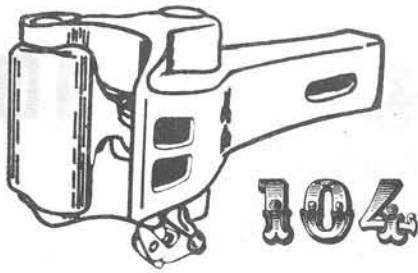


the coupler



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Are we coming or going?

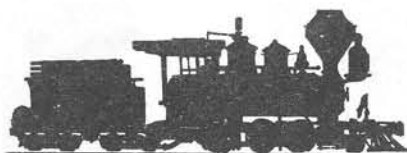
It has been brought to my attention by a long-time NER member and former COUPLER Editor, Watty House, that newcomers to the NER Conventions are sometimes at a loss as to how to attend one of our functions. A serious lack of explicit directions, coupled (if you'll excuse the expression) with busy well-informed conventioners, make for a very unwelcome welcome to the unexperienced.

Watty and I corresponded shortly, trying to work out a solution. The outcome, I think, was the possible institution of a "buddy-type" system which would of course apply to the newcomer who would somehow make his status known to the Convention Committee upon his registration. The Committee would be responsible for appointing a sub-committee of buddies who would offer their help to newcomers after initial contact, but would not force their help on anyone.

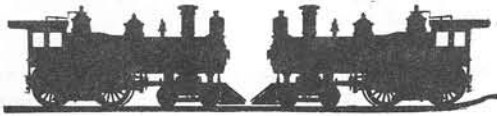
This move would facilitate a more "in" feeling and the newcomer would not feel he missed out if he should arrive Saturday morning, overlooking the hospitality room, and the not-very-outgoing conventioner would not have to push his way into a tight circle of long-lost friends in order to get into the swing.

I'm certain this solution is far from perfect, but the situation does exist and an attempt should be made to rectify it--this being merely one suggestion. I'm just as certain that the NER contains some well-versed personnel-type members who have handled situations such as this before, either in their work or in other organizations, and whose talents in this area could be called upon.

PLEASE--do let's hear from you. Drop a note to the COUPLER and I'll see that your suggestions are routed to the proper committees. Let's not lose potential members and potential friends because of neglect.



Point-to-Point



We've been reviewing the first responses to the membership letters sent to the National members of the Northeastern Region, paying particular attention to the comments accompanying new and renewed memberships. Comments were quite revealing on the parts of some former members, joining us after a lapse of more than a couple of years.

Most were favorably impressed with the Coupler's appearance and content, but others implied a change in the tone of the communication of the Region's "officialdom" to its members. One letter-writer noted that "...the clique is no longer in evidence... and will not be missed." This is an indication of a good trend which I trust is a continuing thing.

Another indication, one that shows we are not yet doing our job as well as we might, is expressed in the commend made by one NMRA member after receiving a Coupler and introductory letter: He "did not know NER existed in this capacity." Too often our activities, and those of our Divisions, are entirely insular and do no more than regularly repeat the same story to the same group of people. Our location yields more than one NMRA member who is not a member of the Region for every NMRA member who is. And in addition, a much larger body of model railroaders are not affiliated with either group. This group could be encouraged by our programs to participate and get themselves involved.

During the past two years we have attempted to keep a low profile, emphasizing service to the larger community, and not to the few. There has been a major emphasis on the Coupler, as this is the only service reaching all of our members. Area events and news have been included, but this outlet could be implemented to a much greater extent, especially by Divisions.

It has been a disappointment to me that even among members with an area of responsibility, there has been a sore lack of general caring for the Region at large. Does this indicate that we are too dispersed? When I have requested responses from the membership--or from the Officials--I have received only minimal: a half dozen perhaps from members; two perhaps from the Region and Division Officers. One Division Superintendent stated that he found this to be true--in and out of his Division.

An entire organization such as ours can be hurt simply because the desperately needed

TIMETABLE

May 11 (Saturday) Nutmeg Division Meet, at the home of Donald Clerke, 132 Laurel St., Wapping, Conn., at 7:30 p.m. See the Mishapaul & Wiscasset RR in operation. For information call: 203-644-8993

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.

* May 18 (Saturday) Garden State Division's Little Convention, Asbury Park, New Jersey. 10:00 a.m. Club visits, films, clinics, displays, contests, etc. For further info: Bob Judge, 508 Lakewood Rd., Neptune, NJ 07753 (201) 775-2394.

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.

June 15 (Saturday) Sunrise Trail Division Rolling Meet. 11-conditioned motor coach to Black River & Western RR in Flemington, N.J. Leave Roosevelt Field 9:00 a.m. Entire round trip including train fare \$10.50. Reserve early--45 person limit. Shopping spree for the ladies. Send reservations to: William G. Lorence, 82 Edmore Lane, West Islip, N.Y. 11795. For more info call (516) MO 1-4620

talent and ideas are suppressed by its members. And comments--good or bad--reach the responsible parties third-hand, if at all. As an example, recently I heard of a problem (at best fourth-hand), concerning circulation of reports. If the parties involved had only communicated directly to Doug Handy, your Secretary, or to me, the problem could have been rectified immediately, with no aggravation for anyone.

Leadership in any organization must reflect the choice, ideas and voice of its members. Responsible leadership can only react to communication from its members--implementing only its own ideas and attitudes creates stagnation.

So please remember: my mailbox is always open--my phone is available--and I'm home every Monday evening-----not to promote the egos of the officers (my own included) but to better the communication and services that we can and do offer to you.

GRAHAM



PROTOTYPE PRACTICES

by Charles Gerow

We received a nice, chatty note from one of the ole Masters of railroading recently, and it sure made us feel good that somebody out there reads this column...

His comments were in regard to the bit we did on how Mail Trains were operated, and how he tries to duplicate some of the movements we spoke of on his pike. Not having actually seen his pike, and that's a broad hint, we have heard it described in print as well as from other NER'ers. So, we were aware of some of the problems of which he speaks. However, perhaps he as well as some others have missed a point or two that the real boys make so subtly. This is as good a time as any to point them out:

In our story about mail trains, we gave an actual consist, and as our friend points out, the total was 19 cars. Now, our boy is an O-gauger, and even in HO 19 cars plus a 3-unit diesel is quite a long train; and like him, most might tend to dwarf the scenery on our pikes. This is a problem, but we are not alone in having it. Indeed, the prototype--in fact the very one we used--had the same difficulty!

On the Erie's mail trains, the passenger coach was spotted in the middle of the train, with a second coach, or less frequently, a caboose, on the rear for the flagman. This use of two coaches was one of the reasons given to the ICC for discontinuing the train from the public timetable, and it was pointed out that if the passengers were carried in the rear car, two stops would be necessary at most stations due to the extreme length of this train. As it was otherwise, the other cars were in proper order so that most of the work could be handled with only one stop.

We can also remember how impressed we were this past May, enroute home on the SCL Silver Meteor in a Florida thunderstorm, when the conductor and engineer, using radio, coordinated their Wildwood station stop. The station proper is at the south end of an extremely long platform, used mostly for servicing the cars and engines of the passenger fleet at this division point. The northbound train stopped first with two coaches adjacent to the station, so that two elderly folk could board comparatively dry; then we pulled up for a few pullman passengers, and lastly, pulled up so that the entire train was able to be fueled and watered. If the usual single spotting had been made, the entire consist would have been next to the roofless service platform, and the passengers would have had to walk most of the length of the train to the coaches, and at least 200 feet up to the last pullman.

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We also recall the last time we rode the Lake Cities from Hoboken up to Scranton just before Christmas in 1970. Her 3 E-8's not only handled the baggage

car, two coaches, diner and sleeper, but ten additional coaches with a second diner spliced in their middle with a special movement of the Hammond, Indiana High School, which had come up from a visit to Washington.

The longest track in Hoboken cannot handle a train of this length, and so the cars were spotted with the engines and its normal consist on one track, and the remainder across the opposite platform. When train time came, we pulled out into the yard throat, and backed onto the rest of the train.

And to answer another question about "where do we find platforms long enough for such a long train on our pikes?" there weren't any that long that night, either! At each stop, only the front of the train handled passengers; the rear cars were a through movement.

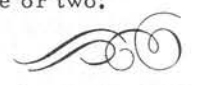
On the same Lackawanna, it was the custom in years not too far past, to operate second and third sections of many through trains to handle overflow crowds on summer holidays. The Phoebe Snow, to name but one, would have a baggage car, four coaches, a diner, four more coaches, a sleeper, and her tavern-lounge pulled by two or three 3-8's; the other trains were ten or eleven coaches (day coaches and often a pair of MU trailers, with one section having a diner-lounge) pulled by either a pair of FM Trainmasters or an A-B-A F-3's.

Now, if 3 E's could (and did, as we saw) pull sixteen cars, why run thirty-three cars in THREE sections instead of just two? The total horsepower was the same, so that isn't it. Our guess is the length of the station platforms, as none were more than twelve cars or so long.

So take a tip from the full-scale fellas, and if your traffic department wants to run nineteen cars west tonight, but your esthetic sense says that long trains look silly, run a second (or third) section.

The whole point is, there is always another correct way to do the same thing.

Just like the two skiers: the first was a daredevil, the second less sure of himself; the first started down the hill like a rock! The second took his time, kept under complete control, and turning from one side of the slope to the other, eventually make his way down the hill. The second guy made it first, because the first had to pick himself up off his duff several times, and almost wrapped himself around a tree or two!




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.



THE CANDIDATES

FOR PRESIDENT

GRAHAM K. HARVEY, mmr

Graham Harvey is 40 years old and has been modeling since his junior high school days. Graham collects early scale models, tinsplate and various other early toys and is a fan of Great Northern, Burlington, Northern Pacific and the Colorado Narrow Gauge Lines. Models of rolling stock and locomotives of these railroads are seen on his HO gauge Wayupanback Mountain Railroad.

Graham has been attending Region Conventions regularly since 1963 and his original Region membership dates back to 1951.

His major goals have included region participation among members and the broadening of areas of service to individual members directly and through Divisional activities. This, he hopes, has been partially accomplished by his attendance at most Divisional activities throughout the Region.

GORDON TEEL

Gordon Teel is 33 years old and is a member of NMRA since 1952. He joined NER in 1967 and assisted the Alouette Division in hosting the NER '68 Spring Convention.

Since then, he has attended all but one of the NER Conventions. He has served as President of the Alouette Division and has been NER Canadian Representative, Model Contest Chairman, Canadian Treasurer and is currently holding the position of Vice President of NER.

FOR VICE PRESIDENT

FRED DRISCOLL

Fred Driscoll, age 51, resides in Dover, New Hampshire and is employed as the Chief Field Engineer for a Boston consulting Engineering firm. He has been a member of NMRA and NER since 1966.

Fred has served as Director of Seacoast Division for five years, Director of Hub Division for four years, and Area Director (Maine, New Hampshire, Vermont) to NER for the past four years.

FOR AREA DIRECTORS

Long Island-New York Metro. ←

NORMAN S. BRISKMAN

Norman S. Briskman is a Model Maker for the FUN of it.

New Jersey ←

GEORGE ROWLAND

George Rowland is 37 years old and lives with his wife, Mary and son, Keith, in Hillsdale, New Jersey. He has been a member of the NMRA and NER for 8 years. He is employed as a stationary engineer and his interests in modeling run along the B & O, C & O and other Eastern coal roads.

George has been involved in running recent unaffiliated train meets in the New York area.

New York State ←

H. WILLIAM BRUNDAGE

Bill Brundage has been a member of NER and NMRA since 1949, and is a Life Member of NMRA. He has served on the committees for membership, tape slide clinics. He served as New York Director for one term.

Bill is currently President (and founder) of both the Empire Division and the Skaneateles Model RR Club. He served as Director to the Lions Club in Skaneateles for two terms and has been a Bishop for the Universal Life Church for the past three years.

He holds a Certificate for Master Builder-Cars.

DAVID W. MESSER

Dave Messer has been an active model railroader for nearly 25 years, having modeled in S, O, TT, and currently HO gauges. He joined NMRA and NER in 1961, and has attended one National and most Regional Conventions since then.

Dave was a founding member and first President (5 years) of the Hudson-Mohawk (now Hudson-Berkshire) Division of NER, and is currently serving as a Director of that Division. He was a committee member of the successful Spring '66 Albany Convention, and is Chairman of the Spring '74 Albany Convention. A recognized model builder, Dave has won the Delaware Trophy and two NER Runner-Up Awards, and holds NMRA Achievement Awards for Master Builder-Cars, -Structures, and Association Volunteer. His efforts as Director would be aimed at encouragement of excellence in model building and enjoyment of all aspects of model railroading.

Canada ←

DAVID MEALY

Dave is presently serving as the area representative for Canada and has been seen at many a Region



Convention. He is an accomplished modeler and an involved hobbyist.

Maine-N. H. -Vermont ←

HENRY P. GROTH

Henry is a newcomer to the official ranks but is far from a newcomer to the hobby. His models have been seen at recent conventions and his layout was among those seen at the Waterville Convention.

Massachusetts ←

WILLIAM P. MacIVER, Jr.

Bill MacIver is employed as a Pricing Staff Assistant for the Penn Central Transportation Company and has been a member of the NER and NMRA since 1958. He has served the NER as Secretary (1970-1972) and has been the incumbent member of the NER BOD for the past two years.

He has also served as a member of several NER committees including the Nominating and Conventions Committees. On the Divisional level, Bill is a member of several Divisions, including holding several positions on the Hub Division BOD.

Membership includes MER, NMRA, NRHS and Delta Nu Alpha Transportation Fraternity.

WILLIAM S. PARKER

Bill Parker is married and has four children. He works as a Registered Professional Engineer for Schoenfeld Associates, Inc., consulting Engineers where his title is Principle Engineer, Traffic and Transportation Systems and Principle Engineer, Environmental Systems.

Bill has been a member of NMRA, NER and Hub Division since 1965. He served on the committee for the NER Second Bellows Falls Convention and in the activities of several other NER Conventions. He served as Secretary-Treasurer of HUB Division from 1969 to 1970, and as Chairman of HUB Division from April 1970 to present.

In addition, Bill served as Chairman of the HUB Division Little Conventions in Newton Highlands and Brockton, Mass, and has participated in all HUB Division Little Conventions and Open Houses since 1969. He has also been chairman of the field trips to South Station and the MBTA shops at Everett, Mass. He has been author of "A Word From The Chair" articles in the HUB "Headlight" every issue since 1970.

Bill has attended all recent NER BOD meetings as a non-voting Division representative. His objectives if elected are better communication between the various segments of the NER, better communication between NER and other railroad-oriented organizations, and better coverage of activities in the NER Coupler.

Connecticut-Rhode Island ←

RALPH HIGGINS

Ralph Higgins is 53 years old, married and has three children. He has been a member of both the NMRA and NER since 1948. He is a charter member of the Nutmeg Division and has held all offices in the Division. He is also a charter member of the Pioneer Valley Division formed in 1971, and is currently on the BOD of the NER, having served since 1969. He has been active on six convention committees for the NER. He is a member of the Berkshire & Mohawk HO Model RR Club of Springfield, Massachusetts. Ralph is a Maintenance Electrician at the Connecticut Correctional Institute, Enfield, Ct., and is a member of the Interstate Police Association.

CHARLES BETTINGER

Charlie "Choo Choo" Bettinger has been modeling in HO since 1948. He has held the office of President, Vice President, Secretary-Treasurer and member of the BOD of the Nutmeg Division during the past ten years.

He has held the office of Membership Chairman for the NER, assisted by his wife, and jointly received the President's award in 1972 for his work in getting the membership back up to 1000 members.

Charlie has put on two NER conventions as Chairman of the Hartford NER Convention in 1968 and co-chairman for the Springfield NER convention 1973.

He regularly attends the NER Board of Directors' meetings in an unofficial capacity and promises that if elected, will represent the area by attending divisional meetings in the area and all NER meetings in order to bring the division's problems and suggestions to the Board.

Charlie is married to Patricia and has two sons, Jeff, 8 years and Scott, 5 years and a newly arrived daughter, Jennifer Lynn. The family resides in Vernon, Connecticut.

**LAST ONE IN IS A
POLITICIAN!!**



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PRESIDENT

Graham K. Harvey, Jr., MMR * -----

Gordon Teel-----

Write In _____

VICE PRESIDENT

Fred Driscoll-----

Write In _____

AREA DIRECTORS

ONE VOTE--FOR YOUR AREA ONLY

Long Island & Metropolitan
New York Area

Norman Briskman *-----

Write In _____

New Jersey

George Rowland-----

Write In _____

New York State
(Upstate NY)

H. Wm. Brundage *-----

David Messer-----

Write In _____

Canada

David Mealey *-----

Write In _____

Maine, New Hampshire
& Vermont

Henry P. Groth-----

Write In _____

Massachusetts

Wm. P. MacIver, Jr. *-----

Wm. Parker-----

Write In _____

Connecticut-Rhode Island

Ralph Higgins *-----

Charles Bettinger-----

Write In _____

* Incumbent

All Ballots must be RETURNED by July 1, 1974

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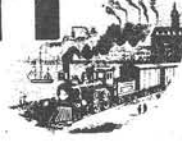
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BALLOT COMMITTEE
42 SUNSET TERRACE
VERNON, CONNECTICUT
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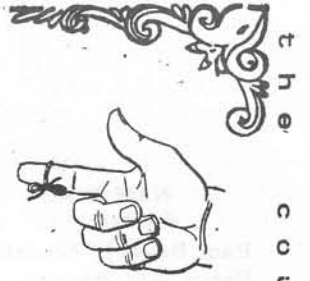
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ALBANY



MAY 17~19



J e i d n o c e 4 3

As of this date, reservations have been pouring in from all parts of the Region for attendance at the Spring 1974 NER Convention, this year being held in Albany, New York.

Starting out full steam on Friday evening will be the many displays of noted manufacturers. Hobby Shops from the area have been invited and promise a few goodies of their own. Registration will include that for the PHOTO and MODEL CONTESTS. Don't you forget the EDITOR'S CONTEST, either. (What a prize?!) Two layouts will be open for your inspection. Particularly interesting will be the extensive club layout at Rensselaer Polytechnic Institute in Troy whose design concept incorporates prototype scenes from western New England and eastern New York. Dave Messer's own Pennsylvania Northern, featuring many finely-created award-winning models, will also be open.

Saturday brings us to the promised tour of the D & H Colonie Shops. There's also the possibility of a tour of the Perlman (Selkirk) Yards, a major classification division point on the P. C. System. Although further fan trip accommodations have not as of this time been finalized, we've been assured by our hard-working Dave Messer, that alternate plans include a full array of the best of our Regional activities. Clinics for all interests have been lined up and we're sure to have a full day's activities.

The Banquet on Saturday evening (following an "attitude adjustment" period) will include the AWARDS for our modelers and photographers. Following will be a very interesting, illustrated presentation on railroads of the Capital District by the noted railroad photographer and author, Jim Shaughnessy. Movies and bingo for the ladies at this time, as well.

Sunday morning will not get you off the Convention hook so easily. Layouts by veteran craftsman, author, and former NER President, Glenn Wagner and four other excellent layouts in the Pittsfield, Mass. area will be open for your viewing pleasure. Glenn's Rio Grande models and rustic Colorado mountain scenery with its fine attention to detail, are a joy to behold-- don't miss it.

Naturally, besides the well-planned program of our Region convention, we all look forward to seeing the friends we've made within the region and to the new friends we hope to make. So do plan on joining the crew there-- we'll be looking for you!



For sightseers, don't forget that Albany is New York's great capital. Don't miss the government ruins.

For the ladies, you'll find Rockefeller's shopping mall not too far from the Hotel where you can empty your wallets into the treasury.



Make a car--any car, one that's a special-ized maintenance-of-way car, which incorporates two or more functions. EASY, but FUN--that's what it's all about folks!



WELCOME

NEW YORK

Paul Brasky, Kingston
 Peter John Brynildsen, New York
 Anthony P. Cassone, Jr., Mastic Beach
 Robert P. Craver, Bainbridge
 Charles F. Cromley, Collinsville
 Gene M. Cross, Syracuse
 Alton A. DuBois, Jr., Hawthorne
 Morris Farkas, Ossining
 Ralph Gabler, Rhinebeck
 Wallace F. Gayring, N. Syracuse
 Frank L. Gunther, Jr., Elnora
 Ralph B. Hodson, Lafayette
 Owen I. Johnson, E. Syracuse
 Stuart D. Kantor, Syracuse
 Leo King, Utica
 Malcolm Kinney, Hyde Park
 John F. Ladley, Staten Island
 Marcel Langlois, Bronx
 Joseph Lezon, Jr., Poughkeepsie
 Francis J. Mangravite, No. Haven
 Allen M. Niles, Schenectady
 John K. Norrie, Poughkeepsie
 Floyd J. Parlman, Pine Plains
 Arthur O. Schlosser, Poughkeepsie
 Dean M. Shaul, Hamilton
 Ted Skerritt, Albany
 Elmer C. Stark, Jr., Stanfordville
 Robert A. Stewart, New York
 Stan Teneyck, Memphis
 James A. Townley, Schuylerville
 Gordon Westervelt, Schenectady

newest members



NEW HAMPSHIRE

Frederic Hatch, West Lebanon
 Eugene R. Morse, Amherst

NEW JERSEY

John W. Borduin, Prospect Park
 Larry Burton, Orange
 Charles H. Frerichs, Dumont
 Charles Leonard, Fair Lawn
 Peter Lopez, North Bergen
 John L. Lyons, Jr., Maywood
 William J. Mierisch, Kendall Park
 Teddy Olymbios, Plainfield
 Jerome A. Rosenfeld, Dumont
 Stuart Sabatini, Parsippany
 Chris Scott, Franklin
 Henry Saunders, Verona
 Stephen G. Szewczyk, Jersey City
 Rudy M. Toth, Sr., W. Orange
 John M. Weeks, North Bergen

CONNECTICUT

Anthony P. Formanek, Windsor
 John Neary, Meriden
 David Solomon, Bethel
 William Weber, Branford
 Robert E. Winnie, Jr., S. Meriden

RHODE ISLAND

George K. Boyd, Barrington
 Melvin C. Green, Coventry
 David A. Kimball, Cumberland

VERMONT

Jeffrey E. Kuhn, Bennington

MASSACHUSETTS

Stephen Deininger, Winchester
 Edward C. Gibbons, Jr., Centerville
 Jacob A. Klerman, Chestnut Hill
 Edward D. Windsor

PENNSYLVANIA

Jon R. Guardis, Jr., Duquesne



+Welcome New Ideas ++++++ Welcome New Talents ++++++ Welcome New Railroad Modelers ++++++ Welcome New Friends+



REFLECTIONS



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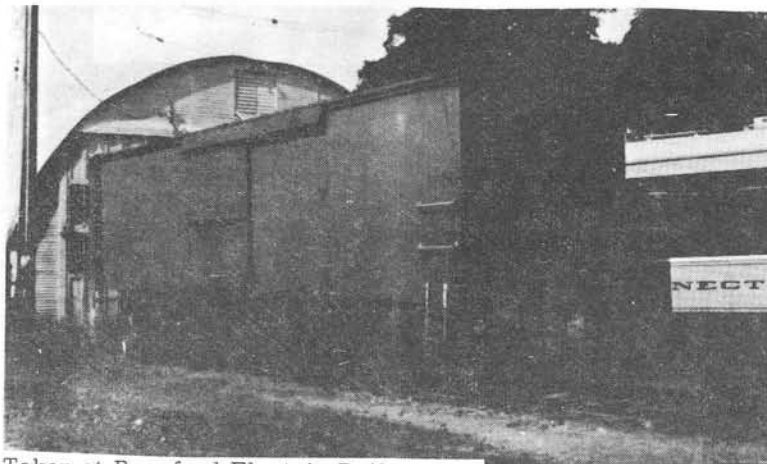


Roland Boulette, carman, Maine Central's, above center, was one of several employees who helped out on the tours of the Waterville Shop facilities in October.

SOOT and CINDERS

photos from
the author's
collection-

Richard M. Hanschka



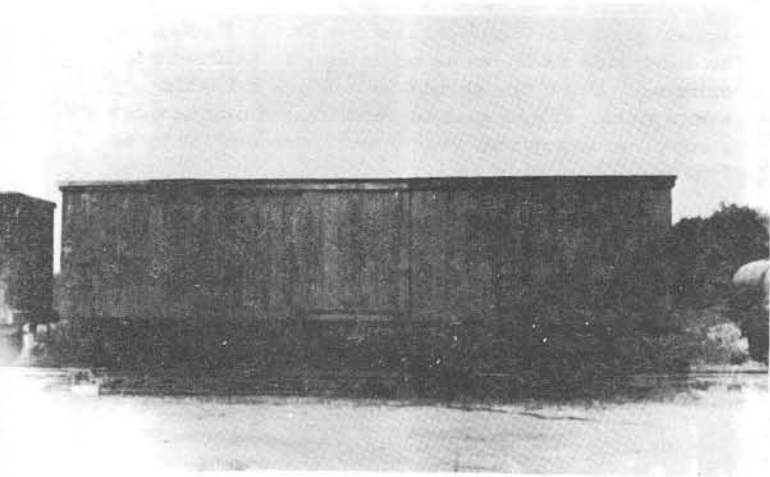
Taken at Branford Electric Railway October 1973

The Trolley Museums are a good place to seek out old rolling stock. Several types of ancient CNJ rolling stock are at Branford Trolley Museum.

These old freight cars were used by Singer Sewing Machine Company for storage and in plant transit. The old link and pin couplers were retained. These couplers existed in transit use long after the steam lines, and so are quite at home in a trolley museum.

One of the old boxcars of CNJ is shown. They were in use in the Civil War era and so would help anyone interested in an old-time setting. Both Warehouse Point and East Haven, Connecticut Museums are open weekends in daylight hours.

Anyone of any age can enjoy a trolley ride and a museum visit. Cameras are quite welcome. They do ask fans not to climb on cars for safety--600V DC is not for model operation!



Old CNJ Car at Warehouse Point, Connecticut, September 1973



ACHIEVEMENT PROGRAM

Bob Van Cleef

The Achievement Award for Trackwork, this month's topic, is one of the most important awards in the program. Most modelers new to the hobby prefer to operate than the build models. They are, unfortunately, discouraged because of derailments which can be quite common due to poor trackwork and the character of most prefabricated track. Experts who are skilled at finding the cause and correcting difficulties are needed to assist those who are having problems in this area.

Part A of the "Model Railroad Engineer--Civil" regulations require the applicant to show that he or she has the ability to plan and construct a reasonably well operating railroad. Planning, the first requirement, means drawing a scale drawing of a railroad. This drawing may be of any railroad in existence, or one that is being constructed in private or in a club. It does not have to be exact or "professionally" done; but it must show a workable plan with certain minimal information on it.

Part B describes the general trackwork that must be included within the track plan and actually constructed by an individual applying for this Certificate.

Part C describes which specific types of track must be built, i. e., hand laid, to prove track laying ability. Commercial parts such as frogs and points of switches, or assemblies built by others may not be used as these are to be models built from scratch.

Part D states "must have won a merit award on Requirement B." This does not mean that part of a railroad or diorama must be entered at a contest. The merit award can be won in this way, but as this type of contest is virtually non-existent, it can be granted either by official judges of any national or regional model contest, or by two or more special judges appointed by the regional AP Chairman. This means that the judging can be done by local modelers in a private home or small club, by contacting the AP Chairman first. Likewise, in Section E, if there is no local modeler who holds a certificate in Trackwork (and therefore automatically qualifies as a witness) the AP Chairman can appoint a local modeler to act as a qualified expert.

It may seem surprising that only ten members of the NER now hold certificates for Trackwork. This is not the easiest to acquire, but it is one of the basic ones to model railroading. For more information on this and others, consult or write for "Achievement Program Regulations" MS-3.

Next article on Master Builder--Cars.

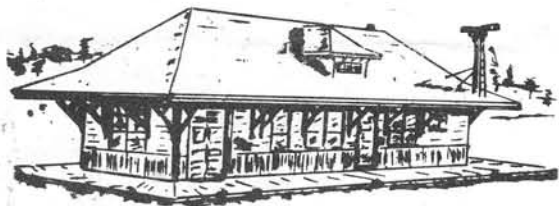
the coupler
42 Sunset Terrace
Vernon, CT 06066



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

9-989

Station Stops



Evoy, Chairman of New Jersey Division MER and Jim Boyd of Railroad Model Craftsman Magazine. There were 11 operating layouts and white elephant table. The buffet dinner was delicious and very well planned out. Installation of Bill Lorence as new STD President with Frank Murray as Veep. A great time was had by all.



HUB DIVISION

Seems that the HUB Division became a bit annoyed with the entries under their Divisional activities consisting entirely of the Brundage-Kuhn exchange. And rightly so. Maybe we'll be hearing more from them about the real goings-on in their Division.

GARDEN STATE DIVISION

Your Editor, along with your President, attended the Garden State live clinic given at The Model Railroad Club, Inc. in Union, New Jersey. They were assembling a transistor throttle and I was completely fascinated with the set-up. A very thoroughly-presented clinic, full to the brim with modelers who had a terrific time. Didn't do one myself, but enjoyed watching those who did. Took some snapshots and hope they come out in the next issue. Bravo to one of the best ideas in model railroading--participation clinics.

SUNRISE TRAIL DIVISION

The Mini-Convention this year was one of the best attended so far. Our program consisted of live clinics given by members as well as guests Martin

WHEN SUBMITTING ARTICLES

A letter to the Editor asks how to submit articles for publication. No big thing! If you care to make it copy-ready (haven't seen that stuff in years) keep the columns to 4½" wide and use an electric typewriter preferably with a carbon ribbon. Photos can be submitted as is, to be made up into halftones for printing. Drawings should be in black ink--blue won't print. If you wish to send in anything besides a copy-ready article, you're very welcome to do so. Just make it legible and we'd be most appreciative.

Anything you wish sent back--photos, articles, line drawings--will be if you let us know. Be patient, though. Sometimes it takes us a while and your article may hang around waiting for the issue it's going into to be made up. If it's not acceptable, for any reason, we'll let you know why and return it.

Also, we reserve the right to edit as we see fit, so don't be hurt if things are changed around somewhat.

But, by all means, send in your stuff! It's your paper, guys and gals and you know what you want to see in print.