

FALL '74

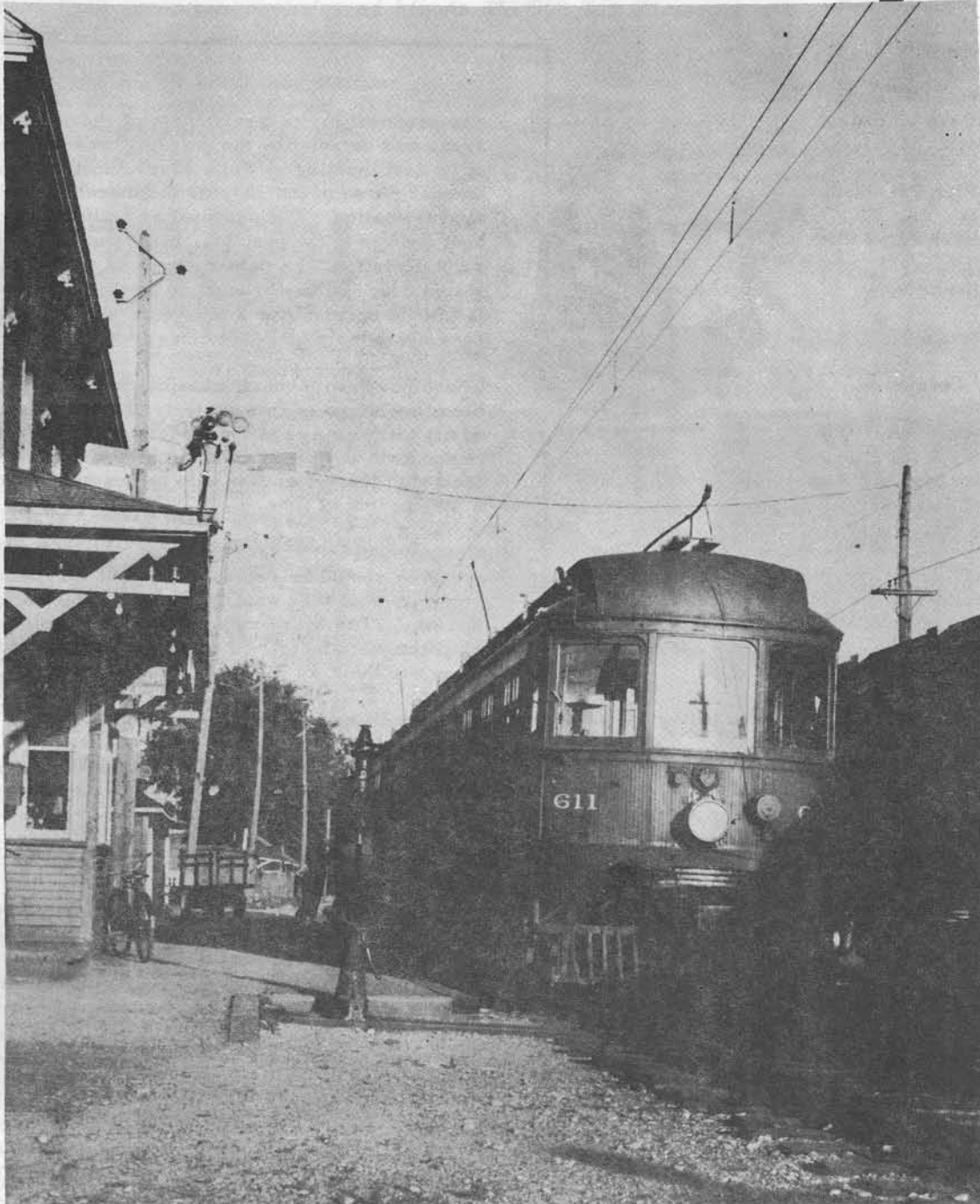
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**NER**

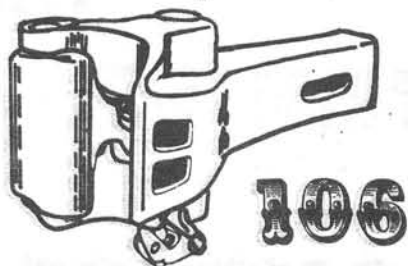
WINTER '75

# Coupler

July, 1954, Marieville, P. Q., Canada, on the now defunct Montreal and Southern Counties Railway.  
Walter Olevsky took the photo which won first in the Black & White category at White River Junction.



# the coupler



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Are we coming or going?

The proposal for re-assignment of representational areas was defeated by the outgoing board of directors at its last meeting in White River Junction. So ends another phase of the 10-year (or more) question of representation. The proposal as outlined was not the best answer to the problem, but it was a step in the right direction. Its defeat leaves us with the political status quo. Unless brought up by the current board, it will lie dormant for a few years until someone once again feels he is not being properly "represented."

There has been much discussion, both in and out of board meetings on this subject. The pros and cons of the many plans are too numerous to even attempt to put forth in this column; yet, there must be a basic fault with the system for it to be questioned for such a long period of time.

The membership must have some idea of how they feel they should be represented; who they want to vote for; what they want from their organization, and why. The board may not be able to come up with a system satisfactory to everyone, but they do listen. They are their for P. O. M. 's. Write to them.

If you don't know who your representative is, write the president or vice president. Letters to the Editor also receive attention and are presented to the membership. Praise as well as complaints are appreciated by all your officials.

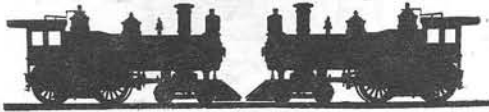
## O U C H

To close books on a bad experience, the Office Manager has been authorized to offer NER membership, in lieu of reimbursements, to anyone who has not received his or her Anniversary PA-1. For those who have their PA-1's and are awaiting dry transfers, they have arrived. However, the backlog is quite heavy and records are in bad shape. An SSAE to Graham Harvey would be expeditious in getting them.



*Bill*

## Point-to-Point



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It's time again to take a break from winter model building and think of the COUPLER.

After the rush of the holiday season, we finally eased back into having a few hours of time to be given to the Hobby. One of the brighter things discovered of late was the advent of a new prototype railroad magazine, "Railfan." We have never given product endorsement in this space, but this appears as a totally new idea and fills a need not previously recognized: the emphasis here is not on the business of running trains or on the railroad employee, but on railfanning. A key acknowledgement was given this magazine by a top executive of its prime competition, offering encouragement and congratulations. "Railfan" is published by well-known Carstens; the competitor is obvious.


Another activity we've engaged in lately is spending time with John Nelsen on the project of making refunds of PA-1 monies. After recognizing the fact of having no further deliveries from Athearn, the actualization of making refunds has begun. To do something toward satisfying those who could not get their commemorative locomotives, a complete set of dry transfers will be sent to each disappointed customer.

As you will find elsewhere in this issue of the COUPLER, the task of advertising has been undertaken to raise funds for rising costs in printing and mailing--to keep the dues down. To start things rolling, you'll find my personal pike ad below. Take the hint, and send in yours soon. It's fun, and it really helps.

GRAHAM

Wayupanback Mtn. R.R. Co.  
and the Long Island Div. of the  
Great Northern Rwy. Co.

NMRA  
NER  
Sunrise Trail  
Division



2473 S. Seaman's  
Neck Road  
Seaford, N. Y. 11783  
Tel. 516 826-2083

President and General Manager:  
Graham K. Harvey

## TIMETABLE

March 8 (Saturday) East Weymouth, Massachusetts, South Shore Model Railway Club Annual Spring Show and Open House. E. Weymouth Congregational Church 1320 Commercial St. Doors open 9 a.m. Dealers, manufacturers, modeler displays, clinics, movies, white elephant table, etc. Refreshments served. Admission 99¢. HO Club open 10:00 a.m. - 5:00 p.m. For info: Fred C. Freitas, 80 Churchill Ave., Brockton, Mass. 02401 (584-1072) or write SSMRC, PO Box 144, Weymouth, Mass. 02188.

March 15 (Saturday) Garden State Division Meet at Willow Grove Presbyterian Church, Raritan Rd., Scotch Plains, N.J. Participation clinic on "Designing and Making Printed Circuit Boards."

April 4 - April 20 New York Society of Model Engineers, Inc. will hold its 43rd Annual Exhibition, 341 Hoboken Rd., Carlstadt, N.J. 07070. Mon-Fri: 7 p.m. to 10 p.m., Sat: 1 p.m. - 10 p.m., Sun: 1 pm to 6 p.m. Admission: Adults 75 ¢; children 25 ¢. Extensive "O" and "HO" gauge layouts. Info: Andrew J. Brusgard, Jr., 422 West Side Ave., Jersey City, 07304 (201-332-2432) or the Club (201-939-9212).

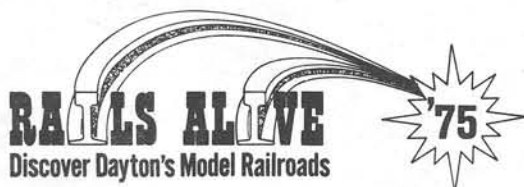
April 5 (Saturday) Sunrise Trail Division 9th Annual Mini-Convention at Episcopal Cathedral House, Cathedral of the Incarnation, Cathedral Ave., Garden City, N.Y. 10:00 a.m. to 10:00 p.m. Live and prepared clinics, movies, displays, contests, switching layouts, exhibition layouts in all gauges, and MORE. Special Features: Paul Mallery on integrated circuits; Al Westerfield on casting car bodies. Buffet dinner by pre-registration only. For info: Dr. John A. MacIntosh, 150 Kildare Rd., Garden City, N.Y. 11530 (516-PI6-6288).

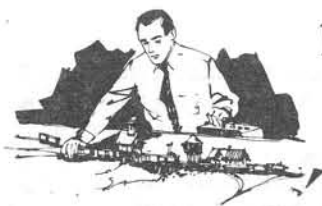
April 7 (Monday) Participation Clinic, The Model Railroad Club, "Assembling the Circuits using the printed circuit boards." Union, N.J. \$1.50 registration.

April 13 (Sunday) Nutmeg Division. Railroad Show at Groton, Connecticut Municipal Auditorium (off I-95 on the Defense Highway Exit). White Elephant table, displays, slides, etc. Further info: Peter Bergan, 32 Footehill Rd., Rocky Hill, Ct. 06067.

May (SOMETIME?) Tri-Division Meet: MER New Jersey Division-NER Garden State Division-NER Sunrise Trail Division. Union, New Jersey. For info call: Pete Hugger (201-232-8407), 812 Prospect St., Westfield, Ct. 07090.

May 30, 31, June 1 (Friday, Saturday, Sunday) NER Spring Convention, Boston, Massachusetts. Sheraton-Boston Hotel. Contact Glenn E. Owens, 238 Sudbury St., Marlborough, MA 01752. Send SSAE. Details ready by April 1.





## PROTOTYPE PRACTICES

by Charles Gerow

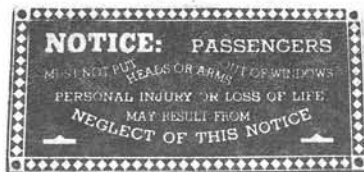
Several of our eastern coastal cities have small switching railroads which are excellent prototypes to consider for an apartment-sized layout, or perhaps as a portable pike to be built for a second vacation home, or for use at an NER or divisional convention as a switching contest.

The prototypes were, and in most cases still are, either segments of a larger road, or owned and operated by short line railroads. Most all of them were in and around the industrial dock and pier areas of these cities, where the land values are high, so that short sidings and tight curves were the rule. Steep grades were often applied where and as required to deliver short cuts of cars over short distances.

In Baltimore, the Pratt Street line was the home of the famous Dockside switcher; Philadelphia had another B & O line along the Delaware that was the home of the prototype of the Tyco 0-4-0 switcher; New York had almost a dozen of these small yards/railroads: most of them were dieselized at an early stage due to city air pollution laws--the earliest diesels, such as the model Roundhouse puts out, were used by the B & O, CNJ, Erie, DL & W and others in their yards in all five boroughs of the City, which in all but one case, were fed by interchange with their own main lines and from other lines by tug and carfloat. One example, the Brooklyn East District Terminal, used tank steam engines and that road had more than one yard, necessitating an occasional trip by float for the engines to be serviced in their shops. The diesels used by the Bush Docks RR, perhaps the largest of these yard roads, were pictured in Kalmbach's Diesel Spotters Guide, and were intact although not in use in 1972! The latter also interchanged with the South Brooklyn RR which was owned and operated by the BMT subway and later by the Transit Authority over both third rail and trolley right-of-way using both electric and diesel power.

Many of the yards of these lines were small enough to fit into a large city block; a photo of the Erie's Harlem yard is in Kalmbach's Realistic Track Planning--half of the yard is shown; no run-around was available, as all of the spurs lead the same direction!

A visit to one or more of these facilities on a Sunday can provide the modeler with an infinite number of ideas for a small layout, perhaps modeled to scale.



## ACHIEVEMENT PROGRAM

Christmas is over and the New Year has begun. The winter months quite often provide plenty of time to work on the railroad. Models are built with the hope of winning a prize at the spring convention model contests, as well as to fill a gap on an otherwise complete railroad scene.

The AP during this time is not idle. All paperwork within the NER (at this time) involving AP certificates has been processed. Anyone who has a question or anyone who might be waiting for a reply should contact me now.

Nationally, the AP is now recognized as an established department of the NMRA as opposed to a committee. Along with this new status, George Mellinger of Wichita, Kansas is the new National AP Chairman, and is presently organizing all regional officers. Our first project is to standardize and improve the AP regulations on both regional and divisional levels. The question of divisional credit is being decided at this time.

The present trend is to allow divisional credit at the rate of 1/2 that for regional work. There is also a proposal from the mid-central region to add a 12th category to the AP for traction. Another proposal is that the area of scenery to qualify a modeler for a certificate in scenery should be proportional to his scale. Both the traction and scenery proposals appear to be doomed to rejection due to lack of support. To date, "Doc" Dias is the only one in the NER who has made his opinions known to me.

All comments on these or any other matters regarding the AP are MOST welcome, as each letter received represents the opinions of 10-25% of the NER membership. As always, requests for applications can also be made to:

Robert A. Van Cleef, MMR  
NER AP Chairman  
RR #3 Box 250, Merrow Rd.  
Coventry, Conn. 06238

**SHENANDOAH & TIDEWATER**

CHATTANOOGA & BLUE RIDGE RR  
PT&TC  
TLC



*Bill Lorence*  
S&T

MANUNKA CHUNK

*Marilyn Lorence*  
MC

passes & bull exchanged

62 Edmore Lane, West Islip, NY 11795



by Jim O'Melia

One of the prime industries on my Junction River and Overland, and one you might consider, is a brewery. The recent rash of brewery cars makes this industry a particularly interesting one to consider.

Beer is made in many large and small plants around the country. The number of breweries has in recent years declined, but there still flourishes a goodly number of small family-run organizations producing beer for the communities around them.

For all the different claims and wildly varying names, beer is produced in just about the same way by most everyone in the business, and can easily be modeled in a relatively small area on the layout.

Beer is produced from grain of different kinds, principally malt (the production of malt from barley is an interesting industry in its own right). Several other items are also used in the process, including rice on occasion, as well as a good bit of water. Boxcars arrive from the grain elevators as required, as does the hops and malt. Hops are the dried flowers of a vine-like plant generally grown in the Western part of the country.

All brewers have their own recipes, as well as yeast strains, but these variations cannot be seen in a model, so we'll skip that part and go to the actual production phase. The various components go into the first of the large modeling features, the large copper cooking vats. These highly polished covered vats can be up to about twenty feet in diameter, and are generally half on the first floor and half on the second. The first floor portion contains the bottom half of the spherical vat, with the gas-fired burners and the access hatches to get the brew in and out. The upper half on the second floor has small hatches for the workers to check the progress of the cook as well as the start of the two-foot or so exhaust pipes for the steam that the cooking produces. These pipes exit at the roof of the building, filling the neighborhood with that familiar odor as the steam disbursts. There may be no alcohol in the batch at this time, but the smell is still the same as right out of the can.

When the batch has quit cooking, the brew is almost done. It looks, tastes, smells like the popular product that it is, except for one little detail. It has no alcohol content. To get this, it is transferred to the fermentation tanks, the second of the principal modeling features. In these tanks, which can be from about 50 or 100 gallons for small plants to over-sized swimming pools, the yeast is added and allowed to grow and produce the alcohol to the desired percentage.

Some breweries then age their beer, some do not. The Beechwood aging of Bud is well-advertised. Miller once stored their beer in limestone caves in a hillside in Milwaukee. Most any aging scheme can probably be justified for your plant.

From there, it gets set up in the different containers, bottles, barrels and cans. Once packaged, it goes back to the railroad in reefer cars for shipment to the consumer.

One more revenue-producing step may be incorporated into the picture. The grain the beer was produced from still remains. After the process, its ratio of protein to weight is actually higher than when it started due to the removal of all the carbohydrates which go into the beer. These remains can either be sold in bulk or packaged as pig and cattle food or fed to the brewer's own livestock, which is just another way to make a buck. Either way, more car loadings are produced.

The brewery itself need not be a large establishment stretching over several acres, but can be a relatively models building of wood or stone. One of the HO manufacturers puts out a two-story floor plant which can be easily modified to produce a little suds. The smaller communities in the Upper Midwest produce a good bit of beer in a lot smaller buildings. The plant of West Bent Lithia Beer in West Bend, Wisconsin is a good hundred years old. The home of Chief Linenkugel isn't a whole lot newer, while that of Rhinelander Export is a nice two-story structure. (These are real beers, fine and good from the northern half of Wisconsin.)

An adjunct to the brewery is often the tap room where tours for visitors end. Sometimes this is a plush establishment like that of Hamm's in St. Paul, Minn., or just a modest little beer garden next to the building under the oaks that had been planted by the first brewer a hundred years ago. Every good brewery has this method of fostering good will, and a fine model should be no exception.

The time period of your pike matters little in your detailing of the brewery. About the only variation in production methods in the last 100 years has been the container into which the beer was put. In the old days, the container was the sturdy wooden barrel and keg. As times progressed, the bottle put in its appearance in ever increasing numbers. After Prohibition, when many small plants either shut down or produced (yecch) soft drinks, the metal barrel and beer can became popular. As the bottles and cans are a bit hard to model, a good supply of barrels painted either brown or silver, on the loading dock balanced by the carloads of incoming grain, together with a creek or spring, form the basis of a good model of a suds factory.

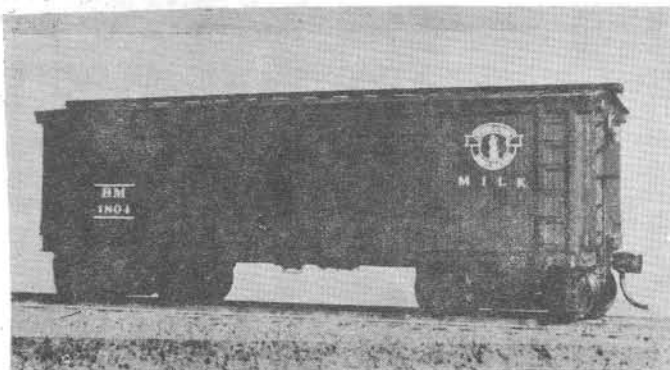
An interesting addition to your next running night might be a plate of beer with a small fan gently blowing across it, hidden beneath the layout. It provides that lovely aroma that adds the final factor of realism to your model.



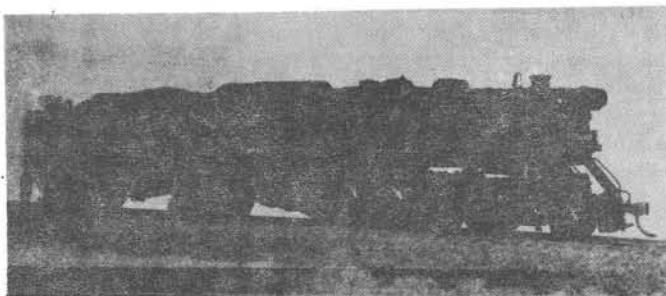
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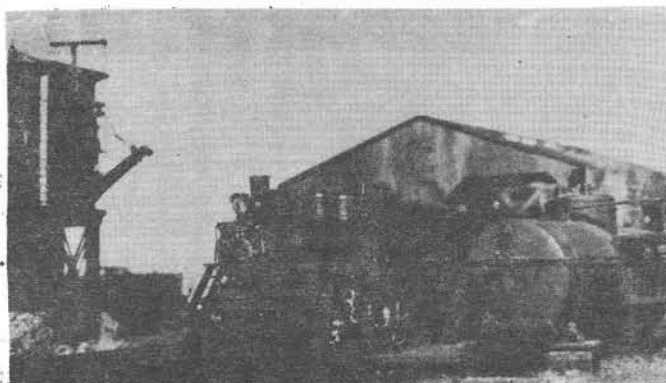
R. Wheeler- 1st Craftsman, Loco Other



Harry A. Frye- 1st Craftsman, Passenger Cars



Walter F. Ronfeldt- 1st Craftsman, Steam Loco



BEST IN SHOW-NEW MODELLERS AWARD  
M. A. Coles- 1st Craftsman, Diaramas

Everyone who was at the convention in White River Junction will agree that the model and photography contests were the best in many years--both in quantity and quality. No one model has ever been such a hit as Dave Newcomb's working TV set. But not to be neglected were such outstanding models as Bob Bird's boiler car with working side flaps and tool box, or Tom Pick's vinegar car with threaded bolts holding the car together. Of course, Mark Hall took another freight car first (does he ever build a less-than-perfect model?). Don Clarke showed that no sacrifices in quality are necessary to scratch-build in N-scale. R. Wheeler's paint job on his E8 was the finest the judges had ever seen. And Harry Frye's milk cars! Well, you missed quite a show if you were someplace else that weekend.

Almost neglected in all the excitement was a diorama of all grays, blacks and browns stuck in a corner. Mark Coles had spent 2 years building it, and was entering his first contest. As tribute to his skills, the model not only took best-in-show, but a photo of it won the color photography award.

There were so many good models there this time from our master builders that we finally had a bit of a show-down in the master categories. You can see from the scores that competition was fierce. Imagine scoring 104 points as did Harold Fossum and only coming in third! Well, that's what the two categories are for--the craftsman category allows a new builder the chance of winning, while the master category keeps the previous winners from resting on their... laurels.

Let's see the same turnout in Boston!!

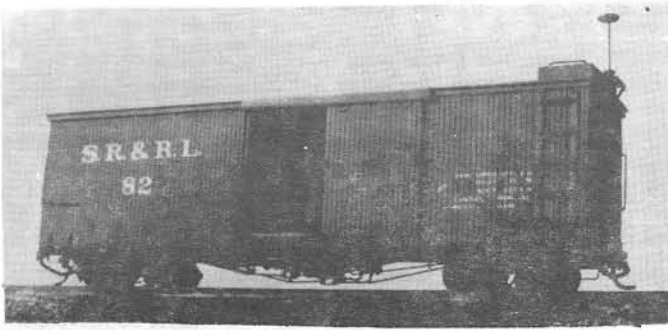
Model Contest Statistics at a Glance

Prizes:	41	Models:	65	One-half won awards
Winners:	23	Entries:	38	60% won something

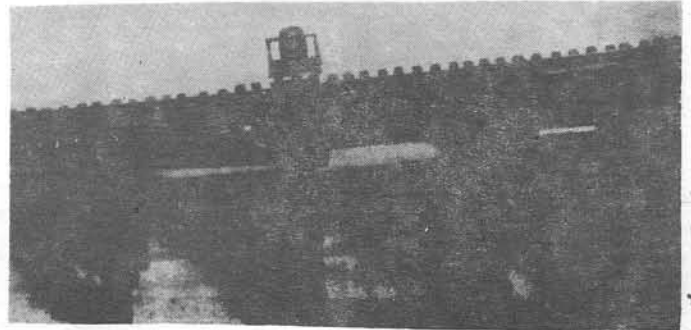
- BALDWIN TROPHY - Best-In-Show - M. A. Coles
- HUB Runner-Up - Robert E. Bird
- Delaware Trophy for Outstanding Ingenuity - David Newcomb
- New Modeler Award - M. A. Coles

Judges

Photography	Bill Lorence
Model Contests	Robert Bennet
	Norman Briskman
	David Messer
	Walter Olevsky



Mark D. Hall-1st Master, Freight Cars



William G. Lorence-1st Master, Structures



DELAWARE TROPHY for Ingenuity  
The operating T-V set won the award  
The structure won 2nd Master, Structures  
for Dave Newcomb, our local  
dispenser of Chutzpah.



## WINNERS ALL

Steam- 1st Craft.	Walter F. Ronfeldt	100 pts.	Northern New England 2-8-0
2nd Master	Harry A. Frye	94 pts.	Boston & Maine 2-8-4
Loco 1st Craft.	R. Wheeler	98 pts.	Canadian Pacific E8
Other 2nd "	David Mealey	94 pts.	Canadian National SD 40
3rd "	Bruce A. Smythe	91 pts.	New Haven Alco DL109
Hon. "	L. G. Carlson	90 pts.	Lee Logging Co. switcher
Freight-1st Craft.	Tom Pick	109 2/3pts.	R.E.Land Co. vinegar car
2nd "	Irving Thomae	105 pts.	M&WR pickle car
1st Master	Mark D. Hall	109 2/3pts.	SR&RL box car
2nd "	Donald A. Clerke	107 pts.	Brookings Lumber log buggy
3rd "	Harold L. Fossum, Jr.	104 pts.	Great Northern stock car
Hon. "	John M. Johnson	95 pts.	Virginian hopper car
Hon. "	Robert E. Bird	88 pts.	PRR reefer 4253
" "	" "	" "	" " 2453
Non-revenue-			
1st Craft.	Don Howd	102 pts.	Port Terminal Co. work car
2nd "	Peter J. Eaton	89 pts.	Napierville Jct. caboose
1st Master	Robert E. Bird	110 1/3pts.	BM work car w/ boiler
2nd "	Donald A. Clerke	105 pts.	CN rail and tie car
3rd "	William G. Lorence	101 pts.	S&T water car
Hon. "	David Newcomb	98 pts.	MNRR Co. boom car
Hon. "	Robert E. Bird	95 pts.	BM rail laying car
Passenger-			
1st Craft.	Harry A. Frye	109 pts.	B&M milk car 1804
2nd "	" "	106 pts.	" " " 1615
Structures-			
1st Craft.	William R. Mischler	96 pts.	bandstand
2nd "	" "	93 pts.	free lance station
2nd (tie)	Jay E. Traver	93 pts.	Nan's Pastry Shop
2nd (tie)	Don Howd	93 pts.	coal storage facility
3rd Craft.	" "	92 pts.	coal yard building
Hon. "	" "	88 pts.	section house
1st Master	William G. Lorence	97 pts.	any backwoods trestle
2nd "	David Newcomb	93 pts.	TV store
Bioramas-			
1st Craft.	M. A. Coles	113 pts.	engine facilities
2nd "	James F. Rose	104 pts.	Webb Quarry crusher
3rd "	Eurene H. Major	99 pts.	logging facilities
Hon. "	William G. Lorence	96 pts.	knock down saw mill
Hon. "	James F. Rose	92 pts.	Cheshire Supply Co.
Hon. "	Larry S. Cannon	92 pts.	town of Hollister
Merit "	Harold L. Fossum, Jr.	89 pts.	Budweiser malt tower
Photos-			
Color Model	M. A. Coles		
Color Prototype	Richard Towle		
Black Model	Al Westerfield		
Black Prototype	Walter Glevsky		

# CLANG, CLANG WENT THE TROLLEY

Somehow, vacations were different then...

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New Hampshire Echoes



by Harold H. Young  
Photos supplied by the author

Everybody loves summer in New Hampshire, but nothing can quite compare with the old-time thrill of riding a vacation trolley to your favorite lake, beach or amusement park. Years ago, before the popularity of the automobile (especially before World War I), trolley cars were the generally accepted vehicles for summer outings to Hampton Beach, Pine Island Park or Lake Massabesic, and one of the most popular lines was Laconia's "Car for the Weirs."

On a year-round basis, the Laconia Street Railway provided service between Laconia and Lakeport only with limited spring service to The Weirs. But with the coming of summer, The Weirs line was in business in a big way. Much of the route was along the shores of Lake Paugus, following a boulevard laid out around the turn of the century. Coming into The Weirs from Lakeport, the cars crossed an old steel bridge over The Weirs Channel and passengers got their first view of the "Big Lake," Winnepesaukee, and the hills and mountains beyond.

The trip was scenic, but of equal importance was the pleasure of the ride itself. Summer rolling stock consisted of so-called "open cars." These had benches which ran the width of the car, each seating five adult passengers. Running boards extended the length of the car and passengers used them to step from the street onto the car while the conductor walked along these boards to collect his fares. With the car rocking along at 15 miles per hour, passengers were treated to delightful breezes that induced many to ride the trolleys just to cool off. Only rain spoiled the pleasure. Canvas curtains could be pulled down at each end of the seats to give passengers some protection, but the car crew could not avoid exposure.

The Weirs was the departure point for the steamer Mt. Washington, largest excursion boat on the lake, and speed boat carnivals were staged there from time to time. People of central New Hampshire also got their first view of an airplane at The Weirs in 1912, when Harry Atwood, a well-known aviator of the day, staged exhibition flights with his hydroplane. Of course, all events of this sort meant big

business for the street railway, and there were numerous boarding houses and summer hotels to accommodate the summer visitor, among them the aristocratic Hotel Weirs at the end of the line.

In the heyday of the trolley, the summer schedule called for cars from Laconia to The Weirs every forty minutes until noon and every twenty minutes the rest of the day. The line was single-tracked with turnouts, so more frequent service was impossible but in heavy traffic periods, the railway often ran doubleheaders. Naturally, with a layout of this sort, a delay or mishap involving one car could slow up all the rest because of the necessity of holding on a turnout until the car arrived from the opposite direction. Accordingly, "waiting on a turnout" was a way of life for trolley patrons.

The larger double-track cars had seating capacity for sixty-five passengers, but when there was a real crush, people stood between the seats, on the platforms and on the running boards. Consequently, one hundred or more people could be packed onto the car. At such a time, it was a real challenge for the conductor to pick up all his fares before he reached the fare limit or the end of the line.

Pleasant weekends brought out big crowds as did the holidays. However, the outstanding event of the year for the area, and the heaviest traffic for the street railway was what everybody called "Reunion," a four-day period in late August when Civil War veterans (the G. A. R.) and associated groups from all over New Hampshire converged on The Weirs for their annual encampment. Local people quite unidentified with the veterans swelled the crowds for there were many attractions including roulette wheels and other games of chance. The high point was Governor's Day which drew many ranking politicians such as Congressman "Cy" Sulloway of Manchester, nicknamed "The Tall Pine of the Merrimack."

During Reunion Week, the street railway pressed every available car into service, worked its regular crews long hours of overtime (at straight-time pay) and recruited extra men who worked in local industries but who had previous experience on the cars. The summer traffic period coincided with college vacations, and students made up the difference between the regular winter quota of eight motormen and conductors and the summer total of fourteen.

These collegians did not take life altogether seriously. One incident involving them centered around a Laconian who got a job as a night policeman and became very officious. In the late hours of the evening he would post himself at one of the street intersections to direct non-existent traffic, purposely standing with his back just as close to the car track as possible and still let the car pass. The boys would have to slow down to take no chances of hitting him. They suffered in silence through the summer as there was nothing they could do and still respect the "dignity of the law." However, on the last trip on the last night that one of these boys was working as a conductor, he went up and arranged with his motorman

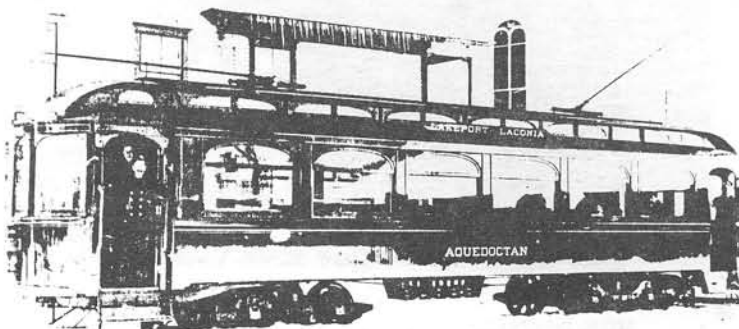


to run the car at the customary slow speed past the standing policeman with the admonition that he should immediately start for the barn at top speed as soon as the policeman had been passed. Then the conductor went to the rear end of the car and, on passing the policeman, vigorously kicked him in the seat of the pants. The motorman carried out his assignment and threw the controller into the last notch. In those days there was no passing automobile to commandeer so the policeman waited until the next morning to hunt up the culprit only to find he had taken the 8 o'clock train for Dartmouth!

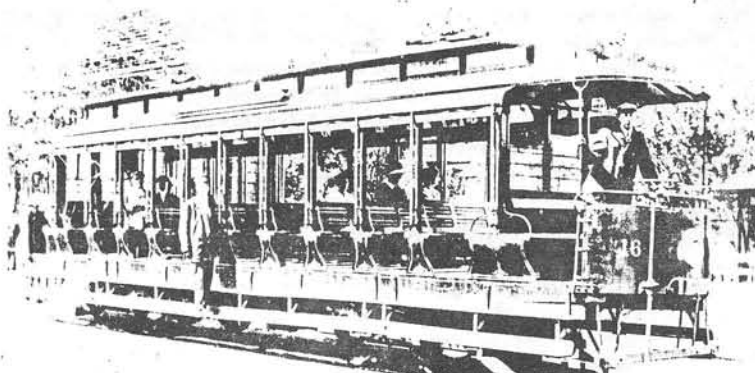
Popular as its summer line was, Laconia was best known in street railway circles as the home of the Laconia Car Company works, builders of both steam railroad and trolley cars. At one time it was hailed as the largest enterprise of its kind in New England and it was long the biggest employer of labor in Laconia. Most of the cars operated by the Laconia Street Railway in its early days were locally built at the "car shops." None of them matched in splendor the closed car No. 19, used primarily in the fall-to-spring season. It was an outstanding specimen of the car-builder's art. Long and impressive looking, it had six picture windows on each side of the car with two seats opposite each window. Car No. 19 was the pride of Laconia. The "car shop" men who built it, the railway men who ran it and the passengers who rode it all regarded it as just about the finest street car that ever split a switch. According to A. J. Clement, one of the first conductors to work on No. 19 after its purchase in 1907, and R. Lee Parent who was its conductor the last time it was used in 1924, it "rode like a parlor car."

As a practical matter, No. 19 was too heavy and too expensive to operate for a small road and was in active service only ten years. When trolley operations ended in Laconia in 1925, the car was sold to Wheeling, West Virginia where it saw service another dozen years. It was then sold by that system with its other cars to a secondhand car dealer in New York and there the trail ends. However, people who knew No. 19 in its prime recall it with genuine affection.

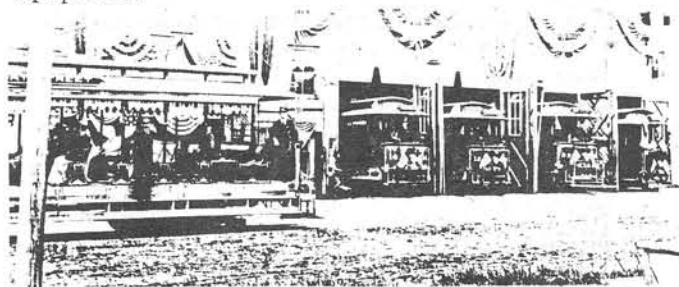
The last passenger trolley in New Hampshire met its demise in 1947. Younger people who wonder what streetcar rides were really like now must visit trolley museums at Kennebunkport, Maine and at Warehouse Point or Branford in Connecticut. Unfortunately, the abbreviated excursions offered there can never quite reproduce the sensation of a ride "up the boulevard" on a "car for The Weirs."



Car No. 19, shown here in Depot Square, was the pride of the Laconia Street Railway.



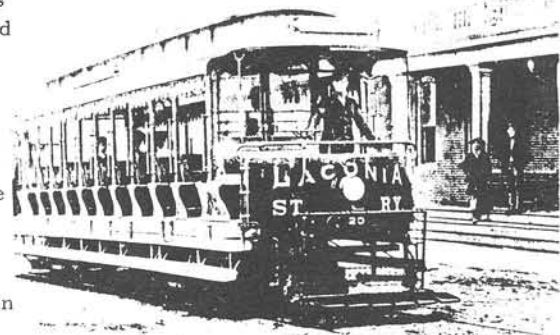
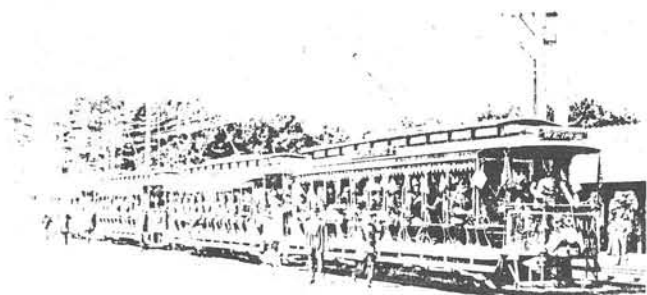
A typical open car ready to start back from the Weirs in 1914. Open cars were the aristocrats of the summer equipment.



The car barn and the cars were gaily bedecked for an Old Home Week.

Left: This string of cars was chartered for a Knight Templars' outing. Such excursions were not unusual in the days before the auto.

Right: Union Ave., the main artery thru Lakeport, was still a dirt road when this picture was taken. Note the car's canvas curtains which could be pulled down in case of rain. The front fender was designed to prevent running over anyone who wandered into the path of the car.





Station  
Stops

Compiled by Hook N. Crook

### HUB DIVISION

Hub Division has not failed! Below, more terrific news, as promised.

The annual Open House in November was quite a success. About 500 people showed up, many from NER. A full complement of displayers and a number of active operations. Refreshments were excellent, thanks to the ladies. Signed up five new members for NER and three for NMRA. Fifty-six (56!) new members for the Division. Fantastic!

The December Christmas party in Maynard, MA must have been a success, too. Holding off leaving until midnight--they closed the doors on us, what could we do?

How did we do it? The membership, that is! First, we enclosed a membership application and renewal form in the Fall issue of the Headlight. That resulted in 65 new and renewed members. Then a copy of that same form, and the flyer advertising the Open House were sent to all NMRA members in the Division area. They were stamped "An invitation to join the Hub Division" on the outside. They were also sent to all former members who did not respond to the Headlight enclosure. All that resulted in 50 new and renewed members. Then at the Open House, 56 more members were signed up or renewed. Since then, 11 more have come in--totaling 182. The number will probably top 200 by the time this is read.

We sincerely urge anyone living in Massachusetts or anywhere else for that matter, to join HUB. Send a large SSAE for an application to Glenn Owens, 238 Sudbury St., Marlborough, MA 01752. Some people sign up all over the country with many divisions, just to read the various publications thus made available to them. It's really fun.

HUB is hosting the NER Spring Convention in Boston this year--keep tuned for coming details.

### NUTMEG DIVISION

At the age of 81, long-time model railroader Arthur H. Wilcox passed away in a convalescent home in Morris, Connecticut. He was a former comptroller, treasurer and director at the Torin Corporation. He was a member of the NMRA and a charter member of our Northeastern Region.

### GARDEN STATE DIVISION

#### IN MEMORIAM

We mourn the passing of a fine model railroader, and a true and sincere member of the Region and of the modeling fraternity,

LEONARD S. FRANKEL

Len was active in the hobby since before the war and was one of the vociferous proponents of 00 Gauge during the great swing from 0 to HO. He never did make the change on his own layout.

He was one of the founders of the Northeastern Region, was many times a Director, and was also on many of its committees. Furthermore, he was the sparkplug of every meeting. When things became dull, he could always be relied upon to come up with a quip to create a laugh.

We lost a great friend when we lost Len. As we said in "The Boomer's Diary," let all the signals be Green.

Stan Bradley

### SUNRISE TRAIL DIVISION

The division is preparing for their ninth anniversary Mini-Convention at Garden City. This year's event shapes up to be another fine affair. The caterer will be the same as last year.

In planning for their tenth anniversary, the division has contracted for a Division Car. It will be ready sometime after September. The division will not accept orders until after delivery of the goods.

Sunrise Trail has joined forces with Garden State Division and the New Jersey Division of Mid-Eastern Region to put together a Tri-Division Meet in May. Details are being worked out at the present time, but the location is tentatively set for Union, N.J.

### BOOKS



#### Practical Electronic Projects For Model Railroaders

A new Kalmbach release designed to demonstrate how electronics can be used to enhance the realism of a pike. The book is supposedly geared to the average model railroader and explains in detailed terminology such supplementary equipment as operating signals, including the principals of the prototype. We feel that Peter J. Thorne, the author, has actually geared the book to the modeler with some electronics background. The installation of electronic circuitry explained in the book, we felt, required a bit of advance knowledge--more than Kalmbach seemed to think. However, it is a very thoroughly comprehensive book containing more than 120 diagrams and 75 photographs. It sells for \$3.50 which is reasonable, considering the detail involved.

# IN THE GOOD OLD DAYS

The following is a continuation of the History of the NER as we presented in issue No. 103 of the COUPLER. This page will end the listing, to present, of the NER conventions, their places, and activities. We hope, in following issues, to give you other pertinent information concerning the Region's history and service to its membership. We wish to thank John F. (Doc) Dias, M.D., for his diligent work in compiling this information, and look forward to his continuing in such a capacity.

Engineer Joseph Bready of the New Haven Railroad discussed "railroading through the hogger's eye," at the May 19-21, 1961 meeting at the Hotel Roger Smith in Stamford, Connecticut. A hundred-mile fan trip to Danbury via Bridgeport and Branchville was also taken. Business transacted at the meeting included the formation of a Nominating Committee, the exemption from dues payment for the Secretary, Treasurer, and Office Manager. The Wendell-Sherwood Hotel in Pittsfield, Massachusetts was the scene of the meeting of October 27-29, 1961 when the NER received an Honor Region plaque for meeting membership quotas. Complimentary membership was voted for Staten Island Poor Farm inmates, as was a salary for the Office Manager. Margaret See held a clinic for railettes featuring handiwork with a railroad theme. A fan trip was taken to view the General Electric high voltage experimental transmission line, and the New Lenox model railroad club museum. A permanent Convention Committee was set up.

The British movie, "The Titfield Thunderbolt" was shown at the meeting of May 25-27, 1962, at the Alexander Hamilton Hotel in Paterson, New Jersey. Roy Dohn presented new contest rules. The Metropolitan District lapsed, and the treasurer turned the funds of the District over to the NER. Greenfield, Massachusetts was the site for the October 26-28, 1962 meeting, which featured a fan trip on the Monadnock, Steamtown, and Northern; from Keene, New Hampshire to Gilboa and Westmoreland. F. Nelson Blount was voted an honorary membership. Other business saw the first audit, the naming of a committee to study increased representation of divisions on the board of directors and the presentation of achievement certificates. The revised constitution was also approved.

The first convention run by the permanent convention committee was that of May 17-19, 1963 at the Hotel Bryant in Brockton, Massachusetts. Highlights of the convention included a fan trip on the two-foot gauge Edaville Railroad in South Carver, Massachusetts, the publication of new contest rules, formation of a New Haven Technical Information Group, replacing of the Delaware Trophy number 1 by number 2, formation of the Allouette Division, approval of rules for the formation of divisions, and a speech by Hal

Carstens, Editor of Railroad Model Craftsman magazine. The meeting of October 25-27, 1963, at the Governor Clinton Hotel in Kingston, New York was the third NER meeting at its birthplace. A switching layout contest was run by the Berkshire Model Railroad Club and a fan trip was taken on the Empire State Railway Museum between Middletown and Unionville where lunch was furnished by the Firemen's Auxiliary. The former town is in New York, the latter in New Jersey. NER jewelry, made by Swank, made its debut at this convention, at which an Executive Duties Committee was formed.

The Sheraton Motor Inn at Springfield, Massachusetts was the site of the meeting of May 22-24, 1964. Visited were the Pioneer Valley Live Steamers, and the Warehouse Point Trolley Museum. Chartering of the Garden State (March 22, 1964) and of the Allouette (April 8, 1964) Divisions was announced. The meeting of October 23-25, 1964, convened at the Summit-Hotel in New York City when a rapid transit clinic was presented and John Allen of The Gorre and Daphetid fame spoke on color and lighting of layouts and equipment, showing his own beautiful slides. A photo-contest was started. Members took a fan trip on the Hoboken Shore Railroad; presented honorary memberships to the road's president, Mr. Lerbs, and to the assistant general manager, Mr. Craig. An O-gauge boxcar in the railroad's colors was presented to Mr. Lerbs; it constituted the second piece of rolling stock owned by the line, which already owned a sweeper. A float bridge was inspected, but failed to work because of a leaky float.

Steamtown, USA, was the target of the meeting of May 21-23 at the Hotel Windham in Bellows Falls, Vermont. The Boston and Maine railroad runs under a corner of the Hotel, and the trains seem to run through the rooms themselves. In addition to a photo contest, regular and NER car kit contests were held and an auction was staged. Spring election to the board of directors marked the first such balloting at that season and the model contests were divided: dioramas and locomotives in the fall, structures in the spring. The meeting of October 29-31, 1965 was held at the Robert Treat Hotel in Newark, New Jersey and featured an Erie-Lackawanna milk train run to Branchville. The Deadheaders (those who have been to national conventions other than those held in the NER) were organized, and the first public installation of a president of the NER was staged.

The first meeting of 1966 was held from May 20 to 22 at the Thruway Motor Inn at Albany, New York. The men in the party toured the American Locomotive Company plant, while the women and children took a tour of the Port of Albany. A proposal for geographic representation of the board of directors was presented; New Jersey and New York members

felt that Massachusetts members dominated the board, five out of the eight directors being from the one state. A 20th Anniversary car kit bowed. The September 30, October 1-2, 1966 meet was convened at the Sheraton-Eastland Hotel in Portland, Maine, and featured an inspection in the rain, of Rigby Yard.

The May 12-14 meeting in 1967 was held at the Mohican Hotel in New London, Connecticut, and featured a fan trip to Cedar Hill Yard and revision of the Constitution allowing for mail balloting. The September 22-24, 1967 meeting convened at the Garden City Hotel under the auspices of the New Long Island Group, the Sunrise Trail Division. Featured was a fan trip on the Long Island railroad, including a visit to the Garden City Freight yard, to the float bridges at Long Island City, and to the Railroad Shops.

In 1968, the first mail ballot was held and the Region was saddened by the death of Ken Hyslop, long-time Office Manager. The Spring meeting was held at the Winsor Hotel in Montreal, Canada. Besides a circle tour of the Canadian National's Montreal facilities which included a ride behind two old-time electrics, there were visits to the Delson museum, the rubber-tired metro and to the Man and His World Exposition. The Fall meeting was at Hartford's Hotel America. Highlight of the fan trip to the Warehouse Point Trolley Museum was the railbus, arranged to run on or off the rails.

May of 1969 saw the Region back at Bellows Falls, and Steamtown, where the equipment was found much the worse for weather, but much better displayed for the photographer. Number 89 of the Green Mountain Railroad carried a Lionel Lines sign on her tender and again NER members deserted the banquet to watch a B & M freight roll by. The Fall meeting at the Hotel Suburban in East Orange featured a trip on the Morristown and Erie, reached by a trip on the E-L electrics. The revamped Constitution, including a dues increase, was voted with some last-minute changes, then the BBC film about the Flying Scotsman's reenactment of the first nonstop run from London to Edinburgh was shown.

Spring of 1970 saw the Region at North Conway for a trip on the Mount Washington Cog Railway, where even the water level in the water tanks appeared tilted. In the Fall the first Tri-Regional Convention was held in Binghamton, New York, featuring visits to outstanding layouts. The fantrip was to the Erie-Lackawanna-Delaware & Hudson Roundhouse and yards, while on Sunday, many visited the Starrucca and Nicholson viaducts.

Spring of 1971 was hosted by Montpelier, with a trip to the Rock of Ages Quarries, while the Fall meet was at Providence, Rhode Island, with a visit to the Boston-New York Aerotrains.

Spring of 1972 at Salem, Massachusetts, featured

layout visits, including Ivon Preble's revived railroad and to Northshore Live Steamers; Fall of '72 had the Region at New York City for a fan trip on the Subway to the Coney Island Shops.

The Spring convention of 1973 was in Springfield, Massachusetts to visit the Pioneer Valley Live Steamers. The Fall visit to Waterville, Maine included a visit to the Maine Central shops with side trips to Bangor and Aroostock shops at Northern Maine Junction, and to the Trolley Museum at Kennebunkport. Local layouts included that of Henry Groth.

Spring of 1974 brought the Region to Albany with a visit to the D & H facilities at Colonie, and layout tours to Dave Messer and Glen Wagner, former NER president.

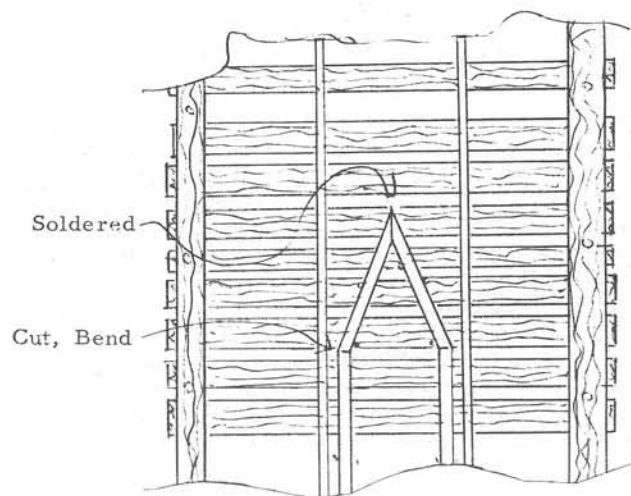
In the fall of 1974, the NER was found at White River Junction with an unusually large turnout. The model contest turned out to be highly successful with a total of 65 models entered.



#### A KINK

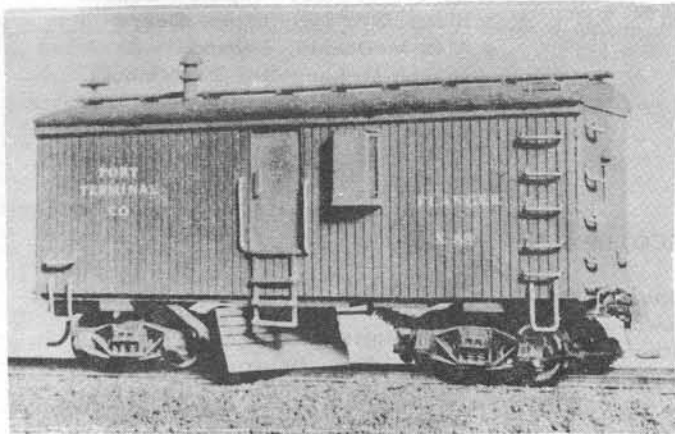
by Leo King

A "kink" is a minor thing modeler's do to make something work; for instance, to make your bridges look more authentic, lay in a pair of guard rails between the running rails. The guards should be twice as long as the bridge for a 50 or 60 ft. span. I took a single 36" piece of 152 lb. rail (code 100) and cut in half. A notch was cut about one inch from the end of each rail, and then the rail bent to about 30 degrees. The ends were then ground down with a power tool so the parts would match and fit flush. It was then fitted into place, adjusted, then taken out again, soldered together, then replaced in the bridge and spiked into place. The spikes going into the bridge superstructure was no problem--I laid wood stringers atop the plastic (Kibri) truss.



The guard rail actually extends out beyond the bridge approaches and onto solid ground.

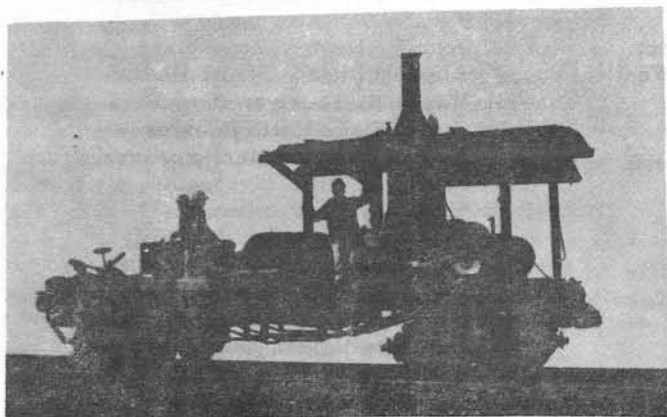
# MORE WINNERS



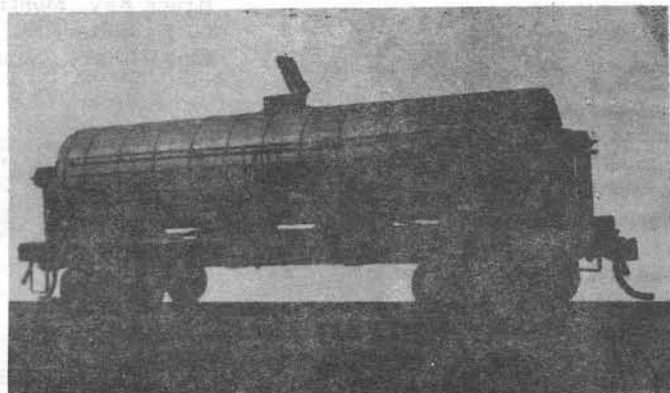
Don Howd- 1st Craftsman, Non-Revenue Cars



William R. Mischler- 1st Craftsman, Structures



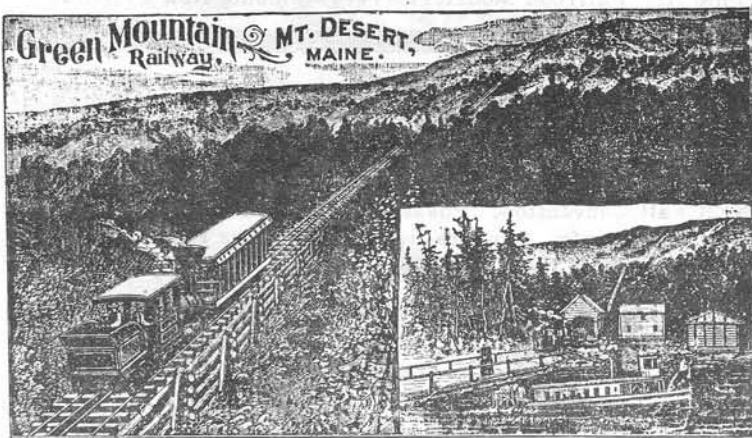
Robert E. Bird- 1st Master, Non-Revenue Cars



Tom Pick- 1st Craftsman, Freight Cars

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(Personal to G. Harvey: Eat Your Heart Out !)



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*newest members*



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\*Legal--at last !



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



## MORE TIMETABLE

Clelland, General Chmn. 307 S. Walnut St., West  
 Carrollton, Ohio 45449.

September 12, 13, 14 (Friday, Saturday, Sunday)  
 NER Fall Convention. Possible Steam Fantrip.  
 For further info: Ben Trafficana, 131 Kings Park  
 Dr., Liverpool, N. Y. 13088.

SPRING 1976: NER Convention in Hartford. In the  
 works. Any helpful ideas, contact: Charles Bettinger,  
 29 Foster Dr., RR1, Vernon, Ct. 06066.



- 10 June 2 (Monday) Model Railroad Club, Union, N.J.  
 Participation clinic "Building a Brass Tank Car."  
 Please advise Eric Bogedal if interested (parts must  
 be ordered) 2445 Cleveland Ave., Westwood, N.J.  
 ☐ 07675 (201-664-6931).
- 5 August 5-10 (Tuesday thru Sunday) National Model  
 Railroad Association's National Convention, Dayton,  
 Ohio. "Rails Alive in '75" For info: W. Allen Mc

# SOOT AND CINDERS

Richard M. Hanschka

photos from the author's collection-

## A Word from our Convention Treasurer --

White River Junction, Vermont  
October 19, 1974

We came to the convention with 247 persons having pre-registered for the event. Seventy-eight additional people came in to participate in the activities for a total of 325.

There were 273 people at the banquet.

A breakdown of convention-goers:

Massachusetts	75	Canada	21
New Hampshire	49	New Jersey	8
Connecticut	48	Rhode Island	7
New York	48	Pennsylvania	3
Vermont	39	Dist. of Col.	1
Maine	25	Wisconsin	1

Thanks to all of you who pre-registered, as it makes it so much easier to plan the convention. Much thanks to all those who attended -- we hope you enjoyed yourselves!

Irwin Lloyd



Some years ago, the NER convention in Hartford featured a ride on the "Rail Bus" at Warehouse Point. The bus ran over ex-CNE route from Bloomfield to Hartford on an all-day basis. Passenger service may yet return to the line; this was only an experiment.

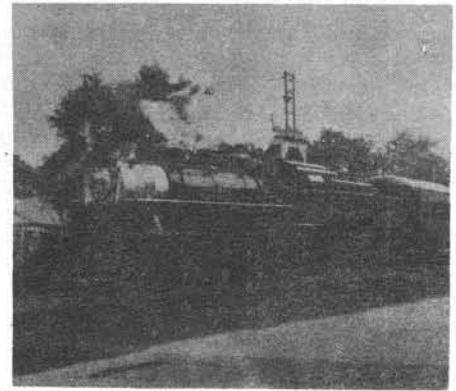
Morris County Central moved to the de facto abandoned NYS & W line from Newfoundland to Stockholm (later, Beaver Lake). NER fans will remember riding it from Morristown to Essex Falls at the East Orange Convention. Newfoundland Station by Route 23 New Jersey, is home for the road. It opens again next April to the public. Morristown & Erie line still runs steam from Morristown to Whippany.

On August 5, 1974 the Adirondack ran Albany to Montreal on the D & H. Actually PC handles the train from New York City. There was some contention as to color, but cooler heads prevailed and traditional D & H blue is still in use.

The train had the D & H President at the controls and Governor Wilson of New York at the first car end for the first part of the trip--a very unusual train crew.

The Alco PA's are as beautiful as ever. Their style is like a lady in evening dress compared to the cleaning woman. Both are needed in society, but the PA's look much more fitting on a name train than austere road switchers.

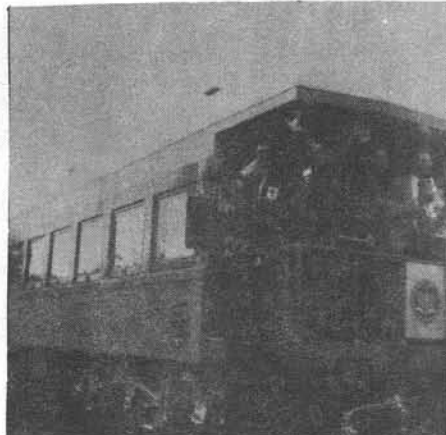
The D & H main line is in excellent shape unlike many eastern roads, especially those without passenger service. What a way to spend a vacation-- watching the Adirondack!



Newfoundland, N. J. - September 1974



Railbus to Hartford-September 1974  
Bloomfield, Connecticut



D & H Adirondack- August 1974



the coupler  
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 vernon, Conn 06066



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Eighth page:	4 1/2" x 3"	\$10.00

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Pike Ads to help boost the COUPLER's economy are also available--on a space available basis only. For 1/16th page (1 1/2" x 4 1/2") the cost is \$1.00 per issue--camera ready. If not camera-ready, add 25 ¢.

Send to the COUPLER, Advertising Dept.,  
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Leo King's favorite subject is the Alaska Railroad. "Extra 2000 North (X2000N)" won Leo second place, B&W at the National convention in July.

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