

FALL '76

113



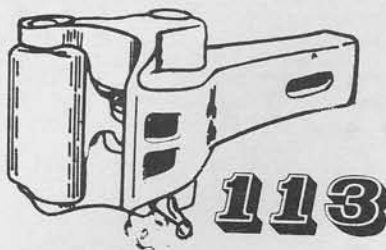
WINTER '77

Coupler



The FRENDA MINE created by Art Curren, Wins The DELAWARE TROPHY for Ingenuity
at NER's 30th Anniversary Convention, Ronkonkoma, N. Y.

the coupler



Marilyn Lorence
Editor

William G. Lorence, MMR
Production Manager

Regular Contributors: Charles F. Gerow
Richard M. Hanschka
Stanley W. Bradley



Editorial Offices: 82 Edmore Lane, W. Islip, N. Y. 11795

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NER BRASS (Plated)

Fred Driscoll, President
15 Cushing Street
Dover, New Hampshire 03820

William G. Lorence, MMR, VP
82 Edmore Lane
West Islip, New York 11795

Douglas Handy, Secretary
P. O. Box 798
Springfield, Vermont 05156

Charles Gerow, Treasurer
75 Geldner Avenue
Staten Island, New York 10306

Ted Ritter, Off. Mgr., Membership
P. O. Box 2334
Vernon, Connecticut 06066

Robert Van Cleef, Achievement Pgm.
RR 3 Box 250 Morrow Road
Coventry, Connecticut 06238

Jack Alexander, Perm. Convention Chm.
111 South Street
E. Bridgewater, Massachusetts 02333

DIRECTORS

Canadian -
Dennis Fortier
1703-380 Rue St. Louis
Quebec, P.Q. G1S4M1

New York State -
David W. Messer
12 Hillview Ct.
Wynantskill, N. Y. 12193

Massachusetts -
Hank Burke
308 Framingham Rd.
Marlborough, MA 01752

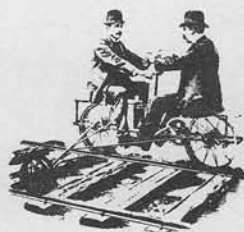
Connecticut - R. I. -
Charles Bettinger
29 Foster Drive
RR1, Vernon, Ct. 06066

Northern New England -
Douglas Handy
(see Secretary, above)

New Jersey -
Charles Gerow
(See Treasurer, above)

Past President -
Graham K. Harvey
2473 S. Seamans Neck Rd.
Seaford, N. Y. 11783

LI & N. Y. C. -
John A. MacIntosh
150 Kildare Rd.
Garden City, N. Y. 11530



Are we coming or going?

A valiant attempt was made at the latest Board of Directors meeting in Talcotville, Connecticut, to cut through some of the scarlet tape of our current Constitution and By Laws to do some important things that needed doing NOW. It seems that the Constitution, which was a worthy document of its time, has become more of a burden than a boon in helping the region carry out its present business.

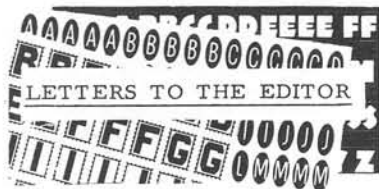
The inclusion in the Constitution of things such as actual dues, can create problems as inflation necessitates increases faster than we can go through the process of amendment. Outmoded wording and referrals to Articles, Sections, Subsections, etc. that can only be remembered by photographic memories, need simplification badly.

It is realized that an undertaking of revamping a legal document such as a Constitution is a cumbersome and lengthy task. However, it must be done. As of the meeting in Talcotville, a Constitutional Review Committee was formed, in the hopes of bringing answers and recommendations to light. It is hoped that this Committee, made up of our Vice President, Secretary and Treasurer will be able to handle such a task.

As members, it will be your responsibility to keep abreast of the changes being made in your organization's ruling document, and to be ready and eager to cast your vote when such changes are in the offing.

Please be aware of the need to bring changes to the NER, changes for the better, changes for you, the members--to help you understand your organization's function. When news comes that changes are being made, offer your help. And if, for some reason, it is decided not to change-- ask WHY NOT? We MUST have a logical, understandable document that need not have a lawyer for interpretation. MAKE YOUR NEEDS KNOWN! Look to your Area Representative for guidance in the events as they happen.





To the Editor:

This letter will serve several purposes. The first is to thank you for your tremendous job on The Coupler over the years. As one who was published in it, I can attest to how much an editor's hand is needed in turning a jumble of photos/plans/what-have-you into a presentable article. My congratulations. To be quite frank, I voted against the male half of your team in his bid for region vice president, because I knew if he won, the editorship would have to change hands. I only hope the NER can get a new editor with the qualities Bill and Marilyn Lorence have shown. (Or maybe a Kenny Martin who could meet deadlines?)

My second purpose is a sad one. As you may know, I've moved quite a distance from NER activities. I would like to say goodbye to all the friends I've made in the Region over the years and to thank them for making model railroading so much fun. If any of you are out my way, I'd certainly like to see you. And, of course, look for me at national conventions. Naturally, I'll stay a member of NER and keep in touch.

Al Westerfield

Ed Note: Al Westerfield has been awarded an Honorary Life Membership in the NER by the Board of Directors for his work and contributions to the NER organization. He is now residing in Elk Grove Village, Illinois. We wish him happiness in his new home and hope to see him now and then, and hear from him often.

NEWS FLASH FROM RONKONKOMA

Rare collectors' items were on sale at the Fall '76 NER Convention, as Newark "the Railroad Convention" buttons were on sale for a mere quarter of a dollar. What with the change of location of the proposed convention from Newark to the Princeton University campus, these buttons, as well as other "Newark" materials should appreciate rapidly in value. Make sure you get yours before they're all gone.

Bill Mischler

UPDATE ON RONKONKOMA

Latest issue of the NMRA Staff Newsletter leaves the '78 National Convention without a home. Any collectors worthy of their salt will really have a prize in any materials with Princeton University campus being touted as replacement for Newark. Where to next, National? --Ed.

TIMETABLE

March 12 (Saturday): South Shore Model Railway Club Annual Show and Open House. 10:00 a.m. to 8:00 p.m. Sons of Italy Hall, 54 Whitman St., Weymouth, Mass. Manufacturers displays, clinics, dealers, displayers, movies, door prizes, children's raffles, white elephant table, refreshments. Show is for Saturday only. Open House is for two days, Saturday, March 12 and Sunday, March 13, 10-5 p.m. Club premises, rear of Middle St. Show Committee Chairman: Bob Persson, 337-2121 Mon. or Thurs. nites. Resp. David A. Feight, 81 Harvard St., Brockton, Mass. 02401, Ph. 588-6206.

March 19 (Saturday): Sunrise Trail Division's 11th Annual Mini-Convention. 10:00 a.m. to 9:00 p.m. Cathedral House, Cathedral Avenue, Garden City, N.Y., across the street from the LIRR Station. Events include live clinics, tape/slide clinics, movies, operating layouts, door prizes, refreshments. Buffet dinner by pre-registration only. Info: Bill Lorence, 82 Edmore La., W. Islip, N.Y. 11795, (516) 661-4620.

May 20, 21, 22 (Friday, Saturday, Sunday): NER Spring Convention, sponsored by HUB Division at the Holiday Inn, Worcester, Massachusetts. P & W Shop tour. Usual convention activities. Further information in upcoming issues of the COUPLER.

July 19-23: NMRA National Convention, Denver, Colorado. See "Bulletin" for information.

October 14, 15, 16 (Friday, Saturday, Sunday): NER Fall Convention, Concord, New Hampshire at the New Hampshire Highway Hotel. Fan Trip on Wolfboro RR. Information in upcoming issues.

Spring 1978 in Williamstown, Massachusetts.



A Word from our Convention Treasurer

The breakdown on the number of persons from each state who attended the Fall NER Convention on Oct. 8, 9, & 10 at Ronkonkoma, Long Island was:

Connecticut	13
Massachusetts	15
New Hampshire	4
Vermont	5
Maine	10
Rhode Island	3
New York	88
New Jersey	10
Canada	2
Tennessee	1
Pennsylvania	2

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A great job was done in managing the event; I heard no complaints. Thanks for all the good work, and thank you to those who attended and had a great time.



PROTOTYPE PRACTICES

by Charles Gerow

Piggy-back operations, in one form or another, have been used by the railroads to stimulate business for over 50 years. The Chicago, North Shore & Milwaukee started a "ferry truck" service in the Spring of 1926 with 4 two-trailer flatcars. The service was enlarged in the following year, with trains being operated between up-town Chicago, from a single ramp underneath their elevated access to the Windy City (reported average loading time per trailer was 9 minutes), and Harrison St. Milwaukee (where several ramps allow 2-minute loadings).

The Chicago, South Shore & South Bend began the hauling of non-railway-owned trailers in 1932, patenting a new locking device which secured the wheels of the vehicles to the floor of the flatcars.

In the early '50's, the practice was adopted by several of the steam roads. The New Haven was one road which adapted many flatcars to haul trailers between its Harlem Yard in the Bronx, on an overnight run to Boston. Many other roads, large and small, followed suite, to the extent that today, even the smallest short-line or branch is likely to have a siding with a Trailer On Flat Car (TOFC) ramp in at least one location.

A few of the larger facilities, such as the former Pennsy (now Conrail) yard in Harrison, N.J., have wide concrete aprons which serve several stub-ended tracks, or may even use straddle-crawlers (self-propelled cranes) which can operate on roadways parallel to a track or several widely-spaced tracks to lift the trailers on and off the cars without the use of ramps, and at a large saving in both time and labor.

For the modeler in HO at least, there is a large selection of several types of flatcars, trailers, and even a suitable crane. I would suspect that few of us would choose to actually load and unload the cars; however, it is comparatively easy to simulate the operation of even a moderately-sized TOFC facility, given a supply of flatcars and trailers.

The TOFC yard on my pike has five tracks connected to a yard lead with a ladder of 4 turnouts; the yard lead is further connected to the rest of the classification yard with other turnouts. At the ends of the tracks, a ramp was built to enable trailers to be loaded onto cars on 3 of the tracks. The ramp was built with old ties and paved with patching plaster. A house-trailer-type office was placed next to the ramp. A large sign with an O-gauge herald for my home road was made, with the words "Piggy-back Yard" decalced in large letters.

I use car-cards with the names of the trailers on a particular car (if any), prominently noted to save me the effort of reading the reporting marks on each car,

(continued on page 10)

Add a Little Gingerbread

-- Frank Murray

Here is a different type of Station to add interest to your layout. It can be used as a combination station, switch tower and yard office.

This is a freelance design, not a prototype, and to my knowledge this is the only one you will find.

The walls are clapboard with vertical siding at all lower sections; all roofs are shingle. The tower top is the point of an old ballpoint pen and the colors are olive green sides and coach green roofs.



Start by using the floor plan. The side views show the tower in perspective and not the correct measurement. The tower is made of eight 5' wide sides with vertical strips at every seam. Cut openings for windows at all upper sections and only five lower sections. The three lower sections without windows will be the sides that fit against the station. Use as narrow a window as possible. It will add to the appearance of the tower.

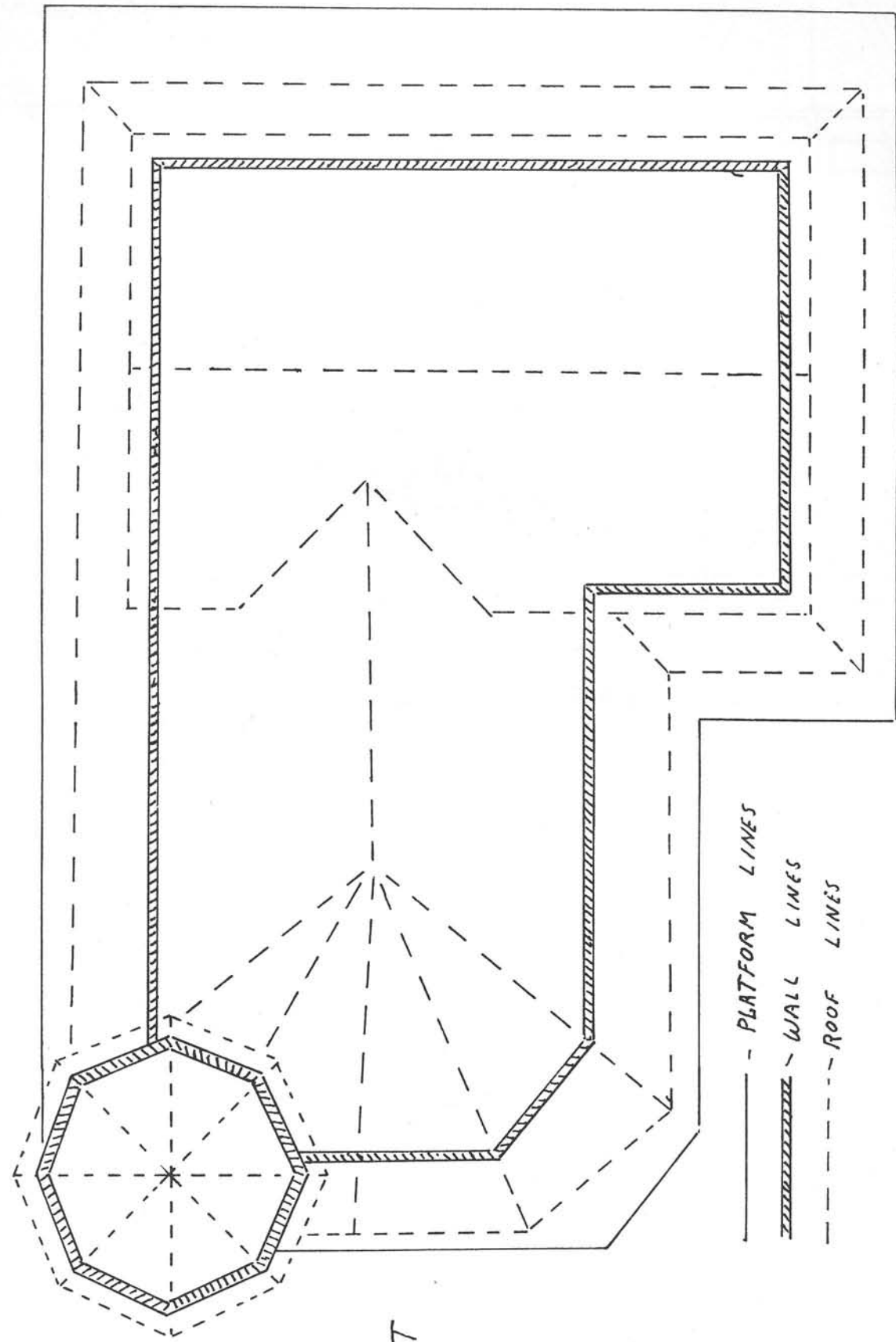
Next make up the East end building. This is a four-wall, two-story building that can be the yard office. Again use vertical lengths to add detail to the corners. Check plans for door and window placement. After this building is complete, you can make up the station walls.

These walls fit between the East section and tower. Check plans for the angle at the West end and also for the door and windows.

The roof over the station part is quite interesting with four different angles at the west end also. Time and care are needed to fit the roof against the East end section. Use lengths of stripwood at all roof angles. This helps add to the appearance. Next add braces at all corners. This is freelance, so any type you prefer is quite all right.

The smaller roof section goes around the complete East end building and joins the station roof. This acts as an overhang for the platform. Be as fancy or as plain as you wish. Enjoy yourself!

NORTH - TRACK SIDE



WEST

EAST

SOUTH

- PLATFORM LINES
- ▨ WALL LINES
- - - ROOF LINES

GINGERBREAD

Plans By FRANK MURRAY

Scale



WEST END

26 1/2'

12' - STATION
SIDES



EAST END

station

3.5mm = 1'-0"



NORTH SIDE



SOUTH SIDE

CONVENTION

MODELS

Here are the model contest winners from the Fall '76 Convention at Ronkonkoma, Long Island. Included are selected photographs to tempt you into entering some of your own models.

We're trying to cultivate some new judges. If anyone is interesting in giving a hand, contact me, Don Howd, at P. O. Box 464, Hughsonville, New York 12537. There are some new ideas I'd like to try, and new people could add to those ideas.

Congratulations to the winners. It was a fine contest !

Motive Power - Other

Merit Craft. Art Curren-C & C Railbus

Freight Cars

1st Craft. John MacGown-Diablo Mining Co. Ore Car

2nd Craft. Ray Muntz-Bulline Stock Car

Merit Craft. Frank Murray - Rothberg's Pickle Works

Passenger Cars

1st Master Ray Muntz-CP Business Car

1st Craft. Blair Foulds-Central States Obs. Car

Non-Revenue

1st Master R. E. Bird-Big Moose Steam Shovel

Merit Craft. Frank Murray-SOB Snow Plow

Merit Craft. Frank Murray-SOB Snow Plow

Structures

1st Master John MacGown-Beamer & Green Produce

2nd Master John MacGown-B'klyn Manor Station

Dioramas

1st Craft. H. Fossum-Squire Dingee Pickle Works

2nd Craft. Art Curren-Frenda Mine

3rd Craft. Eileen P. Muntz-Haunted House

Photo Contest

Color Model Harold Fossum

Color Prototype Walter Olevsky

B & W Model Norman Briskman

B & W Proto. Frank Murray

113 Baldwin Trophy- BEST IN SHOW - John MacGown - Beamer & Green Produce Co.

issue Delaware Trophy - INGENUITY - Art Curren - Frenda Mine

HUB Div. Runner Up - Robert E. Bird - Big Moose Steam Shovel

Sunrise Trail Division's

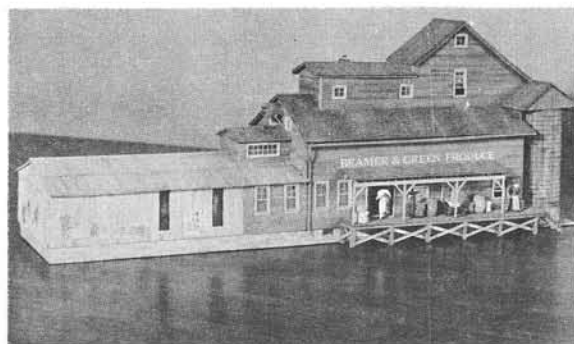
New Modeler's Award - Eileen P. Muntz - Haunted House

Coupler Editor's Contest - (Make A Tree) - Eugene Major

NER 30th Anniversary Contest - Art Curren

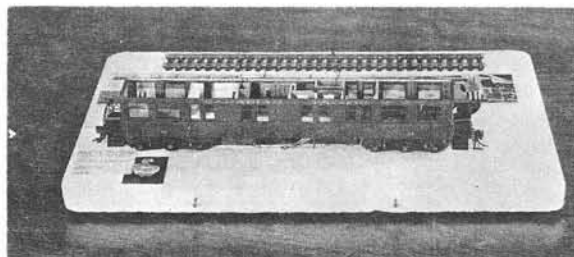
Judges: Model Contest - Walter Olevsky
Dave Messer
Norman Briskman
Photo & Editor's - Marilyn Lorence

Winning Photography by Don Howd

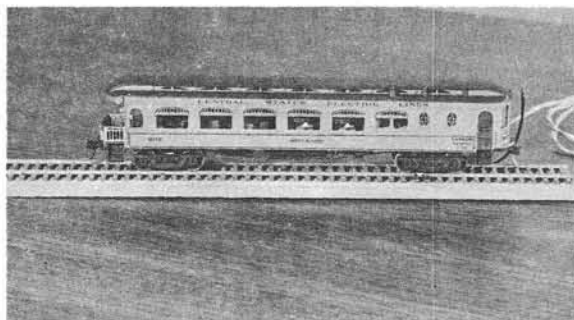


Best-In-Show, Baldwin Trophy

1st Place Structures, Master - John MacGown



1st Place Passenger Cars, Master - Ray Muntz



1st Place Passenger Cars, Craftsman - Blair Foulds

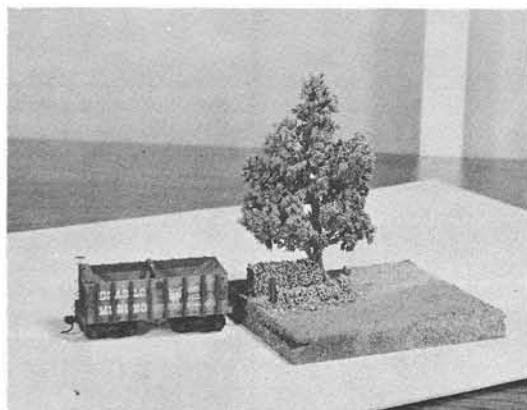
More Photos on Page 10.

The excellent "Scale Lumber Conversion Tables" that appeared in the January 1977 issue of "Railroad Model Craftsman" stirred me to do something that I wanted to do for a long time. I was constantly making conversions and measurements for various projects. For example: I needed 5 1/2" HO scale posts for a station; what was the closest I could get? What HO scale thickness was .010 plastic? The table I compiled answers these questions at a glance. It shows what is available, from whom, and its scale size. The main sources were the MRC article and Walther's 1977 catalog. The only exception are the sheet metal sizes below .0100, which are available from other sources.

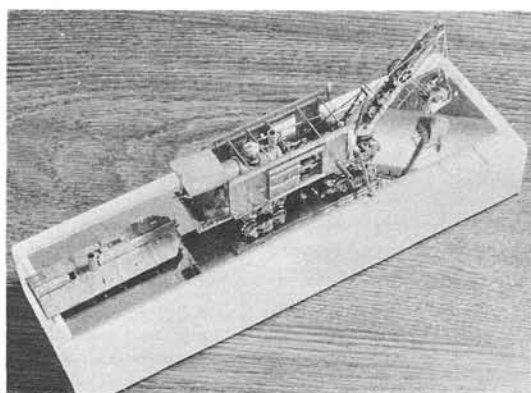
MATERIALS AVAILABLE FOR HO "SCRATCH"

HO SIZE (IN.)	ACTUAL SIZE		METRIC (mm)	AVAILABLE IN						METAL			
	INCHES DECIMAL	FRACT.		HO SCALE	WOOD O SCALE	DECIMAL/FRACTION	PLASTIC SHEET THICKNESS	SCRIB-ING	SHEET	STRIP	TUBE RD.	SQ.	WIRE
1/16	.0010								*				
1/8	.0015								*				
3/16	.0020								*				
1/4	.0030								*				
3/8	.0040								*				
7/16	.0050								*				
1/2	.0060								*				
11/16	.0080								*				
7/8	.0100						W, EV		*				
1	.0115			C									
1 1/32	.0120					NE							#28
1 1/4	.0150	1/64	.396				W, EV		*				*
1 3/8	.0160									*			#26
1 1/16	.0200					NE	P, W, EV		*				#24
1 3/4	.0208				1" C								
2	.0230			C									
2 3/16	.0250							EV		*			#22
2 1/2	.0300						P, EV	EV					*
2 3/4	.0312	1/32	.793			NE, C							
2 7/8	.0320								*	*			#20
3	.0344			C									
3 1/32	.0350												*
3 1/2	.0400					NE	P, W, EV	EV					#18
3 5/8	.0417				2" C								
4	.0459			C									
4 1/16	.0469	3/64	1.190			NE							*
4 1/4	.0500								*				*
4 1/16	.0550												
5 1/4	.0600						P, W, EV	EV					
5 1/2	.0625	1/16	1.587		3" C	NE, C					*	*	*
5 9/16	.0640									*			
6	.0689			C									
6 3/4	.0781	5/64	1.984			NE							*
6 7/8	.0800						W		*				
7 1/4	.0833				4" C								
7 3/4	.0900						P						
8	.0916			C									
8 1/8	.0938	3/32	2.381			NE, C							
8 1/16	.1000						W	EV					
10	.1148			C									
10 7/8	.1250	1/8	3.175		6" C	NE, C					*	*	*
12	.1378			C									
13 3/8	.1560	5/32	3.968			NE, C					*	*	*
14	.1608			C									
14 1/2	.1667				8" C								
16	.1837			C									
16 3/8	.1880	3/16	4.762			NE, C					*	*	*
18	.2067			C									
18 1/8	.2083				10" C								
19 1/8	.2187	7/32	5.556								*	*	
20	.2296			C									
21 3/8	.2500	1/4	6.350		12" C	NE, C				*	*	*	
22	.2526			C									
24	.2756			C									
24 7/16	.2812	9/32	7.143							*			
25 3/8	.2917				14" C								
27 1/4	.3120	5/16	7.937			NE, C					*		
29	.3330				16" C								
29 1/8	.3437	11/32	8.731								*		
32 5/8	.3750	3/8	9.525		18" C	NE, C					*		
35 1/4	.4062	13/32	10.318								*		
36 1/4	.4167				20" C								
38	.4380	7/16	11.112			NE, C					*		
39 1/8	.4583				22" C								
40 3/4	.4687	15/32	11.906								*		
43 1/2	.5000	1/2	12.700		24" C	NE, C				*	*		

KEY: * = AVAILABLE FROM VARIOUS MFR. NE = NORTHEASTERN. C = CAMINO. W = WALTHERS. P = PLASTRUCT. EV = EVERGREEN



1st Place Freight Cars, Craftsman - John MacGown
Coupler Editor's Contest (Make a Tree) - Eugene Major



Hub Division Runner-Up Award
1st Place Non-Revenue, Master - Robert E. Bird



1st Place Dioramas, Craftsman - H. Fossum

as most of my TOFC cars are of similar design. At the beginning of each "trick" in the yard the yardmaster assigns several flatcars to be switched for loading, as well as a few to be shifted to the classification tracks to be sent out on trains. Cars from incoming trains are sent for unloading as soon as possible--some of these must be turned (I have a loop for this and other purposes as a part of my yard; other yards might use a wye, or even a turntable).

At the end of the "trick," the yard crew may also switch the cars that were spotted for unloading at the ramp to another track so that the crew on the next trick can use the empty slot more easily for either unloading more cars, or loading others. I do not actually remove the trailers from the cars, as it appears common in the larger facilities for trailers to remain on cars for a day or two; I would assume that these are empty trailers, of course.

TOFC cars are most-often forwarded in the faster trains, but it is not too uncommon to see them in local freights, particularly if one of your smaller towns (either on the pike or off the actual scene) has a ramp where it is to be delivered.

Traffic handled in the trailers can be mail and express, long-distance freight, your road's LCL, or anything else you might imagine. The trailers can be lettered for your home road and/or its connections, "U.S. Mail," or any of the larger commercial establishments. The flatcars are most of ten owned by Trailer-Train these days, in any of several liveries, although the Erie still has a few of its own for on-line use, and the NYC's Flexivan cars are still seen in the big city, probably due to the low clearances for which they were specifically designed.

Ten or fifteen of these cars hauled by a couple of the larger diesels (or at least one of the most modern type of steamers) make a very impressive sight! I'll bet the railfan of 1929 said the same for a train of the 45-footers, hauled by a pair of box motors!



SWITCH MACHINE

Since the article "Improve Switch Machine Linkage" appeared in the last issue of the Coupler, author John MacGown has had numerous requests on where one can purchase "Tinnerman clips for 1/16" tubing."

The source is: Mont Radio & Hardware
72 Duane Street
New York, N. Y.

John was good enough to send us this information to make available to our members and to let us know that Mont Radio & Hardware will handle mail requests. Enclose a SSAE with your order.

STATION STOPS

Compiled by Hook N. Crook

HUB DIVISION

The Division missed getting its news into the summer edition of the Coupler, which no doubt caused most of you good readers to moan and gnash your teeth in great pain. What happened was that the mail bag got tossed into a Burlington Northern caboose instead of a PC you-know-what, so the Hub literary masterpiece ended up in Seattle, (or was it Vancouver?). However, the interesting write-up on the Devens and Harvard Model RR was an excellent substitute.

Division activities have been going on with the usual fervor and slowly-rising membership. The annual Spring Convention was held on April 3 in Framingham, MA and was bigger and better than ever. The one-day event was, as always, based on a reduced version of the NER conventions. About 700 visitors showed up during the day and the evening banquet was sold out. Gene Colborn, former NMRA prexy, was the principal speaker and received a well-deserved long applause for his effort. The new Board of Directors was elected, which resulted in all the incumbents being voted in. The new slate of officers for 1976-77 are Bill Parker, chairman; Rob Brown, vice chairman; Larry Bailey, secretary; and Jack Alexander, treasurer.

Membership continues to rise. You long-time readers will remember that the membership drive was started in January of 1974 with a roster of 77. The count is now 271 and growing. Any NER members in the eastern half of Mass. who are not yet Hub Division members are invited to join. Send a long SSAE to Office Manager, Hub Division, 238 Sudbury St., Marlborough, MA 01752 for an application. Of course, you can be a member no matter where you live.

By the time you read this, our annual Fall Open House on Nov. 13 will have passed. It is to be held in Newton, MA this year and we expect a bigger crowd than ever at this always-popular event. We wish to thank all the NER members who help to make this and the Spring Convention a success every year. It may not seem quite fair to name a specific person when so many have helped, but it just is necessary to say thanks again to Irwin Lloyd for once again putting in a full day and evening with us as he did on April 3.

Your correspondent would like to comment on one item before closing. Marilyn Lorence has had a lot of courage to print those near-insulting letters in recent issues of the Coupler. I am particularly mindful of the Francis Mangravite drivel in the summer edition. The people who write such nonsense obviously never have been volunteer editors of anything, no committee or board members of any organization. Anyone who has could never write a letter of criticism or insult - Marilyn has to work her head off to edit

four Couplers a year with no payment to her of any kind. She does a great job for all of us - send her a note of thanks, not some brainless letter insulting to her intelligence or the intelligence of the equally volunteer members of the NER Board of Directors and office manager, Ted Ritter. These people are all working hard for us all year long and without pay. Thank them - and then lend a hand to help out.

LITTLE RHODY DIVISION

The Little Rhody Division announces its new officers for 1977 as reported by Secretary-Treasurer, W. Emerson Randall, Jr. For information about joining Little Rhody, contact Emerson at 10 South St., Cranston, R.I. 02920 (401) 942-4916. President: Normen D. Nelson; Vice President: Earl W. Appleton; Directors for 2 years: V. Rolf Johnson, Donald C. Berube; Directors for 1 year: Alan W. Blik, Allan Howard.

IN MEMORIAM

We are sorry to report the deaths of two of our members: Elmer Stark of Sanfordville, New York and Edward Mallouf of Maplewood, New Jersey.

TO PLACE YOUR ADVERTISEMENT IN THE COUPLER...

Rates and space are listed below and are for camera ready copy. We'll be glad to do layout work or anything else necessary to produce a gorgeous ad for you or your product, but the prices will have to be quoted separately according to the work involved.

Full Page Ad:	10" x 12"	\$40.00
Half Page Ad:	4 1/2" x 12"	
	vertical	\$25.00
	10" x 6"	
	horizontal	\$25.00
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Eighth Page:	4 1/2" x 3"	\$10.00
Sixteenth Page:	4 1/2" x 1 1/2"	\$ 7.00

Ads above are for one-time only.
For four issues (one full year), the same copy only:

Full Page	\$120.00
Half	75.00
Quarter	45.00
Eighth	30.00
Sixteenth	20.00

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

Send to the COUPLER, Advertising Dept., 82 Edmore Lane, W. Islip, N. Y. 11795.

the coupler
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Please report any change of address to the Office Manager as soon as possible.

INSTALLATION OF OFFICERS

Northeastern Region, NMRA
October 9, 1976
Ronkonkoma, New York

As performed by Irwin F. B. Lloyd, Permanent
Convention Treasurer, NER, NMRA.

"LADIES & GENTLEMEN:

It is an honor and a privilege for me to install the persons you have elected to serve as your officers for the coming 2 years: Fred J. Driscoll, President, Dover, New Hampshire; William G. Lorence, MMR, Vice President, W. Islip, New York.

"I am also pleased to present to you the following persons, who were duly elected by you to serve as area representatives and as the Board of Directors of the Northeastern Region, NMRA.

"As I call each name, will they kindly come forward, and face the head table: Canada-Dennis Fortier-Quebec City; Connecticut & Rhode Island-Charles Bettinger, Vernon, Connecticut; Long Island & Metro N. Y. -John MacIntosh, Garden City, N. Y.; Massachusetts-T. Hank Burke, Brockton, Mass.; Maine, New Hampshire & Vermont-Douglas Handy, Springfield, Vt.; New Jersey-Charles Gerow, Staten Island, N. Y.; New York State-David Messer, Wynanskill, N. Y.

"Gentlemen: You have been distinctly honored by your fellow Model RR of the NER by being elected to the highly honorable and responsible positions which you are to hold. Your election to these jobs is evidence

of the great confidence the members have in your integrity, and your ability to perform the duties required. It is fitting that you now affirm your intentions toward the responsibilities placed upon you to carry on, following 30 years of NER leadership in the NMRA.

"Please raise your right hand and repeat after me:

"I (your name) do promise that I will accept the duties entrusted to me, and will perform the functions of my responsibilities to the region to the best of my ability.

"Therefore, gentlemen, it is my pleasure to declare you duly installed to the positions to which you have been elected.

"May you find, as I did, a great personal satisfaction and reward in performing the tasks to which you have been called. Congratulations !

"LADIES & GENTLEMEN:

You have witnessed the installation of your newly-elected Board and Officers. However, you must remember that your responsibilities do not end with their election. These men that you have delegated to lead your region have every right to expect cooperation, and whole-hearted support from you collectively as well as individually. Yours also, is a great responsibility. When called upon to serve on any committee, it is up to you to accept and give your best in the job to which you are assigned. The future success of the NER will depend upon the backing which you give to these persons that have been installed tonight."

