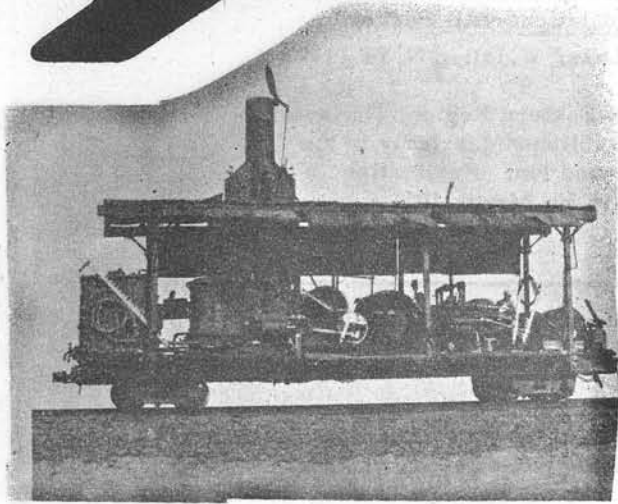


# NERI

# Coupler

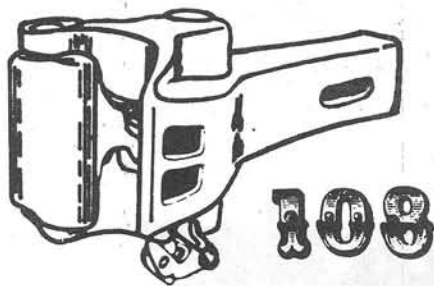


This model not only took the Baldwin Trophy for "Best in Show", it took the Delaware Trophy for "Ingenuity", and to top it off, Bob Bird scored 121 pts. out of 125 for a near perfect model. (Where did he lose the 4 pts.?)

### IN THIS ISSUE:

- Syracuse Convention
- Boston Winners
- Dues Ballot
- Instructions
- Incline Plane
- More

# the coupler



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## Record Turnout in Dayton **2706**

Not only was it a national convention without a fan trip, it was in... Dayton? Allen Mc Clelland did a fantastic selling job. Dayton was taken over by model railroaders who all had a great time (for the most part).



Are we coming or going?

Everyone was kept busy for the entire 5 days with plenty left unseen. This exceptionally well-run and well-coordinated convention was spread out on three floors of the Dayton Convention Center, appropriately enough.

Jock Oliphant of Winnipeg, Canada, had the most popular model in the contest: a well-detailed mine complex. The Gold Award went to a modeler whose "abandoned farm" showed his thorough knowledge of construction: you could even see the back side of the lath and plaster walls.

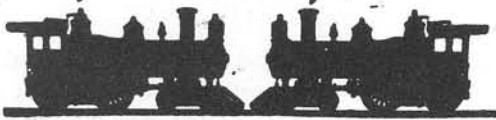
It's also rather mind boggling to imagine 2,200 people sitting down to a hot, delicious banquet in the same room at the same time--much less to be just one person among all that mass. I think all who attended were thrilled with the entire set up.

\* \* \* \*

Back down to earth. In this issue you will find a special ballot on the dues increase question, if you'll recall. Inflation. Can we forget? The NER needs additional operating capital to help bring you this fantastic "Coupler." We have taken some cost-reducing measures not the least of which is trying to save on printing costs by having our old friend Jack Brown help us out with his expertise. A slight change in format, but a substantial savings. But--an increase we have no control over--postage. Up to 26 ¢ each to mail you the "Coupler." That's a 30% increase and so we urge you to vote "yes" on the relatively inexpensive dues increase.

While you're on the voting page, why not also fill in the pre-registration form for the Syracuse Convention. Details on the program elsewhere in this issue. Just be sure you send each form to its proper home!

## Point-to-Point



We're just back from the Dayton convention and can report that it lived up to all the superlatives that were used in the advance press. We saw model railroads with trees--not just in groves, but whole forests of them; operation by timetables, under the impetus of trainmasters and dispatchers, as well as engineers; watched long freight trains drag around the convention center with odd lash-ups that coupled C & O, PC with all sorts of others, including Southern Pacific. Non-railroad events featured the museum at Wright-Patterson Airbase whose exhibits included some of the pioneering aircraft built before the '30's when flying took something more than a passive will. No, Virginia... railroads are not the only way to travel!

\* \* \*

Much time was spent in the business meetings by many of us. The major items requiring our attention included the establishment of a national headquarters to be purchased or leased within the upcoming months. Bob Bast has become identified with headquarters, having served as Office Manager for 30 years, and NMRA has filled his home. He's now retiring and this intensifies the need for taking action in this direction.

Finances again required attention--budget, dues consideration, investments, trusts, etc. How can we continue to furnish adequate services to the members and operate within our expected income? This is a problem for many organizations, but is more severe for us since so much of our budget is spent in the area of publications. These, and other projects will require several national meetings between now and next year's annual.

\* \* \*

The most direct event of the Board meeting here in the Northeastern Region was the consideration given for the 1978 National Convention to be held within the Region. By a close vote, the Board fixed the site at Newark, N. J. The New Jersey-New York City area offers much railroad and non-railroad activities and its time now for the preparation necessary to make this a successful meet. Many of us will be asked by the local committee to help in various ways and together we will make it an event to remember.

At the same time, we must thank the Boston Committee for the work they put into their bid. We can be thankful that we did enjoy the benefits of their efforts at our May convention. Thanks again, Fellows.

See you all in Syracuse,

*GRAHAM*

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

NMRA  
NER  
Sunrise Trail  
Division



2100 N. Seaman's  
Neck Road  
Saratoga, N. Y. 11784  
Tel. 516-521-2983

President and General Manager:  
Graham K. Harvey

## TIMETABLE

September 13 (Saturday) Sunrise Trail Division Meet, St. David's Lutheran Church, 20 Clark Blvd., Massapequa Park, N. Y. Displays, contests, clinics, tape-slides, movies, refreshments. Div. Members \$1.75; non-members \$2.00; children under 12, 75¢. 12 noon-5 p. m.

September 21 (Sunday) Long Island Train-A-Rama and Auction. 12 noon to 5 p. m., Knights of Columbus Hall, 1 E. Lincoln Ave., Valley Stream, N. Y. Hal Fletcher, Auctioneer. Door Prizes, refreshments, free parking, 3000 sq. ft. of trains. Full tables, \$6.00; half tables, \$4.00. Admission \$2.00. Info: Bob Good, 134 Scooter La., Hicksville, N. Y. 11801

October 10-12 (Friday, Saturday, Sunday): NER Fall Convention, Syracuse, New York. Hilton Motor Inn. Clinics, displays, private bar and balcony lounge. Layout tours by bus. Fan Trip on L. A. & L. (see info elsewhere this issue) Contact: Bill Brundage, Central RR & Hobby Shop, Rte. 11, Ponderosa Plaza, N. Syracuse, N. Y.

November 2 (Sunday) Upstate Train Associates, Sixth Annual Train Show, Shaughnessy Hall, Schenectady, N. Y. Lionel, Ives, Am. Flyer, Bing, Scal and Circus Trains on display. Interurban. Donations: \$1.00 adults, 25¢ children. Info: H. J. Ferguson, Paradise Point Rd., Box 194, Mayfield, N. Y. 12117

November 2 (Sunday) Westbridge Model RR Club, Fall Auction. Turn Hall, 44-01 Broadway, L. I. City, N. Y. 12:00 noon to 5:00 p. m. Hal Fletcher, Auctioneer. Donations required. Info: A. L. Duncelman, 98-08 Metropolitan Ave., Forest Hills, N. Y. 11375. (212) 268-9147.

November 3 (Monday) Sunrise Trail Division participation clinic. Hicksville Public Library, Jerusalem Avenue, Hicksville, New York at 7:30 p. m. Trees for your layout with Norman Briskman. Pre-registration only: Al Waltien, 89-35 116th Street, Richmond Hill, N. Y. 11418 (212) 849-3428. Registration price: includes materials.

December 7 (Sunday) Suffolk County RR Engrs., Enthusiasts Meet, Knights of Columbus Hall, 52 Hawthorne Ave., E. Islip, N. Y. 10:00 a. m. to 4:00 p. m. All phases of Model Railroading. Registration: \$2.00; children under 12 Free. Tables \$5.00 ea. includes one admission. All tables pre-registration only; none at door. Info: Ed Jablonsky, 25 Race Pl., Oakdale, N. Y. 11769 (516) 589-5972

March 1976 (Saturday) Sunrise Trail Division Tenth Anniversary Mini-Convention, Cathedral House, Garden City, N. Y. Displays, Contests, Door Prizes, Auction, Retailers, Buffet Dinner. Pre-registration and at-door prices. Info: Marilyn Lorence, 82 Edmore La., W. Islip, N. Y. 11795 (516) 661-4620.



## PROTOTYPE PRACTICES

by Charles Gerow

Any dyed-in-the-wool Railfan knows that the steepest main-line grade is the over 8% climb up Madison Hill done with special locomotives of the former PRR, right?

Nope, WRONG! We recently came across reference to a grade in eastern Pennsylvania that averaged 10% and had a maximum of almost 15%. Naturally, we were intrigued, and further search uncovered not only a good idea for modeling, but a couple of old photos.

When the builders of what was to become the Jersey Central attempted to cross the mountain range between Wilks-Barre and the Lehigh River Valley, heavy grades were encountered. Taking what seemed to be an easy way out, rails were laid between that town and Ashley, Pa., and between Solomon's Gap and Easton. The 2 1/2-mile link between the two rail-heads was constructed in what was then not too unusual a manner: by taking a hint from many of the canals then in operation, the Ashley Planes thus came into being.

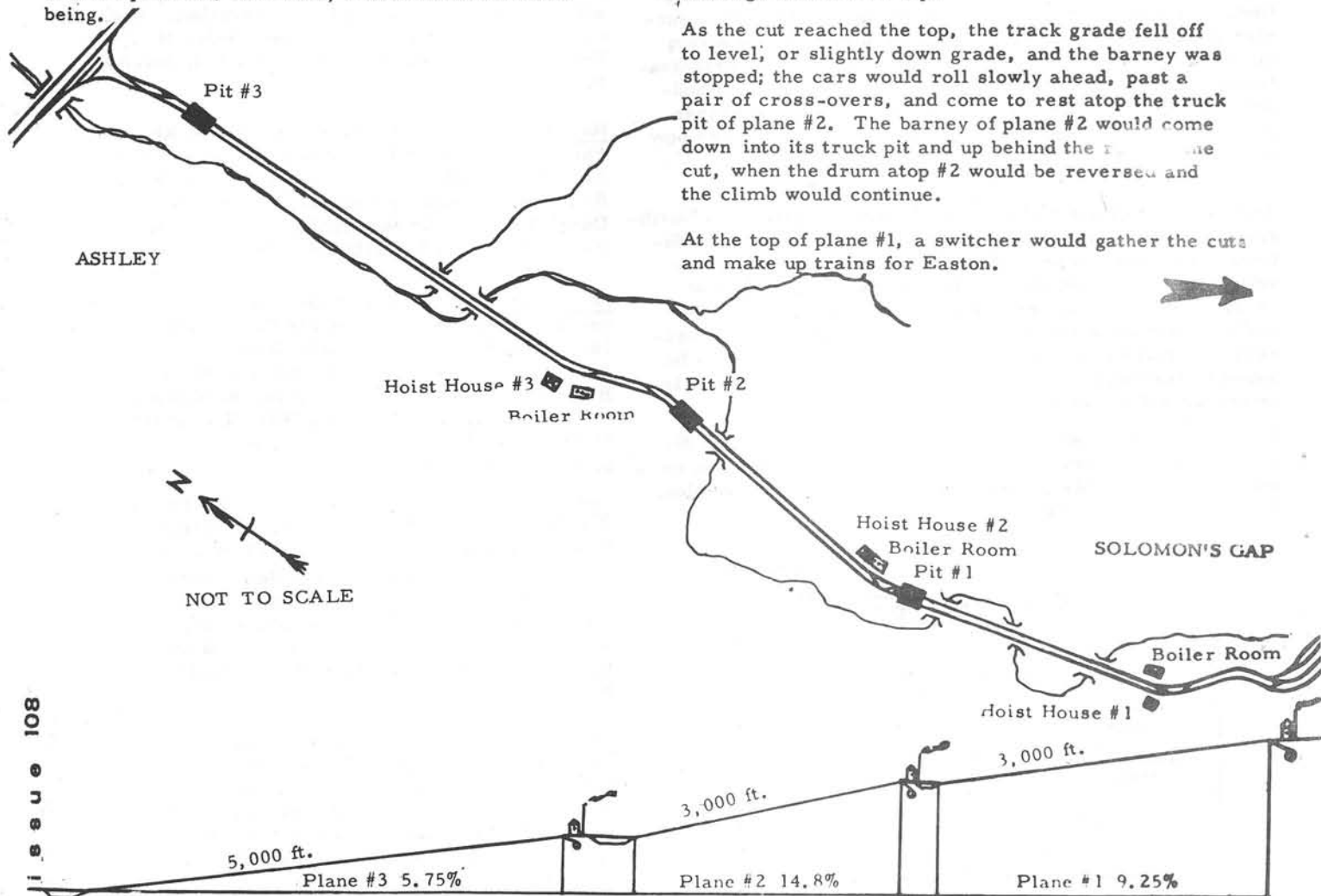
The route of the planes (and there were actually three), ran up the side of Penobscot Mountain, closely following Solomon's Creek, and the line was opened for use in 1843. Each plane consisted of a double-tracked right-of-way, with a boiler house and engine room at the top; a pair of four-wheeled barneys, counter-balanced so that one came up on one track, while the second went down on the other; and a pair of pits under the tracks at the bottom.

The barneys were hauled up with steel cables, running over small pulleys mounted between every seventh and eighth tie, powered by the drums, which were in pits at the top of each plane. To keep tautness in the system, wire ropes ran up in back of the barneys, coming from a weighted bull-wheel in the lower pits.

Loaded coal cars were locomotive-hauled to a small yard at the bottom of the planes, there to be shifted five or six at a time, to the bottom of plane #3; the barney dropped down the hill and reaching the bottom, ducked under the waiting string of cars (the truck pit) and came back to rail level behind the string. The winch operator would then reverse, and draw the barney up tight behind the loaded cars. When all was ready, the operator was signalled, and off the cut would go towards the top.

As the cut reached the top, the track grade fell off to level, or slightly down grade, and the barney was stopped; the cars would roll slowly ahead, past a pair of cross-overs, and come to rest atop the truck pit of plane #2. The barney of plane #2 would come down into its truck pit and up behind the cars on the cut, when the drum atop #2 would be reversed and the climb would continue.

At the top of plane #1, a switcher would gather the cuts and make up trains for Easton.

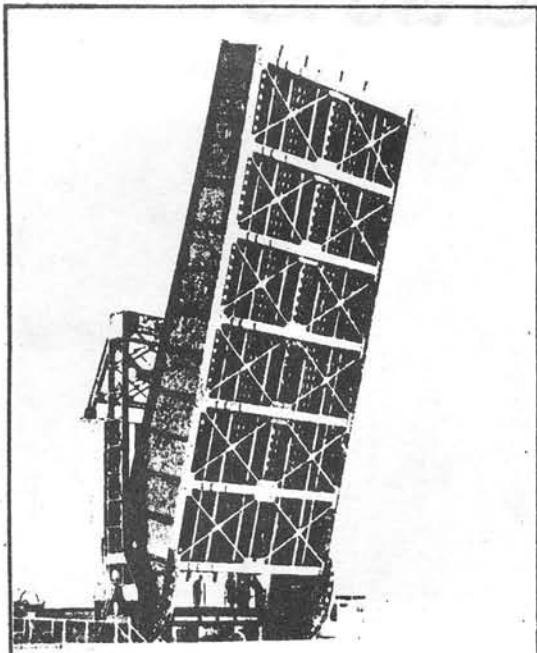


This is a shot of the under side of the bridge George Koprad presented for us in issue # 100. Has anyone built this bridge?

# MODELING THE D & H U-30-C

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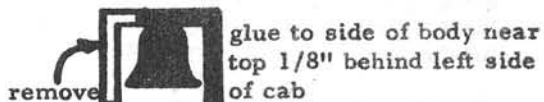
by Jeffrey G. Martin



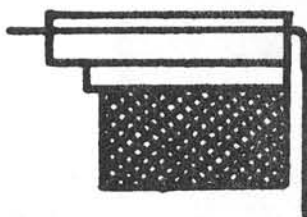
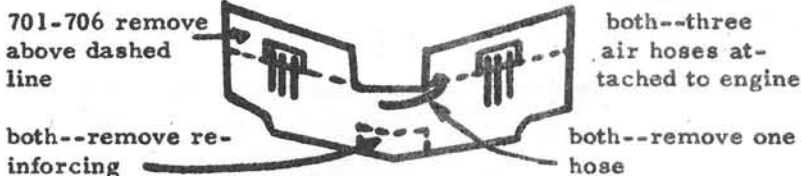
Courtesy of The Strauss Engineering Corporation.  
Manchester Bridge, Boston and Maine Railroad.

In 1967, the Delaware & Hudson purchased twelve GE U-30-C's and ceased being an all-Alco railroad. Six engines arrived in March (7-1-706) and the second six were delivered in December (707-712). At some time between the two orders, General Electric changed the design of the locomotive body.

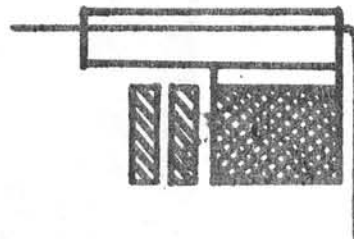
The early model is similar to Athearn's U-28-C and the later model is almost identical to Athearn's U-30-C. On both models, remove the four bumps on the cab roof, the headlight on the low nose, and the battery box on the running board behind the left side of the cab. I plugged the battery box holes with sheets of styrene cut to shape. The bell must be relocated behind the cab on the left side. On the later model, the horn must be moved back. Both models have snow plow pilots, but each has a different type. See the sketches below for more exact details of these changes.



### Holgate & Reynolds PL-52



Athearn U-28-C



D & H U-30-C

The main external difference between Athearn's U-28 and the D & H's early U-30.

- Notes: 1. On 707-712, move the horn back exactly 1". The U-30-C body casting is marked at this point.
2. With the removal of the battery box, an extra hand-rail stanchion must be added. Use the same spacing as the other handrail stanchions.

Until the late 1860's, the planes handled traffic in both directions; at that time another route was found - some 10 miles longer, with grades of better than 1/2%. After that, only loads bound up the hill were handled. When the CNJ was dieselized, around 1950, the continued use of the planes became too uneconomical and they were scrapped, although the right-of-way can still be seen as a scar on the hillside.

The operation of the barneys was unusual in that for the most part, their outside-flanged wheels ran on the running rails used by the freight cars which were, of course, standard gauge. The pairs of wheels were most likely sprung on their axles to keep the flanges in tension for at the bottom, when approaching the truck pit, the wheels would jump over the running rails and ride on a pair of rails of narrower gauge laid inside the running rails which led the barney down into the pit and so under the cuts of loaded cars. The barney would then be led back up behind the cars and its wheels would be forced back onto the running rails. This jumping was done by means of special castings and a system of higher and lower rails mounted inside the gauge of the track.

The three planes were, for all practical purposes, straight track, although there were curves in between them and at the tops and bottoms of the grades. This simplified the guidance of the pulling and tension cables, using the small pulleys on the ties. Any curves on the planes would, of course, make necessary the canting of the pulleys so as to properly guide these wires around them.

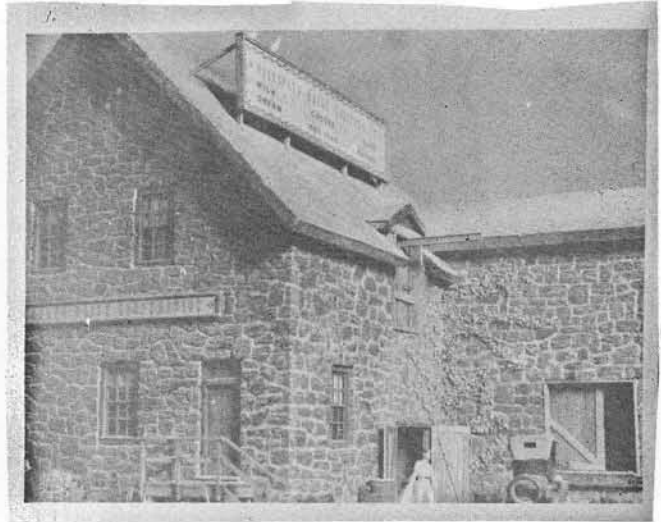
# WINNERS.

There is no accounting for the turnout of models at our Region Model Contests. Sometimes the number is overwhelming, and other times...let's just say I was underwhelmed at Boston. Fortunately, some of the models were so good that they all but made up for the low number of entries.

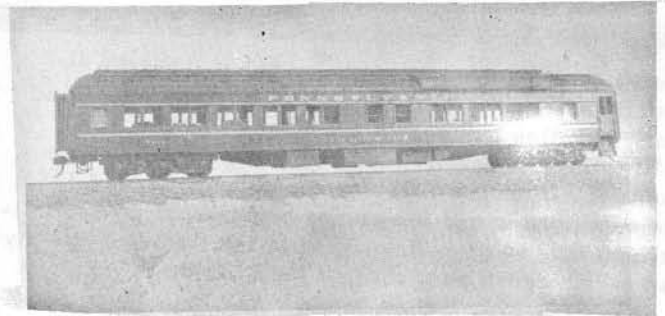
Three models in particular warrant special mention: Stanely Warden's C & O 2-6-6-2 was completely scratch built except for the light bulb. From now on, everyone who sees him should bug him to paint and decal the thing so it will take a top national award. Dave Busch's models, particularly his planing mill, drew the most attention at the contest. The models and accompanying drawings and photos were so neatly done that we can expect some major articles in "MR" by Dave in the near future. Finally, the guy who should be telling us how he does it but doesn't, Bob Byrd, out-did even himself this time. Study the photos of his model and note the detail--everything that looks like it should move, does! There's even a raging fire in the boiler! Bob's model scored higher than any in my recollection of ten years judging and chairing the contest.

Which brings up one final point: I am looking for a volunteer to take over the model contest after the Fall Convention so that I can get time to see some clinics and maybe even enter a contest or two. Any takers? Contact me and/or Graham. All warm bodies will be seriously considered.

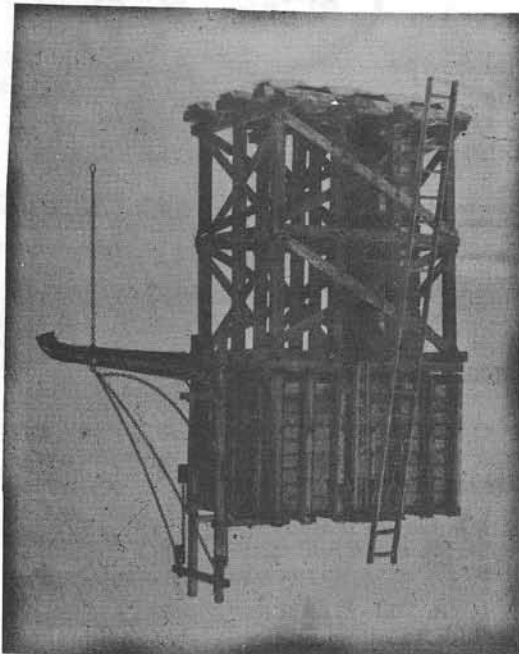
Al Westerfield



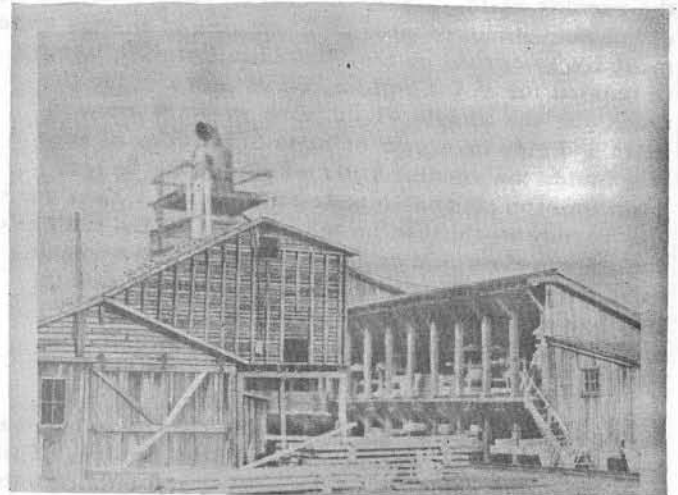
**First Place Dioramas (Master). Donald Clerke.**



**First Place Passenger Cars, Craftsman, Andrew Miller.**



**First Place Structures, Craftsman David S. Busch.**



**First Place Dioramas (Craftsman), Hub Runner-Up Award, New Modeler's Award, David S. Busch.**

There were 23 models entered. Thirteen models won prizes. There were 13 entrants, eight of whom won prizes.

Pass Contest  
Judson Downie

Photo Contest  
Color Model: Pete Wilson  
B & W Model: David S. Busch  
Color Proto.: Richard Towle  
B & W Proto.: William Mischler

Steam Locos

Craft. 1st Stanley Warden, C&O 2-6-6-2  
Master BIC William Lorence, HDTRR saddle tank

Locos, other

Craft. BIC David E. Smith, Santa Fe F-45

Freight Cars

Craft. BIC Andrew Miller, PRR covered hopper  
Master 1st Mark D. Hall, SR&RL flat car

Passenger cars

Craft. 1st Andrew Miller, PRR parlor car

Non-Revenue

Master 1st Robert E. Bird, log loader  
" 2nd Robert E. Bird, tank car

Structures

Craft. 1st David S. Busch, square water tank  
" 2nd David S. Busch, Benson logging pile driver

Diorama

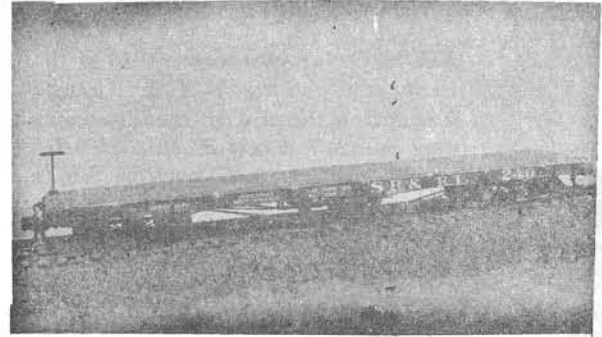
Craft. 1st David S. Busch, planing mill  
Master 1st Donald Clerke, Mashapaug Dairy  
" 2nd Bob Bennett, Maine garage

New Modeler Award  
David S. Busch

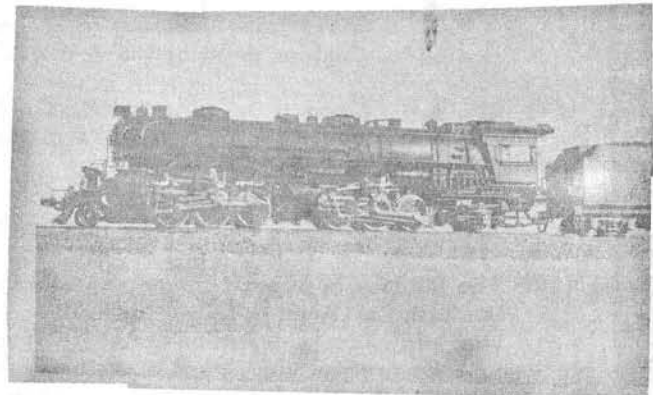
HUB Runner-Up Award  
David S. Busch (113 points)

Delaware Trophy  
Robert E. Bird (121 points)

Baldwin Trophy  
Robert E. Bird



First Place Freight Cars, Master category, Mark D. Hall.



First Place Steam Locos, Craftsman Stanley Warden.

MORE TIMETABLE

Last Minute Arrival--

September 28 (Sunday) The Hudson Valley Railroad Society's 4th Annual Railroad Hobby Show. Automatic operating layout from Canada, other operating layouts, manufacturer's displays, dealers, railroadiana, white elephant table, movies, slides, Door Prizes. Victory Lake, Hyde Park, N. Y., Heatherwood Rd. Info: Elmer C. Stark, Ernest Rd., Stan-fordville, N. Y. 12581 (914) 868-1973

**★ 1976 ★**

June 24-27 (Friday-Sunday) Lone Star Region 25th Anniversary Convention, Dallas, Texas. Movies, raffle, displays, door prizes, auction, contests and much more. Info: Jack Leming, 5479 Glen Lakes, Dallas, Tex. 75231

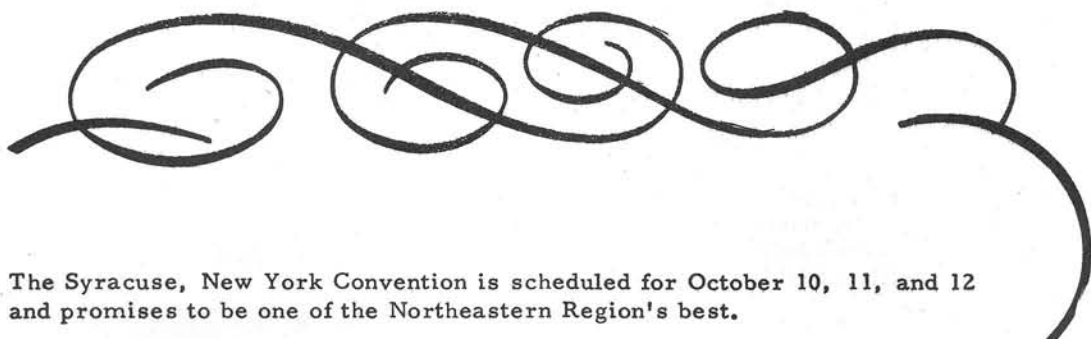
A Word from our Convention Treasurer--

Three hundred twenty-five people participated in some way during the weekend of May 30, 31 and June 1. One hundred forty-six sat down to the banquet on Saturday evening. The breakdown of attendees is as follows:

|               |     |             |    |
|---------------|-----|-------------|----|
| Massachusetts | 203 | Connecticut | 40 |
| New York      | 31  | New Jersey  | 21 |
| New Hampshire | 8   | Maine       | 8  |
| Rhode Island  | 8   | Vermont     | 5  |
| Nebraska      | 1   |             |    |

There were 205 people pre-registered for Boston, making things much easier all around. We hope everyone had a great time.

Irwin Lloyd



The Syracuse, New York Convention is scheduled for October 10, 11, and 12 and promises to be one of the Northeastern Region's best.

The base for the convention is the Syracuse Hilton Inn, centrally located at the crossroads of the N. Y. S. Thruway Exit #36 and 7th North Exit of Interstate 81. Facilities there are excellent and the banquet should please the most discriminating palate: Roast Sirloin of Beef, Philadelphia (a la Mac Iver?) Pepper Pot Soup, Ice Cream Cake with Fudge Sauce and all the in-between trimmings.

Activities are plentiful as well with five live clinics:

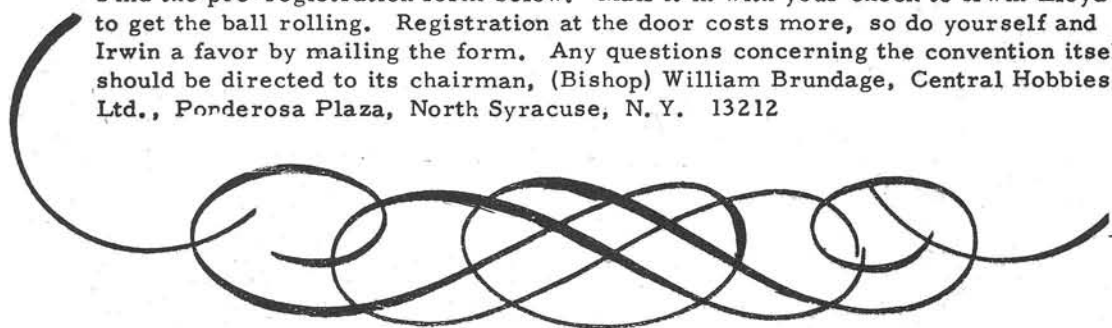
1. Memories of Steam  
A slide/modeling clinic with Doug Goodwin
2. Custom Painting and Weathering  
A two-hour clinic with Jay Wynn (Winden Shops)
3. Shark Nose (Sorry folks--not "Jaws")  
Custom painting the new D & H Sharks by Winden Shops
4. Scratch Building Switches & Crossings  
Learn the intricacies with John Settineri
5. Compound Catenary  
For traction enthusiasts by Jim Roberts

The fan trip is super! Buses will leave right from the hotel for a ride on the Livonia, Avon & Lakeville Railroad over 23 miles of track from the 100-year old Livonia depot. The lengthy and scenic excursion will include box lunches for the hungry and a photo run-by for the camera bug. No extra charge. Also, a shop tour of the Genesee and Wyoming R. R.

Attendees can expect all the usual N&R goodies in the way of Contests and their accompanying awards, trading tables, displays and an Auction to top it all off.

The ladies attending will find that the Syracuse Hilton is located near shopping and theatres; a fashion tour is scheduled at the New Fayetteville Indoor Mall, with buses provided to the stores there.

Find the pre-registration form below. Mail it in with your check to Irwin Lloyd to get the ball rolling. Registration at the door costs more, so do yourself and Irwin a favor by mailing the form. Any questions concerning the convention itself should be directed to its chairman, (Bishop) William Brundage, Central Hobbies, Ltd., Ponderosa Plaza, North Syracuse, N. Y. 13212



**W R A C U S E**





SYRACUSE CONVENTION Oct. 10 11 12, 1975

Convention Pre-registration:

Please print clearly

Amount At the Door

Name \_\_\_\_\_

\_\_\_\_\_ Complete Packages @ 17.95 \_\_\_\_\_ 19.50

Address \_\_\_\_\_

Pre-registration price good until October 3, 1975.

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

MAKE CHECK PAYABLE TO N. E. R. CONVENTIONS

Other members of your party \_\_\_\_\_

Mail to: Irwin F. B. Lloyd, Jr.  
44 Lincoln Drive  
Glastonbury, CT 06033

\_\_\_\_\_  
\_\_\_\_\_

\*\*\*\*\* CUT HERE\*\*\*\*\*CUT HERE\*\*\*\*\*CUT HERE\*\*\*\*\*CUT HERE\*\*\*\*\*CUT HERE\*\*\*\*\*

Fill in and return ballot before November 1, 1975.

**DUES BALLOT**



SHALL THE DUES BE CHANGED TO:

1 Year for \$3.00

2 Years for \$5.00.

5 Years for \$10.00

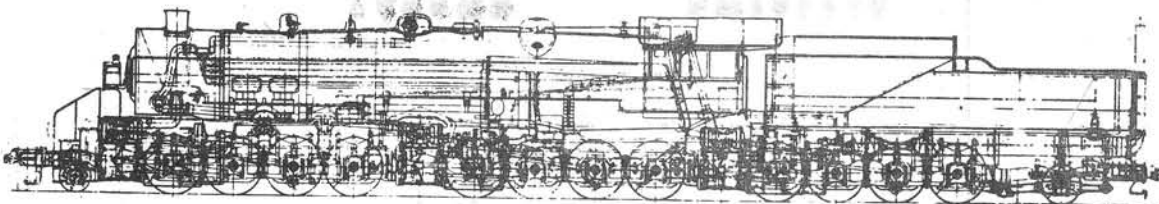
Life Membership for \$50.00

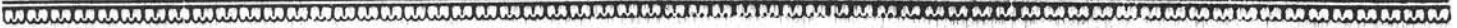
Life Account shall be paid in three years, Totalling \$55.00

**YES**

\_\_\_\_\_ YES

\_\_\_\_\_ NO





NER Ballot Committee  
 42 Sunset Terrace  
 Vernon, CT 06066

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_  
 State \_\_\_\_\_  
 Zip \_\_\_\_\_  
 NER # \_\_\_\_\_

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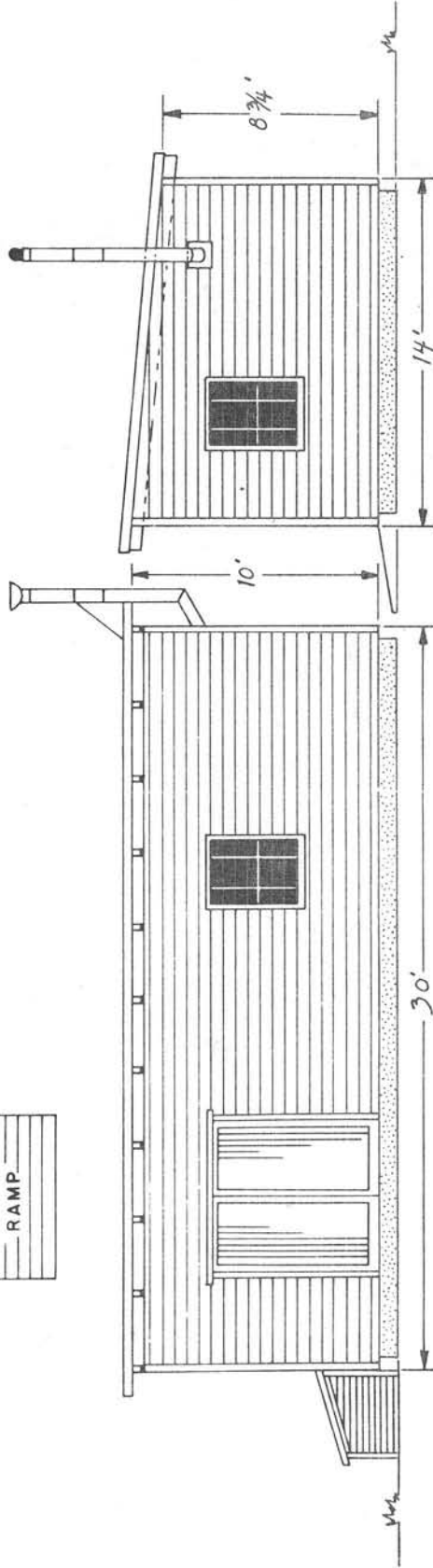
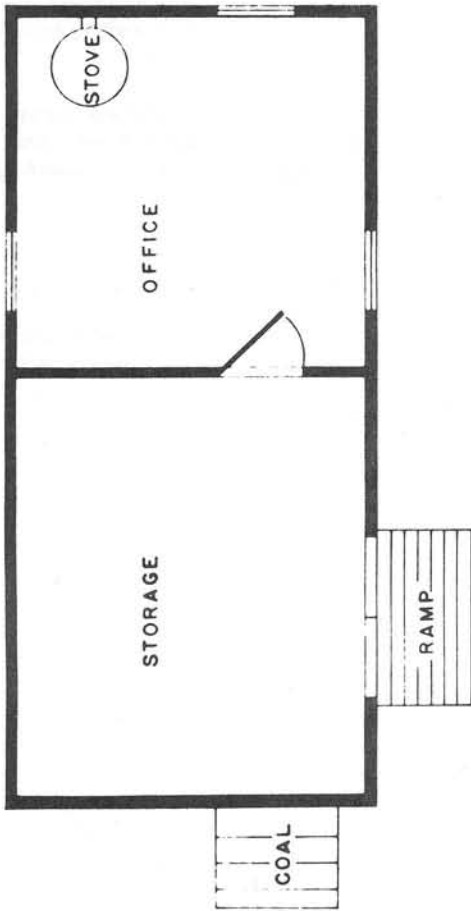
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**OFFICIAL BALLOT**

# LINESIDE SHED

DRAWN BY.  
ROB CORRISTON

Stolen from the MER Local!



The EDITOR'S CONTEST for the Spring Convention at Chicopee Falls, Mass. will be for a model (IN ANY SCALE) of this here Lineside Shed. A suitable award will be given.

## INSTRUCTIONS TO FREIGHT ENGINEERS

By Frank Gella

Ed. Note: Frank Gella acted as guide through the MIA Club layout at the NER Boston Convention in May. We welcome him as a contributor to our paper.

Freight operations are directed by a card and envelope system that is designed to minimize writing during scheduled operation, while keeping the freight operations interesting and similar to the prototype.

The parts of this system are: small envelopes marked with a destination (e.g. deliver to PS); cards with a car number and type on them (e.g. PFE 30156 50' Mech. Reefer); and long cards marked with a pick-up location that is visible over the car card when both are inserted in a destination envelope (e.g. Pick Up at MF).

The destination envelope normally holds one car card making a "waybill," that is, an order to deliver a particular car to a particular place. When a car is to be picked up from a siding, a pick-up slip is put in the destination envelope so that it is easy to find the car. When the car is put in a train, the pick-up slip is removed and returned separately to the General Freight Agent.

When you run a train, you should fill out a "wheel report," giving the statistics of what you did and any notes about problems you found along the way.

There are things required of freight engineers that could be done by the dispatcher or a yard operator, but in practice, they are the busiest people in an operating session, so everything possible is done to ease their work load.

When you are assigned a freight run by the General Freight Agent, you will get instructions, usually written, about where to run and what to do. You will also get waybills for all the cars in your train. If you are running a through freight, you will just run to the end of your run and turn your cards over to the operator of the receiving yard. If you are running a local freight, you will be assigned some sidings to make deliveries to, and given some waybills with pick-up slips for cars not in your train that you should pick up on your run.

When you are assigned a freight train, check over the cars and the waybills to be sure they match and that the waybills are in the same order as the train. (This will save time and reduce confusion later.) If there are blocking instructions for this run, check that the train is properly blocked. If the blocking is sufficiently confused to make working your train take much longer than usual, notify the General Freight Agent, who will decide what to do.

After your train is checked, fill in as much of the wheel report as you can; in particular, engine number, cab number, your name, and the number of cars in your train.

Now, acquire your train and call the dispatcher and re-

quest clearance. Tell the dispatcher your run, cab number, the route you want, and the local switching you have to do, if any. After the dispatcher gives you clearance, you may go.

Remember, it is your responsibility to get the dispatcher's clearance before starting, fouling the main line or passing sidings. It is also your responsibility to check the route set up for your. If you don't have the right route set up, stop before you enter the wrong route and call the dispatcher. Of course, the dispatcher's word is final, and if he insists that you take a wrong route, do so.

If you are switching a location for which you have pick-up slips, pick up the indicated cars. Be careful--you probably are not supposed to pick up all cars on a siding. If you have cars to be delivered, deliver them. If the siding won't hold all the cars to be delivered after you have made all the pick ups, just keep the cars in your train and let the yard and the next train worry about them.

If you have cars with no waybill, keep them in your train and tell the yard operator you deliver your train to and the General Freight Agent.

When you near your destination, call the yard operator and get his clearance before entering the yard. When you finally get clearance, pull into the yard and stop where the yard operator indicates. Note the time and finish filling out your wheel report. Remember to note any equipment, track or system problems.

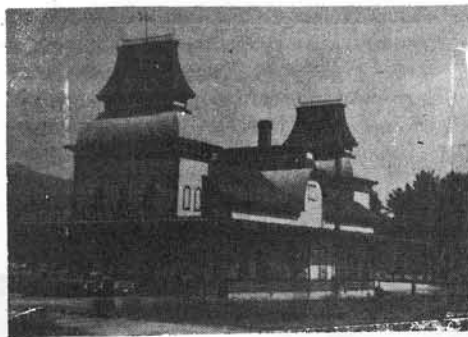
Give the waybills for your train to the yard operator. Give the General Freight Agent the waybills for cars you delivered, the pick up slips for cars you picked up and your completed wheel report.

## GIANT HAND ACTION

It is often tempting to take advantage of the services of the large number of friendly giants that benignly watch over our land. (Some even claim that they have formed the mountains with their own hands.) This is undesirable, as calling on their aid disturbs their serene contemplations, and sometimes provokes their wrath.

Accordingly, following are some rules for invoking their aid:

1. When the clock is not running, there is no real existence, and the giants' aid may be invoked freely.
2. When equipment is not on the track, they may be asked to remove this affront to the natural order of things.
3. Whenever the magnetic speels which cause cars to couple and uncouple and proper times and places fail, they may be summoned to aid.
4. When the turntables fail or falter, their assistance may be requested to turn equipment.



## Station Stops

Compiled by Hook N. Crook

### GARDEN STATE DIVISION

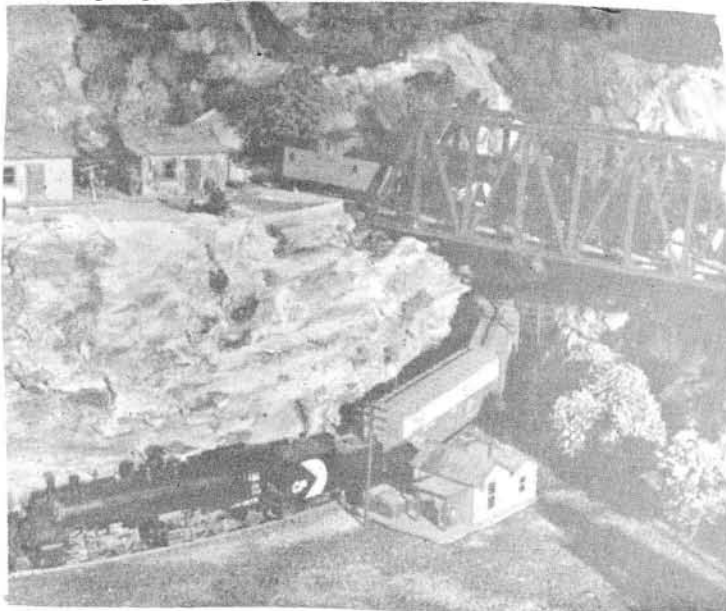
The Date: March 15, 1975

The Place: West Norwood, N. J.

A Station on the former NYC West Shore Line that hasn't seen passenger trains since December 10, 1969, some 16 years ago, was finally demolished earlier this month. Since 1960 the station had its doors and windows boarded up and today is now all gone, and the concrete foundation now only serves as a memory as to what once was. Many trains on long-abandoned NYO&W also once passed here northbound to their own tracks at Cornwall, N. Y. or Southbound into Weehawken, N. J. If the N. J. DOT ever puts back those West Shore Commuter Trains they are always talking about, there will have to be a new station along the entire commuter zone area, including West Norwood and Dumont, but they will never look like the original ones now demolished. --Jerome A. Rosenfeld

### NUTMEG DIVISION

Part of Charlestown & Pattieville Railroad owned by Charles E. Bettinger, Director for Connecticut-Rhode Island. Engine 349 coming off the mountains from Pattieville to Charlestown yard. Switcher #12 going to Scott for pick up of train and switching at Scott. Railroad is part of 16' x 10' pike Charlie has been modeling since 1948-- still going strong. (Photo: R. Towle)



April saw Nutmeg put on a very successful train show in Groton, Ct. There were over 700 in attendance at the show, including children and adults. There was very good newspaper coverage and a favorable response from all attending.

The Division is currently in the process of setting up a model contest at its annual meeting in January. Winners of the contest will receive credits toward their achievement awards. --Clamdigger 1975

### LITTLE RHODY DIVISION

The current BOD of Little Rhody consists of the following: Lynn B. Phillips, Supt.; W. Emerson Randall, Jr., Asst. Supt.; Earl W. Appleton, Dir.; Len Estes, Dir.; Norman D. Nelson, Dir.

Little Rhody is now incorporated as a non-profit organization under the laws of the state of Rhode Island.

On April 20, 1975, Little Rhody Division held an Open House in the Neighborhood Guild Building in Peace Dale, R. I. There were several dealers, several working model displays including a Tin-Plate loop layout, an "O" scale loop trolley line, an "HO" switching layout, a fully scenicked "HO" loop layout, an "HO $2\frac{1}{2}$ " mining layout with a double spiral tunnel, an "N" scale double track oval on a 2'x4' table, and a group of 6, 2'x6' panels of "HO" switching layouts, all connected together length-wise giving a run of about 36 feet (point-to-point).

Two fantrips on the nearby Narragansett Pier Railroad were sponsored by Steam Associates, Inc. The latter included their own passenger car in the train. Round Trip: 1 hour. --W. Emerson Randall, Jr.

### HUB DIVISION

Hub Division extends its gratitude to all those who helped make the Boston Convention the success it was and to those attending. The awards banquet presented Bill Parker, convention Chairman, with the Don Pierce award for excellence in service.

Hub is about to launch its second annual membership drive. Membership continues to grow and is now at 222. I urge all Division membership chairmen to send all your new members names to Ted Ritter when they do not show NER affiliation. Push NER and NMRA in the Divisions and everyone will benefit.

Our BOD election resulted in the following: Jack Alexander, Larry Bailey, Rod Brown, Hank Burke, Fred Driscoll, Harvey Humphrey, Glenn Owens, Bill Parker and Pete Watson--Directors. Bill Parker, Chairman; Hank Burke, Vice Chairman; Jack Alexander, Treasurer; Elizabeth Brown, Secretary. --Glenn Owens

The rails were alive in August, 1975, at Dayton, Ohio; but, unfortunately, the 6th of August marked the defeat of Boston as a National Convention site,

for 1978. The Board of Trustees voted 13 to 11 to award the 1978 National Convention to Newark, New Jersey.

The Hub Division felt that the Sheraton-Boston Hynes Auditorium complex was an ideal location for such a convention and the program worked up would have meant a really fine show. A committee of 25 people who would have acted as a nucleus for the National Convention gained unequalled experience working together and planning the past Boston Convention.

However, Hub Division's purpose of existence is to be the local unit of the NMRA, providing information, fellowship and activities for all model railroaders and will continue to perform that function as well as it possibly can.

The Hub Division wishes the Newark, New Jersey convention group [The Model Railroad Club] good luck; and we encourage all members of the NER to join the ranks of the many workers needed to run a successful National Convention.

--Bill Parker

### SEACOAST DIVISION

#### In Memorium

We were sorry to learn of the automobile accident which took the life of Henry W. Groth, son of Henry P. and Eleanor Groth of Waldeboro, Maine. Henry P. Groth is NER's Director from Northern New England. The accident occurred on August 3.

Our sincere sympathies to Henry and Eleanor from the Coupler and the membership of the NER.



The name of the Rumford & Kennebago Lake R. R. of Warren Chase, Lewiston, Maine, comes from what was once a part of the Maine Central R. R. It was abandoned in 1936 when the spring floods carried away the bridge at Rumford which ended the 44 miles of line to Kennebago Lake.

The present layout was started in 1969 and has been growing steadily ever since. The layout is approximately 36 ft. long by 6 ft. wide with continuous loop on the lower level which branches off for the upper level that ends in the town of Kennebago Lake for point to point operation.

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A way freight serves several industrial and small town areas on the lower main line before going up the mountain grade to Kennebago Lake.

The power roster consists of 17 steam engines, all P. F. M. and one diesel yard switcher, which is custom painted and lettered for the Maine Cen-

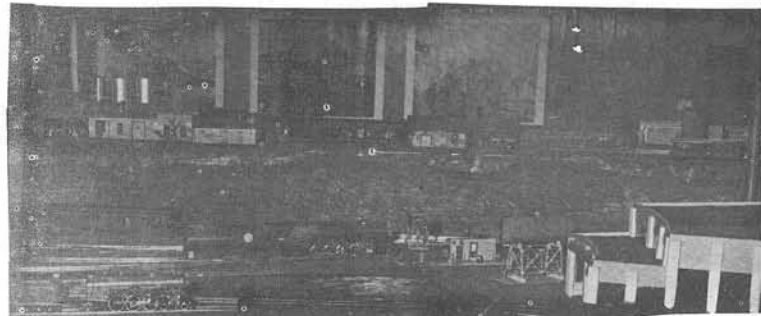
14

tral R. R. The rest of the rolling stock consists of 300 cars. All kinds of freight are hauled, but pulpwood is the largest moneymaker.

The latest addition on the layout is a P. F. M. sound system which will make the diesel switcher look for a corner in the roundhouse and never come out. --Henry Groth



Main Yard at Rumford. President's car shown at left, complete with interior detailing. G. N. passenger train waiting to be turned around for return trip to Kennebago Lake.



View of Main Yard and engine house in Rumford. Background on upper level shows town of Kennebago Lake.



## THE RAILROAD CONVENTION

NEWARK, N. J. in 1978

The 1978 National Convention will be held in Newark, New Jersey.

According to "The Model Railroad Club," sponsors of the convention, this should be a convention to top all. There will be eighteen club layouts, four layouts, five steam railroads (prototype) and a broad program for every member of the family.

Help from anyone interested in participating is being solicited. The main office to contact is, naturally, The Model Railroad Club, Jefferson Avenue & Route 22, Union, New Jersey. Write them at Box 114. You may call Gus Tjaden, Convention Chairman at home at 201-232-8904 or at his office 201-474-7353.

# SOOT & CINDERS

Richard M. Hanschka

photos from the author's collection-

A trip to visit Lexington and Concord, Massachusetts, produced a pair of surprises in that both city stations are still standing and in very good repair. Each is in use for other than original purpose, though: they now house stores, a bank, etc. The Concord Freight House became a gift shop and a much older station is used by a nearby lumberyard. RDC's run passenger service on the line through Concord, but Lexington is on a branch line.

Construction of the Lexington Station indicates it may have been planned as a stage stop as trains were surely longer than the building. Trains go under the station roof for half the building. The rear is really open on three sides with a wall through the center of the building. Trees screen the rear openings. At first glance, the structure appears to be a town hall or library, until the tracks are seen emerging from its ends.

The B & M is obviously in hard times as long strings of empty box cars line tracks at Gardner and many have been stored for some time. This is an appearance that has not been seen since the 1930's. Long strings of home-line cars are a bad sign. There are signs of many businesses being slow too, as sidings gather weeds and rust. No doubt, east-west traffic is down from past years on the B&M.



These three pictures were taken in May 1975 at Concord, Mass. The old building at the left is now used by a lumber yard. The old freight house at the right is now a gift shop.

A special "Thank You" from the Editors to the crew in Brockton, Massachusetts, headed by Bill Parker, who will now be handling the mailing of the "Coupler" to you good folks. It's a tremendous help. You can't imagine what it's like to fold, staple, stamp and label almost 1500 newspapers with just four arms. Thanks again.

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*to our newest members*

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