

THIS IS YOUR LAST ISSUE UNTIL MEMBERSHIP IS RENEWED

THE COUPLER



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

CONTESTS AND CLINICS AT COMBINED CONVENTION

Elmira Committee Plans New Ladies Event

The Ladies' Railroad Novelty Display will be one of the feature events at the joint NER-NFR Spring convention in Elmira, N.Y., on May 20-21-22. All ladies attending are invited to enter Bric-A-Brac and Novelty items in this contest. Because of display restrictions, however, it will not be possible to accept clothing as entries. Also planned is a mammoth model display which will be opened to the public. (Ed. note: You can be of great assistance in presenting the hobby of Model Railroading to the general public by bringing models for this display even though you do not wish to place them in the various competitions.) In addition, there will be the regular model contest, a drawbar contest, and the Special Silver Anniversary Contest. As a token of the NMRA 25th Anniversary, a Quarter will be refunded to each person submitting an article for display.

Clinics on Scenery Building, Switch Construction, Transistor Track Indication, Layout Design and Painting Rolling Stock will be presented on Saturday afternoon by members of the New York Society of Model Engineers. Calvin Ackley will demonstrate the building of scenery from the mixing of the plaster to the finished product including the proper construction of tunnel portals. The construction of switches will be shown by Geo. Mains who will display and use the jigs and gauges which were made by the society. John Wells will give a demonstration of the use of transistors for track occupancy indications. Layout design will be discussed by John Johnson and a display on the painting of rolling stock will be presented by Ernest White. These men will also conduct a panel discussion following the banquet.

The NER Prototype Operations Clinic will be presented on both Saturday and Sunday mornings under the direction of Chairman Avarad Fuller who will give an illustrated lecture followed by a discussion of model railroad operation. On Sunday morning there will also be a Prototype Signal Clinic led by Bruce Coughlin, convention co-chairman for NER, who is employed by the General Railway Signal Company. He will try to cover information which you should know about prototype signals in order to model them adequately. Included in his talk will be a list of details for which to look when examining signal installations.

The Mark Twain Hotel has promised a banquet to be remembered. They are providing several surprises and a special Bonus Surprise. In addition the usual door prizes will also be awarded at this event. The panel discussion after the banquet will substitute for a speaker and will be followed by the Draw Bar, Novelty and Model contests.

Friday night will be used for movies, home model railroad visits and the usual "discussion groups". Among the movies to be shown are a Pennsylvania RR film from the collection of the Rochester Chapter NRHS, a New York Central picture and "The Railroad Signal" loaned by the GRS company.

Several alternate events are also being offered by the committee. On Saturday morning there will be informal visits to PRR Southport Yard and ERIE-DL&W

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PROTOTYPE OPERATION COMMITTEE

I am honored that my friend Doug Smith, our new President of NER, has asked me to assume the chairmanship of the Prototype Operations Committee. I have asked Don Peck to serve with me on this committee as my right hand. Don is more knowledgeable about the subject than I am and will be a great assistant.

While discussing with him how we should proceed with our work, Don impressed on me the need to define what we mean by "Operations" so that we can establish the limits of the subject matter with which our committee should concern itself. This is necessary because, in its largest sense, the term "operations" as applied to model railroading covers a lot of ground. Good operation certainly requires good track and well maintained locomotives and rolling stock. We will assume that you have locomotives which run well, properly laid track with good electrical connections, turnouts with good sharp points equipped with mechanisms to operate

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SILVER ANNIVERSARY PLANS

The various activities planned as part of the celebration of the 25th Anniversary of the NMRA are coming along very well, reports Ed Ravenscroft, chairman of the committee coordinating the program. The Silver Anniversary Seals are being printed and sheets of them will be in the hands of members shortly.

The HO and O Standards Gages are in production and are expected to be distributed this Spring. A special hobby-type scriber will go to members not operating in HO and O scale.

The Model Die Casting Company was the successful bidder and will produce the Special Silver Anniversary commemorative car kits. These cars will be available to NMRA members only for \$1 each with a limit of two cars per member. These cars are HO scale and come with a beautifully decorated silver colored body and metal underframe all assembled. Brake wheel and X2f couplers are included but not mounted. Attach these parts together with trucks of your choice and the car is ready to roll. Other couplers can, of course, be used. The car is a 50-foot double door automobile box car and

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MODEL IRON HORSES GO TO THE POST

The May 7th issue of the Saturday Evening Post will feature model railroading in their "Face of America" series. The large color photograph will show the Brook Valley layout of NER President and NMRA Membership Promotion Chairman Douglas Smith of Bloomfield Conn. Descriptive material about model railroading was supplied by Paul Larson, Editor of the Model Railroader magazine. Be sure to call this informative article to the attention of your friends... particularly those who doubt that model railroading is really an adult hobby.

THE COUPLER

The Hostler says:

NORTHEASTERN REGION
OF
NATIONAL MODEL RAILROAD ASSOCIATION

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Convention Coordinator

F. Forbes Hauptman.....44 Hilltop Drive
W. Hartford, Conn.

COUPLER Editor

Donald S. Robinson.....408 Davis Street
Greenfield, Mass.

Mailing Office

c/o Wayne A. Roundy.....12 Glendale Drive
Danvers, Mass.

Prototype Operations Committee

Avard E. Fuller, Chairman.....49 Blue Ridge Lane
W. Hartford, Conn.
Donald B. Peck.....9 Wyndemere Lane
Bloomfield, Conn.

Publicity Director

L. Jeff French.....270 Duncaster Road
Bloomfield, Conn.



NOTICE

If your copy is stamped on the front page in red: "This is your last copy until membership is renewed" please take heed and forward your buck to:

Northeastern Region NMRA, Inc.
12 Glendale Drive
Danvers, Massachusetts

As some of you may have noticed, an attempt has been made in this issue to "justify" the columns on the front page. For those of you who are not familiar with this printing term, it means to make the column even at both margins. In typesetting, however, the spaces are reduced or increased after the lines are set. With a typewriter a preliminary copy must be made and the finished copy justified while being typed. As a result it means double the amount of work and for that reason only the front page has or will be done in that manner.

Now that the good weather is approaching, I feel that I should remind all of you that a railroad right of way can be a dangerous place. Most of you will be visiting railroad installations during the coming Summer months on both organized and individual trips and none of us wants to read your name in the newspapers as an accident victim.

Since organized excursions are chaperoned by officials, I will not dwell on them. My remarks are, however, just as pertinent to them as to individual visits.

To request written permission every time one sets foot on railroad property would, naturally, be a nuisance and is not necessary. It should be obtained for visits to major installations or if you are planning to visit a number of places on a single railroad. Official permission is usually easy for members of rail fan organizations to obtain, but, having obtained it on that basis, remember that your actions will have a definite effect on the attitude of the railroad toward future applications. At small points a simple "May I..." asked of the person in charge will usually suffice. Once he knows that you are aware of the dangers around a railroad he is less likely to request your presence elsewhere. Again remember that, if you show a membership card, you automatically become, in their eyes, the representative of us all. Most railroaders are friendly and will be glad to let you look around if you ask. Don't force yourself, however; if you are asked to leave accept it gracefully and be on your way. There will undoubtedly be a very good reason whether or not he takes time to explain. A railroad is private property and a fine, or a night in a "free hotel", for trespassing can raise the devil with vacation plans.

Obedience of the basic railroad safety rules is mandatory. Of primary importance is the observance of Rule G. Alcohol and railroads do not mix any better than alcohol and highways. Nothing will get you chased from railroad property any faster than the smell of liquor on your breath. Remember also two railroaders' maxims: "A train or engine may be run at any time on any track" and "There is always a train coming until you are sure there isn't." Keeping these in mind is a good way to keep from getting hurt. Many accidents to non-railroaders involve people who KNOW "that railroad doesn't run trains on Sundays" or "trains never come from that direction on that track". As an example, a couple of years ago the Boston & Maine was operating a Railroad Enthusiasts excursion on a branch line which had no regular Sunday service. In one town a church is located next to the main street crossing and people are in the habit of parking across the tracks since no trains are expected. Knowing this, I went to the police department in advance and asked for cooperation in keeping the way clear. This required some convincing, but they agreed although it was clear that they had some doubts. Several drivers put up an argument and very reluctantly parked elsewhere. I'll grant that no cars would have been damaged as this is a "stop and protect" crossing, but there could have been considerable delay had the train arrived in the middle of the service. I have often wondered what the people inside thought when they heard the whistle. I saw the expression on the officer's face as he hastily moved the cruiser away from the track.

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THE DISPATCHER'S TOWER



Here it is Spring again and another COUPLER; the time of year when we make our annual trek from attics and cellars to come up for a bit of fresh air and sunshine; the time when we take a look back to see what we have done during the Winter months to make our private empires bigger and better running. I hope you all have had a most successful winter and that the model railroad layouts of NER are better than ever. Most of all, I hope that you have found personal enjoyment in the pursuit of the hobby and personal pride in your work.

This past Winter has been a busy one for me. I never thought that being President of NER could take so much time. The time spent has been most enjoyable, however, as I do like to hear from fellow railroaders, and hearing from model rails is something I certainly have been doing. My mail averages about three letters a day and is all answered.

In my last Dispatcher's Tower column I stated that I would like to see more Divisions in NER and that anyone wishing information should contact me. The only request for information on Divisions came from another Region. I cannot believe that we here in NER are so backward that we do not want to get together with our fellow hobbyists. Several of the other Regions have made great strides in the forming of Divisions to facilitate the exchange of model railroad information and increase opportunities to meet other modellers. It is said of us New Englanders that we are hard to get to know. I do not believe this, but the fact remains that many members of NER do not seem to want to meet their fellow members.

Another item in my last column was a request for suggestions from you on how to improve NER. I stated that if you, the members, do not let the Directors know your feelings they must run the Region as they see fit. I am most happy to find that the Northeastern Region is being operated in a manner that suits everyone. The Directors of NER have not had a single letter from any member with ideas or suggestions.

One thing that is most gratifying is the big growth of our membership. As of last August there were 1856 NMRA members within our Region of which about 600 were members of NER. At the end of February there were 2081 NMRA with NER's membership up to around 800. This has proven the point that there are people around us who want to join this organization which has done so much for our hobby. The odd thing about this growth is that it has not been the result of the present membership going out and getting new members but of a mailing list which Bob Bast, NMRA Office Manager, has sent out. He obtained Model Railroader's mailing list from which he sent out recruiting letters and the response has been very satisfying. May I ask all of you once again, please, to ask your railroading buddy to join NMRA and NER. These are the people we want for members; these are the ones you know and who rightly should be members. If you will not do this simple thing, ask a friend to join NMRA, you are not doing your friends or your hobby the service they deserve. How about it?.....Ask someone today.

Your President had the pleasure of going to Chicago and attending the Board of Trustees meeting of the NMRA which was held on February 27. Believe me when I say that you have a real gang of highly interested fellow hobbyists working to make model railroading better for all of us. About forty men from all parts of the country attended and spent from 10AM to 1130PM on that Saturday at the meeting. There was no horseplay or time wasting small talk, but a constant discussion of model railroad problems; problems of Regions, membership, money, conventions, standards and the general betterment of the hobby were the subjects. YOU were the people in whom these men were interested. They all spent their

own money to attend just to make sure your interests in the hobby were being protected. I was most impressed by the amount of time that some of those present had spent to improve the products on which you spend your money. In another part of this issue I have written a report on what is being done to improve the wheels that run on our railroads. Another that has come from the time spent by the engineering committee is the new 25th Anniversary O and HO scale standards gauges. So, all in all, you have much to be grateful for that we have a great team of fellow model railroaders spending their own time to make this a better hobby.

REMEMBER! This is YOUR organization.....It becomes what YOU make it.

DOUGLAS S. SMITH

ADVERTISING RATES FOR THE COUPLER

At the Winter meeting of the Board of Directors of the Northeastern Region it was proposed and voted to accept advertising in the Region's magazine THE COUPLER. The rates will be as follows:

Non-commercial		Commercial
\$24.00	Full Column	\$40.00
12.00	Half Column	20.00
6.00	1/4 Column	10.00
3.00	1/8 Column	5.00

Non-commercial shall mean any person advertising items for sale or exchange not connected with a manufacturer or hobby outlet or in the hobby for profit.

Commercial shall mean any person advertising items for sale who is connected with a manufacturer or hobby store or who engages in private production of hobby items as a means of personal profit.

The amount of space to be allotted for advertising is left to the Editor. It is the desire of the Directors not to have advertising on the front page of THE COUPLER.

Copy for advertising should be furnished by the person buying such space and any "cut" wanted must be provided by the advertiser. The Editor will not be held responsible for any advertising turned down because of lack of space or copy held to be in bad taste. Errors will be avoided, but THE COUPLER will not be held responsible for wrong spelling of items or mistakes in prices listed. If the advertiser desires the Editor to write copy for his ads it will be the Editor's privilege to decide whether he will do so.

Payment for advertising should accompany the ad copy and will be refunded if the ad is not run or is not acceptable. Checks or money orders should be made payable to The Northeastern Region NMRA. Please do not send cash.

HOSTLER SEZ

The best overall advice is to use common sense and DON'T take chances. If you don't have time to WALK across a track before an approaching train, then WAIT. It is far better to spend a few extra minutes waiting for a train to pass than the rest of your life, if any, wishing that you had.

This is not meant to be a sermon. I must admit, however, that I have ulterior motives in writing it. First, I enjoy my associations with you at and between conventions and wish to continue them. Second, I hate to make out accident reports and attend investigations; my time can be used constructively in so many other ways.

See you at Elmira.

DONALD S. ROBINSON

A REPORT ON THE FLANGE DEPTH TESTS

At the recent NMRA Board of Trustees meeting in Chicago a very interesting report on wheels was presented by A. Ballard Bradley, Chairman of the Engineering Committee. A great amount of time had been spent by the HO Standards Committee in testing many sets of trucks with various flange depths and contours. This is a report of the results of the study.

The Hobby Industry Association of America, which has been desirous of using deeper flanges, was contacted and agreed to cooperate in the study. The Pacific Coast Region offered their help and provided six sets of trucks with relatively sharp flanges which ranged in depth from .019 to .045. The HIAA trucks had good quality brass wheels, equalized and properly gauged, with rounded flanges of .045 depth. All trucks conformed to NMRA Standards except for flange depth.

The procedure for testing was to mount the various trucks in turn under the same cars and run the cars through the same cycle of operation, keeping a record of derailments with all types of flanges. These tests were run on many layouts around the country so as to get a fair cross section of track conditions.

After all the figures were compiled and correlated, the results appeared as follows. The HIAA trucks with .045 flanges did as well as the NMRA Standard .035 flange with the same round contour. The PCR trucks with various size flanges down to .019 worked equally well when on well-maintained trackwork. All trucks gave poor results on Snap Track turnouts, particularly on crossovers. The HIAA trucks did give better results on Snap Track than the PCR trucks which led the committee to the conclusion that trucks with rounded flanges will track better than trucks with sharp flanges. It proved that the shape of the flange rather than the depth was more important to good operation.

The conclusions reached from these tests indicate that:

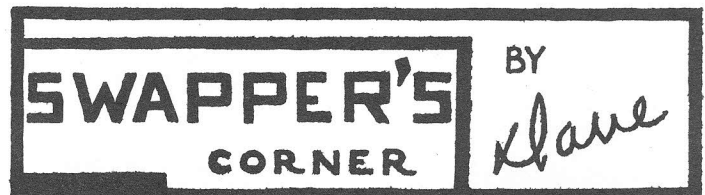
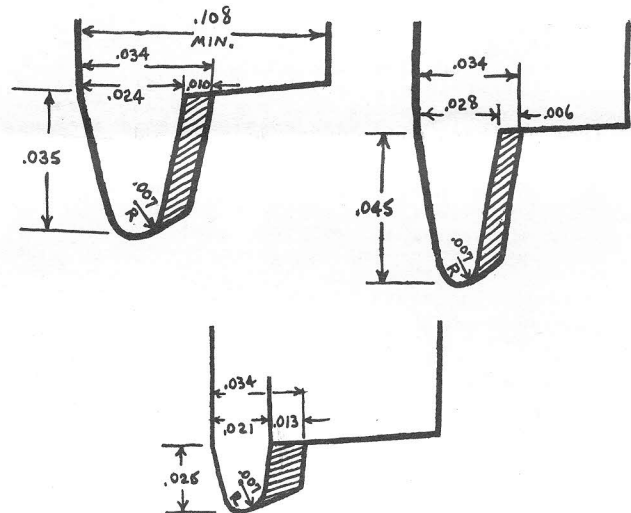
1. Increasing the flange depth to as much as .045 does not necessarily give better performance in keeping HO trucks on the rails.
2. Flange depth can be DECREASED to .025 or even .020 and give satisfactory service provided the flanges are well rounded.
3. The contour of the flange is as important to good running as the flange depth. A deep sharp flange has a greater chance to pick the point of a turnout or misaligned rail joint than a smaller flange with a well rounded contour. (Take a close look the next time you are in a prototype railroad yard and see how the real flanges are rounded. Sharp flanges are an ICC defect and must be replaced.)
4. Present methods of joining Snap Track sections do not provide sufficient rigidity in either the vertical or horizontal direction to give satisfactory operation when used in temporary (i.e: track is not fastened to base) installations. For this reason wheels of less than .030 flange depth should not be used.

The drawing in figure 1 explains how flange depth and contour work. The information from this report has been sent to all producers of scale wheels in all gauges to aid them in making better trucks for you. Athearn is now producing wheels with the new contour, but it is advisable to check the gauge before using them. Other manufacturers have consented to make better wheels and it is to your advantage to insist on good wheels for your models. Poor trucks under the best model on the best of trackwork just will not give good results.

The accompanying drawings show HO wheels having flange depths of .025, .035 and .045. With the important wheel dimensions fixed by existing standards, there remains an area of tolerance (shaded) which decreases as the flange depth is increased. With a standard flange depth of .035 the tolerance area is .010. This is the maximum obtainable provided wheel dimensions are kept to a minimum thickness of .108 and a minimum tread width of .024. Any part of this tolerance area that is not used in the construction of the wheels or track is the "play" between them. It is im-

portant to keep this in mind as it is an essential element in determining satisfactory performance of trucks. When the flange depth is increased to .045 part of this tolerance is lost and only .006 is left. This cannot be increased without deviating from the 10° taper or a minimum radius at the tip of the flange. Any sharpening of the flange tip makes for a "knife-edge" which is a very unsatisfactory compromise with good operation. The third diagram, which shows a wheel with a flange depth of .025, also shows an increase in the tolerance area to .013 which allows more "play" between track and wheel. This has been shown to improve operation rather than detract from it. A comparison of these drawings will show the relatively greater importance of flange contour over flange depth.

FIGURE 1.



In an effort to make the COUPLER popular and desirable to have ("Well, THANKS!"; Ed.), the directors of NER came up with this suggestion; "Run a swapper's column in the COUPLER". Learn a lesson from me, will you. I was excited at the suggestion, and my excitement led me to be selected to be its editor. Woe is me! All kidding aside, I wanted the job and thought I would at least tackle the task of getting it started and see how popular it could become. Such a column needs rules and the following will be strictly adhered to. I reserve the right to edit any material or to reject it if need be. The rules are simple and fair to all concerned.

1. The description of the item offered in trade must be clear and concise giving all pertinent information. Abbreviations permissible.
2. The name and address of the swapper submitting items must be legible.
3. What you want to take in trade for advertised items must be well defined, or in a definite given area.
4. Actual swaps will be handled between the interested parties; not through the editor.
5. Any person interested in advertising a swap will send it to the Swap Editor, David MacDonald, 19 Fairmount Ave., East Weymouth, Mass., at least one month prior to the date of the COUPLER deadline.
6. Each swap will be published in one issue only unless the advertiser requests a rerun.
7. The swapper has SAE privileges and is advised to use them.

SPRING CONVENTION

Union Station. Plenty of freight trains are promised for the photographers. Two bus trips will be provided Saturday afternoon; one will go to the Open House at Corning Glass Works at which it will be possible to see a demonstration of glass blowing as well as the exhibits of Steuben Glass and other items in the company's museum, the second will be a sightseeing tour around Elmira. Home model railroad visits will be arranged Sunday afternoon and Clapp's Hobby and Craft Store will be open Sunday in addition to their regular Saturday hours.

Advance registration is \$7.50 (\$1 extra for reservations made after May 16 or at the registration desk.) and does not include the bus trips. These are an additional \$1 each. Reservations may be sent, and checks made payable, to W.B.Coughlin, 689 Britton Rd., Rochester 16, N.Y. Room reservations should be made directly with the Mark Twain Hotel. Railroad transportation is provided by the Erie and Lackawanna Lines. Suggested highway routes are the NY Thruway and Route 14 from northern and central New England and Route 17 from southern New England and the New York City area.



SPECIAL MODEL CONTEST FOR THE SPRING CONVENTION

It is hereby announced that there will be held at the Spring NER convention a special model contest to select cars for the "Silver Anniversary Train" to be operated at the National Convention at Chicago in August 1960. The following rules and specifications MUST be observed:

1. Each Region is invited to publicize itself by sending three cars to the convention. These will be made up into special Silver Anniversary Trains to be operated at that time.
2. These cars may be in any gauge. Each Region will send two HO and one O gauge car for operation. Cars in other gauges will be displayed but not run.
3. The cars may be of any type.
4. The winning cars will bear names and reporting marks for NMRA as though the Region owned a railroad. Cars entered for the contest must not be lettered. The winning cars will be assigned numbers and lettering. All other cars will be returned.
5. Each Region should enter at least one box car so that billboard lettering may be used. Any type car may be entered, however. Cars may be either scratch or kit built and either new or weathered. No couplers are to be mounted as the winning cars must have the type coupler to be decided on by NMRA.
6. The owners of the winning cars will be awarded prizes and their cars will be operated or displayed at the National Convention. At present it is undecided whether the cars will be returned to the owners, but the prizes should compensate if they are not.
7. All entries must include a shipping box, well made to protect against possible damage while in the mail.
8. Those who cannot attend the Spring Convention may still enter this contest. Send the entry to Hotel Mark Twain, Elmira, N.Y. Mark the package "To be held for NER-NFR Convention Committee-May 21, 1960". Be sure to enclose return postage in the package.

Clapp's HOBBIES & CRAFTS
LANGDON PLAZA • ELMIRA, N.Y.

Get Your Pass On The HO
"Crestfallen & Woeful"
NMRA 4180 NFR 1472

WELCOME TO ELMIRA

Come in and look
around or just gail
Pacific Fast Mail
Walthers + Selley
Kemtron + Tru-Scale
and others

SILVER ANNIVERSARY

will make an attractive addition to the rolling stock roster of any HO pike.

A feature of the Silver Anniversary Convention will be a display of models and kits of 25 years ago. Many exciting and interesting activities are being planned for this Chicago convention according to the report of Co-chairmen Bill Lang and Marv Duesing. Be sure to save the convention week of August 24-28 for the family vacation and bring the gang to Chicago for a grand time.

A topnotch program of technical sessions has been lined up by Committee Chairman Al Kalmbach. Well known model railroaders who will appear include:

Linn Westcott: Prototype Realism In Steam Locomotive Models.

Paul Larson: Structures.

John Armstrong: Electricity.

Bill McClanahan: Scenery.

Doug Smith: Operation.

Bill Clouser: Traction Models.

Some of the many outstanding home and club layouts the conventioners will visit are the Evanston Club (O), Salt Creek Club of Villa Park (HO and HOtr), Avondale Club of Rogers Park (HO) and the "Short Flaggers" home layouts. Convention Headquarters is the famous Edgewater Beach Hotel on the lakefront.

The NMRA Silver Anniversary Journal will be published and sent along to all members in May or June. Al Kalmbach, as Editor of the journal, is writing an historical account of the first 25 years of NMRA activities. He reports that his delving into the archives has unearthed a fascinating story of accomplishments that benefitted our hobby among the results of that good fellowship and friendly arguments which have been found at past conventions and meetings whenever NMRA members get together.

Model railroaders who have put off joining NMRA risk missing some of these special features of the Silver Anniversary Year if they do not act soon. Get your friend to send his name, address and \$3 to NMRA, Box 1238 Sta.C, Canton 8, Ohio NOW. And don't forget the buck for NER.

GET YOUR "OLD SCHOOL TIE"

The British Region NMRA is offering a unique bargain to their American cousins....membership in the British Region and an attractive Region necktie at a combined price of only \$3. Here is an opportunity to enjoy the fun of the monthly magazine ROUNDHOUSE with its description of the ingenious work of British fans of American practice and to wear the attractive British Region tie to hobby events and elsewhere.

The ROUNDHOUSE consists entirely of articles submitted by Region members giving descriptions of their pikes, information about merchandise and reports on activities in various parts of the Region.

The necktie displays the Region crest in silver on dark blue and is made of 100% Terylene. This is the toughest of the many man-made fibers produced by the Industrial Chemical Industries, Ltd., of England and is proving ideal for certain articles of clothing. It is pressed and creased at high temperature and will neither lose that crease nor take another below that temperature. The neckties may be washed in soapy water but cannot be chemically cleaned.

Americans wishing to take advantage of this offer should send their name, address and three dollars to Eber H. Allen, 1006 Illsley Dr., Ft. Wayne 6, Indiana. The necktie and current issue of ROUNDHOUSE will be sent promptly from Great Britain. Order soon; the supply of neckties is limited.

them which will press the points firmly against the stock rails, guard rails correctly spaced to prevent flanges from picking the tips of the frogs, rolling stock with wheels that are in gauge and wheel flanges without ragged edges. These things will not be the concern of the committee. We will limit its scope to what might be called "systems of operation". Also, we are not going to participate in the "coupler hassle". There are several types of automatic couplers available which can be made to work with varying degrees of reliability, and we will assume that you have done your best to make yours work to your satisfaction. Many "O" gaugers still find it practical to use dummies. We will have something to say about control systems because this subject has a direct bearing on systems of operation.

We have not decided yet whether to offer any specific designs for pikes, but we will discuss the facilities and arrangements needed in order to make operating it an interesting procedure capable of commanding adult attention and retaining it. We do deem it the duty of our committee to try to save a model railroader from the disillusioning discovery that operating the pike he has spent so much time and money building is just a deadly bore. This has happened many, many times - a lot more times than is good for our hobby.

Since this hobby is loaded with individualists, we cannot take a stand about anything without offending somebody's precepts. Too much concern for this precludes the possibility of ever saying anything. We are resolved to say what we think will be helpful and to risk disagreement with some.

Our basic tenet is that no normally mentally endowed adult can long avoid becoming bored by the spectacle of a miniature train repeatedly traversing a circuit of track. Commonly, an attempt is made to avoid boredom by making the circuit as long and involved as possible. Great ingenuity is sometimes exercised contriving endless convolutions and involutions of track, rising and falling, crossing over itself, disappearing into tunnels and appearing again in the most unexpected places. All this is to no avail. No matter how complex the circuit, even given a very large space and a great length of track, the route is soon learned even by an imbecile. The reappearance of the train in that odd spot is no longer unexpected and ceases to intrigue the observer. Boredom returns. To try to counteract it more trackage is often added affording a choice of routes. Or the line may be double-tracked with two trains running simultaneously either racing one another or going in opposite directions with running meets. Still to no avail. The new routes soon cut a groove in one's memory just as did the first, and the two trains spinning out endless circuits become as boring as the sight of just one.

What to do! The first consideration is to remember that you are not modelling a roller-coaster or a merry-go-round. You are trying to model a railroad. To do that, you have to arrange your pike so that it can mimic the same functions that a prototype railroad exists to perform. I am duty bound to say that we know of nothing really new, but much that is old; some ideas almost as old as the hobby. Somehow these ideas get lost in the shuffle and are forgotten by too many of us. Don and I believe it will be useful to review all of them we know which seem to have merit. We will present them anew, evaluating them as we go and offering some pointers on how to vary them or adapt them to your pike. We will follow up with a more specific article in the next issue of THE COUPLER.

AVARD FULLER

1962 NATIONAL

A bid for the 1962 National Convention was called for at the 1959 convention in San Diego. The only bid received was from Montreal. This is a nice convention city and work has been started to put it on the ballot.

A Spring meeting of the Board of Directors of NER was held at Doug Smith's in Bloomfield, Conn., on March 6. There were eleven attending. Reports were received from the various officers and committee chairmen.

President Smith reported on the National Membership drive. He noted that the Northeastern Region has yet two to go on 100% clubs and five more life members, but, otherwise, has met its quota nicely. He also reported on the BOT meeting commenting that there would be no increase in dues at this time and presented for inspection a copy of the Industrial News Letter that is currently being published by NMRA and which is edited by Bill Walthers.



Don Peck, Prototype Operations; Forbes Hauptman, Convention Coordinator, and Jeff French, Publicity Dir.

Vice President Alexander reported on promotional activities. Over 280 letters have been sent out since last October which included 176 new NMRA members reported to him by Bob Bast. Office Manager Roudy said we were realizing about a 70% renewal rate. It was noted that the National sends four reminders whereas we send only two, and it was voted to have NER send a third. Publicity Chairman French reported that one release has been prepared for the NMRA Bulletin and that he had a speaking engagement in West Hartford in conjunction with the Kalmbach film.



Ruth Roudy, Secretary; Wayne Roudy, Office Manager, and Jeff French, Publicity Director.

Convention Coordinator Hauptman reported on the Spring and Fall conventions. The latter will be a joint meeting with MER at the Elizabeth-Carterette Hotel in Elizabeth, N.J., on October 28-30. Director Frankel proposed that busses be chartered from different points in the Region to get as many members as possible to these conventions without the neces-

Continued on Page 8

DIRECTORS MEET

sity of extended driving. At the time of this meeting no plans had yet been made for either of the 1961 conventions.

Other items of business considered included the reports from the Prototype Operations Committee and the COUPLER Editor. Prices for ads in the COUPLER were decided and will be found elsewhere in this issue. John Dias was commissioned to design new model contest blanks, and an amendment to the by-laws regarding the replacement of a Director when necessitated by death or resignation during his term in office was drawn up to be presented for consideration at the Annual Meeting in the Fall. Proposals for Photo Contests at conventions and annual publication of the membership list in the COUPLER were tabled.

ON BANKING CURVES

Paul Mallery reports that the Summit-New Providence HO RR Club has an answer to Alex Landesco's in the Fall COUPLER, "Why not bank your curves?" True, it is easy and all our curves built prior to 1951 were banked 1/16th inch. We found, however, that on a 3'6" radius a train of more than 30 cars was likely to pull off unless all trucks were in excellent rolling condition. These curves were on a branch where such long trains were improper, but even longer ones are intended for the main line on which there are radii as short as 4'. Consequently, we no longer superelevate the outside rail as we prefer to keep all trains, long and short, on the track.

CLUB SHOW ACCLAIMED GREAT SUCCESS

The South Shore Model Railway Club accommodated approximately 2000 visitors at its quarters in East Weymouth, Mass., during its annual show on the last two weekends in February. It was a very receptive crowd and many were seen who make attending the show an annual event in their personal calendar. Both the members of the Club and the visitors enjoyed themselves, and the members felt that the efforts exerted to put on a successful show were well rewarded.

Work is now under way for the next show which, it is hoped, will be even better than the last. The Club has a very few openings for new members on a first come, first served basis. Anyone in the area who has put off club membership might well look into joining this one. Club affiliations can be rewarding to the member and beneficial to the hobby.

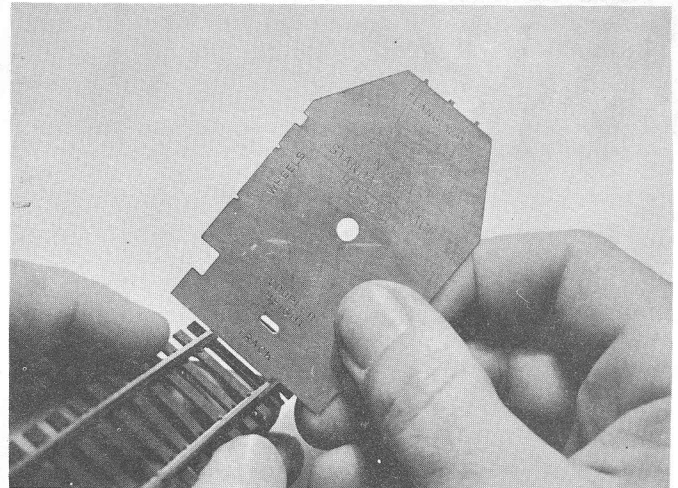
NOTICE

Deadline dates for the COUPLER are January 2, April 1, July 1 and September 10 or the first day thereafter an which U.S. Mail is delivered.

STANDARDS GAUGE

A pocket-size stainless-steel gauge, developed by the NMRA Engineering Committee, will be distributed free in 1960 to all NMRA members in O and HO. It will enable the user to:

1. Check track gauge using prongs at the bottom. The design is such that it can be used to check turnouts and other specialwork.
2. Check flangeways at frogs and guardrails. The prongs at the top will also check flange way depth and detect obstructions such as high spikes.
3. Check track clearances (HO only) at bridges, cuts, high-level platforms, etc.
4. Check wheels and trucks for conformance to Standards.... a valuable feature which will permit checking trucks before purchase to avoid later trouble.
5. Check coupler height by cementing a coupler of the modeller's choice in the slot provided in the gauge.



STEAM ON DISPLAY

EDAVILLE, S. Carver, Mass: Operating 24 inch gauge; larger equipment on display; railroad, fire engine, and gun museum.

CLARK'S DOG RANCH, N. Woodstock, N.H: Operating standard gauge. One half mile of track using O-4-O and Climax. Shay and trolley now on display, Heisler under repair.

PLEASURE ISLAND, Wakefield, Mass: Went bankrupt in 1959; no announcement yet of future plans.

Steam engines are also on display at White River Jct., Vt. (B&M 494), and Waterville, Me. (MEC 470) Some operating steam still in Canadian Maritimes.

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FORM 3547 REQUESTED

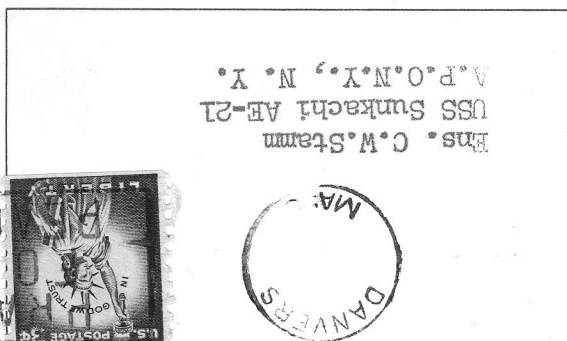
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Official Bulletin of the Northeastern Region
of the National Model Railroad Association

THE COUPLER



EMS. C.W. Stamm
USS Sunkscht AE-21
A.P.O. N.Y., N.Y.

Transportation Bulletin For The NER-NFR Convention Elmira, N.Y. May 20-21-22

Take a Charter Bus to the Elmira Convention with other NER members.

Relax and have fun while someone else drives. Save gas, tolls and parking expense. Please follow instructions for your section of NER by reading this carefully.

The two individuals in charge of the bus trips are trying to do this for your pleasure, please help them by following instructions exactly.

NEW YORK CITY BUS also for surrounding towns.

Bus will leave NYC 6 PM Friday May 20, 1960. Round trip will be \$10.50. Return Sunday late afternoon. Possible stop on return for pictures. As busses must be sold out completely the first 39 passengers to send in checks will have seats and if there is enough for another bus we will have two. If there is not enough all checks will be returned and you will be notified a week before the Convention.

Send check or money order to Leonard Frankel 711 Rutland Ave. West Englewood, N.J. for \$10.50 no later than May 2 also enclose self addressed envelope for final instructions or return of check.

SPRINGFIELD MASS BUS for New England members

Bus will leave Springfield Mass. 6:30 PM. There will be semi protected free parking for NER members. The round trip will be \$11.00. Return Sunday early evening with possible stop on return trip for pictures. Busses will have to be completely sold out so get your reservation in early. If we do not have a complete bus you will be notified a week before the convention.

Send check or money order to F. Forbes Hauptman 44 Hilltop Dr. West Hartford, Conn. for the sum of \$11.00 by the 10th of May. Please enclose stamped self-addressed envelope for further instructions or return of check.

NER MEMBERS ATTENTION

We are looking for people to sponsor conventions for 1961. Some of you in lower Vermont or New Hampshire and Western Mass. please take special note. Please contact NER Convention Coordinator F. Forbes Hauptman 44 Hilltop Drive West Hartford 7, Conn.

RIDE THE BUS WITH US BUT
RESERVE SEATS EARLY