

COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Fall '85

PROVIDENCE CONVENTION REPORT

By Kenneth May

The Providence RI NER Fall Convention began Friday November 1st with registration and layout visits. Three layouts were open in all, and they featured a pretty good general overview of home layouts.

Bill Robertson's **North Cellar Lines** was most notable to me, perhaps, because of his Dynatrol control system. Being a convert to the operating pleasures of command control, I suppose that that is one of the main things I look for in a model railroad. Bill's layout ran smoothly, and the overall impression was excellent.

Ray Schofield's **Neponset Ridge Shortline** was the largest of the three layouts. It was an impressive sight to see the whole basement filled with the layout. Though the layout was not completed, by any means, all the track was down and operating, basic scenery was in place, and it was easy to visualize what was planned.

Greg Pion's **Pequot Northern** was a good place to see in reality what it is to begin building a model railroad section by section. The whole layout may not be complete, but what is complete is well done. If you are a real switching fan, then this one was very interesting to you.

On Saturday morning, it dawned wet and dreary. After breakfast there were videos, clinics, the model contest room, and the train show in the ballroom. It seems that I always say that I'll get to see the Kalmbach videos when I go to the conventions, and then I get so busy that I don't see all of them. Anyway, the same thing happened again. I saw part of one Kalmbach video. I also visited the clinics and the contest room, and spent quite a little time in the train show. There were operating displays which helped a great deal to break up the sameness of dealers selling their wares, and one of my companions for the day was completely engrossed in an HO RS-3 dummy with a sound unit inside. You just couldn't tear him away from it. All in all, I got a few new ideas and picked up an Atlas GP-40 for the K&L.

In the late afternoon there were a couple of meetings, and then it was time to get ready for the banquet.

The banquet was one of the better banquets we've had at an NER convention. Surely, it had Albany beat by a

mile. The food was good and was served hot and there was enough to satisfy an eater such as I, with my slowly expanding waistline. There were enough in the way of announcements (including mine), without getting too verbose. And, I really enjoyed Hal Carstens talk on "One Hundred Years of Model Trains" which included slides of many pieces of his extensive tinplate collection.

After the banquet, there were the usual NER activities - movies/videos, and a lot of getting together with old friends to talk about railroading and model railroading. This will sometimes go on far into the night.

Sunday morning was for breakfast and the Annual Meeting, and then off to visit the **Seaview Railroad** on the way home. This small short-line railroad, operating almost entirely on the property of the Quonset Point Naval Base, has in recent years become the haven for some unique and unusual prototype equipment - stuff that would have been scrapped long ago by any major railroad. Much of this equipment was to be available for inspection and photographing and some even for rides. Once you were finished there, it was time to head home.

It is unfortunate that the attendance was not as high as hoped. I found that I was able to keep busy - yes, and there were even things I would have liked to do that I was unable to do. I think that that is all you can really hope for at a convention - to be busy the whole time.

Providence Model Contest Results

Model Contest Chairman Brian Whiton reports the following results in the Model Contest from Providence:

Master Category:

Freight Cars

1st Place: John M. Johnson - Pennsy Covered Hopper

Continued on Page 12

Address changes should be sent to the Office Manager. All other material should be sent to the Editor.

NER Brass

DEADLINE

for the next issue, #146, Winter 1985 is January 1, 1986. The issue will be mailed approximately one month after this date.

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Other deadlines:

- # 147, Spring 1986 - March 1, 1986
- # 148, Summer 1986 - June 1, 1986
- # 149, Fall 1986 - September 1, 1986

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From The EDITOR'S DESK

By Kenneth May

First of all, I hope all of you will note my new address as listed above. The last three months have been very hectic as we have prepared for and then executed this move. One of the major benefits will be a larger basement with enough room both for my children and for a model railroad. If, I can just find the time to build it.

Which brings up another important subject. Namely, **The Coupler**. I have two, count 'em, regular correspondents - members who provide me with their material on time or ahead of time. Often I have written between 60% and 70% of the twelve pages of the **Coupler**. Most of the other correspondents are intermittent at best, and almost always after deadline. This situation is a real contributor to the delay in the production of issues of the **Coupler**.

When critical material is late, as the convention material for the Providence Convention was late, it screws up the entire schedule. Since I received flack about the **Coupler** at Providence, I'll set the record straight. Deadline for the convention material was set as September 1st. This was so I would have two to three weeks to put the **Coupler** together and get it to the printer, so it could be in the mail the first week of October. Editorial material for Providence, including the registration form did not arrive at my house until September 26th. September 27th, Hurricane Gloria knocked power out at my house until 6 P.M. Monday, September 30th. I lost the entire weekend. The following

NER COUPLER

#145, Fall 1985

Official Publication of the Northeastern Region, National Model Railroad Association. Published four times a year.

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weekend I put together the rush two page flyer you received, photocopied it (1100 copies, both sides, 4 hours) and stuffed it into the Summer **Coupler** that had come back from the printer in early September, and which I had held pending just such an emergency. Monday, October 7th, five other NER people came to my house to help stuff, fold, staple and label the **Coupler**. We were only half way through when we ran out of hotel reservation cards (those of you who received one, know what I'm talking about). So, back to the photocopier I went for another 600 copies of the hotel reservation form. The **Coupler** was mailed October 9th, thirteen days after I received the convention information. Anyone else want this crummy job?

The **Coupler** is supposed to be your newsletter, not just my newsletter. Though I am concerned with the decline in the overall interest of the hobby, I would also like to resume my own practice of the hobby. I have a four year old son who is crazy about my model trains, and wants to see them run. It would be better for him if I spent more time modeling and enjoying the hobby with him.

Therefore, I wish to make a statement of policy I hope I can keep. I will try to put out the **Coupler** on time - however, that issue may not be twelve pages and may not contain some of the items or columns you are accustomed to seeing. I am asking you to accept some of the responsibility for producing this newsletter - to move closer to making this your newsletter again, not just my newsletter.

Trying to end this up on a hopeful note, I would like to point out that there will be no Spring NER Convention due to the proximity of the Minuteman '86 national in Boston. All NER members are urged to contact the Minuteman staff to offer whatever services you may be able to, and also to support this National by registering and attending. The NER and the northeast can gain a lot of respect if this convention comes off well. We do have a lot to offer those from other geographic areas of the country, but I can tell you from personal involvement that it is going to take a lot of people to make it work. The committee will be relying on you to help pick up the load. Now is the time to contact them and volunteer.

Then, following the National, Jim Heidt and his new CNY crew are planning a bang-up NER Fall Convention out in Utica, NY in October. A lot of details are already available and they make this convention look very attractive and exciting. Knowing Jim, you may just have a hard time getting enough sleep that weekend.

Till next time, then - -

From The President's Pen

By Bill Parker

The subject of a recent article "From The President's Pen" was membership - membership in the National, the

Region and the Division. In that article I stated that "the answer to the NMRA's membership problems would seem to lie in a combination of three basic considerations - Promotion, Participation and Pride.". Obviously that statement is completely applicable to the Regions, Divisions, model railroad clubs and groups as well as the National.

I recently received a letter from Norman Guinard, the NER Canadian Director, expressing grave concern about the present situation in the NER's Maritime Division. The situation that he refers to is a break in the ranks of that Division caused by a few of the better known members pulling away from the majority of the members and forming their own splinter group. Norm Guinard's letter goes on to explain that Mr. Lou Simard and a group of his friends have formed what they call "The Maritime Federation of Model Railroaders." This "Federation" has no official ties with the Maritime Division, the Northeastern Region or the NMRA. In essence, the Federation amounts to a small group of model railroaders who all reside in a relatively small geographical area that have banded together for the purpose of increasing their model railroad activity and interest within one small portion of the Maritime Division.

Many sparsely populated areas within the United States, Canada, Australia etc. have found that they must organize (formally or informally) into small groups or clubs within a Division in order to facilitate the personal contact and comradship that is so important within the hobby of model railroading.

An NMRA Division is made up of individuals, groups and clubs. A Division generally does not meet, or hold functions, daily, weekly, or even monthly. A Division meets a few times a year and holds a "larger" function sponsored by a group or a club within the Division boundaries. This "larger" Division function is generally advertised to all Division members and the local general public to come and enjoy the craftsmanship, comradship and exchange of knowledge and ideas present at an NMRA Division function.

I do not see any reason for concern simply over the fact that a few people in a specific area joined together to form a Federation. On the other hand, I would certainly be concerned if those people did not continue their allegiance to the Maritime Division, the Northeastern Region and the National Model Railroad Association.

To again borrow from the words of my previous article - "Pride in the organization comes from pride in yourself and your fellow members.". "You should be proud of your talents and proud of your hobby."

Remember, the National Model Railroad Association is the parent organization, and most of your knowledge and enjoyment of the hobby came through the parent or your brothers and sisters within the NMRA family. NMRA members, NMRA sanctioned functions and /or articles in the **Coupler, Bulletin, Model Railroader, Railroad Model Craftsman, Main Line Modeler**, etc., all written by NMRA members, have been the source of your upbringing in the hobby family.

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If you think you are losing contact with the "family", please write to us. Start with your nearest "relatives" in the Division. If your problems can't be solved at that level write to me at the Regional level. I will either be able to solve your frustrations, problems or complaints on a Regional basis, or I will forward your correspondence to the appropriate person within the National organization.

Communicate and participate. I hope to see everyone at the NMRA Minuteman '86 National Convention in Boston, Massachusetts on July 21-27, 1986.

Keep in touch, see you soon.

The Eastern Area Report

By Rick Shoup

This column is a potpourri of items from the EC/BOT meetings and other things.

There were two interesting actions at the EC/BOT meeting in Milwaukee. First, the MCoR motion to reduce the number of area VP's from four to one died for lack of a second. Also, the Budget for 1985 - 1986 passed with no changes.

The Home Office building shell is complete. **Carolyn Kelley** and her staff of three have a nice clean place to work. Plants hang from the ceiling and drapes are on the windows. There is a staff eating room with a small refrigerator and a hot plate. Out in front is a reception area with soft chairs for guests.

They **really will** have their own IBM computer by the middle of September, 1985. I'm only a year late in the prediction of when it would arrive.

But, the library is just a bare space with the book collections piling up more each day. We have been given a four thousand item collection of B&W negatives to catalog and use. Also, if you have pre WWII **Bulletins**, sort them by years and ship them to NMRA Library, care of Carolyn Kelley at the headquarters in Chattanooga. The same goes for pre-1980 collections of EC/BOT motions. **Be sure** to write to Carolyn first to tell her that they are coming.

The Achievement Program has a new category called "Prototype Modeler". The idea is to model a prototype scene or location using maps, photographs, personal observations, etc. The locomotive(s) and rolling stock do not have to be scratch built, but most of the buildings probably will be in order to achieve the actual concept of the scene. Just like for the 'Scenery' award, color photos of the finished scene will be required for the judges use.

The paper work to establish a separate Trade Show for the National Conventions is progressing well. Henry Jordan is spearheading the work. Everything should be finished in time for the Mid-Year EC/BOT Meeting in March.

Jim Hammer, of the Promotion/Membership Department, set up a very good and effective promotion campaign for the Milwaukee news and TV people.

Jim Cope had his **Pike Registry** books available for those folks who had registered their pikes. There are 703

names and addresses in that book. What a labor of **LOVE**. That book should cost \$20 per copy rather than the \$3 that he charges for it.

G. William Hammer is back on the National Roster in Estate Counselling and Legal Matters. "Welcome Back, Bill".

All seventeen Regional Trustees and the entire nine member EC Council were at the meeting in Milwaukee! First time for John Saxon of the Australasian Region.

Bill Bradley has been appointed to chair the "Blue Ribbon Committee" after John Glaab resigned due to the press of business.

Forthcoming National Conventions are: Boston, 1986; Eugene OR, 1987; Birmingham, AL, 1988; Houston, TX, 1989; and Pittsburgh, PA, 1990. Not bad, huh? - get tow in the eastern area only four years apart. --I hasten to add that I had nothing to do with these cities volunteering to host conventions.

Til next time,

Rick

President's Report On NMRA Executive Council and Board of Trustees Meeting Milwaukee, WI, July 27-28 1985 by Bill Parker, President NER

The NMRA Executive Council and Board of Trustees members are scheduled into National Conventions a day or two before the official opening of the convention for two days of caucuses and board meetings. While the Executive Council meets several times a year, the Board of Trustees meets only twice a year - once at the convention and once in the late winter.

Board meetings are the culmination of about two months of preparation. Reports and "motions" of things to be considered by the Board are sent to a location where they are compiled and mailed out a month in advance, as an inch thick agenda, for the upcoming Board Meeting. A lot of reading and thought goes into the review of the agenda package by each member of the EC and BOT. Quite often letters are written and/or telephone calls are made in an effort to obtain as much information on a subject as possible in advance of the meeting.

Times change and people's ideas change. The NMRA must try to keep up with the member's wants and desires. Over the last few decades people have become accustomed to rapid communication of information by express mail, radio and T.V. The present NMRA membership wants information and wants it faster than its predecessors did. Recent NMRA agendas, including the Milwaukee agenda, reflect this fact in the predominance of new ideas and requests for capital outlays for a new headquarters building with modern computer, copy machines and a library facility for quick access to information.

The Milwaukee EC/BOT meeting dealt with the following items:

Short Range Goals: 1. All committees in action. 2. More modeling articles in the **Bulletin** for "beginners". 3. Continue "Market Survey" as it is proving effective.

Long Range Goals: 1. Complete the building fund. 2. Complete the library. 3. Make the NMRA the lead organization for the hobby of Model Railroading. 4. Better communications with the teen age model railroaders, the Model Railroad Industry Association, the Hobby Industry Association, the retailers and the entire NMRA membership.

The National Convention Department was the subject of several reports and several motions. In an effort to provide consistently good trade shows at National Conventions, a motion was made to form a group of "permanent" volunteer professionals to set up and run the trade show portion of the convention for the NMRA. All people in the group would be experienced in contacting the right people, negotiating economical contracts and providing the right promotion for the trade show. The specifics are being written for action for the next meeting.

A motion to allocate \$13,000 to the new library for equipment and furnishings was passed. Also, the motion to hire a full-time librarian was passed.

The reasoning behind these motions and the action taken was that in the past the NMRA's chief function was to set standards for the model railroading industries but in the future the major function will be to provide information. (Note: Your immediate past president of the NER, Dave Messer, is doing a terrific job as the chairman of the Library Committee.)

The question of whether to change the make-up of the Executive Council by eliminating the positions of Area Vice Presidents was brought up. At the present time Area Vice Presidents do not have a vote - their position is similar to a cabinet member, offering advice to the executive officers and guidance to the trustees within their area. This issue was referred to committee with instructions to prepare a complete report before the next BOT meeting.

At the Scottsdale, Arizona Board Meeting this past March, the Northeastern Region moved that "the Board of Trustees request the NMRA Engineering Department to thoroughly review the Modu-Rail II Standards and Recommended Practices for HO gauge modules, for the purpose of recommending approval, as submitted or with modifications, at the EC/BOT Meeting in Milwaukee, Wisconsin." This motion was tabled until the Milwaukee Meeting to allow the engineering department to organize their module information and publish that information in the May issue of the **Bulletin**.

I arranged with President Shimada to allow Mr. Les Halmos (Alouette Division, NER) to distribute additional written information on HO gauge modules and to make a presentation to the entire EC/BOT and the chairmen of the various NMRA departments during the Board Meeting. Les made an excellent presentation pointing out shortcomings in the proposed S10 standards published in the **Bulletin** and calling attention to the fact that the Modu-Rail Standards and Recommended Practices were adaptable

to both show display and permanent club layouts.

As a result of these efforts the HO gauge modular standards, both S10 and Modu-Rail, were referred to the engineering department for preparation of a final version of HO modular standards and recommended practices that can be approved by the Board at the next meeting and published for a vote of acceptance by the NMRA membership. (Author's comment: quite often it takes longer than we would like to get things accomplished, but considering the fact that HO modular standards are over a decade behind N-Trak standards, I guess six more months isn't too bad.)

Other items of interest to the general membership were motions concerning member services. The Board passed motions for the production of new, professionally produced, tape slide clinics and for new VCR tapes.

The above gives you a good idea of some of the items being acted on in an attempt to upgrade services to the membership and streamline the operation of the NMRA. The goals that have been set are realistic and realisable. The time and effort being spent by the EC, BOT and committee members has been greatly increased in order to accomplish our objectives in a timely manner.

You president has been, and will continue to be, working on items that will benefit the members of the Northeastern Region and the NMRA as a whole. I have received correspondence from a few NER members concerning modules, division membership, division boundaries, Minuteman '86 Convention etc. Some items have been taken care of, others are being further investigated before any action is recommended. If you have any ideas or "motions" that you would like brought up at either Regional or National Board meetings, please write and communicate your thoughts and the reasons behind them. Rest assured that all communications are read and that due consideration is given to all ideas and suggestions.

I hope to see you all at the NMRA Minuteman '86 National Convention in Boston, MA. on July 20-27, 1986.

SHOP TALK

by Brian Whiton

I would like to address the subject of finish on contest models. A good finish on a mild model can gain back some lost points, however, it will not replace unearned construction and scratch points. Conversely a poor finish can rob points from an excellent construction job. There are 35 points to be had in the finish category, so it is worth your careful consideration.

Sometimes your basic material can condemn the finish from the start. It is very difficult to simulate sheet metal with wood since the grain must be totally filled and sanded smooth. To attempt such an effort will likely rob your energy which is needed elsewhere on the model. Since few of us have a broad enough selection of tools for

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working sheet metal, styrene is a happy substitute.

Less obvious cases can occur. I have several wood flat cars on my layout which are well weathered individual board contest quality models. Their finish, I thought, looked very realistic. Then I bought a Gould Flat Car kit, assembling and finishing it exactly as the manufacturer instructed. Wow! That styrene deck looks more like weathered wood than my wood cars. The key is grain. What we see in real wood is grain - it's not to scale. Gouges and abrasions to the deck look more like fur than real wear and tear. In styrene the grain is missing, but in reality it would be too small to see from our 87.1 times larger eye. The gouges and abrasions installed with a piece of sandpaper in the styrene are nearly to scale and so seem appropriate. The stain, instead of soaking into the porous wood, tends to collect in the abrasions, marvelously highlighting them. Consequently, all my future decks will be styrene. I may still use wood for larger undercarriage beams, but my thinking is permanently altered with respect to this specific finish requirement. In other applications, of course, this finish would first have to be evaluated. It's not a panacea.

All of this points out the need to remain flexible in adopting finishing techniques. Experiment - then combine the most successful of these into your next contest entry.

PROMOTION & MEMBERSHIP

By Jim Heidt

Hello again! Last time we made our introduction to you as the newly revitalized Promotion and Membership Committee of the NER. Now's the time to start getting specific about some of our ideas and plans toward reaching our goals of increased participation from you and more members from other modelers who are non-members of our region.

Generally speaking, our committee wants to increase NER exposure to all modelers in the region. One way that is already being done is the continual effort by the NER Convention Committee to rotate the location of the region conventions so that one is conveniently near you every now and then. Hopefully, you'll attend a good convention and get "hooked" into the fun, fellowship, education and inspiration of NER conventions wherever they are located. In addition to the efforts made by our **NER Coupler**, what can we do to increase convention exposure within our geographical region?

Here's an idea we're going to try. In conjunction with the NER Convention Committee, our committee is going to produce, develop and distribute a tape-slide clinic to promote the NER 1986 Fall Convention in Utica, New York. This clinic will be available to any and all Divisions, model clubs, module groups, and individual modelers within our region, and it will highlight a packed weekend of activities that will make up that convention.

The future of this type of promotional service will

depend on the frequency of its use and the amount of favorable response it raises in the form of increased convention participation and registration. If the clinic is successful, we will continue such clinics in promotion of other regional conventions ... and we think that this program will be mutually beneficial because there are a lot of program chairmen out there that are always looking for new material to entertain their members.

What do you think? Would your local division or club or group be interested in this kind of promotion as a program event? Let us know by dropping me a line at P. O. Box 195, Camden, NY 13316. We are still working on the specific details over the shipping of these clinics and will let you know when they are worked out, but drop us a line now if you're interested in borrowing the first one. Remember, first come is first served, and the Utica convention is less than a year away!

Another promotional service of this committee is the preparation and distribution of the long-missing promotional brochure for the NER. Drawing from the ideas of several sources within and without our region, this committee has formulated a rough draft of a new NER promotional brochure which will be submitted for NER director action at the next NER Director's meeting in December 1985. Our plans include having the final version mass printed and distributed in every club and hobby shop in every corner of the NER.

Finally, with the advent of the production and use of video-tape as a medium in the hobby in general and as promotion of **Minuteman '86** in particular, we have general ideas of producing and distributing a quality look at the NER in general. It would "look" at the clinics, the contests, the modules, the achievement program, the exceptional layouts, and especially the people and fun of involvement and membership in the NER. But, we'll get into that more as time passes.

Speaking for myself, I am a relatively new member of the NER. Sure, there are times when I get "frosted" over one thing or another about the region, but that's only natural. The point is that I enjoy participating in the NER, that I've learned to talk to people about various facets of our hobby from Canada to New Jersey. Now, I regard these people as my good friends and, not only do I look forward to the education of clinics and contests and the inspiration of layouts, but I look forward to seeing my friends again and talk about our favorite subject: model trains on the local scene.

Remember that the Northeastern Region is people besides programs. Now, if you can help out this committee by expressing these sentiments better than we have here, let's hear from you! What promotional ideas or goals or suggestions do you have? Again, let's hear from you!!

SOOT & CINDERS

by Richard M. Hanschka

With all the interest in the activities of Timothy Mellon and his Guilford Lines, I thought you might be interested in some of the early day activities of one of his railroads, the

Delaware and Hudson.

The D & H is one of the oldest U.S. railroads. It was known for hauling coal and more recently for the use of Alco PA's on passenger trains from Albany, N.Y. to Montréal, Québec. With trackage rights that extend far beyond it's original territory, it has many positive features.

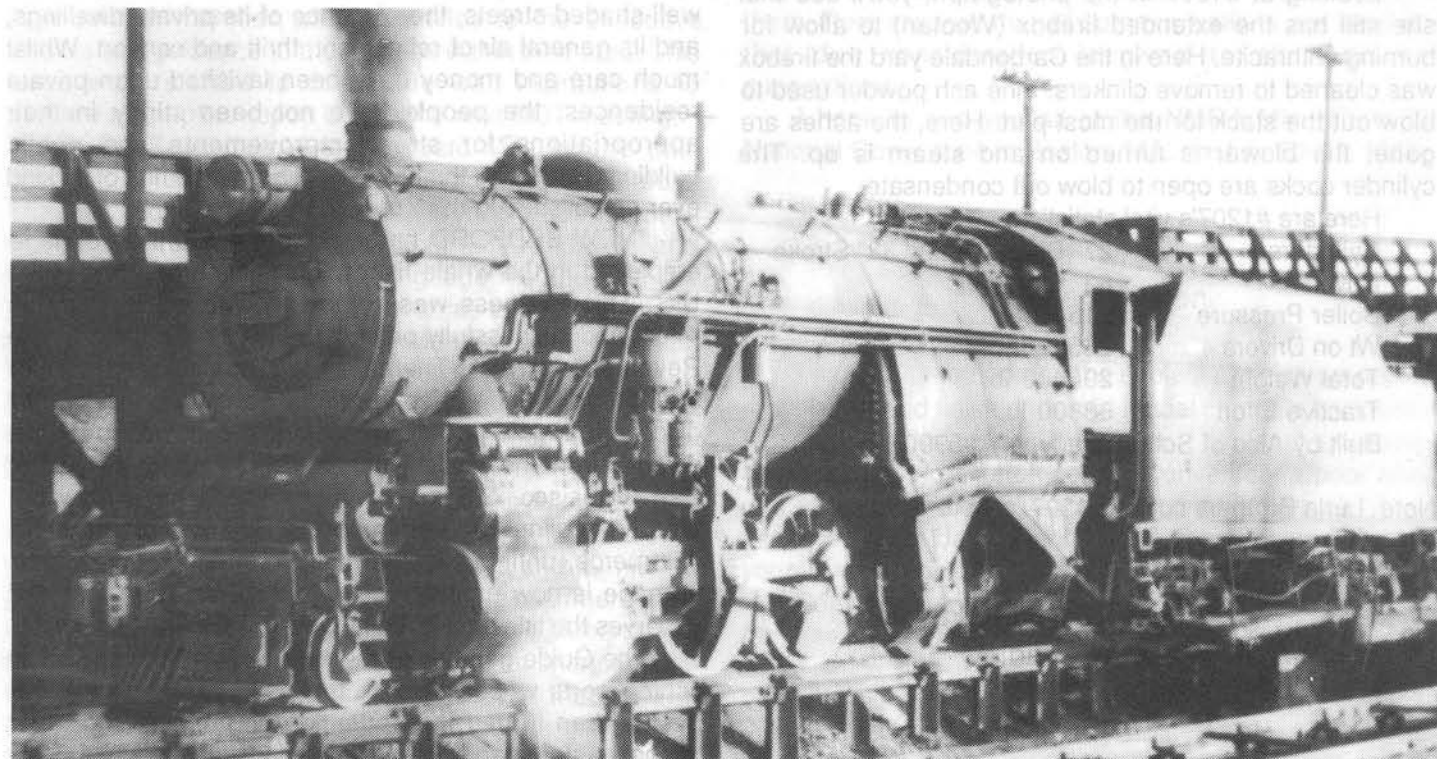
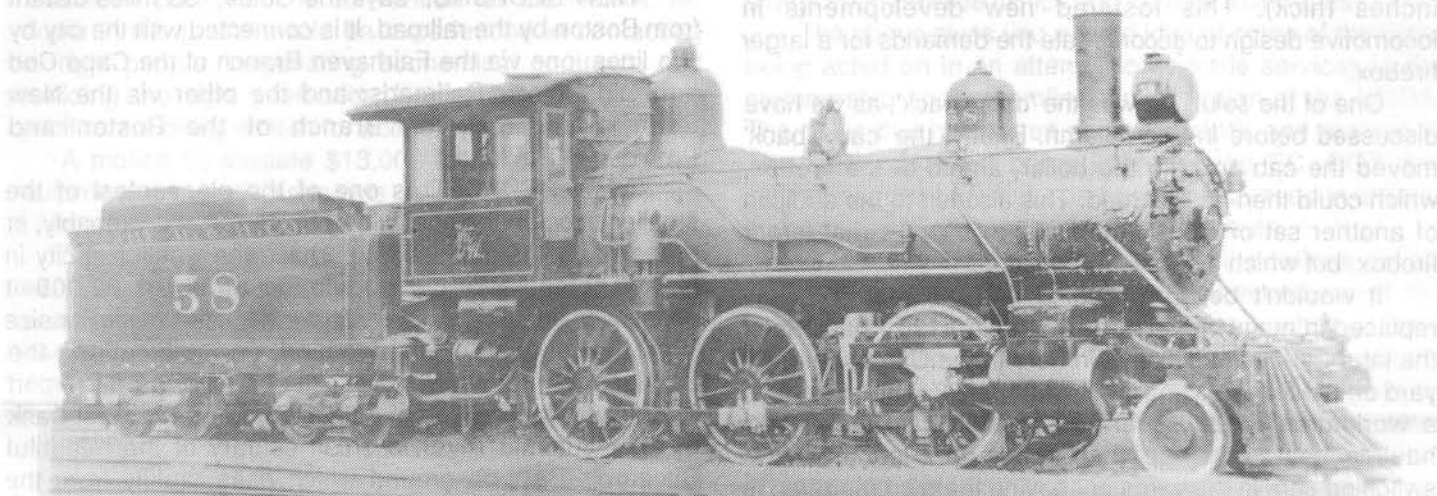
The railroad (like the C & O) traces its history to a former canal operation. The coal lines it aquired west of Albany were former property of the Albany & Susquehanna and went to the Scranton, PA area. For years the D & H also shared some trackage in Pennsylvania with the Erie.

Working the coal mines was one of the major tasks of the railroad in the early years. We are going to discuss two locomotives that used to work in the coal areas: #58, a Class C-1K 2-6-0 Mogul, and #1207, a Class E6a 2-8-0. #58 was the earlier locomotive, so we'll begin with her.

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The 2-6-0, or Mogul, was sometimes also called an 'eight-wheeler', which confuses it with the 4-4-0 American. Unlike the American, however, the Mogul was developed primarily as a freight locomotive. On the D & H, the Mogul appeared because the railroad had heavy grades from Scranton, PA to Binghamton, NY. The Mogul was more suited to hauling coal up these grades than the earlier locomotives it replaced. However, the engine was not limited just to main line hauling; it was not unusual to find a Mogul also moving coal cars from mine to yard and working local service.

D & H #58 as pictured here is at the Colonie shops near Albany, NY. In 1906 brass was meant to shine. At days end, the engine got a hot soapy bath and an



Soot & Cinders (Con't)

extended inspection. All moving parts were lubricated for better operation and prevention of rust.

Here are some of #58's vital statistics:

Cylinders	18" Diameter and 24" Stroke
Drivers	63" Diameter
Boiler Pressure	150 PSI
Wt on Drivers	107700 lb.
Total Weight	123000 lb.
Tractive Effort	15991 lb.

Built by Dickson of Scranton, PA #830 in 1891

One thing that hastened the replacement of these 2-6-0's was the ready availability of anthracite coal. In order to burn anthracite efficiently, it requires an engine with a large firebox so the coal can be spread thinly (perhaps four inches thick). This fostered new developments in locomotive design to accommodate the demands for a larger firebox.

One of the solutions was the 'camelback', as we have discussed before in this column. Briefly, the 'camelback' moved the cab up onto the boiler, ahead of the firebox, which could then be enlarged. This also led to the addition of another set of drivers, primarily to support that larger firebox, but which also added traction.

It wouldn't be surprising to find out that #58 was replaced in many of its tasks by #1207. #1207 was one of the later 2-8-0's, and is shown here in the Carbondale, PA yard on the lead to a coaling dock. The 2-8-0 became quite a workhorse around coal country doing all tasks from hauling coal trains up the grades to Binghamton to switching cars in the yards or shoving them up the ramp to the coaling dock. When articulateds arrived, the 2-8-0's were assigned to the shorter runs.

Looking at #1207 in the photograph, you'll see that she still has the extended firebox (Wootan) to allow for burning anthracite. Here in the Carbondale yard the firebox was cleaned to remove clinkers. Fine ash powder used to blow out the stack for the most part. Here, the ashes are gone, the blower is turned on and steam is up. The cylinder cocks are open to blow out condensate.

Here are #1207's vital statistics:

Cylinders	27" Diameter and 32" Stroke
Drivers	63" Diameter
Boiler Pressure	215 PSI
Wt on Drivers	265500 lb.
Total Weight	296000 lb.
Tractive Effort	68800 lb.

Built by Alco of Schenectady, NY #59901 in 1918

Note: Luria Brothers cut up #1207 in April 1953

Railroadiana

By Stan Bradley

New Bedford Minus One-Eleven

I was quite thrilled to attend the NER Regional Convention at New Bedford, the magic name of a magic city of yore; and turned to my Eastman's Eastern Coast Guidebook of 1872 in order to learn a bit more about its history and background. In its preface, it states "The object of this Guide Book is to bring to the notice of those who are unacquainted with the Eastern Coast of New England, some of its many attractions; to describe its beautiful beaches, bays, harbours and rivers; the pleasantest and best routes and modes for reaching them, for those seeking quiet, comfortable and healthy summer homes."

We must remember that one hundred and eleven years ago there were no roads or highways such as we know today. Railroads were still more or less in their infancy in the period just after the close of the Civil War, but they were already the only practical means of transportation for the ordinary person, aside from the steamboats.

"NEW BEDFORD," says the Guide, "55 miles distant from Boston by the railroad. It is connected with the city by two lines; one via the Fairhaven Branch of the Cape Cod and Old Colony Railroads; and the other via the New Bedford and Taunton Branch of the Boston and Providence Railroad."

"NEW BEDFORD is one of the pleasantest of the smaller cities on the coast. Next to Boston, it is probably, in proportion to its population, perhaps the wealthiest city in New England. With a population of about 22,000 it possesses advantages over most other cities of similar size - in the beauty of its location and education, the intelligence, enterprise and wealth of its citizens. It is a port of entry for foreign commerce, situated on the west bank of the Acushnet River, a small estuary of the beautiful Buzzard's Bay, on ground which rises rapidly from the water's edge, affording many fine views of the harbor and the surrounding country."

"It is noted for the regularity and beauty of its well-shaded streets, the elegance of its private dwellings, and its general air of refinement, thrift and comfort. Whilst much care and money have been lavished upon private residences, the people have not been stingy in their appropriations for street improvements and public buildings, including the Free City Library, the first of its kind ever established in this country."

"NEW BEDFORD has a greater amount of tonnage employed in the whale fishery than any other port in the U.S. This business was commenced there as early as 1764, and successfully prosecuted until interrupted by the Revolutionary War. Thereafter this business constantly and steadily increased, until in consequence of the discovery of gold in California, several of its vessels were diverted from the whale fishery and fitted out for the port of San Francisco. Since then there has been a slow but steady decline in that important branch of maritime commerce, until but a little more than half of the former tonnage is now employed in this way; yet the place still deserves the title of THE WHALING CITY."

The Guide goes on further to say, "Unlike many other fishing ports whose favorite business has declined, the people then turned their attention and capital into other channels, and manufactories of various kinds have sprung

up, all busy in the production of some useful article for the home or foreign market. Cotton mills employ some 1,500 hands and have a capital of over two million dollars. An extensive carriage manufactory employs over 200 to turn out a large number of superior vehicles annually. There are extensive oil works, a large tanning company, iron mills, copper works, a cordage company, flouring mills, Mount Washington Glass Works employing 175 hands, and many other manufacturing establishments of more or less magnitude and importance."

"The people of New Bedford extend much of the genuine old-fashioned hospitality to visitors, which with the other attractions of the city of the city and its surroundings, make it a most desirable place in which to spend a few days or a season."

"The city is connected by a line of steamers with Boston, Providence, and Fall River. There is also a regular steamer to Nantucket, which touches at Woods Hole in Falmouth, and Vineyard Haven, formerly known as Holmes Hole, on Martha's Vineyard. The hotels are the Parker House, the Mansion House, and other smaller ones, generally well kept."

With reference to transportation facilities of one hundred and eleven years ago, the guide lists the following:

1. Steamers of the Fall River Line leaving New York at 5 P.M. and connecting with trains over the Old Colony & Newport R.R., reaching Boston about 6 A.M. the following day.
2. From New York to Boston, by way of Providence, on Long Island Sound steamship to Groton, thence by the Stonington & Providence R.R. to Providence; then changing to the Boston & Providence R.R., arriving there about 5 A.M.
3. From New York to Boston, by way of New London and Norwich, by steamboat to New London, thence by the Norwich & Worcester R.R. to Putnam; thence by the Boston, Hartford & Erie R.R. arriving at Boston in season for steamboat and railway connections for the north and east.
4. From New York to Boston, all the way by rail, by way of the Shore Line via New Haven, New London, and Providence, a distance of 231 miles, arriving there at 4 P.M. The fare is \$6.

Referring to New Bedford connections, the Boston & Providence R.R. operates between those cities. A branch runs from Mansfield to Taunton and New Bedford, from whence steamboats run to Martha's Vineyard. The distance is 55 miles.

For The Railettes

By Linda Craigue

I hope to see many entries for our Railette Arts and Crafts Contest. The contest is open to any lady who comes to a Regional Convention. She can enter any kind of

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article that she has made herself. There are three general categories, each one has three subdivisions.

1. General
 - A. Kit Built - Has everything enclosed - diagrams, plans and the materials.
 - B. Pattern - Has diagrams and plans, and tells how to do it. You secure the materials.
 - C. Original - You design your own plans, pattern or blueprints. You secure your own materials and do all the construction yourself.
2. Railroadiana
The same A, B and C categories as General, but everything must have a railroad motif, such as knitting a sweater with a train on it, a lamp in the shape of an engine, or a painting of a railroad scene.
3. Needlework
The same A, B and C categories as General, but consisting of any work including knitting, embroidery, needlepoint or hook rugs.

You do not have to be a professional to enter. If you think your work is good please bring it.

Achievement Program News

By Don Howd

Through this message I would like to re-introduce the Achievement Program to NER members and at the same time ask the help of each Division to generate more interest in the Achievement Program.

The Achievement Program was formally adopted in 1961 as an NMRA activity with a view to promote interest in model railroading. The AP achieves this goal through awards in four general areas of interest of our hobby: Railroad Equipment, Railroad Setting, Railroad Construction and Operation, and Service to the Hobby and NMRA Members. There are ten specific categories under these general areas. The Achievement Program hopes to recognize model railroaders who have gained significant success in each of these categories. Upon completion of seven of the ten categories, the modeler is honored as a Master Model Railroader.

From a personal viewpoint, I look at the AP as a challenge for an individual to become a better model railroader through participation in both the AP and Regional or National model contests rather than a contest between modelers. When you enter model contests and participate in the AP, you are in competition with yourself to improve your modeling skills. Once you have been announced as a winner in a Region or National model contest you are hooked. Even those who might not be successful generally come back to the next convention with better models.

Secondly, I am asking each Division in the NER for

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help in generating more interest in the Achievement Program. More interest in the AP will also promote more interest in the model contests at the conventions.

In order to bring the AP closer to the members, I am asking for a volunteer from each Division to act as Divisional Program Representative. Ideally the Divisional AP Representative should be a model railroader who holds one or more AP certificates. If this is not possible, then the Division Rep should have experience in judging or competing in model contests. Additionally, the Division Rep should have a real interest in helping fellow model railroaders improve their skills.

The Division AP Rep's assistance to me include working with other modelers to prepare the necessary paperwork for the AP Certificates and acting as a witness for the member in the various categories of the Program. Division AP Representatives will greatly benefit any NER member who wishes to participate in the Achievement Program but who is unable for whatever reason to attend NER conventions.

If you want to help promote the Achievement Program in your Division or if you want more information about the AP, please contact me at 10 Old Randolph St., Canton, MA 02021. Thanks.

DON'T JUST BELONG -- PARTICIPATE!!

NER-MIG

By Edwin R. Permon

I did not hold a formal module meeting at the recent Providence, RI convention. This column constitutes a status update of module standards and a general module call.

STANDARDS STATUS

During the spring NER BOD meeting, the board ratified MODU-RAIL II and NTrak as the region's HO and N scale module standards. This will be subject to review at a later date.

The May issue of the **NMRA Bulletin** carried the first publication of the tentative national standard, S10. This standard is the first national module standard and covers all scales. MODU-RAIL II was brought to the national BOT and EC during the Milwaukee convention. Les Halmos personally made a presentation in support of MODU-RAIL II. But based on experience, I believe S10 will carry. The contents are still open to debate and compromise. S10 is still only a "tentative standard". For example, there are significant differences between S10's N scale dimensions and the traditional NTrak. These differences will have to be worked out. Even so, there will be thousands of 'grandfathered' modules in all scales throughout the country.

MODU-RAIL II is still an excellent overall document. But the specifications may have to be changed. The NER BOD will have to review the situation after the national

balloting in the summer of 1986. The timetable calls for S10 to become a 'proposed standard' at the spring '86 EC/BOT meeting and appear on the summer's ballot for membership ratification.

Send any comments on S10 to the national Technical Department.

Jim Monroe
129 Hunter Ridge
St. Charles, MO 63301

MODULE CALL

Modules to the Minuteman!!!

That was to be the outcry!

But the status of the show floor space changes the call. With the Hines Auditorium closed, the Sheraton Hotel (the host hotel) is providing "show space" in the top level of the parking garage.

The advertising said sixty-thousand square feet of available space. The usable space is more like forty-five thousand square space. Of this, we have about 10.8 thousand square feet available for modular setups. NTrak is asking for 5 thousand square feet and Alouette Division has sent a diagram of what they will need for their MODU-RAIL II set-up. We are looking for a second HO scale loop. I have a local group available, but I want to give others a chance too.

I am putting out a general call but I have to point out that space is limited. We are also hindered by the fact that there will not be a national standard until after the convention.

If individuals or parts of groups want to be part of the second loop, please get a post card to me ASAP. Indicate how many modules of each length you would provide. I ask that the mainline center lines be two inch spacing and that each module have scenery by the time of the convention. There will be other interface guidelines (note that I did not say specifications) forthcoming to aid module interfacing.

"Modules to Minuteman" is spoken softly because of the space limits. Please send that card if you are still interested.

Bruce Alcock of the Northeast NTrakers is handling the NTrak coordination. His address is:

Bruce Alcock
42 Westgate Crossing
Nashua, NH 03062

Les Halmos of Division Alouette is my Canadian HO counterpart. His address is:

Les Halmos
8 Rue Lournal
Neufchatel, Quebec
Canada G2A 2B1

From The Divisions

Central New York Division

At the annual meeting of the NER held November 3,

Advertisements

1985, the Central New York (CNY) Division charter was changed from temporary to permanent. As the superintendent of the NER's newest permanent Division, I am pleased to tell you how appreciative and excited we are to finally be in the official NER family.

In appreciation, we would like to invite you to come and enjoy our hospitality and the NER 1986 Fall Convention in Utica, New York, during October 10-12, 1986. Even now, the fullest possible program is being planned while we're making sure that you'll also remember those little extras when you're on your way home. Far more details will be forthcoming in future issues of the **NER Coupler**, but for now, your "Welcome to the CNY Division" is answered by "Thanks. We're glad to be with you!"

Jim Heidt

Nutmeg Division

Nutmeg Division has had an eventful fall schedule. In September we visited the "Charlestown & Pattville RR" of Charlie Bettinger. About twenty-five members and friends attended. A great deal of enjoyment was had seeing Charlie's railroad operating and checking out his new venture in narrow gauge. A lively meeting was also held in which many comments were given about the proposed program for the coming year.

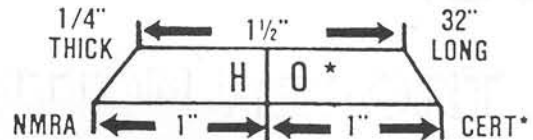
In October, our annual evening for the wives was held at the Coachlight Dinner Theatre, where members and wives enjoyed an excellent meal and the show "Annie". Response to this evening was not as good as we had hoped, but that could have been due to short notice. All who are interested in a similar activity next year are invited to make their feelings known.

On October 26th, the Nutmeg Division held it's annual show at the Rockville High School. This was the second year we collaborated with the High School Band in putting on this show. We had about six hundred people attend, and the show netted enough to help keep the Division solvent for another year.

Our next meeting will be the annual membership meeting in January. New members will be elected to the Board of Directors. Anyone who would like to volunteer for the BOD or nominate someone for a BOD position should contact Joe Sokol, 213 Regan Road #12, Vernon, CT 06066.

Kenneth May

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MEMBER N.E.R.

HISTORY — PRESERVATION WORK

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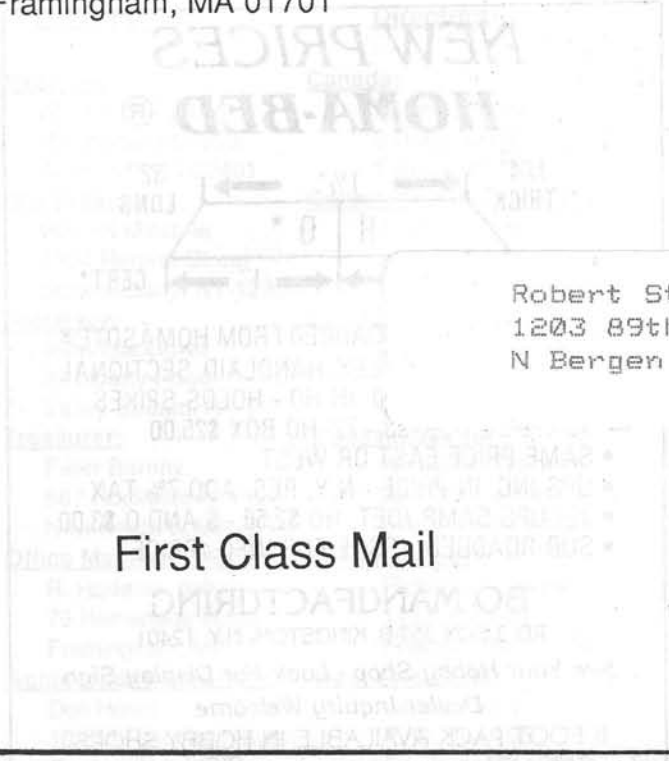


PLANS — MODELER'S INFO

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

First Class
Postage Paid
Permit # 30
Stafford Springs
CT 06076



Robert Strobel
1203 89th St
N Bergen NJ 07047

First Class Mail

Continued from Page 1
Non-Revenue

1st Place: Kenneth Hamilton - Clyde Iron Works Track-laying Machine - **HUB Award**

Diorama

1st Place: Walter J. Rogers - Rio Grande Southern Diorama

Craftsman Category:

Structures

Honorable Mention: Richard C. Laube - FreeLance Storage Shed

Diorama

1st Place: Kenneth Hamilton - Bridge Under Construction - **Baldwin Trophy**

2nd Place: Richard C. Laube - Forest Diorama - **Deleware Trophy**

Brian would like to thank the judges: Brian Whiton, Walter J. Rogers, Bob Van Cleef, and others.

Providence Photo Contest Results

Photo Contest Chairman Peter Watson reports the following results in the Photo Contest from Providence:

Master Category:

Black & White Prorotype

2nd Place: C. J. Obregon
3rd Place: C. J. Obregon

Black & White Model

1st Place: C. J. Obregon
2nd Place: C. J. Obregon

Craftsman Category:

Color Prototype

1st Place: Daniel Monahan
2nd Place: Daniel Monahan

Pete would like to thank his judges: Peter Watson, Bill Parker and Jack Alexander.

Call to the Minuteman

In a little less than seven months from now **Minuteman '86** will be underway. It hardly seems possible, but Boston is the site of the next NMRA National Convention. After all these years of planning and preparation, the big event is practically here.

Hosting this convention will be the members of the Hub Division of the NER. However, this task is too large just for the Hub Division. So we are calling on members of our brother and sister Divisions of the NER to assist us in hosting this party. As anyone who has ever hosted a party for a function knows, the host is responsible for providing the house or hall, the food, beverages, decorations, entertainment, etc.. In short, the host is responsible for everything.

The 1986 NMRA "Minuteman '86" National convention has been organized as follows:

William S. Parker, General Chairman
R. Roderick Brown, Inside Activities Chairman
Brian Whiton, NMRA Outside Activities Chairman
Linda Craigue, Non-Rail Activities Chairman
Irwin Lloyd, NMRA Registrar
Jack Alexander, NMRA Treasurer.

All prototype rail tours will be run by the NRHS in cooperation with the Railroad Enthusiasts (RRE) since we have put together a "first" in having the three largest railroad hobby groups in the country conducting their respective National Conventions simultaneously in the same location.

As of this writing, the overall organizing and planning aspects of the convention are pretty well completed. Now we must move on to the next step in the preparation for the convention - STAFFING. A convention of this size requires a large staff of volunteers to help in running the myriad of activities that make up a National Convention. This is where you, members of the NER can participate in performing one or more of the necessary functions of a National Convention. There is room for everyone - there is a need for everyone! "Many hands make light work." If everyone pitches in and volunteers a few hours of his/her time, then nobody will be "stuck" working all day for several days in a row (except the head of committees and chairmen!).

All of the NMRA Convention offices listed above will need help during the convention.

As Inside Activities Chairman, Rod Brown is responsible for convention facilities, clinics, contest room provisions, security, movies, video tape programs, signs, information booth, trade show, company store and several aspects of the Friday morning awards ceremony and the Friday evening banquet. Obviously, this large segment of the total convention activities will require a sizable staff.

Brian Whiton, NMRA Outside Activities Chairman, will be responsible for obtaining bus monitors to keep the layout tours on the mapped courses and on schedule. He may also need extra help at model railroad clubs and/or at live steam clubs.

Linda Craigue, Non-Rail Activities Chairperson, will need a fair amount of help from both men and women. Linda is responsible for all non-rail tours, non-rail clinics, non-rail contest facilities, providing some of the non-rail judges, the hospitality room and the teen-age activities. This is another very large segment of the National convention that will require staffing for both inside and outside activities.

The NMRA Registrar will handle the registration for all three National Conventions. Irwin Lloyd will need a good sized crew to man the registration booth from early in the morning to relatively late in the evening every day throughout the convention. He will need people to man the computer keyboards, type out new badges, find pre-registered packages and sign up walk-ins.

Jack Alexander, NMRA Treasurer, can use a little secretarial and bookkeeping help during the convention.

THE GENERAL CHAIRMAN JUST PLAIN NEEDS H E L P !!!

Experience gained from previous NMRA conventions indicates that a well run, well staffed National Convention requires the services of about one hundred volunteers. Every hour that you can spend is one hour less that someone else will have to spend.

If you have not previously filled out and returned a **Minuteman '86** questionnaire indicating your availability to work at some task during the Convention, please fill out the form on the other side of this notice and return it to the address given thereon. **DO IT TODAY !!!**

Remember, all we need is a few hours of time from each person. We want you to be able to enjoy the convention as well as our guests. Thank you for your cooperation.

MINUTEMAN '86' CONVENTION

July 21 - 27, 1986

PARTICIPATION QUESTIONNAIRE

NAME: _____

ADDRESS: _____

OCCUPATION: _____

TELEPHONE NO.: _____

MEMBER OF: NMRA _____ NER _____ DIV. _____ (NAME)

Are you willing to volunteer time during the 1986 Minuteman National Convention to aid in staffing one or more of the various functions? yes _____ no _____

If so, indicate preference:

Inside Activities /_____/ / _____ NMRA Outside Activities /_____/ / _____

Non-Rail Activities /_____/ / _____ Registration /_____/ / _____

Other /_____/ / _____ No Preference /_____/ / _____

Do you have a model railroad layout that you would be willing to open for layout tours during the convention? yes _____ no _____

If so: Gauge _____ Approximate overall size _____ Sceniced _____

Please list anyone you know that has a layout (especially people who are not NER or HUB Div. members) so that we may compile a complete inventory of all model railroads in the Minuteman Convention area.

1. _____
2. _____
3. _____

Please complete this form at your earliest convenience and mail it to:

Staffing Coordinator
Minuteman '86' Convention
Post Office Box 1761, GMF
Boston, MA 02205 - 1761