Members of NER living near area boundaries be allowed to vote for either (but only one) of the candidates in either of those areas.
5. Since New Jersey law has been found to require a resident agent (Len Frankel at this time) but not a resident director, the restriction on the New Jersey area ("required by New Jersey law") to be deleted. This would allow a Staten Island resident to run for Area Representative for Staten Island-New Jersey.

"Comment from members of the NER is invited. At the next BOD meeting, the BOD will consider this matter again, and be guided by member reaction."

# Anti-Boredom Bridge

Al Westerfield

The Erie-Lackawanna Port Jervis branch at Harri- man, New York seems to clash with many imagined prototype practices. The apparent 2-track main line has one track used as an industrial siding by Nepera Chemical. The station is built up on fill to match the roadbed rather than elevating it or loca- ting it on level ground. Commuter trains routinely stop with the engine dead on the bridge. The bridge itself is interesting, but apparently normal. That is, until you notice that the other side is of a completely different design.

Inspection of the concrete retaining wall shows that it was built for three tracks. The north side of the bridge (photo 2) has small rectangular plates of no structural value. These are all that is left of the

Photos by the Author

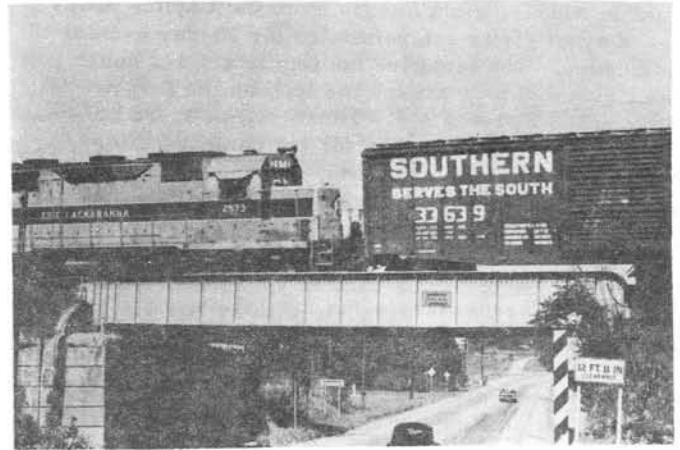


Photo #1 South Side

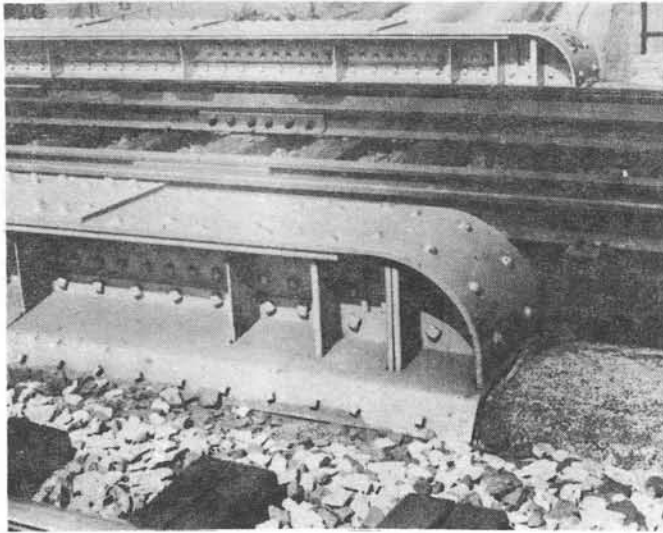


Photo #4 Inside Detail

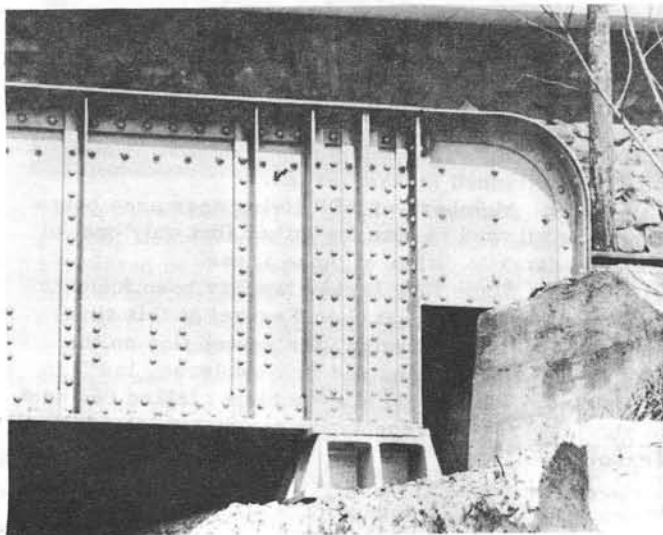
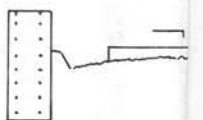
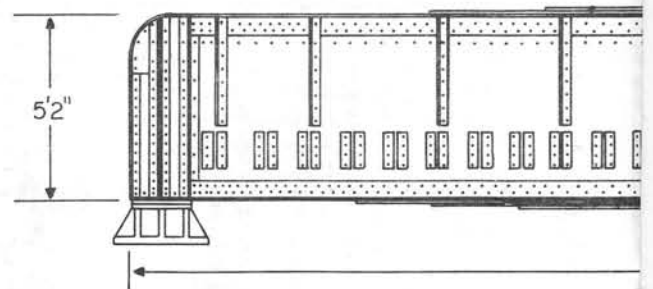
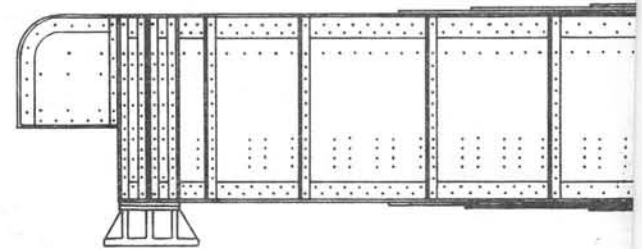


Photo #5 South Side Detail





third span. The floor beams were simply sawed off leaving only the flanges. The remaining 2 spans have I-beam and concrete flooring supporting the gravel roadbed. The concrete was probably not in the original construction, as evidenced by the cleanliness of the north side. The cowling on the exposed concrete also appears to be an afterthought, since it is bolted in place rather than riveted.

Structurally, both sides are somewhat different from the average through plate girder bridge. Either side could be used for a symmetrical model. But for those bored with making 2 of the same thing, the prototype is ideal. The material of choice is styrene, using the techniques described by George Konrad in the COUPLER, Issue #100.

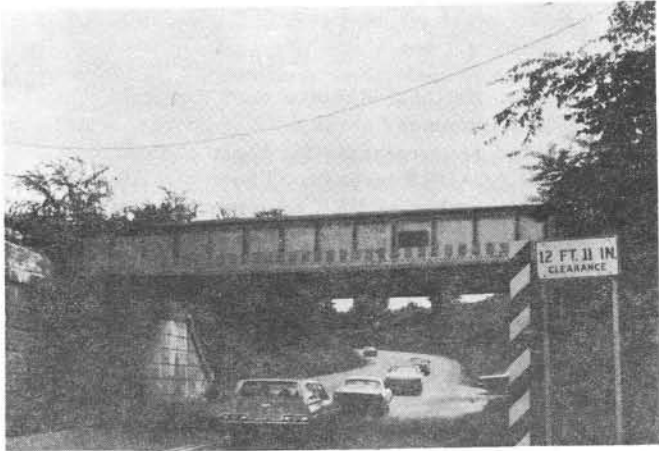


Photo #2 North Side

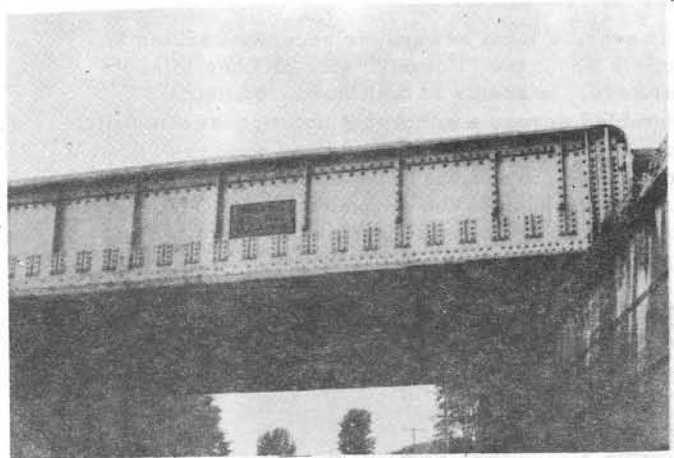
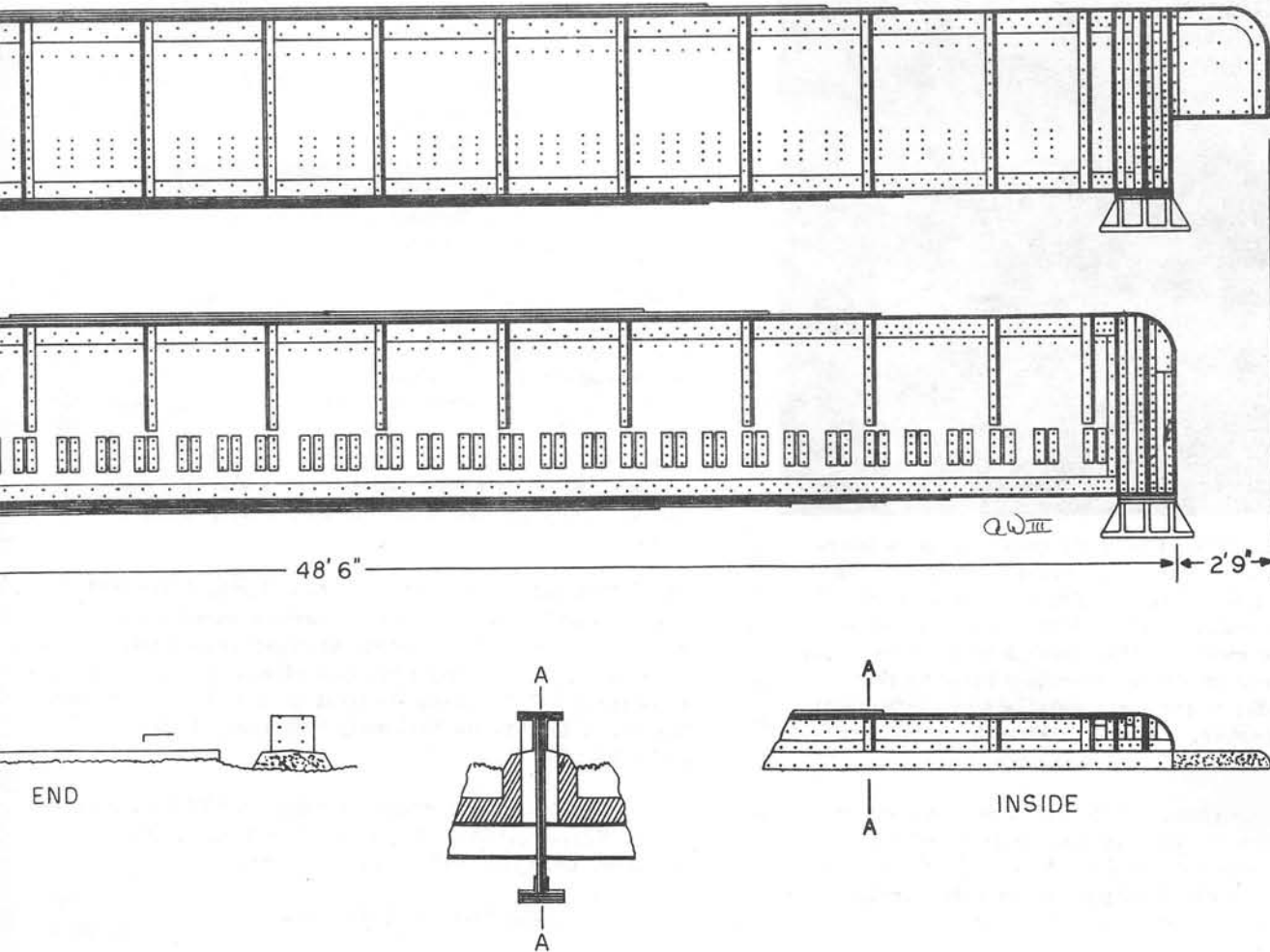


Photo #3 North Side Detail



# John *by* m

It naturally follows that since the Editors' Outhouse Contest we've come across an article on just that simple facility of its day. Had we read it sooner, things might have been different...

However, a local newspaper recently carried an article about the "Homely" side of Long Island's heritage. It seems in Smithtown, someone stumbled across a somewhat unprepossessing little building tucked into the woods and wondered what it could be. Turned out to be a real architectural find dating back to the second half of the 19th Century. Authorities are considering its preservation--I wonder who will finance it!



For a rural facility, it is quite unusual. It is four-gabled, double-windowed, and metal-roofed. The estimated cost of rebuilding the interior and replastering the walls is about \$100; some consider it well worth the money. Most such facilities were not constructed with much style simply because the homeowners didn't care; the details were left mostly up to the carpenter. (I would like to have met that one!)

Anyway, it is an idea. Modelers with imagination can take it from the picture and come up with a very special 'corner' for their layouts. You never know who will bring you a privvy-warming present of an 1878 Sears & Roebuck Catalogue.

**FRANK MCKENNA**      **MMR**  
**BOB VAN CLEEF**      **MMR**  
**IRA ROTHBERG**      **MMR**

Don McKinnon, National Achievement Program Chairman has announced three NER members who have completed requirements for their MASTER MODEL RAILROADER awards. These awards bring to thirteen the number of NER members holding the certificate out of a total of 54 nationally (24%).

The Achievement Program is one that any number can participate in, but not all can gain the top. There is hardly one of us who does not excel in some area and the related certificate should be pursued. However, MMR requires proficiency in many areas and thus, application for this award is narrowed down.

FRANK MCKENNA of Salt Point, New York, MMR #46, is one of our venerable model builders. His models have been seen at Conventions, at least since 1940, winning the top prize at the Second National Convention. One suspects that time spent modeling has kept him from completing the paperwork required in filing applications.

Frank has given time serving at both NFR and NER conventions recently, and many of us had the opportunity to study his engine terminal displayed at the Springfield Convention. He attained his MMR by completing work for certificates in Locomotives, Cars, Structures, Scenery, Civil Engineer, Electrical Engineer and Author.

BOB VAN CLEEF of Coventry, Connecticut, MMR #52, newer to Region activities, was not yet building models in 1940. His awards over the last couple of years show the enthusiasm he has brought to his recent appointment to the position of Region Achievement Program Chairman. He wonders why he hasn't been swamped with work since assuming his duties as Chairman. His certificates include Cars, Structures, Scenery, Civil, Electrical, Dispatcher, and Author.

IRA ROTHBERG of Westbury, New York, MMR #53 can be found at any Region Convention comfortably esconced under a black cloud of cigar smoke which follows him to and from his Long Island home. Ira first joined NER during its first year and has served the hobby in various National, Regional, Divisional and club offices.

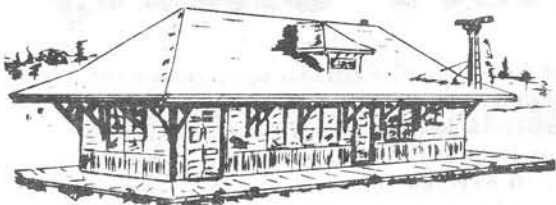
The certificates with which he attained MMR include Cars, Scenery, Civil Engineer, Electrical, Dispatcher, Official, Volunteer and Author.

CONGRATULATIONS ALL !

# Station Stops

compiled by

Hook N.  
Crook

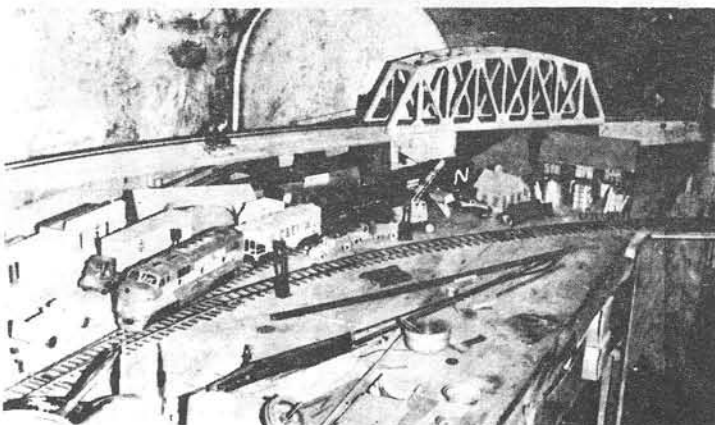
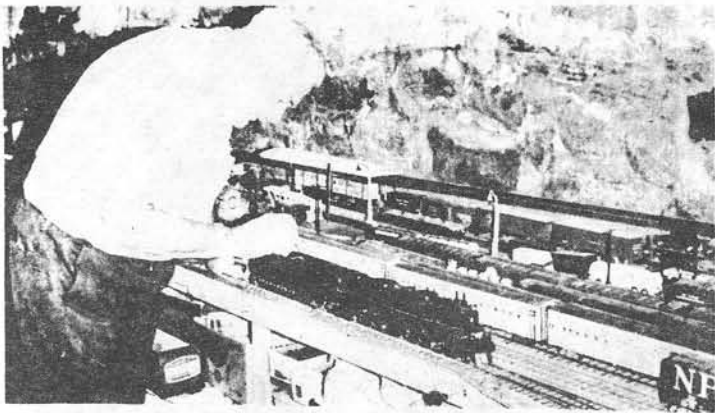


## HUDSON-BERKSHIRE

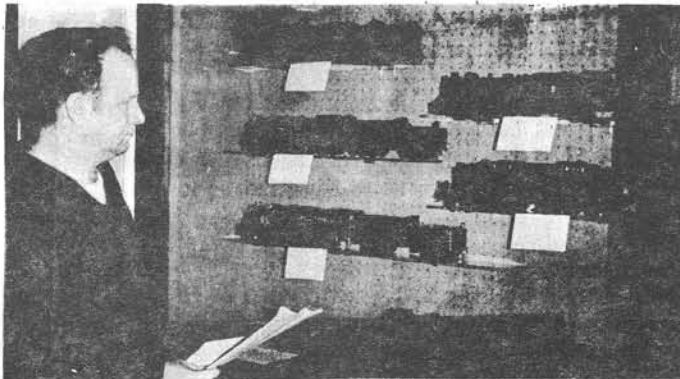
This in from a guy who writes to Ted Ritter: "I don't do much for the hobby..." If everyone did just half of what this man, Harold J. Ferguson has done, we'd have the whole country into model railroading!

Harold Ferguson has been lecturing to Rotary Clubs all over creation (in his area, anyway), to Lions Clubs, to school children, and to scout troops about the joys of model railroading, 'O' gauge in particular. He's talked at Rotary Club meetings and Church groups, spreading the word.

This past December, he and two of his friends put on an "O" gauge display of scale and tinplate in the Fulton County Museum in Gloversville. Press coverage included the Leader-Herald of Gloversville & Johnstown and the Patriot. Pix below show what it was like.



Let's hear more stories like this one from our 'O' gauge friend Harold Ferguson. The 'forgotten gauge' really isn't you know; we can only print things we see or hear or receive from you.



\* \* \* \*

Received a letter the other day from some folks in Rouses Point, New York, Mr. & Mrs. Desmond Sequin, 4 Liberty Street. Seems they are setting up in HO a replica of the Delaware & Hudson at Rouses Point. It seems, too, they need help. They're starting from scratch and need everything, including modeling help. They sent us an SOS and we sent them names and address of folks in their area. Now we're sending out a general alarm to anyone who might be interested in lending a hand. Write to them at the above address. Nice folks need nice folks. Be nice!

## HUB DIVISION

Have noted with amusement the "Rocky Ridge Rebuttal" by "Model Bus-er", Rev. E. J. Kuhn, Jr. The Rev. Kuhn's rantings about the Atlantic & Northern RR border on jealous rage due to the fact that A & N was granted an Interstate Franchise while the Rocky Ridge is permanently confined to Dedham. Whereas the A & N is operating totally on electric-driven steam and turbine, the Rocky Ridge is unpatriotically compounding the fuel shortage with additional buses and not only polluting all of Dedham but transporting total pollution in the form of garbage and "waste products" to Canada and bad produce to California. I cannot help wondering, not only how Fred MacMurray and Greyhound feel about that, but what "expertise" on railroading can be gleaned from them. Has anyone ridden on, waited for, or followed a bus of late? --Brundage

## SEACOAST DIVISION

Anyone interested in participating in Divisional Activities, contact: Charles Geertz, Maple Street, Stockton Springs, Maine.

## LITTLE RHODY

The Annual Open House is progressing. Info in the Timetable Column, this issue.









meeting saw permanent badges instituted, as well as 100 per cent membership certificates for clubs. The Summit-New Providence HO Railroad Club of New Jersey donated the Delaware Trophy to be given the best-in-show winner, an NER was made and donated by Jim and Margaret See. At the meeting of October 10-11, 1953, at the Garde Hotel in New Haven, Conn., it was announced that the NER had been incorporated in New Jersey, and that a Hub District had been organized. Past-presidents were made ex-officio members of the Board of Directors, and it was decided that 10 per cent of auction receipts should go to the Northeastern Region.

In December 1953, Stan Bradley, editorializing in *The Coupler*, wrote that it was not a healthy sign that most of the directors were from the New York City area; a wider geographical distribution would be healthier, he suggested.

In May of 1954, NER members fled the United States, in two special Pullmans and a coach of the Montrealer, for the Queen's Hotel, Montreal, Quebec. On May 15-16, a new points system for model contests was formulated, and the Delaware Trophy was awarded for the first time. A history of HO scale was subsequently written for the *June Coupler*, and Henry Eighmey reported that he was writing a history of the NER. The September 1954 meeting convened on the 25th and 26th at the Hotel Roger Smith in White Plains, New York. Life memberships were voted. The Monster (a model locomotive on a baby carriage chassis, and fitted with universal coupler: gloves), which had made its first appearance at Montreal, was again displayed. Members took a fan trip over the New York Central's Putnam division.

Convening April 23-24, 1955 at the Garden City Hotel in Garden City, New York, members inspected the Long Island Railroad. The October 1955 meeting was held on the 15th and 16th at St. Albans and Burlington, Vermont with headquarters at the Hotel Vermont. A Central Vermont trip was featured, and it was announced that membership had reached a total of 544 persons. A mailing office and the post of assistant treasurer were created.

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The May 4-5, 1956 meeting convened at the Stacy-Trent Hotel in the New Jersey Capital of Trenton and was a joint meeting with the MER. Conventioneers visited the Edwin Alexander exhibit at Yardley, Pa., and the John English plant. A prototype operations clinic was started and a rule was made requiring the showing of membership card for voting at future elections. The owner of the Concord and Claremont Railroad, S. M. Pinsley, addressed the meeting of October 6-7, 1956, in Concord, N.H. at the Eagle Hotel. The Visitors took a trip on the line which had three covered bridges. Other important business: the business office was established; spring meetings were to be omitted unless there was a Director to select; balloting by mail was proposed; formation of the Nutmeg District with 22 members was announced

as well as the planned organization of North Jersey, Long Island and Hub Districts, but these did not materialize. Mrs. Margaret See was reported elected to the board of directors of the Metropolitan District. A bell was presented to the British Region. This was delivered by the British and Irish Railways.

S-scale model and prototype operations headed the bill of fare for the meeting of May 18-19, 1957, at the Hotel Shelton, Springfield, Massachusetts. The Pioneer Valley Live Steamers, and the Springfield tower of the Boston and Maine Railroad were visited. On October 12-13, 1957, members convened at the Sheraton-Ten Eyck Hotel in Albany, New York. The model layout at the Rensselaer Polytechnic Institute, the Selkirk Yard of the New York Central, the Port of Albany, and the Castleton Bridge across the Hudson were visited. Proxy voting at the annual meeting was approved; solicitation of prizes from manufacturers was disapproved. The mail ballot plan was abandoned because of lack of response to the questionnaire sent out.

An airline crash ironically disrupted the May 16-18, 1958 meeting in Patchogue, Long Island, New York; hotel rooms were tied up, and visitors had to resort to private homes and rooming houses. The Long Island Division, organized to run the convention, disintegrated, and the ensuing financial difficulties resulted in the first loss to the region in a long time. Despite the problems, a fan trip on the Long Island Railroad was enjoyed, and new rules were set up for the model contests to make them more appealing and varied. A fan trip to the Boston and Maine Tower A and piggyback yard featured the meeting of October 10-12, 1958 at the Hotel Manger, Boston.

Donations of prototype equipment by the New Haven Railroad, worth in all some \$2,000 was featured at the meeting of May 22-24, 1959, at the Hotel Mohican in New London, Connecticut. Members benefited from the give-away. The old Buster Keaton silent film, "The Great Locomotive Chase" was shown, and William Carr, a former New Haven superintendent, spoke on his railroad career. Margaret See showed up with a train running around her skirt. A fan trip to Plainfield, Connecticut took members past the submarine pens, afforded a view of the Ponemah Mills locomotives, and of the Central Vermont yards. In October 1959, at the Statler Hilton Hotel in Hartford, Conn., members met on the 16th and 18th; made layout visits to Watty House, Avard Fuller, and Doug Smith. The Convention Manual was made official.

The meeting of May 20-22, 1960 was a joint one with the Niagara Frontier Region at the Mark Twain Hotel in Elmira, New York. Visited were the Pennsylvania Railroad yards and the Corning Glass Works. Featured attractions at the meeting of October 28-30 at the Elizabeth Cartaret Hotel in Elizabeth, New Jersey were the Central Railroad of New Jersey shops at Elizabethport, and the Jersey City waterfront. Also featured was an operating clinic at the Summit-New Providence HO Railroad Club.



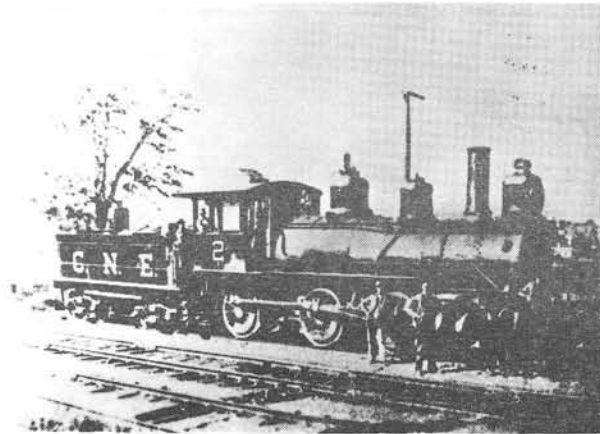
# SOOT & CINDERS

photos from  
the authors  
collection-

Richard M. Hanschka

The History of the Lehigh & New England Railroad Co., edited by Randolph L. Kulp, is at last published by the National Railway Historical Society, Inc., 602 St. John Street, Allentown, Pennsylvania 18102. These books are quite inexpensive, usually about \$3.00.

The L & NE was a coal route in that it took Reading coal to New England bridge route connections via NYNH & H at Maybrook. It started as the Pennsylvania, Poughkeepsie & Boston and later Philadelphia, Reading & New England which split into Central New England and L & NE.

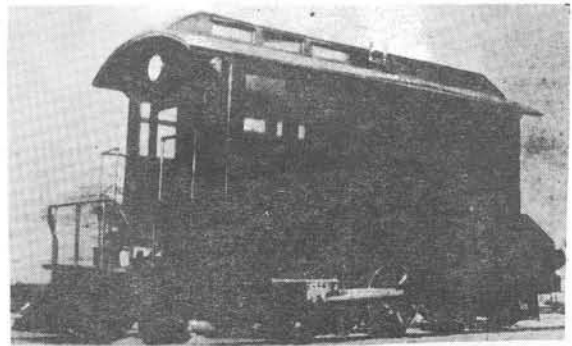


L & NE JUNCTION MAYBROOK, NEW YORK 1909  
(Prior to completion of Hell Gate Bridge)

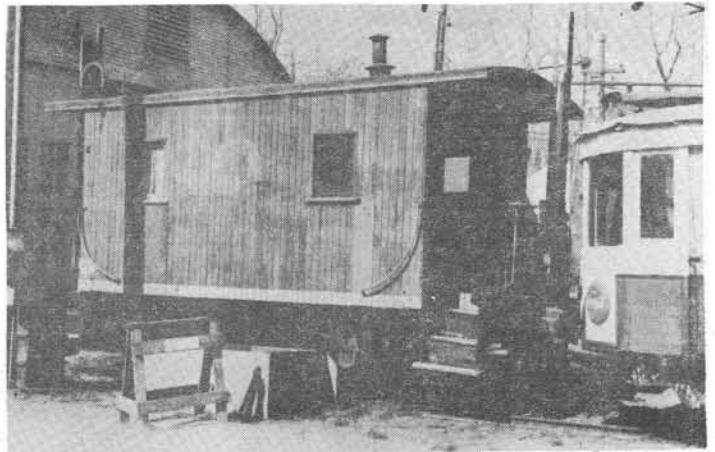
The L & NE ran the gamut of 4-wheel wood cabooses and steel 8-wheel versions. The little inspection engine was really a caboose built on an engine. Helen was wrecked so that few photos of her exist. It would seem an easy rebuild of an AHM Bowker with a round-house car body could make an acceptable model. Just the thing to take visitors on tour of the model pike.

The line used the Locos of smaller types, but included many interesting ones. The Alco RS-2 is often mixed up with the RS-3. Note absence of the battery box on the walkway. The FA-1 is not so well known as the passenger PA-1. FA-1 uses B-B trucks and is much shorter.

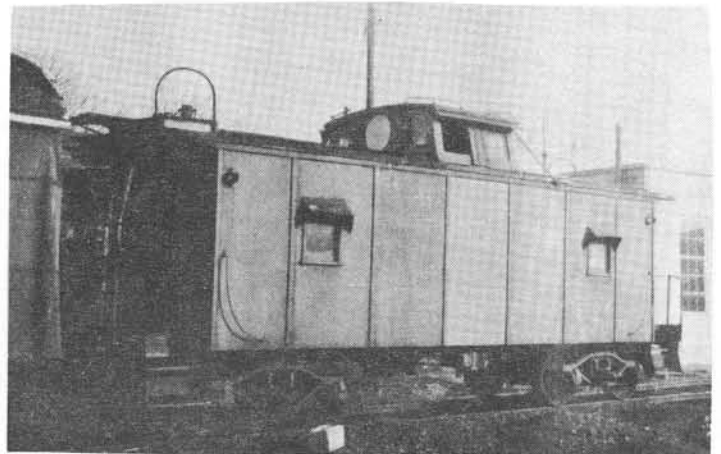
The L & NE had few passenger cars, and the trains were usually milk trains. The train would peddle its freight LCL and milk cans along the way in Sussex county in the 1930's. Anyone wishing to have a cigar or cup of coffee would be served by the ready and



L & NE INSPECTION ENGINE "HELEN"



FORMER L & NE 4-WHEEL BOBBER  
Branford Electric Railway  
It is presently used by museum members; coffee is still brewed on her stove.



NOTE THE ARCH BAR TRUCKS ON THIS  
FORMER L & NE CABOOSE.  
It now resides on the Rahway Valley RR.

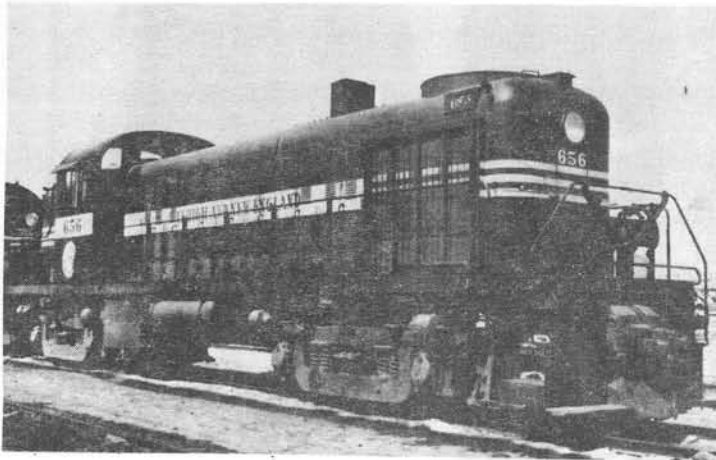
the coupler  
42 Sunset Terrace  
Vernon, CT 06066



FIRST CLASS MAIL

Robert Strubel  
1203 - 89th St.  
No. Bergen, N.J. 07047

9-989



L & NE #656 IS AN RS2 SHOT AT TADMAN,  
PENNSYLVANIA May 10, 1961

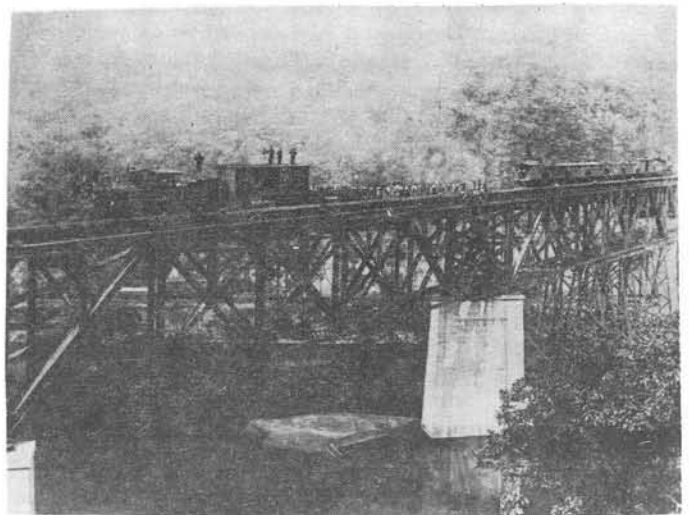


L & NE #709 AN ALCO FA-1 SHOT AT  
PEN ARGYL, PA. May 30, 1961

willing crew and the train would stop by a local beanery for there were no dining cars on this road.

The bridge at Lehigh Gap was quite an engineering feat. It was near grandfather's home in Pennsylvania and the junction with Reading - Lehigh Valley. L & NE never made it as a bridge route as neighbor L & HR; collapse of the Reading dynasty in 1893 finished grand ideas of its builders. The last vestiges passed to CNJ in 1961 and with its demise in Pennsylvania, the remaining rails have a doubtful future.

The modeler can run it as a bridge route connecting New England with the West, a coal hauling line or just the little peddler route it really was, with infrequent passenger and mixed service through pretty countryside.



LEHIGH & NEW ENGLAND BRIDGE - LEHIGH GAP  
(To be removed when Delaware River Bridge Completed)