



Coupler



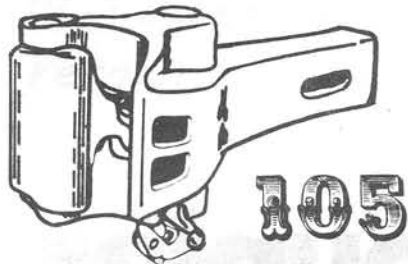
Facilities

Portion of Bob Bennett's Best-In-Show Diorama of narrow-gauge Engine

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- Albany Winners
- A Revised Proposal
- White River Jct
- More New Members
- A French Train Story
- The New Fall Line-Up
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- Soot & Cinders

the coupler



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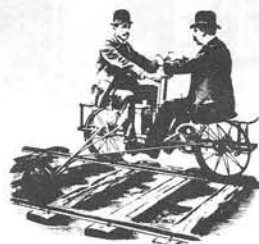
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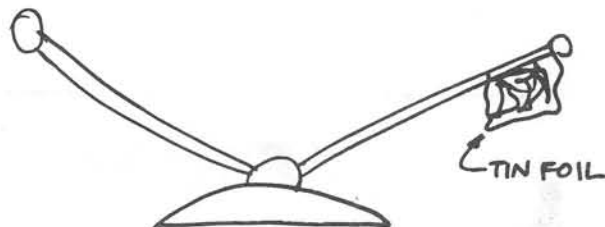
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Are we coming or going?



THE NEW FALL LINE - UP

On NER-tv (naturally!)

The Graham K. Harvey Show

Reruns, with award-winning commercial
interruptions. Not to be missed.

The Fred Driscoll Seminar (New this Season)

Wry commentary from the puckerbrush.

Along the Maine Line (New Show)

Presenting a new face to NER-tv,
Henry P. Groth

The Boston Tea Party (Moved Up)

Featuring NER gourmet, Bill Parker

The Great Conn. Job (New this year)

With Charlie "Choo Choo" Bettinger as
the "Artist"

New York Illustrated

Norman Briskman (A Pilot Film)

Mystery Theatre (noo?)

George Roland

The Dave Messer Hour (New this Fall)

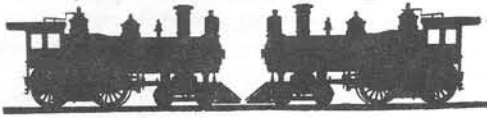
Replaces Hallelujah Trail

The French Connection

Starring Dave Mealey

Be sure to tune in to all these shows when they show
up at BOD meetings, Conventions, and Divisional
Activities. You're sure to get a smile.

Point-to-Point



The Summer is now behind us and we are thinking ahead to the Fall convention. I am always pleased by the prospect of a fall convention in the New England mountains, and take full advantage of it by making it a long weekend to enjoy the autumn colors.

The summer was too busy for me to include much prototype railroading, but I did enjoy the week at San Diego for the National Convention. Beautiful weather, location, and the models represented were fantastic. Some of the highlights:

- First Prize in Locomotives to an Nn3 ten-wheeler
- Convention Cars in O and N as well as the customary HO
- A portable N-scale layout approximately 30' x 70'
- San Diego Maritime Museum featuring a Southern Pacific ferry as well as the Sailing Ship "Star of India"
- Ted Bossert placing high in the Photography contest with a shot of his model engine terminals
- A BOD meeting in two phases: first an all-day meeting on an information basis which allowed for all discussion to take place, followed next day by a short meeting at which all votes were recorded
- My realization as a former Los-Angeles resident that San Diego isn't just "the desert meets the ocean" that I had formerly believed
- The BOD facing with great reluctance the fact that \$8.00 per year dues is not enough to maintain all the services to which we have become so accustomed

See you all in Vermont.

GRAHAM



Skip Hayden--Editor's Contest Winner

TIMETABLE

October 5 (Saturday) Garden State Division general meet. Visit to New Watchung Valley Model RR Club, YMCA, Irving St., Rahway, N.J. From 10 a.m. to 12 noon, then from 1:30 p.m. to 5:00 p.m. Meet at First Presbyterian Church, West Grand St., Rahway. Clinics, Photo Contests. Donation: \$1.50. Contact: P. Hugger, 201-232-8407, 812 Prospect St., Westfield, N.J. 07090.

October 14 (Monday) Garden Station Division Monday-Night Clinic. The Model RR Club Bldg., Jefferson Ave., Union, N.J. 8:00 p.m. Track Layout Clinic, methods of laying and ballasting track. Modeling of main line versus branch line and yards. Regis: \$1.50. Info: P. Hugger (see Oct. 5)

October 18, 19, 20 (Fri., Sat., Sun.) Northeastern Region Fall Convention, Hotel Coolidge, White River Junction, Vermont. All normal Regional Convention Activities. (see feature article elsewhere this issue) Contact: Don Valentine, 7 Balsam Street, Keane, N.H. 03431.

November 3 (Sunday) Westbridge Model RR Club, Kew Gardens, N.Y. Fall Auction (non-Divisional, non-Regional). Turn Hall, 44-01 Broadway, L.I. City, N.Y. 1:00 p.m. Hal Fletcher, Auctioneer. Contact: A. L. Dunckelman, 98-08 Metropolitan Ave., Forest Hills, N.Y. 11375. 212-268-9147.

November 9 (Saturday) Seacoast Division Open House and Mini-Convention. Stevens Mills Grange Hall, Hotel Road off Minot Ave. (Rte. 121) Auburn, Maine. Details: Alan R. Thurston, 376 Center St., Auburn, Me. 04210.

November 10 (Sunday) The Upstate Train Associates, Schenectady, N.Y. Train Show. For further info: Harold J. Ferguson, P.O. Box 194, Mayfield, N.Y. 12117

November 12 (Tuesday) Sunrise Trail Division Participation Clinics. 8:00 p.m. at the Hicksville Public Library, Jerusalem Ave., Hicksville, N.Y. Two participation clinics with Norman Briskman and Jack MacIntosh. For further info: Fred Leger, 222 W. 21st St., Deer Park, N.Y. 11729. 516-667-1050

November 16 (Saturday) Hub Division Annual Open House. Congregational Church, Jackson Square, 1320 Commercial St., E. Weymouth, Mass. Displays by dealers and modelers, slides, movies, white elephant table, etc. Refreshments. Donation at door. Details (send SSAE) to Jack Alexander, 111 S. St., E. Bridgewater, Mass. 02333.

December 2 (Monday) Garden State Monday Night Clinic. The Model RR Club Bldg., Union, N.J. at 8:00 p.m. Weathering Demonstrations. Participation clinic. Regis: \$1.50. For info: P. Hugger (see Oct. 5)



PROTOTYPE PRACTICES

by Charles Gerow

One of the most commonly modeled scenic effects are the tunnels we put on our pikes. And for good reason, too: not only does a tunnel give the necessary feeling of added distance, it can help to make our layouts look less crowded and more natural.

A well-modeled tunnel portal makes an excellent point to take photos of our favorite locos and cars, perhaps for submission to the press; and how often the visitors will congregate at this point to await the approach of the thundering train!

As with any other railroad scene that we scale down for our use, it is the attention to details that will enhance our efforts. The real roads place many things at or near their tunnels that we can add, too, to complete the atmosphere of our miniature worlds.

Depending on the length of the bore, sometimes imaginary in our cases, signals are placed at the entrances, due to the reduced clearance and visibility within. Many roads place the guard rails inside, as well as track walkers' shacks at the portals. Nearly every site has a phone box mounted on a nearby pole in case of emergency in the hole, as well as signs to warn the public to keep out. Some roads require a whistlepost a distance back from the entrance as well, and others post a sign with the tunnel number.

The modeler will decide early in his planning as to the style of portal, timber, concrete, masonry, etc. as well as the width and height of the tunnel. It should be borne in his mind that almost any type of construction can be found in most parts of the country. For example, we see many shots of pikes with rock tunnels, depicting western railroading. This type of tunnel can also be found in New Jersey, as well as on the D & H. It is also common for a predominantly multiple-tracked line to either reduce the tracks through the bore, or to build more than one tunnel to handle them. We have seen many examples of where a double line following a river, will have one track bore through a neck, or bight, while the track closest to the bank stays out in the open. (This would only be applicable to the place where the modeler wishes it to be apparent that the tunnel is quite short, however.) It seems that the only rule to be followed is that timber portals are to be found on only older era pikes, or those which have only marginal traffic, due to the inherent fire hazards. And even this condition can be effectively handled by the imaginative modeler!

105

Some of the other details that we can add at our option are the methods of routing our telephone lines, either through or over the top of the tunnel. The line of poles climbing the mountainside can mislead our eyes to imply that our line goes straight through

4

the massive mountain rather than worming around on a minimum radius to reappear elsewhere. Or, our communications department can elect to bury the wires in a trackside pipe or support the lines on the wall of the tunnel lining.

Tunnel ventilators can be simulated by the modeler in a number of ways. Shorter bores will rely on nature, but the more length, the more sophisticated the system we should add. The B & O's Magnolia Tunnel on the Cutoff of the same name down in West Virginia, has a simple hole in the ground at a point at which a small vale crosses about 10' over the tunnel roof. It is completely unprotected! The Lackawanna's Factoryville (Pa.) Tunnel has a number of vents, each protected by a circular masonry wall. The PRR bores at Gallitzin, just west of the Horseshoe Curve, have blowers mounted at the eastern portals. And the Hoosac Tunnel has a central vent, with an electric blower plant located high atop Florida Mountain!

By combining some or most of these details, and others that may not be as commonly used, we can readily make our tunnel portals the focal point of our scenery, and in short order, too!

A NOTE FROM THE AUTHOR.....

We've been hacking away at this column for some time now, and we've only received one letter--commenting favorably on it, I'm happy to say. However, was he the only person who got anything out of these humble efforts? How about the rest of you--do you read the column, and if so, do you get any ideas? After all, that's the purpose behind the effort!

It's not easy to write an article or column every quarter, and you people out there prove this by just sitting back and not doing any of your own. Now, communication is supposed to be a two-way thing, at least in our book. How about letting us hear from you: give us your ideas, and maybe we in turn can give more to you.

And that's what this Region SHOULD be all about!!

CFG



At the Albany Convention N scale was represented by Eugene Major whose scratch built brass log buggy took 3rd Craftsman, Freight. AW

Traction Guidebook for Model Railroaders

The Traction Guidebook came along at an opportune time: my budding interest in "electric" railroading has blossomed into a full-fledged "bite" from the trolley bug. The Guidebook has a good grouping of prototype articles, model layout reviews and modeling techniques and plans. The biggest help I found for myself (as a novice) was the section on building overhead. All in all, the Guidebook is a helpful handbook, (softbound), informative and enjoyable.

An important inclusion in the book are eight distinct and unique traction model railways including shelf, table-top and around-the-room layouts, thus offering inspiration for any modeler about to embark on his own traction empire. Try it. From Kalmbach Publishing Co. (of course) Editor: Mike Shafer.

N Scale Primer

As N-scale becomes increasingly popular due to limited space (and money?) we find that Kalmbach's N-scale Primer suits us fine for beginning on that new layout. It's an especially good guide for the novice model railroader, covering all facets of starting in 1:160 scale. An important feature in the book (softbound) is an apartment-sized pike with an interesting track plan. Benchwork, carpentry, framework as well as fundamentals of N-scale railroading are included. Products with the names of suppliers are listed to help those who just don't know where to go for things. Excellent material for a friend who's just starting out. Good introduction to a fine hobby. Russ Larson, author.

ON SUBMITTING ARTICLES TO THE COUPLER

We're always looking for interesting articles from our readers and members, and are often questioned as to how to submit same. Copy ready stuff is always gladly accepted, but our requirements are rather stringent. Column width is 4 1/2" and we prefer having the type done with a carbon ribbon for clarity purposes. If not, please have a clean typewriter--filled-in letters reproduce very badly. Pix are always redone from glossies as we must use halftones for our repro work. If you care to submit pictures with your articles, allow some time for getting them back. We're kinda busy, folks. Anyhoo--we'll take almost anything you care to see in print (anything?) and retype it to fit and look just bootiful. So, for goodness' sake, don't let the appearance of your articles keep you from sending them in--no one else does--and we're more than willing to redo them cause we're picky about how they appear in final form. That's all folks!

Letters (by G-d!) to the Editor

Dear Ed:

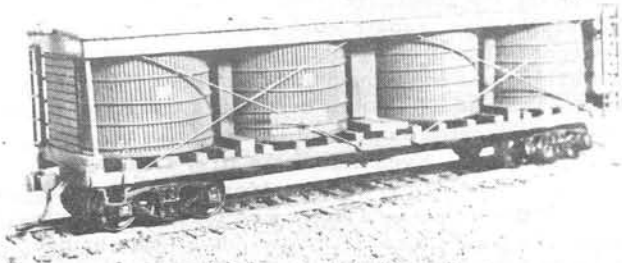
Most railroad buffs are no doubt aware of the fire that took the Poughkeepsie Bridge out of commission. As of this writing, repair work has not begun. What is not generally known is that regular maintenance of the bridge was suspended quite a while before the fire, and that the bridge and connecting trackage has been designated as possibly obsolete by the federal government. Even before the fire, train speed was limited to 12 mph. The track (originally double) was gauntleted to prevent excessive loading. In summation, it appears that this badly-out-of-date bridge will not be with us much longer. Yet, when completed in 1888, it was considered one of the marvels of the world, the equal in every respect to the Firth of Forth cantilever.

Before this great bridge is gone, I would like to prepare a set of plans that would be useful in modeling (portions of) it. The original deeds, contracts, and progress photos are in the possession of the Poughkeepsie library system, but no plans are in their archives. I would appreciate hearing from anyone who has in his possession, or knows the whereabouts of, any plans or measurements, either from the original construction or the subsequent strengthening in 1905 and 1917. Good black & white photos of structural detail would also be a help.

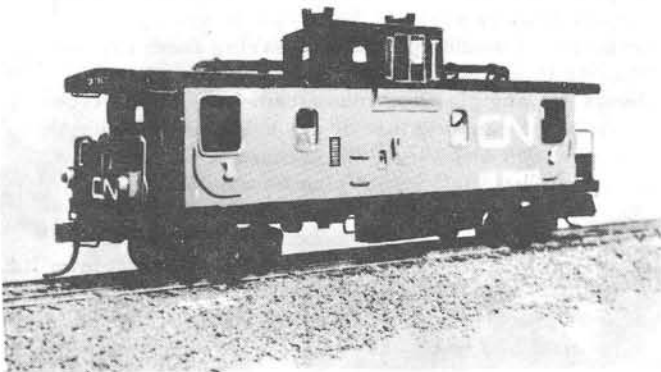
Please contact: Al Westerfield
RD #1 Scotchtown Rd.
Goshen, N. Y. 10924
(914) 294-5896



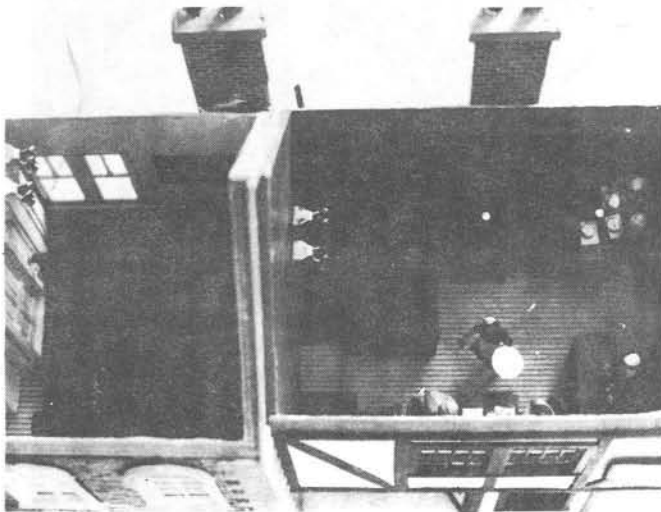
Glenn Wagner, Past Prez NER, at the Controls. His Colorado Prototype Pike is in process of being rebuilt. Visited by Convention-goers at Albany.



NEW MODELER
Harold Fossum, Jr. --1st Craftsman, Freight



HUB RUNNER-UP
Dave Mealey, 1st Craftsman, Maintenance of Way



DELAWARE TROPHY
William Kennedy--1st Craftsman, Structures

Half of the twenty-six entries in our Albany Convention Contest scored more than 87.5 points, indicating the high quality of many of the models. A total of eighteen awards were presented. Of the eighteen persons who entered models, eleven took awards.

Best-In-Show and runner-up each scored more points than any winning model in the last three years! Bob Bennett took the Baldwin for the second straight time, a feat last accomplished by Walt Olevsky in 1964.

The only disappointment was the small turnout. We always get the excuse, "I don't think my models are good enough." Harold Fossum used to be one of these until several people talked him into entering this time. The result? Enough awards to qualify for Master Builder-Cars and the New Modeler's Award. Let's see the rest of you faint-hearted cellar dwellers with an entry in hand at White River Junction.

Al Westerfield

Locos, other

- | | | |
|--------|-----|------------------------------|
| Craft. | 1st | Harry Meem, C. A. T. Trolley |
| | 2nd | Bob Wheeler - SD45 |

Freight cars

- | | | |
|--------|------|----------------------------------|
| Craft. | 1st | Harold Fossum, pickle car #100 |
| | 2nd | Harold Fossum, pickle car #104 |
| | 3rd | Eugene Major, N gauge log buggy |
| | Hon. | H. Fossum, Bulletin Heinz Reefer |

Passenger cars

- | | | |
|--------|-----|---|
| Craft. | BIC | Bud Sharrow, Berkshire & Mohawk Combine |
| Master | 2nd | Philip A. Lent, Satan's Kingdom & Pleasant Valley Coach |

Non-Revenue

- | | | |
|--------|-----|--------------------------------------|
| Craft. | 1st | Dave Mealey, CN Caboose |
| Master | 1st | Gordon Buchanan, Harlem RR Snow Plow |

Structures

- | | | |
|--------|-----|---|
| Craft. | 1st | William Kennedy, row houses with restaurant |
| | 2nd | Don Howd, switch tower |
| Master | 1st | Robert Bennett, Avon station |

Dioramas

Craft. 1st Robert Bennett, engine facilities

Photos

B & W Prototype Walt Strong, Alaska RR winter scene
Color Prototype Walter Olevsky, GG1 southbound in New Jersey
B & W Model Bill Lorence, camelback emerging from tunnel

BEST IN SHOW (Baldwin Trophy)

Robert Bennett, engine facilities

HUB RUNNER-UP

Dave Mealey, CN Caboose

DELAWARE TROPHY for outstanding ingenuity

William Kennedy, use of fiber optics

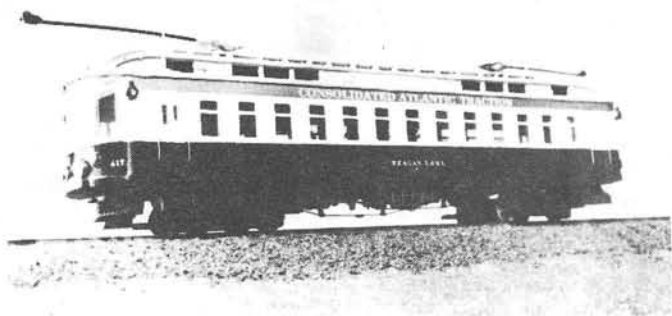
NEW MODELER

Harold Fossum, Jr., pickle car #100

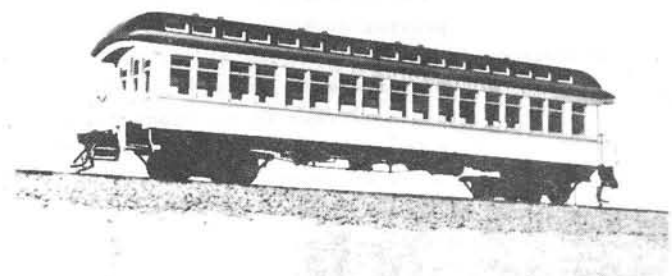
EDITOR'S CONTEST

Skip Hayden, beer car

Judges: John Johnson
William Lorence MMR
Walter Olevsky MMR
Marilyn Lorence, Photo contest



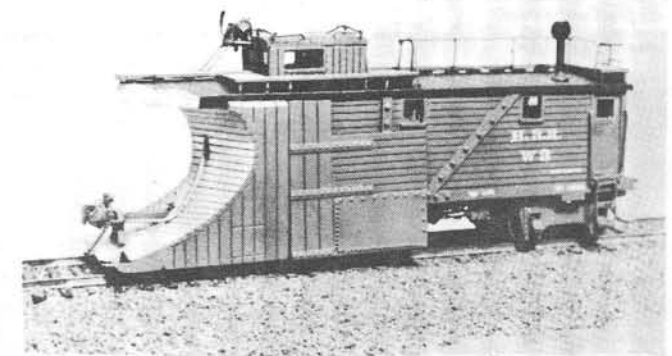
Harry Meem, 1st Craftsman, Locomotive-other



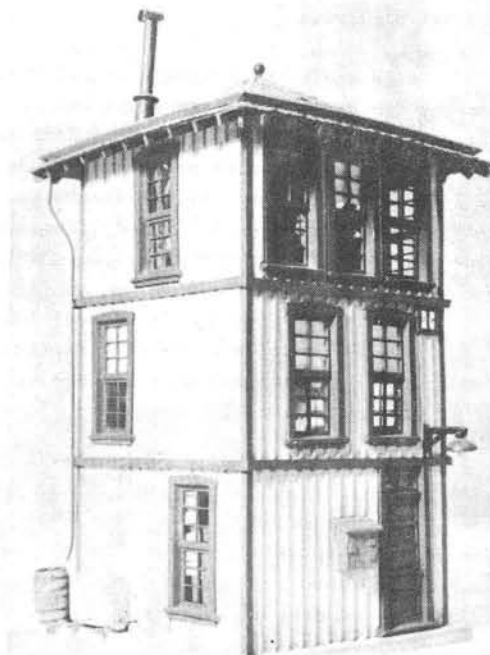
Philip A. Lent--2nd Master, Passenger Cars



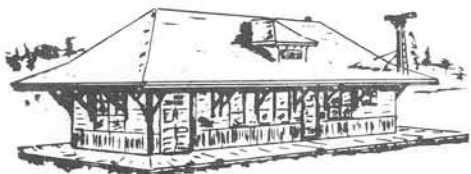
Bob Bennett--1st Master, Structures



Gordon Buchanan, 1st Master, Maintenance of Way



Don Howd--2nd Craftsman, Structures



Compiled by Hook N. Crook

ALOUETTE DIVISION

"LA NAISSANCE DU RESEAU CHAMBLY VALLEY"

Depuis la création de la Division Alouette, les membres espéraient qu'un jour viendrait où nous pourrions opérer notre matériel roulant sur un réseau bien à nous.

Au fil des années, nos rencontres mensuelles se déplaçaient d'un foyer à l'autre parmi nos membres, visites de réseaux des non-membres, cliniques de tous genres, afin de tenir en éveil notre amour du rail.

Il y a tout juste un an, le président Gordon Teel nous présentait un nouveau membre dans la personne de Bill Caulfield qui ne tarda pas à nous faire miroiter que ce rêve d'avoir un réseau à nous était à notre portée, à certaines conditions.

Bill possède un domaine de 13 acres à St. Bruno, soit à quelque 15 milles du centre-ville de Montréal, et nous offrit le "coach house" (quartier du pale-frenier) situé sur son domaine à quelques 150 pieds de son cottage, pourvu que nous fassions les travaux nécessaires à sa restauration, et ce, sans qu'il nous en coûte un sou ni pour les matériaux, ni pour le loyer. Nous fournissons la main-d'oeuvre, et lui, l'espace.

L'affaire valait la peine d'être étudiée, mais plusieurs membres trouvèrent ce local un peu éloigné de leur demeure, préférèrent s'abstenir de participer à ce travail de géant. Un vote fut pris pour former un club à même les membres de la Division Alouette qui voyaient dans cette offre un lieu de rencontre idéal tout en s'amusant avec notre marotte.

Cette ancienne résidence de palefrenier mesure 25' x 50' avec grenier dont une partie était occupée par le réseau privé de Bill. Ce dernier a même consenti à démanteler son réseau afin de créer l'espace nécessaire pour la salle de réunion et de détente sur l'étage du grenier. Le rez-de-chaussée a été divisé pour recevoir le futur réseau de 21' x 25'; l'atelier de 10' sur 24' une place de garage de 12' sur 20' et la chambre de chauffe 5' sur 12'.

Les cloisons qui existaient ont toutes été démolies, plomberie changée, salle de toilette et électricité refaite ainsi que l'isolation complète à la mousse de plastique qui a été faite avec un maximum de rendement.

La démolition n'a pas été de tout repos. Cette bâtisse était faite pour résister aux tremblements de terre; le cloisonnement des murs extérieurs est en 2" x 6", les cloisons intérieurs en 2" x 4" cloués en double ce qui nécessitait des masses, des barres à clous et beaucoup de sueur pour libérer l'espace qu'il nous fallait. Des poutres ont dû être changées car les écureuils et les termites semblaient affamés tant il y avait du bois de rongé. Le plancher de contreplaqué brisé en plusieurs endroits était sensé recouvrir un sous-plancher de béton. Seulement un tiers était bétonné, il a donc fallu y mettre du boeuf et couler le reste du plancher avant d'y placer un plancher isolé et surélevé sur espace d'air de trois pouces.

Tous les métiers ont été pratiqués, du plafo plancher en passant par les moustiquaires, la sinette, librairie, banc d'essai, tuiles acomanque.

Des groupes de huit à douze membres ont mercredis soirs de sept à onze heures ainsi midi. Une soirée dansante a couronné avec succès les travaux à l'installation du réseau.

Le réseau par lui-même a été commencé en pin blanc collé et vissé forme la grille que nous avons. La bande de roulement est en pin laminé, les rails ont un rayon de 30" à 50" afin que le matériel roule à l'aise. Les dormants sont aussi en pin et sont surélevés dans les courbes.

Le plan du réseau sera à trois niveaux avec facilités d'entretien et de garage à côté de la voie. Nous comptons accepter des visiteurs de temps à autre de groupes du NER ou autres régions à nous visiter. Le projet est assez avancé. Une allée en L a été aménagée pour le visionnement. Dommage que nous n'ayons pu faire trois poteaux de soutènement qui passent au-dessus de la voie et devront être camouflés avec la scène. Le tout est d'ici trois ans en espérant toutefois ne pas avoir de difficultés à exécuter le plan établi.

"THE BIRTH OF CHAMBLY VALLEY RAIL"

It all started about a year ago and we had had with the portable layout. This portable layout was an attraction in shopping centres, hospitals, and schools to mean to promote the Hobby to newcomers. The layout was made of and four sections 32" x 32" fitted pretty well together and bolted into one or several units in a minimum of space. The scenery in place, weight was a problem when in place. We had to undertake minor repairs and changes. Change of temperature from storage place to a nightmare trying to keep tracks in gauge. It was so much, it was no longer fun to operate unless you had with flanges on both sides.

Bill Caulfield, one of the members, had a warehouse to undergo major overhauling of the layout. He tests that proved unsatisfactory, he then offered on his property in St. Bruno, on certain conditions, a 30' x 50', a dream-house for anyone looking for a place. Located on a 13 acres land some 150' away from the main house. A stonewall along the property leads you to the driveway to the main house on the right, and on the left all surrounded by beautiful trees, there is enough room to park 20 cars. What else do you need for quarters?

The conditions to get this? Very difficult for space. The inside of the building needed to be changed to house the portable layout into a permanent layout in about 1/2 of the attic and was used as a work shop, part as storage room for the snowblower and the like. A pot furnace and it was difficult to heat the building in the cold. We made holes here and there which created to be below zero.

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usillage, peinture, cui-
stiques etc..rien n'y

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supportera les voies.
courbes varient d'un
nt le plus long y soit
posés individuellement

d'un point à l'autre
que point. Nous
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ire disparaître les
entre du réseau. Ils
t devrait être complété
rencontrer trop de dif-

RAILROAD"

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Layout was meant to be
banks and also as a
eight sections 32" x 84"
ll together and could be
of time. With all
handling from place to
ery time it was dismantled.
show place finally became
The plastic ties shrunk
ess we equipped car wheels

, offered space in his
e nightmare. After many
fered us a "coach-house"
itions. The building
from the outside, is
om Bill's main home.
the entrance with paved
d to the coach-house on
shrubs and flowers. There
ould one desire for club

simple. We swap manpower
d major transformation to
ayout. Bill had his pri-
ising part of the ground
" tools, garden chairs,
ack of insulation made
d season. Squirrels had
ver on at twenty

"You do the work" said Bill, and I will supply the materials. What could we loose? A list of things to do was established and the wrecking crew came in one Wednesday night with sledge hammers, crowbars and lots of elbow grease.

Before we undertook the massacre, Bill had an engineer check if the building would stand all the inside changes we wanted to do. It was O.K. and how right he was! We never saw so many nails in each piece of lumber that came down with maximum efforts. The stairway to the attic was relocated; pantry, sink, bathtub, plumbing everything went out the window. We thought we'd never saw the end of it because we thought that the underfloor was concrete, and all there was to do, was to replace a new wooden floor that had seen better days. Only one third of the layout area was concrete. The cement gang pulled out the cement mixer and no les than 150 wheelbarrows of mixed cement were needed to build up the rest of the floor. A dozen backaches later, we thought to be ready to rebuilt partitions for the workshop, the furnace room and the club room upstairs. Wrong! all that stuff that we had to take out had to be store somewhere. A shed 12' x 20' had to be built in the backwoods where the mosquitoes were king, and were drilling like hell. How many cans of Raid were used? we lost count.

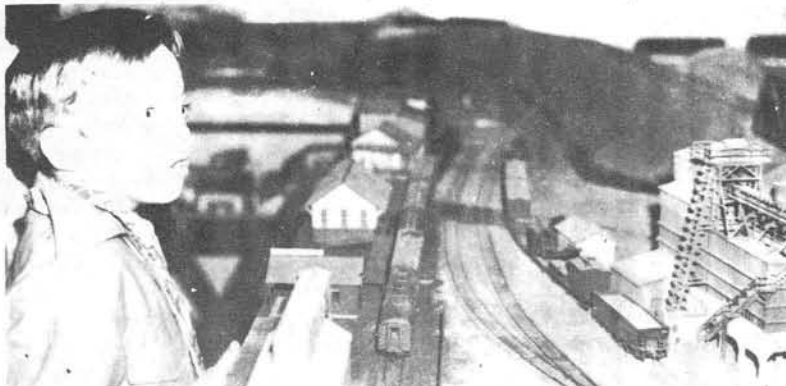
Finally came Fall and we had to think insulation to keep heating expenses at a minimum. Two inch-thick styrofoam was used throughout the building. When we say that a modeler can tackle 36 trades, how right it is.

Plumbing, toilet, furnace installation were the only things that were given out on contract due to sanitary laws. The finishing touch was done during the winter. Jack of all trades, that's us. From suspended ceiling to carpet-laying everything make us proud of our gang who did not count the hours to achieve this dream. I believe that some 5,000 man-hours were needed; all hands were working so there was no time-keeper to count hours. One error was not to have more photos taken to show before and after and the progress of the work.

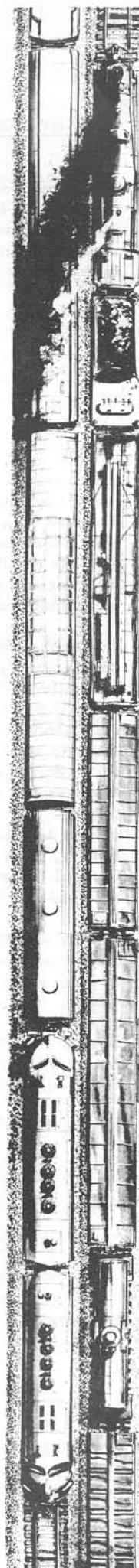
I forgot to mention what became of the portable. Space now available on the ground floor is 26' x 28½' and the portable at 14' x 16' would have been lost in the space and too much work to consider adding to it, so it was dismantled and everything of use was salvaged to incorporate in the new layout.

A successful hourse-warming party was held with all the trimmings and we must admit that all the gang deserve congratulations for their time and efforts. What the heck! it's for their benefit and everyone is hasty to see the first train running.

Maurice Bleau



One of the Alouette crew at Dave Messer's layout tour-Albany Convention



HUB DIVISION NEWS

reported by Glen Owens

There has been little news of the Hub Division in this column for some bit of time. That is because we of the Division Board have not been sending any reports to the Editor. (Yeah!) Look for a change in that situation from now on. (Yea!)

To update you on Division doings, we will start with November 10, 1973, when a most successful Open House was held in Marlborough, Mass. There were over 600 visitors for the day, and the general opinion seemed to be "great show." This is a regular Divisional annual event, and will happen again soon as shown in the Timetable.

The Division BOD held its annual Christmas party last December at the Surf in Manchester, Mass. followed by a party at the home of Dick (former NER president) and Ellen Towle. Fear not! The expense of all this was borne by the Board. In fact, the gracious hosting by Dick and Ellen must have somewhat dented their little old exchequer, too!

Our annual Spring Little Convention was held in Manchester on April 27, 1974, and was a successful, well-attended affair. We decided this year not to make it a two-day hotel event, which paid off in better attendance and a more comprehensive program. The day started with layout visits, including the North Shore Live Steamers, then an afternoon of displays and clinics for both modelers and their ladies. The evening banquet was followed by an excellent talk and slide show presented by Bradley L. Peters, Public Relations Director for the Maine Central Railroad. Following this, an auction of model railroad and ladies' items was run off.

A brief annual business meeting of all members closed out the evening. The highlight of the meeting was the presentation of the Hub Division Don Pierce Award, for outstanding service, to Thomas Henry "Hank" Burke. The award was made by Division Chairman Bill Parker. After that, nominations for Board members for the new year were called for and voted on, with results as follows:

Re-elected to 2-year terms:

Bill Parker	Dick Towle
Hank Burke	Glenn Owens
Fred Driscoll	Larry Bailey
Jack Alexander	

Newly elected to one-year terms:

Rod Brown
John Muise

Officers:

Bill Parker, Chairman
Glenn Owens, Vice Chairman
Jack Alexander, Treasurer
Hank Burke, Secretary

Appointments:

John Muise, Hub Headlight Editor
Rod Brown, Headlight Staff

Larry Bailey, Headlight Staff
Glenn Owens, Publicity-Membership
Dick Towle, Gen'l Activities Chairman
Fred Driscoll, Co-ordinator

A large vote of thanks must be given to Hank Burke of Marlborough, Massachusetts for his matchless editorship of the Hub Headlight for the past four years. Under his guidance and unceasing tireless effort, the paper has grown to the position of number one in the Region. Hank's personal schedule has forced him to make a cut-back in some areas. His decision to resign as editor has created a feeling of loss that runs deep. Thank you, Hank, for a great job and congratulations on your Don Pierce award.

Anyone who wishes to become a member of the HUB Division may obtain details by sending a large SSAE to the following:

Glenn Owens
238 Sudbury St.
Marlborough, MA 01752

The next report will include the results of our current membership drive and news of latest activities.

- 30 - til then GEO

Ed. note: memberships in all Divisions are always open to NER members, as well as those not members in NER. Contact the local area Representative.

HUDSON VALLEY AREA

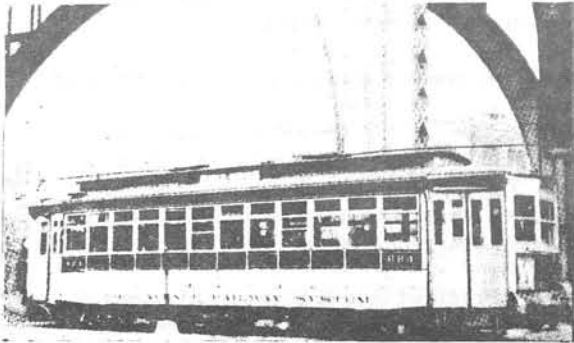
Some years ago the Pelham Westchester Model RR Club disbanded and has now been reformed as "The Westchester Model Railroad Club" in Rye, New York. It has a non-profit organization charter and is rapidly getting a pike built in a basement meeting room in Rye--22 Purchase Street, c/o The Sports Loft store. This in from Alton A. Dubois, Jr.

NUTMEG NEWS

Boston & Maine has 12 new locos. Believed EMD GP-38's on the way. At least four are on the property. Also a new, beautifully painted fleet of vertical, outside-braced boxcars. These are seen frequently in Springfield and Hartford. AMTRAK passenger trains on New Haven shore line through southeastern Connecticut ran 16 and 18 cars on Feb. 16. This due to fuel crisis and holiday weekend. Old PRR P-70 and New Haven commuter coaches from Boston area were seen on the consists.

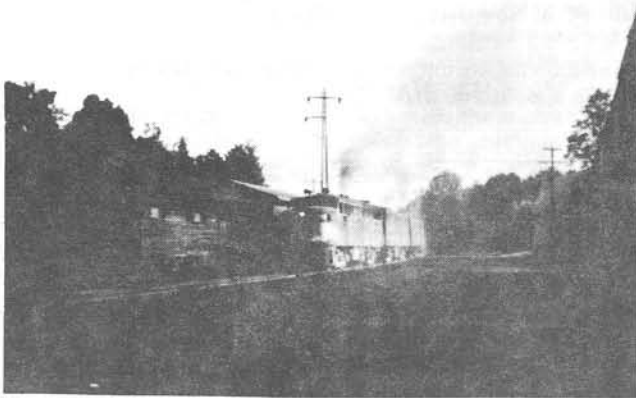
We received a letter from a Mr. Louis J. Iasillo, Department of Public Relations of the Branford Electric Railway Association, bringing to our attention the fact that they are in the midst of restoring a very special number 884 from the Third Avenue Railway System. He sent along a flyer they have published on the car, a deck-roof convertible, and asked that we inform our readership of their efforts. Naturally, they are in a position of needing funds for this work, but more than that, I think, is the need for interested individuals from amongst us to write

to him, expressing our interest and possible willingness to help out where needed. Trolley buffs, I'm almost certain, are cognizant of the existence of this group, and if you weren't before, consider yourselves so now. Please make yourselves known to this gentleman, offer your help, or whatever else you might feel you can offer. Louis J. Iasillo, 41 Lincoln Avenue, Cliffside Park, N. J. 07010.



GARDEN STATE DIVISION

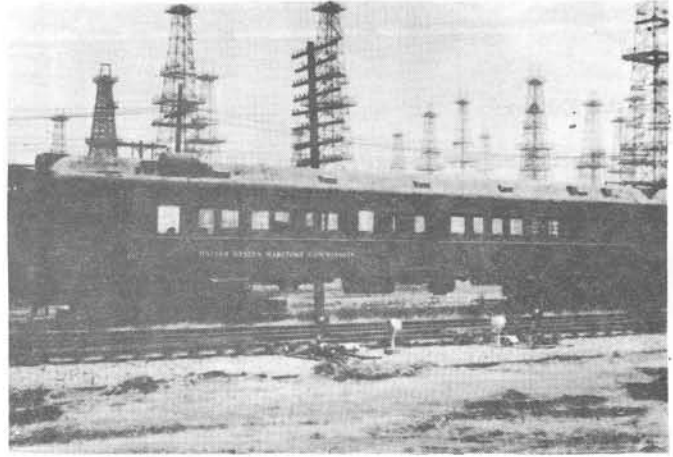
Received from Jerome A. Rosenfeld, a new member conjured up by our gratis mailing of the COUPLER to National members not members of the Region-- a nice, informative letter containing lots of pix. Too many to print this issue, but welcome just the same. Below find two interesting shots, explained in captions. Thanks Jerome! Love to hear from you again.



Highland, New York, NH, westbound "Maybrook Division" Freightbound for Maybrook led by FA-1 # -422; two FB-1s demolished in 1968.

ARE YOU MISSING A.....?

Will the person who purchased a Train-Miniature boxcar or reefer at the White Elephant Table at the Albany Convention please check the kit for a missing underframe. It will be forwarded on identification of the roadname. Write Dave Messer, 12 Hillview Ct., Wynantskill, N. Y. 12198.



Ex-NYW & B MU Car at Santa Fe Springs, California July, 1947. U. S. Maritime Commission; Stillwell Coach # 167 stored with others of their ilk.

RAIL WATERBORNE OPERATIONS STUDIED

Submitted by Dave Decker (from the United States Railway Association, Washington D. C.)

A survey of present waterborne operations of the bankrupt railroads in the Northeast and Midwest, including cross-lake car ferry and New York Harbor lighterage services, will be undertaken with a new contract awarded by the USRA.

Arthur D. Lewis, Chairman of the Board of the Association, said the \$34,951 contract was awarded to A. T. Kearney, Inc., Chicago, and was among four new contracts totaling \$104,261 awarded to assist the Association in preparing a rail system plan for the 17-state region as mandated under the Regional Rail Reorganization Act of 1973.

According to Lewis, the awards bring to about \$6.4 million the total amount of planning contracts awarded so far by the Association.

The United States Railway Association is the body created by Congress under the Act to plan and finance the restructuring of participating bankrupt carriers in the region, including the Penn Central, Lehigh Valley, Lehigh and Hudson, Reading, Central of New Jersey and the Ann Arbor, into one or more rail companies, with the main one to be known as the Consolidated Rail Corporation, or Conrail.

Under the rail-waterborne study, Mr. Lewis explained, the contractor will identify railroad ferry car-float and lighterage operations by the region's bankrupt carriers, making on-the-spot investigations, among other things, of ferry operations across Lake Michigan and the Chesapeake Bay, and car-float and lighterage operations in New York Harbor.



To the Editor:

We, the Board of Directors of the Little Rhody Division, go on record in supporting the original proposal as submitted by our division.

We favor changing the BOD as it now stands: the top four officers--President, Vice-President, Secretary, and Treasurer--being elected by the membership. The Division Presidents would make up the rest of the BOD and a number of delegates-at-large (to be determined by the BOD) to represent NER members who belong to no Division.

This would give good balance to the Board and allow better communication between the Board and the Divisions. There could be more dialogue back and forth.

The proposal outlined in the Fall Coupler would create the same situation we now have, only to a different geographic area.

Sincerely yours,

Board of Directors
Little Rhody Division

PROPOSAL: AS REVISED

"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. Franklin, Hampshire, and Hampden Counties to be detached from Eastern Massachusetts and combined with Connecticut (Connecticut-West Mass.).

3. Rhode Island to be detached from Connecticut and attached to Eastern Massachusetts (Mass. except Berkshire, Franklin, Hampshire, and Hampden Counties).

4. Staten Island to be detached from New York City, and attached to New Jersey

5. Members of NER living near area boundaries be allowed to vote for either (but only one) of the candidates in either of those areas.

6. 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."

Further comment from members of the NER is invited. Please direct it to your area representative.

The number of comments received by the officers and Coupler staff with regard to the change in voting areas was by no means overwhelming. In fact, it was minimal. The letter from Little Rhody Division printed here includes all the questions about the changes that were raised.

First, we must realize that the change as finalized for voting is a compromise. There are those, albeit a minority, who favor a Board made up of Division representatives with or without at-large members: I am among this group, but realize, after discussion over the last two years, that we are not ready to make such a change.

The primary result of this is that all Divisions may unite behind one representative where now several Divisions are split by state lines into two voting areas. Little Rhody Division is one of these Divisions.

It is allowed in the proposal that one can vote in an adjacent area if he feels that he is better or more involved there than in the area of his residence. This allows the flexibility required by the seemingly arbitrary location of state lines.

The Region first met this problem about 7 years ago when it was determined that Staten Island, one of the boroughs of New York City, had a greater affinity for New Jersey than it had for New York; or at least it was found that modelers residing there were more involved in New Jersey activities.

Again, this is a compromise proposal, but it does move in a positive direction.

G. K. Harvey

WILL YOUSE CHOOSE SYRACUSE???

Believe it or not, your FALL '75 NER convention in Syracuse is already being planned. In order to make it the best convention possible, we are asking your help. Would you please take a few moments to answer these questions and return them to us--even if you do not plan to attend.

- 1) Do you plan to attend? _____
- 2) If not, WHY? _____
- 3) Would you like a fan trip? _____
- 4) How much would you be willing to pay as a registration fee? With fan trip: _____ Without: _____
- 5) Name 2 clinics you would like to see: _____
- 6) Do you favor an auction? _____
- 7) Will you drive to Syracuse? _____
- 8) Will this be part of your vacation? _____
- 9) Will you bring your family? _____
- 10) Will you enter any contests? _____
- 11) How many NER conventions have you attended? _____

Send to Ben Trafficana, 131 Kings Park Dr., Liverpool, New York 13088



The busy rail crossroads of Northern New England provide a modeler's setting for the Northeast Region's Autumn '74 Convention in White River Jct. Vermont. Visitors can expect an exciting weekend of railroading both model and prototype--plus Nature's spectacular seasonal foliage display.

Clinics, displays will be housed in two adjacent buildings with plenty of off-street parking. White River Jct. is easily reached by highway, air or Amtrak; the Montrealer stops here in both directions for our friends from way up north.



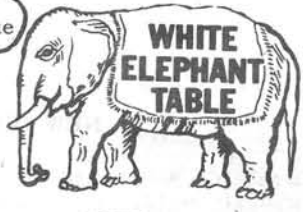
BOARD OF DIRECTORS WILL MEET on Friday night, October 18, at the White River Junction Convention, at 9:00 p.m. Please allow yourself this time to attend a most important meeting. AS ALWAYS, everyone is invited to attend and make himself heard. The Agenda will be presented upon your arrival, and any additions you care to make will be taken into consideration. See you there!

JUNCTION

Convention Headquarters: Hotel Coolidge--a traditional railroad hotel with modern accommodations and nationally famous dining room.

OCTOBER 18, 19 & 20

Auctioneer Hal Fletcher will be on hand to rid you of those lovely unwanted goodies as you convert your surplus equipment into cash (or vice versa!) after the banquet.



FALL FOLIAGE

Full schedule of clinics highlights Saturday's early activities. Also scheduled are contests, manufacturers' displays and dealers' displays.

Saturday evening brings our traditional 'happy hour', banquet, and a speaker for our entertainment, as well as our exciting awards presentation.

Friday evening--two open houses at operational layouts. The Granite State Northern Club pike in Lebanon, N.H. will be operating multiple trains with walk-around control Doug Taylor's division of the Penn RR displays his extensive collection of Pennsy power and rolling stock in operation. Doug's operations tend toward heavy mainline trains with such power combinations as triple-headed decapods! Also on display will be Don Valentine's extensive collection of CP equipment.

Early reservations are recommended during the fall foliage season. Write directly to the hotel for yours; for further info, write to: Don B. Valentine, Convention Committee Chairman, 7 Balsam St., Keane, N.H. 03431.

Prototype train watching is great at White River Jct. Both the Central Vermont and B & M yards and engine facilities are within walking distance; and the B & M 494, an elderly 4-4-0 is on display only 3 blocks from the Hotel. A variety of CP, CV, and B & M power can be seen during the daylight hours almost every day.

APPEAL FOR CLINICS AND DISPLAY CANDIDATES THROUGHOUT THE REGION

It is the aim of the NER Permanent Convention Committee to research, compile and publish a clinics and display directory this year. Copies of the directory would be made available to regional and divisional officers, and to those members who would require a listing of this sort, in the execution of their duties in the preparation of conventions, open houses or similar affairs. The directory would include the names of those who would be willing to present clinics or displays at divisional or regional affairs. Commercial displayers could also be listed.

plays for divisional and regional model rr affairs, and the success or failure of a project like this will depend on the cooperation of certain key people in each Division aiding us by directing us to the right people who may furnish us the names of clinic and display participants. Upon receipt of these names, the committee will dispatch a questionnaire to the candidates asking details of the clinics, etc.

Only if each division participates in this manner can a list be compiled that will be of use to the entire region. So this is an appeal to all NER members--please get those names in to us so we can get the ball rolling!

The prime reason for the existence of this listing would be to eliminate the duplication of effort that exists every year in the planning of clinics and dis-

Thomas H. Burke
308 Framingham Rd.
Marlboro, Mass. 01752

WELCOME

NEW YORK

Norman V. Balinson, New Rochelle
 R. Bruce Bellrose, New York
 Fred Bosworth, Scarsdale
 Joseph D. Boyle, Croton Falls
 Frank Brosch, Hempstead
 Jack Everitt, Greenlawn
 Blair Foulds, Millwood
 Dennis Giesecke, North Babylon
 Thomas Gilbert, Garden City
 Dr. Robert Gottlieb, Long Island City
 Theodore Hardwick, Brooklyn
 John Harmon, Huntington
 Robert Holmes, Oceanside
 Richard Loomis, Syracuse
 Frederick MacDowell, MD, Highland
 Andrew Magnusson, Brentwood
 Joseph O. Munn, Bronx
 Chris A. Parker, Williston Park
 Michael R. Schloss, New City
 Charles O. Seaman, Walton
 Richard J. Sloan, Roseale

CONNECTICUT

Richard J. Bolan, Darien
 Richard C. Carpenter, E. Norwalk
 Karl W. D. Seifert, Manchester
 Michael Allen Shipe, Newington
 William E. Tozer, Portland

newest members



NEW JERSEY

Bruce C. Austin, Metuchen
 Kenneth Bitten, Fair Lawn
 A. W. Blackwood, South Plainfield
 Edgar G. Dexter, Whippany
 Malcolm Dick, Convent Station
 Q. Scott Dressler, Glen Rock
 Richard Ebisch, Paterson
 Raymond J. Gavlak, Wayne
 John Heater, Hackensack
 John Paul Lyle, II, Howell
 Kenneth J. Marcheselli, Butler
 John C. Marshall, Tenafly
 Martin Minner, Cedar Knolls
 John C. Osborne, Haskell
 Albert J. Ruh, Newton

MASSACHUSETTS

Gerard Alexander, Dorchester
 H. P. Bridge, Bedford
 Robert Davco, Holbrook
 John B. Folsom, Beverly
 John R. Hunt, Arlington
 Paul LaPointe, Winchester
 George A. Lopez-Cepero, Boston
 David MacPherson, E. Bridgewater
 Jonathan Millen, Concord
 Lawrence W. Nelson, So. Weymouth
 Norman E. Thidemann, Everett

MAINE

Linwood P. Adams, Jr., Skowhagan
 William M. Baird, Jackman
 Bob Bennett, So. Portland
 Aaron S. Greenwald, Bangor

NEW HAMPSHIRE

James Hansen, Bradford
 Ed. E. Moravec, Twin Mountain

CALIFORNIA

Pete Gray, Fountain Valley

MARYLAND

Fred H. Voelcker, Jr., Pasadena

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

MORE TIMETABLE

January 11 (Saturday) Garden State Division, NER
 Meet. Visitation to Club and home layouts in Morristown area. Meet at Morris County Junior Museum at 11:00 a.m. Registration: \$1.50. For info: P. Hugger (see Oct. 5)

January 27 (Monday) Garden State Division Monday Night Clinic. The Model RR Club Bldg., Union, NJ 8:00 p.m. Home Casting Methods participation clinic. Regis: \$1.50. Info: P. Hugger (see Oct. 5)

August 5-10 (Tuesday through Sunday) National Model Railroad Association's National Convention, Dayton, Ohio--Rails Alive in '75. Info: W. Allen McClelland, General Chmn. 307 S. Walnut St., West Carrollton, Ohio 45449.



DAYTON, OHIO AUGUST 5-10, 1975

National Model Railroad Association's Annual Convention Sponsored By Division 3, Mid-Central Region

SOOT & CINDERS

Richard M. Hanschka

photos from
the author's
collection-

For many years, mass transit was synonymous with travel by trolley in New England. The state of Connecticut had a primary firm--The Connecticut Company. Its cars are still well represented in the three New England trolley museums.

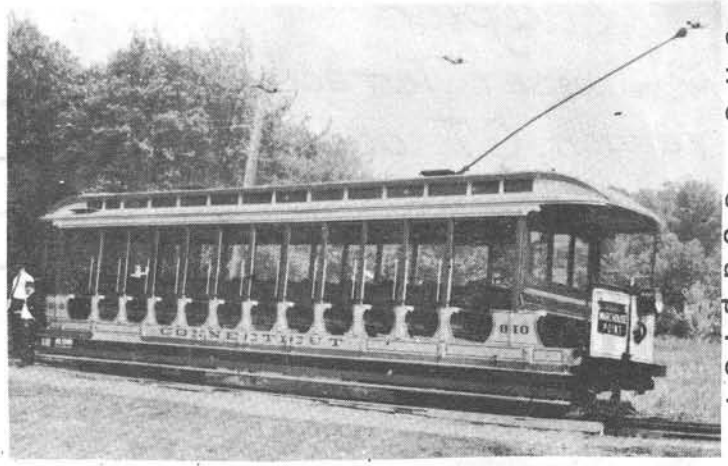
Some traction companies had special excursion cars at Montreal and Toronto. These were used for guided tours of the city on a circular route. Such circular routes are especially adaptable to model railroads.

At Warehouse Point, Connecticut, closed cars are still used for inclement weather and just for fun, too. The Montreal open car is great for bird watchers and others who just want to enjoy nature.

The old Connecticut Company open car was one of the last in use. It ran between the New Haven, Conn. railroad station and Yale Bowl to handle football crowds. Now all 20,000 people honk their ways through massive traffic jams after they find the cars they parked many blocks from the stadium.

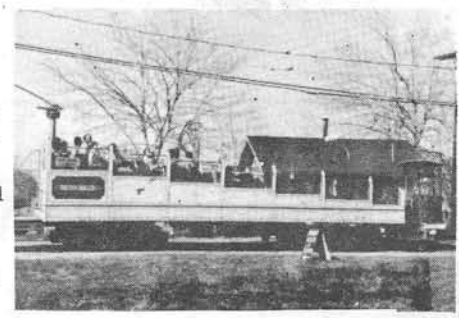
It seems we had the answer to noise, fumes, frustration and fuel allotments. There would still be plenty of coal to fuel the steam engines and electric plants to run the trolleys.

The switch tower is at a trolley (2-track) grade crossing over New Jersey & New York RR (Erie- 2 tracks). The trolleys are gone, trains are few, and one track



#840 CERY Ex-Connecticut Company Open Car From New Haven

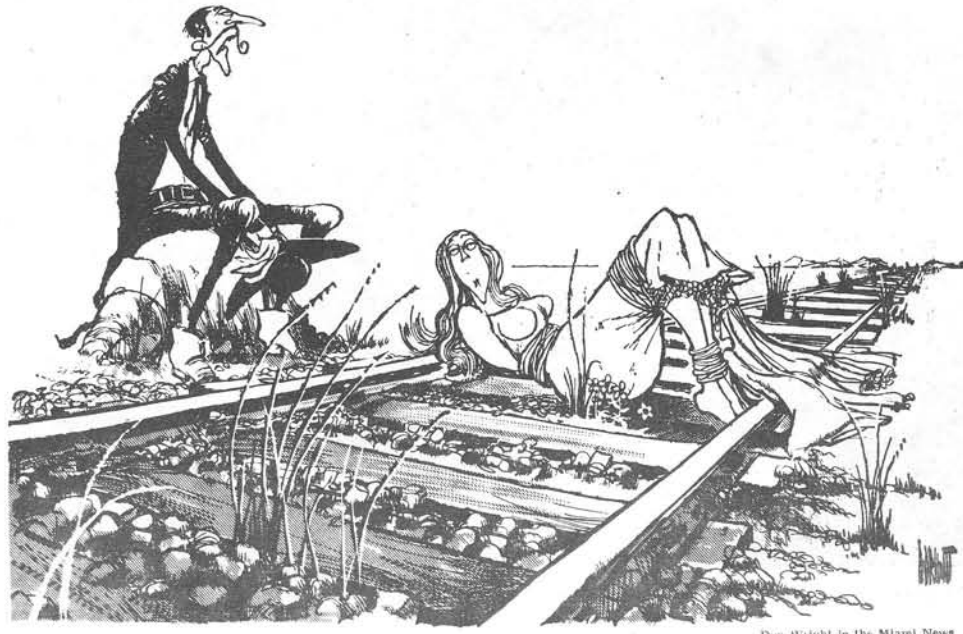
is now a siding only, but the tower remains. The remains of a trolley crossing a railroad could be part of a model empire. Freight might still be switched by a diesel or small steamer.



Montreal Car #4--April, 1974

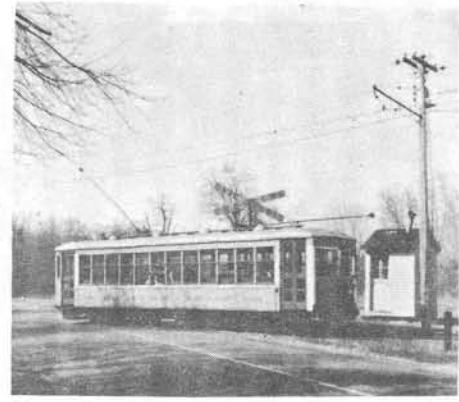


NYS & W Tower, Hackensack, New Jersey -- March, 1974



'Railroads just aren't what they used to be.'

Don Wright in the Miami News



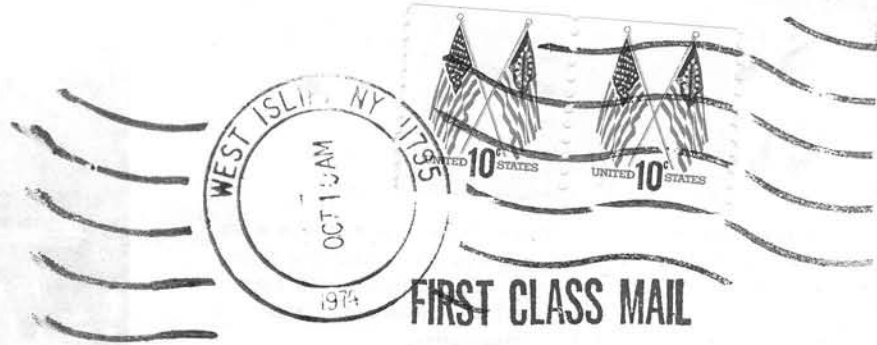
Connecticut Car #3001--April, 1974

the coupler
42 Sunset Terrace
Vernon, CT 06066



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

9-989



The Alaska Railroad Winter Scene by Walt Strong--Photo Contest Winner B & W Prototype

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information and
rates

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\$10.00 for the
second year; and
\$10.00 for the
third year. This
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ship until payment
in full.