

Official Bulletin of the Northeastern Region of the National Model Railroad Association

THE DISPATCHERS TOWER

There has been considerable activity since my last report to the membership, and I will give you the gist of them as briefly as possible. First of all, we attended the January Trustees meeting of the NMRA at Cleveland on Jan 17-18th. It was one of the best yet, with 9 Regions represented in person and all but two of the remainder by proxy. Many things were discussed, & considerable constructive action taken. A year book will again be published, altho finances dictate it will be on a limited scale, and some refinement including paid advertising to help carry the cost. Next year it is hoped that a complete book will again be possible.

Several items were cleared for appearance on this year's ballot: (1) Additional VP's to come from the different areas, (2) Increased NMRA dues to \$3.00, to meet increased costs and provide better service (inclusion of regional dues in this increase was voted down at the Portland Convention), (3) The choice of convention sites for 1954 and 1955, (4) the Nominating Committee's officer slate for 1954.

Favorable action was also taken on a proposal to change the annual membership basis from a calendar year to a full year's membership from the date of the application. The HO coupler situation was acted upon to the extent that a committee chairman was appointed, and it is our own Russ Houghton, who is now getting a committee organized to get under way at once. More details will be found elsewhere. Many other things were discussed, but inasmuch as they will be fully covered in THE BULLETIN, I'll not take up the space here to go over them.

On Jan 31-Feb 1st we held a meeting with the local Convention Committee at Syracuse together with NFR representatives. A most enjoyable and interesting Convention is in prospect, and the auction and the model contests should prove especially good. More details on these will be covered in THE COUPLER & THE BULLETIN. Arrangements have been made not only for movies, but for a showing of colored slides on the DREAMLINER which will alone be worth the cost of the Convention. Don't miss seeing them! We are doing our best to keep your expenses down in line with our previous Regional conventions.

While I have as yet nothing definite in the way of plans for the New Haven meeting in the Fall, we know that the group is already working on it; and Montreal is definitely planning an excellent good RR affair for next Spring. So save your pennies in anticipation for good times to come. And don't forget to set some of them aside for the National Convention at Toronto on Aug 22-23rd. You'll never find a more interesting national meeting as close to home for many years. So let's have a good NER representation present to enjoy this affair.

Your officers and committees have put in a lot of work, time and money into their efforts to provide a full, entertaining and instructive program this year, and all they ask is for you to show your appreciation by your attendance. You will certainly be well repaid at any meeting, and will miss a great deal by not being there. Be seeing you!

HEAR THE TRAIN BLOW

Down in the meadow, meadow so low,
Late in the evening, Hear the train blow;
Along the dark valley, Twinkles its light,
Whistle a-wailing, All thru the night.

Up on the mountain, Summit at last,
Heavily loaded, Hear the train blast;
There on the passes, Rising so high,
Watch the train climbing, Into the sky.

Winter and summer, Sunshine and rain,
Train to the city, And homeward again;
Middle of winter, Deep in the snow,
Rotaries thunder, Onward they go.

Far distant places, Where the trains go,
Chime whistle haunting, Train crew's "Hello";
Whistles that lure us, Out from our home,
O'er the horizon, Call us to roam.

Red boards and green ones, Twin iron rail,
Up with the highball, Carry the mail;
Days work completed, sun getting low,
Just time for supper- Hear the train blow.

STANLEY BRADLEY

REPORT FROM THE VEEP

By the time this issue of THE COUPLER reaches the homes of many model railroaders our total membership will already be close to last year's total. It is almost certain to pass the 400 mark in May.

This increase is due to two main factors. First, credit must be given to the 45 faithful committeemen who volunteered their services in mailing out over 1500 letters to NMRA members who had not been on our rolls. In a future issue we will name them all, along with their part in the drive. Secondly, letters to new 1952 members and those of '50 and '51 reminded them that they had not renewed, and of their needed support. Here again volunteer help was freely given, and the Kingston MR Club gave the V.P.'s a boost by providing the means of printing the "reminder" letters.

All suggestions regarding membership promotion are gladly received. Those who desire to help in the future are welcome to drop me a line. You are urged to send me the names and addresses of hobby shops that would be willing to display a counter show card to hold N.M.R.A and N.E.R application cards.
Ed Safford, Vice-Pres.

Annual Dues: National, \$2.00 * Region, \$1.00 * Total.....\$3.00

APPLICATION FOR N.E.R. MEMBERSHIP Dues \$1.00.
Mr. Irwin Lloyd, Sec-Treas., 11 Case St, Hartford, Conn.

NAME _____

ADDRESS _____

NMRA Member? _____ Your gage? _____

THE COUPLER

OFFICIAL BULLETIN OF THE NORTHEASTERN REGION- NMRA.

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Paul Mallory, Murray Hill, New Jersey.
Manuel Padin, Pelham Manor, New York.
Wayne Roundy, Old Orchard Beach, Maine.

Stanley W. Bradley, COUPLER Editor,
48 Spring Valley Avenue, River Edge, N.J.



THE HOSTLER SEZ

We are looking forward to the joint NER-NFR Region Convention, and an opportunity to meet fellow model railroaders from the Niagara & Canada areas. There are big plans afoot, and we urge you to keep open that weekend and arrange to come to Syracuse N.Y.

The date is later in the Spring than usual, for 2 reasons- to coincide with the Canadian national holiday- and in hope of improved weather conditions over most of those encountered last April. We have purposely delayed this issue of THE COUPLER so as to include last minute information on the affair. Copies are being sent to NFR members so that they may be posted, and we take this means of extending our greetings and good wishes to them.

We are happy to report that THE COUPLER is bringing about many favorable comments & good results. Many articles have been reprinted in other regional publications, including the NONESUCH NOTEBOOK in Britain. The NMRA has at last a special committee working on development of a HO working coupler under the direction of our own Russ Houghton. Our next campaign is to push for standardization of HO N3 (narrow gage) which appears to be a coming deal. We are also making a special appeal to HI-railers, and feel that we have a definite program to offer them as fellow modelers. Lots of things in the wind, with work for all hands.

EVERYONE LIKES 'THE COUPLER'

I have enjoyed reading each issue of THE COUPLER and find its contents most interesting. Keep up the good work. CLAY SMITH, Pres. Lone Star Region.

May I congratulate you on THE COUPLER-I have found each issue I've seen most interesting, and rather envy the drawings and photos you are able to put into them. ROGER PERRY, Pres. Pacific N.W. Region

Congratulations- the December COUPLER is another excellent job. I don't understand why they do not occasionally reprint some of it in the BULLETIN or even in MODEL RAILROADER. WATTY HOUSE, Ex-Pres.

(Thanks for the kind words---but it can only be as good as the material we get---the editor runs out of ideas occasionally---and it only costs 3¢ to mail us a letter that we can use---SWB).

RED INK FOR YOU

If this issue of THE COUPLER came to you addressed in RED INK, you are delinquent in your Regional dues, and will receive no more until you pay up. We are sure that you will not desire to be stricken from the mailing list, Send your Buck to the Sec'y.

MEMBERSHIP

Our 1952 membership closed with a total of 390, an increase of 12 over last year, and a 76% renewal which is an improvement over the past. As of today we have 345 paid-up members, and we are definitely out to hit that 500-mark. LET'S GO! Everybody try and sign up one more member.

OUR FINANCES

As of the end of the year 1952 we had total assets of \$703.91, consisting of \$499.91 in cash and \$204 in materials. Those who want NER lapel pins should order them from me soon (\$1.50 each) as our supply is getting low. We have been successful in keeping expenses below our income, which indicates a good financial condition.

There are 2 100% membership clubs in NER for 1953 South Shore MR Club has #1 and Summit New Providence has #2. These attractive certificates can be secured from me upon qualifying, which means submitting a list of club members all of whom must be paid-up with the Region for 1953.

Irwin F B Lloyd, Sec-Treas

100% N.E.R. CERTIFICATES

It is with a great deal of pleasure that I issued NER Certificate #1 for 100% membership to the So. Shore Model RR Club of East Weymouth, Mass. It is quite appropriate, inasmuch as it was originally the suggestion of this club that our Region issue such certificates to recognize loyalty and participation in regional activities to this degree.

IVON PREBLE, Pres.

NOT THE FIRST

Much to our surprise, we were forcefully informed at the Cleveland Trustees Meeting that our claims for a "first" joint regional meeting were not an actual fact. It appears to have happened several times in the past, although without any fanfare or any publicity nationally.

How will it be if we just say it is a "first" for both NER and NFR, and let it go at that? The idea is a good one at any rate!

Model
Railroader

The Leading Magazine of Scale Model Railroading

I want to tell you how much I enjoy THE COUPLER, which along with LSR's COWCATCHER are the best of the regional papers I receive. Your December issue marks a new high.

Why dont you try putting out a special issue which is written for the new man in model railroading, who does not yet know about NMRA? This could be put out in such number that hobby shops could hand them to prospective model railroaders who appear to be somewhat serious about the hobby. This would give NMRA a front door opening to every new model railroader, help build up an organization, and at the same time let them know where they can secure information, assistance and companionship in their new recreational activity.

You could even list members and their addresses who would be available for contact in each area, and who would be willing to invite the new man to visit his railroad and talk things over. It should be worth a trial, and good public relations too!

LINN H. WESTCOTT

(Why dont we?----- Ed.)

NATIONAL MODEL CONTEST

A suggestion has been made at the Trustees Meeting that NMRA hold a national model contest similar to the one which MODEL RAILROADER Magazine used to run. Many of the Regions have held such contests for years, and it seemed natural to some that the winner in a regional contest should compete at a national level. However, as this is a new idea no details were worked out on how to handle the idea. There was considerable sentiment from some Regions in favor of such a program, and it was felt that it should be developed further by the interested parties, especially with the idea of presenting a full bill of particulars rather than just a bare suggestion. The N.E.R. remained non-committal on it.

OUT-OF-SHAPE LOOPS AND HOOKS MAY CAUSE COUPLER TROUBLE FOR MANTUA USERS

Mantua couplers may cause you trouble if the loops get compressed or the hooks stretched. When cars are being pushed, mis-shapenelements may permit the hooks to by-pass, as shown at the right, with the result that when the curve diminishes, one of the cars may flip off the rails. Likewise, if the hooks become stretched, as shown below, they may be able to by-pass, even when the coupling loops are correctly arched. All of the parts are out in the open, though, so you can easily correct the trouble. Just make up a couple of brass gages, pat-terning them after a new coupler. Use one to check the outline of the loops, and the other to check the profile of the hooks. No doubt you'll notice that the post-war coupler loops have a wider section, and that they're less prone to compression than the pre-war models.



The Little Hostler



THE COWCATCHER

HOW ABOUT YOU?

For our money, one of the best features of Region conventions is always the model display. It affords a chance to look over the other fellow's workmanship, and secure some good ideas for yourself, not just from pictures. You can always find a group of modelers discussing the fine points of the various exhibits, or just browsing around picking up ideas. Even those models which don't win prizes attract attention, and the more we have on display, the better the convention.

How about going thru your magazines and picking a likely project? If you have the tools and a knack for it, try building something from scratch. If not, then try superdetailing a kit model to the point where it's something special. Take all the time you need, and put your best into it. Then bring it along to the next convention. Even if you don't win any prizes, you'll be a better modeler for having tried.

CYCLE RENEWALS

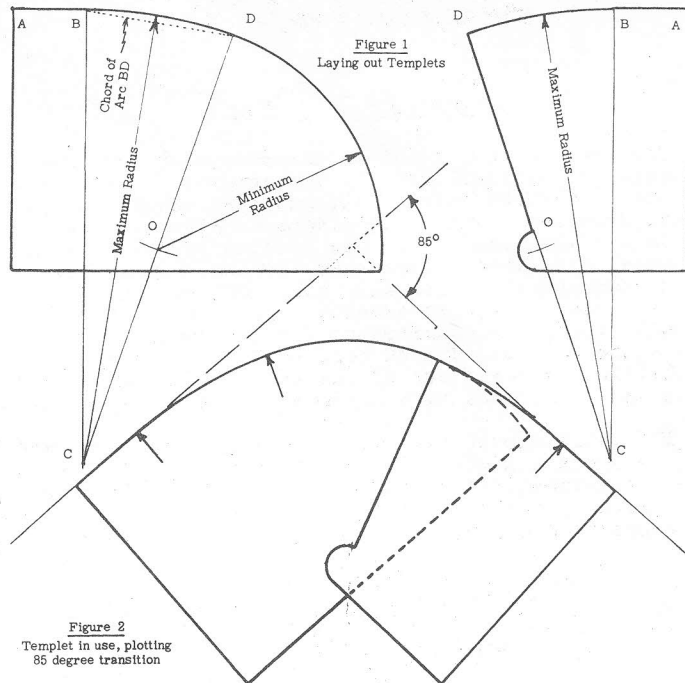
Has anyone ever answered your sales message for NMRA with "Why dont memberships run for a full 12 months instead of for only the calendar year?" This plan has received considerable study so as to facilitate renewals thruout the year rather than only during the first half. This would spread out the load on our office manager, and also even out the financial income. Certainly the sale of memberships after mid-year will be simpler, and the value of them to the new man would be increased. This is one method of helping to handle the load entailed by our ever increasing membership, and it should result in considerable improvement in the processing job of memberships at headquarters.

This system is not feasible in handling regional memberships, but our practice has been to apply applications received after the Fall Convention to the following year's dues.

HINT OF THE MONTH

When it comes to building turnouts, follow the prototype practice of making a kink or offset in the stock rail to receive the switch blade. It would be well to grind the inside foot of the rail adjacent to where the blade will make contact before making the offset.

BSME SWITCHER



In discussion the Two-radius method of laying out easement curves in the last issue, we promised some further suggestions for its use. We've concluded that you need templets to lay them out most easily. Whether they are full sized, for actual use on the layout, or scale size for use on your drawings, in either case these principles will apply. Full size ones can be made of corrugated board, and scale size of metal, plastic, or light cardboard.

The upper drawings represent two parts of the templet. Lines AB should be drawn first; make them any convenient length, because you'll use them to pick up the tangents. Draw lines BC at right angles to the tangent lines. Distance BC is equal to the maximum radius--sat 48". Draw the maximum radius arcs.

Now establish points D. Distance BD, known as the chord of the arc, will measure exactly 1/3rd of the radius, which is distance BD. In this case, the chord will be 16". If you're a stickler, you'll find that angle BCD is 19 1/2 degrees, and wonder why we said 17 degrees last time. We've changed the specs to make the layout process a little easier. Any easement angle between 15 & 20 degrees works out well, but this one seems most convenient.

Now find points O. Distance DO is the minimum radius--- 24" in this case. On the larger portion, swing an arc of minimum radius from point O. On the smaller one, swing an arc of any convenient size. Punch holes at points O-- pinholes on scale, nail holes on full sized ones.

Cut out the two parts and assemble by running a pin or thumbtack, nail or bolt, through the punch holes. Mark points B-- the ends of tangents-- and D-- the junction of small and large radii-- on the templet. Now you're ready to lay down an easy easement curve, using the gimmicks as shown in the lower drawing. Easy, isn't it? Now have fun.

Remember that you'll need a different templet set for each different radius. The maximum radius is always twice the minimum radius, and the rules for preparing the templets remain the same regardless of the radii involved. If the arc of minimum radius isn't long enough--- for example, it wont cover a 180 degree turn--- just plant the point of your compass or radius bar at point O and fill in the remaining distance. If points D meet or overlap, divergence is 39 degrees or less, and easement is unnecessary.

MIDWEST WAYBILL.

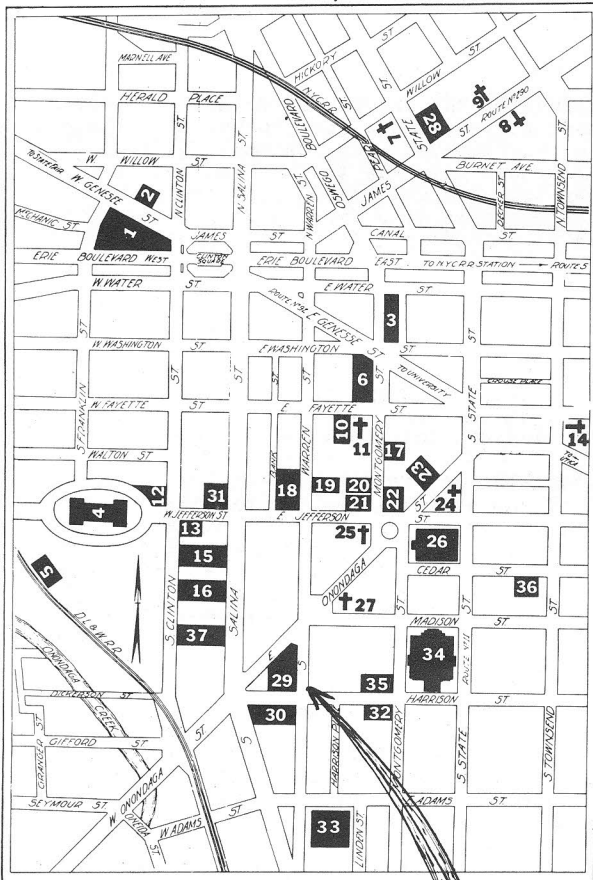
Syracuse

Invites You

The details of the joint NER-NFR Spring Convention have been worked out by the committee under Ray Snow and Huebe Huebenthal, and they assure us that as excellent time is in prospect. Reservations are to be made direct with the Hotel Syracuse, and the hotel will acknowledge them. Advance registrations should be made with Ray Snow, 203 Fairdale Ave, Syracuse 4. This is essential so that Ray will be able to give a commitment for the number of meals at the banquet. If you fail to do this, you may be letting yourself out of the event, inasmuch as the hotel commitment must be made by him Friday noon.

All meals except the banquet are on your own, and there are a number of good eateries and drinkeries in the immediate vicinity of the hotel. For those coming by train or auto, a map of the vicinity is reproduced herewith.

MAP OF SYRACUSE N.Y.
(Downtown section)



THIS IS IT!
PARKING LOT ACROSS STREET.

- | | | |
|---------------------------------------|---|-----------------------------------|
| 1 Main Post Office (Federal Building) | 14 Park Presbyterian Church | 26 Onondaga County Court House |
| 2 Syracuse & Oswego Motor Lines Inc. | 15 Keith's Theatre | 27 Plymouth Congregational Church |
| 3 City Hall | 16 Paramount Theatre | 28 Syracuse Museum of Fine Arts |
| 4 N Y S Armory | 17 Onondaga Historical Association | 29 Hotel Syracuse |
| 5 D L & W Railroad | 18 Onondaga Hotel | 30 Truax Hotel |
| 6 Yates Hotel | 19 Chamber of Commerce | 31 Loew's Theatre |
| 7 St. John the Evangelist Church | 20 Y M C A | 32 Hilton Hotel |
| 8 May Memorial Church | 21 Mizpah Hotel and First Baptist Church | 33 Central High School |
| 9 Church of the Saviour | 22 Syracuse Public Library | 34 War Memorial Auditorium |
| 10 Eckel Theatre | 23 Y W C A | 35 Greyhound Bus Terminal |
| 11 St. Paul's Episcopal Church | 24 First Methodist Church | 36 Y M H A and Y W H A |
| 12 Jefferson-Clinton Hotel | 25 Cathedral of the Immaculate Conception | 37 Astor Theatre |
| 13 Wood Hotel | | |

All details pertaining to the auction are being handled by Stan Bradley, 48 Spring Valley Ave. River Edge N.J. Drop him a card advising what you are bring for sale, so that he may list it in advance, and state any minimum price if you wish to do so. Then if the item does not bring that minimum, you may either accept the highest bid or withdraw the item. There will be a 10% fee to cover city sales tax and committee expense. Tags will be available at the hotel for you to affix to your items for identification, and a receipt provided so you will be able to collect your money or items afterwards.

There will be a model contest, and the committee hopes to have some cash awards in addition to the certificates of award. Models may be built from scratch or kits. Contest rules appear elsewhere in this issue of the COUPLER.

Door prizes will be awarded at the banquet. Registration stubs will be used for drawings. You must be present to claim the prizes, or another name will be drawn. All registrations will be used for the drawings, and you'll be pleasantly surprised.

The fan trip has not been definitely set up as yet altho several alternatives are in the works. Hope to go thru the NYC hump yards and a visit to the East Syracuse engine house, which may be the last chance to see steam here in the East. We likewise plan to see the DL&W yard and take some photos.

There are 2 organized clubs in the area, both HO. The Onandaga Model Club is installing cab control, and the Elmwood Club has a working hump yard. They are still under construction and valuable tips can be secured for your own layout or operations.

Arrangements are being made for the local hobby shops to be open so that those desiring to do so may drop in and browse around. We are planning 300 envelopes of souvenirs, and one will be held in your name if you register in advance.

THE SCHEDULE

Friday, May 15, 1953.

8:00 PM: THE ONANDAGA MODEL R.R. CLUB will be open at 212 So. Alford St, for anyone in town that evening, by making an appointment in advance with Art Johnson, Sec. Take a Butternut or Woodlawn bus from downtown.

8:00 PM: THE ELMWOOD MODEL RR CLUB will be open, as this is a regular meeting night for them. Located on Clyde Ave at the end of W. Brighton Ave. Take a Valley Drive or South Ave. bus.

The ELMWOOD HARDWARE CO. "Everything for the H.O. model RR", 1906 South Ave, located 1 block from the Elmwood Club, will be open until 9 P.M.

The HOBBY CENTER, "Everything for any Hobby", 582 So Salina St, located 1 block from the hotel, will be open until 8:30 PM.

GREENWODE HOBBIES, all kinds of HO and O gage materials, 2503 James St, conveniently located, will be open until 8:30 PM.

Saturday, May 16, 1953.

10:00 to 5:00: Registration on the 10th floor of the Hotel Syracuse, in front of the elevators at entrance to the East Room, which latter is available as a general gathering place.

10:00 to Noon: The Elmwood Club will be open for visitors. (See above for directions).

1:00 to 5:00 PM: FAN TRIP. Covering the local RR's

7:00 to 8:00: R. H. Huebenthal on "Push Button Cab control." C. Eugene Shear on "Hi-Frequency Lighting"

8:00 to 10:00: Model railroad auction sale, "we'll sell anything at a bargain".

10:00 to sacktime: Movies. Dreamliner pictures by Hugh Jack. Also both model clubs will be open.

Sunday, May 17, 1953.

9:00 AM: Registration, 10th floor of the hotel.

10:00 AM: Each Region will hold its own business meeting separately, at the hotel.

12:00 M: Models will be on display after the business meetings- bring them with you- DO NOT SEND IN ADVANCE. Entry blanks are available at regis.desk. Entries must be made before the business meeting, and must be reclaimed before the banquet. Regional Presidents will appoint the judges for the contest.

1:00 PM: Convention banquet. Prizes and good fun.

4:00: Both local clubs will be open. The Auburn NY Club will operate for anyone going west, and you are invited to drop in any time during the evening.

WHAT WILL IT ALL COST?

Registration fee (This helps to pay for the many expenses, meeting room rents, etc).....	\$1.00
Fan trip fare (gets you there & back).....	\$1.00
Banquet (pays meal and incidentals).....	\$5.00

Package deal (all events in one scoop).....\$6.50

HOW TO DO IT.

Costs for everything are high these days, and the committee has to figure very closely. The men are all volunteers, and have to dig down for advance expenses. Give them a break and send your check in advance to Ray Snow. It helps a great deal to let them get an advance figure. DO IT NOW.

CONVENTION BADGES.

For NER members a special convention badge has been made up, which can be used at future affairs also. It is very attractive and costs only 25¢. If you'll include the extra quarter in your remittance, Ray will have it typed up and ready for you on arrival.



- | | |
|--|-----------------------------|
| 1. Onondaga County War Memorial Bldg. | 6. St. Mary's Cathedral |
| 2. Court House | 7. Hotel Hilton |
| 3. City Hall | 8. Hotel Truax |
| 4. Yates Hotel | 9. Hotel Syracuse |
| 5. Mizpah Hotel and First Baptist Church | 10. Onondaga Hotel |
| | 11. Hotel Wood |
| | 12. Jefferson-Clinton Hotel |

Easily Reached

Enjoyable and convenient transportation brings you to Syracuse from every direction.

TRAIN Two trunk line railroads, the New York Central and Lackawanna maintain constant schedules.

PLANE Three airlines, American, Colonial and Robinson operate from Hancock Field, a finely equipped municipal airport, just six miles from the business center.

BUS Greyhound Lines come directly to the downtown hotel and shopping area. Other bus schedules are frequent and regular in every direction.

CAR A network of fine highways converge on Syracuse. The more important routes are U. S. 11 North and South, Route 5 East and West, 20N which connects with U. S. 20 East and West and the great New York State Thruway, which passes just to the north of the city.

TRAVEL BY RAIL

Going to Syracuse? The N.Y. Metropolitan District is arranging for a special group rail rate if enough people are interested. The round trip will cost you \$15.01 at a saving of \$6. The group will leave Fri. May 15th in a coach on NYC "Wolverine" leaving at 6:10 PM DST (check timetable). This train arrs. at Syracuse about midnight giving you a chance to get some sleep and see the town in the morning. Return may be on any coach train (extra fare on #50) but your best bet will be the 4:45 Sunday afternoon.

To obtain this rate, send money order or check made payable to NYC RR to Geo. Reisz, BEFORE April 20th at 359 E. Moshulu Pkwy, NY 67 NY and include self addressed stamped envelope for your ticket. You'll have a pleasant trip and the opportunity to get acquainted and talk RR before arrival at the Conv.
BRUCE COUGHLIN

Points of Interest

SYRACUSE MUSEUM OF FINE ARTS - N. State and James Streets. Open daily 12:00-5:30 P.M., Sunday 2:00-5:30 P.M., admission free.

ONONDAGA HISTORICAL ASSOCIATION - 311 Montgomery Street. Open 2:00-5:00 P.M., Saturday and Sunday.

SYRACUSE UNIVERSITY - For an excellent view of the city visit the hilltop occupied by the campus of Syracuse University. See Archbold Stadium - one of the largest natural amphitheaters known - seating capacity 39,600.

LEMOYNE COLLEGE - New Jesuit School founded in 1946. Located in eastern section of city just off Salt Springs Road.

ONONDAGA COUNTY WAR MEMORIAL BUILDING - Montgomery, Harrison, South State and Madison Streets. A new \$4,000,000 multi-purpose 'living memorial' dedicated to the veterans of Onondaga County. Adapted to virtually every type of large gathering and designed without a single column or support to obstruct vision. Center for community activities.

IT TAKES DOUGH

Running regional conventions is a big job and runs into considerable financial outlay. Last Fall the total income of the convention was \$798.00, and expenses amounted to \$776.97, leaving a profit of \$21.03. From this it is apparent that there is not very much extra money to work with, and unless the committee has a fairly good idea in advance as to how many participants it may count upon, it must grope more or less in the dark as to how many dinner and fan trip reservations it can safely guarantee. A slight variation can cause considerable embarrassment, resulting either in insufficient facilities provided for, or running into the hole. It is for these reasons that we continually urge you to get your reservations to the committee well in advance, enabling them to make proper preparations as well as taking a big load off the minds of your volunteer workers. How about some cooperation?

RUNNING A CONVENTION

For those of you who are not aware of it, making arrangements for a convention is a big job and entails a great amount of work. The local committee at Syracuse held several preliminary meetings with Regional representatives of the two Regions involved. Our Regional Arrangements Committee and Pres. Preble met with them in January to iron out detail work. Various members contacted the hotels in order to work out that end of the deal. The fan trip had to be set up with the RR's, and bus transportation arranged. Rooms were hired for special events, and local hobby shop cooperation was secured. Give-away materials had to be secured, plans made for the model contest and door prizes, printing of tickets and badges, award certificates, and dozens of more details planned. Publicity must be worked up, and advance reservations handled. All of this involved a great deal of correspondence and expense, and the job is not yet finished. Members must be on hand at all times during the Convention to handle the physical functioning of the affair, and to correlate all of the activities. These lads have done a BIG JOB, and all we ask of you is to send in your money and reservations in advance, so that much of the last minute detail work may be avoided for them.



Here are Ray Snow, Frank Mason and Ivon Preble going over details at the January preconvention meet at the Hotel Syracuse. The Region's Executive Comm met in Hartford on March 22nd to perfect the final plans relating to our participation in the affair.

FROM THE MAIL BAG

Have just written Neil Fisk regarding his letter on model RR passes (Dec. COUPLER). I think it is one of the most sensible things I've ever read on this subject, and should be followed up.

In the spirit of fun in model railroading, we are sending you a pass for the Ute Short Line, following the same recognition and exchange of passes employed by the railway systems we model. May it also serve as a reminder and invitation to visit our pike any time that you happen to be in our vicinity.
EARL COCHRAN

(Although not so intended, this little note might constitute a fair answer to the question of giving model railroad passes, raised in our last issue, and indicate the spirit behind the idea.....Ed.)

I was interested in Neil Fisk's criticism of model RR shows—the trains seem to go nowhere and without purpose. That has been my pet scream for years. As a good example of how it ought to be done, Jack Wilson deliberately dreamed up a story and reason for his pike before he laid a tie. Even on the Conn Midland, which I grant winds around a lot, every train is going to a certain place for a definite reason. This has made it more enjoyable for me, and I think it has for visitors also. WATTY HOUSE

MODEL CONTEST RULES

1. Prizes will be awarded in various classes for locos, cars and structures. Locomotives and cars must be operating models.
2. Any model builder in NER is eligible unless he is engaged professionally or commercially in model railroading or model building activities.
3. Models will be judged by a committee appointed at each contest by the NER Pres. These judges will be guided by a scheme of points as follows:-

Scale accuracy-----	15
Realism-----	10
Workmanship-----	25
Painting & lettering----	20
Choice of materials-----	10
Ingenuity-----	10
Extra detail-----	10
	<u>100%</u>

Decisions of the judges shall be final.

4. Models may be built up entirely from kits, or commercial parts can be used to greater or lesser extent as the competitor may deem necessary. However all commercial parts shall be so stated on the entry form so that the judges may have equal basis for judging the work of the individual.
5. Suitable space will be engaged by NER for displaying the models for effective judging, but they will not be publicly displayed (only to members). Insurance will not be carried, but every possible precaution will be taken to protect the models.
6. Models must be brought to the convention meeting, and removed again, by the contestant.
7. Models that have won prizes in our previous contests are not eligible. Models requiring more than 10 sq.ft. of display space, or weighing more than 100 lbs. are not eligible. There is no limit to the number of models that can be entered in any division by any one entrant, but no entrant can win more than one prize per division. The judges reserve the right to withhold awards in any division having models of inferior quality.
8. All entries must be on official forms, copies of which will be available from the Region Secty, or at the convention registration desk.

HI-RAIL COMMITTEE

Our member Fred P Heinel has been appointed Chairman of the Hi-Rail Committee of NMRA, to coordinate activities in what has heretofore been known as "tinplate". This is a phase of model railroading which has long needed recognition; for hi-railers are just as interested in building realistic looking layouts and operating trains on them, as are scale modelers. The committee will constitute a central point for interchange of information and a discussion of hi-rail problems, with "how-to-do-its" articles on interesting problems and the solutions. Fred would like some help from others interested in this field, who will volunteer. Further, hints, ideas, suggestions, and problems will be welcomed—those desiring a personal answer should include a postage stamp for a reply. Address him at Manchester Center, Vermont.

HINTS OF THE MONTH

A quick way of uniformly spacing the ties on your railroad is to use wood spacers. Either lay a solid stretch of ties and nail down only every other one and then remove the loose ones; or take a few minutes to build a comb with which to space the ties.

METROPOLITAN DISTRICT

At the Jan 23rd meeting of the District, Bruce Coughlin of NYSME was elected Pres. for the ensuing year. He succeeds Manuel Padin of the Westchester Model Club, who provided the inspiration and force which initiated the District organization and guided it to its present position. Manny requested relief after serving vigorously for 2 terms, but we are glad that he continues on the Exec. Board.

Other officers elected were Bill Dietz of Bronx Model RR Club, V.P. in charge of membership; Russ Houghton of Bay Ridge Society, Secty; and George Barclay of Westchester, Treas. Members of the Board of Directors are Manuel Padin of Westchester, Jim See of the same club, Harry L Towers of Peekskill N.Y., George Reisz of Bronx, and Roger Ramsdell of Consolidated Edison Club.

The Board consists of 9 members, and elects its officers. All NMRA members in the greater NY area are members of the District, and are cordially invited to attend and participate in its activities.

NOVEL MODEL DEMONSTRATION

A novel program was presented at a meeting of the N.Y. Metropolitan District on Friday, Jan 23rd, in the auditorium of the Consol. Edison Co. 6 tables were distributed about the room, and at each was an expert demonstrating and explaining some phase of model railroading. Those attending chose the subject which interested them most, or just watched several of the exhibitions.

Phillips (Pop) Houghton of the Bay Ridge Society had a table literally covered with soldering irons, torches, fluxes, solders and examples of difficult soldering technique; and proceeded to teach all comers the art by actual practice.

"From Wall Outlet to Track" was the subject of Paul Mallery, ex-Nat'l Secty, of Summit-New Providence Club, in a demonstration of power packs, circuit breakers, rheostats and reverse switches.

Russell Houghton of Bay Ridge mixed paint pigments before admiring eyes, and demonstrated the use and art of paints and painting technique.

It would be difficult to find any turnout trouble which was new to Bob Hanlon and Ed Brace of the NY Society, who showed the correct mounting and operation of switch motors and controls.

Roger Ramsdell Jr. of Consolidated Edison arrived with a can of soup, ate the contents, and proceeded to fashion a realistic loco boiler out of the can in an exhibition of "scratch" building.

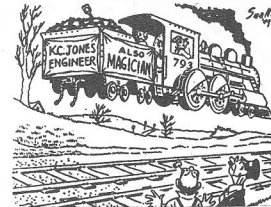
Bruce Coughlin of NYSME wired up the NMRA track circuit into a control board, and showed its operation with several types of relays.

Credit is due to the "Railroad Activities of the Employees of Con. Edison" group and to their company, for providing the meeting space and facility and assisting with the arrangements.

All NMRA members in the NY area are automatically members of the District, and are invited to attend the really interesting and instructive series of programs initiated by this lively organization. If you desire notice of meetings, send 25¢ to cover mailing costs to Wm. Dietz, VP, 3348 Hull Ave, New York 67. Notices are also sent to hobby shops & clubs throughout the vicinity.

NORTH JERSEY FEDERATION

This group of model R.R. clubs has had an active season to date, with visits to West Essex Club of East Orange, Stevens Tech Rail Club of Hoboken, & Central Jersey Club at Westfield. At each of these we enjoyed active operation, and discussion of the problems which beset model rails. The Stevens men also ran off several very interesting movies which were secured thru the North Jersey Midland Club, which has charge of programs. The next visit will be at the latter's extensive 00 gage pike at 523 Hory St, Roselle, N.J. on Monday, May 25th. All of you rails in the vicinity are invited to drop in.



DATA SHEETS NEED HELP

At the Jan. Trustees meeting, Chairman Ed Ravenscroft of the Data Sheet Committee presented a list of 33 suggestions for Data Sheets which have accumulated over recent years. Those present voted on the various items with the result that the following data sheet ideas were chosen as being the ones upon which the committee should work in the immediate future:-

1. Basic electrical circuits.
2. Trestles.
3. Culverts.
4. Essentials of simple terminals, yards, stations.
5. Locomotive gear ratios, motor characteristics, and their relation to scale speed.
6. Painting and lettering models.
7. Grade compensation for curves.
8. Architectural elements for structures.
9. Freight car types and classifications.
10. Extension of signal data sheets.
11. Traction data (couplers, wire detail, etc.)
12. Soldering methods.
13. Methods of table and roadbed construction.
14. Model railway terminology.

None of the data sheets now in preparation for an early release in 1953 are included in the above list. Work should start on many of these categories right now, as it takes a lot of time to get a data sheet all ready for release to the members.

But the Data Sheet Committee needs volunteers to tackle the above subjects. The work consists chiefly of assembling authentic information on a given subject, and working out a logical method of presentation. Drafting or drawing skill is not needed. Could YOU help out on this important project?

Just drop me a line and tell me what subject you'd like to work on, and tell me a little bit about yourself and your model railroading experience.

Edw.A. Ravenscroft, Chairman, Data Sheets Comm.,
544 Park Ave, Glenoco, Illinois.

* * * * *

NOTE:- This is a REAL opportunity for NER members to do some very effective and lasting work for the hobby without having to sacrifice too much time. I know we have many members who are fully qualified for this committee, and I urge you to contact Ed. immediately and offer your services.

Ivon Preble, Pres.

THE TEST TRACK

You may be interested in my experience with 3 pair of English's Hobbytown nylon trucks, which were bought this past summer when they had just come out. I don't know whether they have been improved since, but mine were pretty sad affairs.

You are absolutely right that they don't spin; in fact it seems that they ride worse than any other truck I have ever used. At least you could oil a truck with metal frames. When cars equipped with these nylon trucks derailed at every turnout, while other cars went thru without any trouble, checkup disclosed that the wheels were 1/16" closer together than they should have been. Being light, they also contribute to a high center of gravity, which is no help in a long train.

Incidentally, Varney is now putting out a sprung truck with metal frames and bolster, nylon wheels and axles, which I believe are 1-piece. I am going to try them out, as I believe they have more favorable possibilities than the above, which have been junked on my pike.

Among the new items that are or soon will be on sale in the hobby shops are a railway diesel car (RDC) by Athearn, with a Pitman power truck (about \$15); Varney stock cars and Varney flat cars, with metal underframes, each with a choice of 6 road names; an operating gantry crane by Comet, fully automatic in operation- dipper will drop into a pile of sand, close with the load, lift and carry it to a waiting hopper car (\$15). Varney is also bringing out new plastic ore cars (\$1).

Penn Line is working on a completely prefabricated HO track on cork or nylon base, gray in color, looks like ballast, very quiet. It is expected around the end of the summer.

For those of you who are interested in motors and how they are built, here is some news for you. Powdered iron magnets may replace Alnico in the near future. These new magnets will probably be used only in O gage motors, as it takes a little larger magnet to produce the same field strength as is had in an Alnico magnet.

Has anyone built one of the new Kurtz-Kraft crossing gates or semaphores? They operate without a solenoid, and appear to be quite simple to install.

How would you like to receive scale size model R.R. billboards at regular intervals, with our compliments? We plan to change them regularly, and to send them out at regular intervals so that you can keep new ones gracing your layout. If you like the idea just send us your name and address, and we'll do the rest at no cost to you.

PETER SCHAAL, Advertising Director,
Florida's Silver Springs, Silver Springs, Fla.

ANNUAL EXHIBITION

LONG ISLAND MODEL RAILROAD CLUB.
23-68 Steinway Street,
Astoria 5, N.Y.

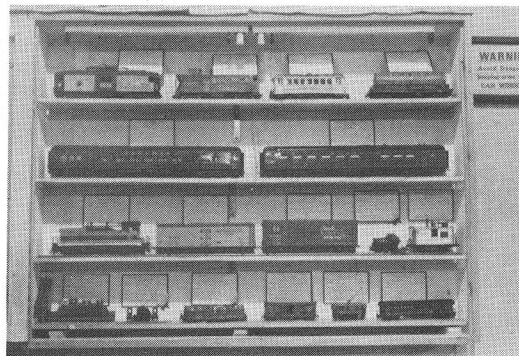
FRIDAYS	---- May 1st, 8th, 15th	7 to 10
SATURDAYS	---- May 2nd, 9th, 16th	2 to 9
SUNDAYS	---- May 3rd, 10th, 17th	2 to 9
	Admission----- 25¢ incl. tax.	

N.Y.S.M.E. 23rd SHOW

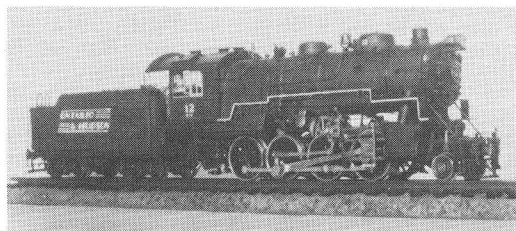
The 1953 show at Lackawanna Terminal, Hoboken, was bigger and better than ever. A great deal of new scenery makes a big improvement. The scale model of the Lackawanna R.R. Terminal and Ferry House shows remarkable progress, including boats in the slips. This will eventually be part of the Marine Division of the railroad. A large number of models were entered in the contest and excited much interest among the customers.

The HO layout of the UNION HOBOKEN & OVERLAND has been considerably enlarged and improved, and now operates several trains at a time. It is of inverted waterwing type with return loops at each end, as well as fair sized yards. Minimum radius is 36" on main line and 24" in yards. This road has attracted a number of enthusiastic new members.

Over 150 models from H.O. up to 3/4" scale were entered in the 23rd Annual Model Contest in connection with the February exhibition. Most of these models were so good that the judges had difficult time in selecting the individual class winners--and as for the "best-in-show" award---brother, you can be glad you were not a judge, it was that bad! Here are photos of some of the typical entries:-



An HO Consol loco, scratch-built by Ira L. Deutsch of N.Y. City, received top honors for its many fine details of piping, brake rigging, valve gear mechanism and undercarriage parts. The engine, O&E #12 is pictured herewith for you. George A. Krauss of Ivyland, Pa. received a first and 2 hon. mentions, for the stable of HO traction equipment which he entered. The judges were Manuel Padin of Westchester MR Club, Robert Brightman of Mechanix Illustrated, and Model Railroader's John Page.



The show was as usual a huge success, and the Club rooms were packed from opening until closing time. Those who did not attend missed something really worth while in model railroad activity.

DONT FORGET SYRACUSE
CONVENTION - MAY 16-17, 1953