

THE COUPLER



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

NUTMEG DIVISION TO HOST SPRING CONVENTION

A fantrip on the New Haven Railroad through rural Connecticut will be a major feature of the NER Spring Convention at Stamford, Connecticut, on May 19-20-21. Hosts for the convention, which will have the Hotel Roger Smith as headquarters, are the members of the Nutmeg Division under Chairman Ken Hyslop. Other events scheduled for the convention include a model contest, drawbar contest, auction, banquet with speaker, clinics and special business meeting.

Almost one hundred miles of freight-only branches will be travelled during the Saturday afternoon train ride. Leaving Stamford at 1:00PM, the train will go to Devon Jct. where a photo stop will be made. Then on through Derby Jct. and the Housatonic River valley over the hills to Stevenson, Botsford, Newtown, Hawleyville, and Berkshire Jct. to Danbury where another stop will be made for pictures. The return to Stamford will be via Branchville and South Norwalk. Through the special courtesy of the New Haven Railroad there will also be tower visits and extra privileges which will be announced at the convention.

Mr. Joseph H. Bready, locomotive engineer on the New Haven, will be the speaker at the banquet. He should have some very interesting experiences to recount. His topic will be "Railroading Through The

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NOTICE OF SPECIAL BUSINESS MEETING

As President of The Northeastern Region NMRA, Inc., I, Douglas S. Smith, do hereby call a special business meeting of the Region to be conducted at the Spring Convention at Stamford, Connecticut, on May 21, 1961, for action upon the motions below listed and the transaction of such other business as shall regularly come before it. In accordance with the requirements of the Constitution and By-Laws, I further order that said motions be published in the Spring issue of The Coupler.

Motions to be acted upon:

1. To change Article III Elections, Section a, of the By-Laws to read: "Election of members of the Executive Committee shall be by ballot from nominations by the Nominating Committee and/or from the floor of the Annual Meeting."

2. To change Article I Duties of Officers of the By-Laws:

Last sentence of Section c to read: "The Secretary shall serve without salary and shall be exempt from dues."

Last sentence of Section d to read: "The Treasurer shall serve without salary and shall be exempt from dues."

Add Section e to read: "The Office Manager shall be exempt from dues."

Motion to be entertained:

1. To amend Article IV of the Constitution by the addition of Section 6 to read: "A Nominating Committee shall be appointed annually by the Executive Committee and shall consist of three members of whom not more than one shall at the same time be a member of said Executive Committee."

This meeting will be held directly following the Sunday breakfast.

ROUNDY NOMINATED FOR NATIONAL VICE PRESIDENT

Heubenthal Unopposed For Treasurer

Wayne A. Roundy of Danvers, Mass., has been selected by the Nominating Committee of the National Model Railroad Association to run for Eastern Vice President in 1961. He will oppose incumbent Frank Sadlo of Toronto, Ontario.

A member of NMRA and NER since 1948, Wayne has served for the past six years as Office Manager and Assistant Treasurer of NER. He has done an excellent job and has put considerable effort into keeping the Region's files up to date. One of his major contributions toward simplifying office procedure was initiating the move to place Regional membership on a quarterly basis similar to that used by the National organization. Together with his wife Ruth, who is currently serving as NER Secretary-Treasurer, he has been a regular attendant at conventions and meetings of the Board of Directors.

The Northeastern Region has been greatly honored by the choice of one of its members to run for National office. The officers of NER and The Coupler both support this candidate and sincerely hope that every member of the Region will do likewise.

It has also been announced that "Heube" Heubenthal, another member of NER, will be unopposed for re-election to the position of NMRA Treasurer, a post he has held for several years. He was recently voted to Honorary Life Membership in recognition of his service to the Association.

LET'S REMOVE THE MYSTERY FROM VARIABLE TRANSFORMERS

I do not know about you, but every time I start reading an article which begins with a definition of volts, amperes, watts, or ohms I conclude that life is too short for such worries and skip the whole business. Therefore, this article is designed to help the fellows who, like myself, are just model railroaders and not master electricians. I promise not to use any electrical terms unless even my wife can understand them.

The first thing to clear up is the general mystification over the term "variable transformer". It is NOT something which you have never seen before in your life, and it is NOT always sold under the name VARIAC or POWERSTAT. One of the nicest is the LIONEL ELECTRIC TRAIN TRANSFORMER FOR USE WITH ALTERNATING CURRENT. Actually, a variable transformer (VT) is nothing more than a gadget to regulate the flow of electricity. A constant amount is fed in and, by turning a control handle on a central shaft, the output may be increased or decreased between zero and the amount fed in. Since most residential service is 115 volts, when you plug the VT into a wall socket you automatically feed in that amount. By use of the control handle you can vary the output between 0 and 115 volts. You cannot, however, wire directly from the VT to the track since the trains, except for tinsplate, operate on Direct Current while the VT produces Alternating Current. Also the trains run on much less than 115 volts so a stop must be used to prevent moving the handle beyond the rated voltage and burning out your engines. The solution to both of these problems is very simple, but I will take it up later when I explain how to wire the VT

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THE COUPLER

NORTHEASTERN REGION
Of The
NATIONAL MODEL RAILROAD ASSOCIATION

EDITOR

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

ADVERTISING RATES

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6.00	1/4 Column	10.00
3.00	1/8 Column	5.00

OFFICERS for 1961

President.....Douglas S. Smith
33 Gabb Rd.
Bloomfield, Conn.

Vice President.....Jack Alexander
275 Torrey St.
Brockton, Mass.

Secretary-Treasurer.....Mrs. Wayne (Ruth) Roundy
12 Glendale Dr.
Danvers, Mass.

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

PUBLICITY DIRECTOR

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

MAILING OFFICE

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

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 Dr.
Danvers, Mass.



OPPORTUNITY KNOCKS! WILL YOU TAKE THE RAP?

Earl Smallshaw has requested that the editor find another artist to alternate with him in providing cartoons for The Coupler. Although he is willing to draw one for each issue, he feels that it would be better to have some variety. Surely there is one person somewhere among our membership who can find time to draw two cartoons a year. Is it you?

NER Membership on April 1, 1961: 907

The Hostler says:

Time sure flies when you are busy. It seems as though it was only yesterday that I finished making up the Winter issue and here I am working on Spring. The last one was done just in time, too, as we were hit with rugged weather shortly after it went to the printer, and during that period I had no time at work and didn't feel much like tackling it when I got home.

As you know by now, there will be a Spring convention in Stamford, Connecticut. The Nutmeg Division is again acting as sponsor and will undoubtedly give us an excellent program as they did at New London. Let me point out, however, that NER very nearly did NOT have this meeting. It was not until March 5th that this group agreed to shoulder the work of putting on their second convention in two years rather than see the Region miss one for the first time since its formation. Most of you enjoy coming to these semi-annual get-togethers, and we must have sponsors if they are to continue. I have heard many complaints about certain areas never having a convention, yet these same people, when asked to put one on, have forty excuses why they cannot. I have said it before, and will say it again, IT IS NOT THAT MUCH WORK. The Convention Coordinator will provide a book of instructions and personally give you all the help he can. So, what say for '62? A bid now will allow a full year for preparation of a program.

The Coupler is still in need of contributions. The article on variable transformers in this issue is the last of my backlog. The Region and the editor have received many compliments on our publication throughout the past year. I would be a liar if I were to say that I haven't enjoyed hearing them, BUT the material to make the Coupler merit these commendations must come from the members. I am quite willing to continue to do the work of editing, but I do not want to have to provide all of the contents, too.

At the March meeting of the Board of Directors it was decided to try a new feature in The Coupler. This column will be titled "Welcome" and will list all the new members of NER since the previous issue. Since there must, of necessity, be a cutoff point a few days ahead of deadline, some names will probably be held over to the next issue if they are received near that time. Depending on the number of names and the available space, street addresses may or may not be listed. Older members should make a special effort to seek these persons both at home and at conventions to help them feel that they are really welcome as active members of NER, not just a name in the files.

Another proposal advanced at the Directors' meeting was a revision of our contest rules and procedure. The Mid-Eastern Region uses a couple of ideas which seem to have considerable merit. Briefly, these are:

1. Division of contestants into Apprentices and Master Craftsmen (or such other terms as may be chosen).
2. Judges critique of models.

A contestant would become a Master Craftsman in any category after winning a first prize, but ONLY in the category in which the prize was won. Or he could elect to compete as a Master Craftsman at the start. The judges critique, which would be held in the contest room, would immediately follow the completion of the judging. At this time the judges would explain the reasons for their decisions both as to the models which won prizes and those which did not. These proposals will be presented in greater detail at the Spring convention for consideration by the membership. Both are designed to attract a larger number of entries in the model contests.

Well, the Hostler has had his "Say" for another issue. As of this moment, I expect to be at both the Hub Division "Little Convention" and the Regional Spring Convention, and at each I shall stand ready to have my ear bent clear down to the floor by anyone who may wish to get on it.

Deadline for the Summer issue will be June 5.

DON ROBINSON

THE DISPATCHER'S TOWER



The Spirit and Good Will of model railroading have once again come to the fore and again from the Nutmeg Division of NER. This group felt that NER without a Spring Convention would just not be right, so they joined forces and have agreed to put on their second NER convention. Their aims are for us to have the opportunity to get together and meet once again with old friends and make new ones, to have the chance to listen to experts expound their theories in the clinics that will be held, to have fun and a chance to talk on a Fan Trip. Yes, all of you members should give a large vote of thanks to the gang of the Nutmeg Division for their willingness to undertake the job of putting on a convention in just two months time.

Again I am pleased to say that NER is still a leader in the NMRA; having just returned from Chicago with the feeling of success. As you representative from this Region to the NMRA Board of Trustees, I proposed to the Board a system of awards which was adopted with only one dissenting vote. Along with the Presidents of our neighbor Regions, MER and NFR, I sponsored an amendment to the NMRA Constitution to provide for the formation of an Executive Council. This also passed and, if ratified, should help the elective officers of NMRA to perform their duties as they see fit without having to run to the BOT for permission every time they want to make a move.

The awards system is designed to reward those in the hobby who have become proficient in certain phases. Until now there has been no way to recognize those who are experts except by model contest prizes for the ones who enter such contests. The proposal has been referred to a committee to formulate the details of getting the plan started and the rules under which it will operate. The awards will be made in several categories such as Locomotive Building, Car Building, Structures, Electrical Knowledge and several others. This system should stimulate model building within the NMRA and more participation in the model contests as well as provide a corps of volunteers to assist others in obtaining these awards. I am sorry that I cannot go into more detail on the subject at present, but, until the plan is better worked out and ready to announce, all I can do is keep you informed on what to expect.

I said in a past issue that I would like to see more of you going out and getting new members. This has happened. NER is close to having 1000 paid up membership; an all-time high. NMRA membership within our Region is 2500; another all-time high. At the Board of Directors meeting here at my home early in March a proposal was made to offer a bonus to all present members of NER and this idea is being investigated. I feel that NER will soon have a surprise for all its membership. As I stated before, the more members we have the more we can do for them, and, with your help it looks like we are close to keeping that promise.

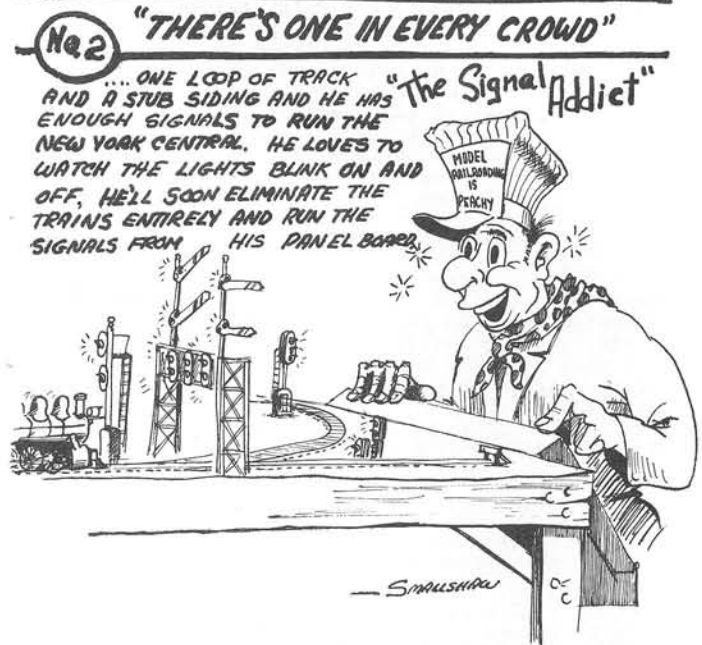
A note from Bob Bast, NMRA Office Manager, shows that again this year we are very close to attaining our National Membership quota. Our quota was set at 2429 and we currently have 2430. Since this is just ONE over the required figure, we should play it safe and get some more to offset any possible losses. On the Life Membership quota, the number was set at 101 and we have 100 so we need one more. Remember, Life Members can pay on the installment plan. Finally, our quota figure for 100% clubs is 10 and we have 9. How about it? Does anyone know of a club having at least four members who are all NMRA members which would like to become a 100% club. There is no cost, just send a copy of the club roster to Bob Bast and he will send the certificate. Nice going for your work

The final item which I would like to bring to your attention is the announcement that the NER Board of Directors have called for a short business meeting to be conducted at the Spring convention in Stamford following the Sunday breakfast. Your Directors felt that there are a couple of items in the consti-

tution which should be amended to make for a better NER. Please read the proposed changes listed elsewhere in this issue.

Again let me state to those of you who do not take an active part in the affairs of your Region that the elected officers and directors are trying to do what they think is best for your interests in model railroading. Their goal is to promote a better hobby and greater interest and participation for you as members.

DOUG SMITH



VARIABLE TRANSFORMERS: From Page 1
to your layout. Right now I want to explain where the VARIAC and POWERSTAT rigamarole comes from.

Off hand, I would guess that there are about 5000 electrical equipment manufacturers in the U.S. Hundreds of these companies make VT's and each uses its own trade name to identify its product. Fundamentally all of these transformers are the same. Some are made of better materials or have a fancier control handle or operate more smoothly, but all do the same job and are wired to the layout in the same way. For example, the electrical supply store I went to happened to sell a VT known as ADJUSTA-VOLT. They had neither VARIAC nor POWERSTAT, and I almost gave up the whole idea until the salesman showed me the facts of life. I tried the ADJUSTA-VOLT and found that it works perfectly, looks swell and fits my panel like a glove. To summarize; the only reason that everyone is talking about VARIACS and POWERSTATS is that those were the trade names of the VT's used by the fellows who wrote the original articles.

By this time you should feel reassured that any average model railroader can locate, identify and use a VT. Now I will explain why they are perfect for the power source of a model railroad. I will explain WHAT happens to your trains when you use one, but not WHY. It is not necessary to know WHY, and, if I tried to tell you, the result would only be more confusion and doubt. Personally, I think all the detailed explanations that have been printed to date have served to frighten more people than they have enlightened.

Using a VT has many advantages. It is not necessary, as with a power pack, to give a standing train almost full throttle to get it moving or to use a "gooser". The control is moved slowly until the train starts to roll and the train will not accelerate until the throttle is further advanced. With a power pack trains tend to slow down progressively on up

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VARIABLE TRANSFORMERS: From Page 3

grades until they stop unless the rheostat is gradually turned up to compensate. With a VT trains will slow down on grades, but, if they have enough juice to keep moving near the bottom, they will go over the top at the same speed. This also applies to curves which, even on level track, may exert enough resistance to stop a train powered by a standard pack. Use of VT control makes it possible for one operator to handle several trains in straightforward loop operation because he is not constantly adjusting power as the trains enter grades or curves. Without going into the reasons, VT power permits a train to be run most of the time at much less than its rated voltage. This will only be used for those few moments when the train is run at full speed; in scale operation almost never. Power packs use full voltage all of the time regardless of the speed of the train. The comparative wear and strain on locomotives caused by the two methods is obvious. Motors will heat less and last longer when the flow of power is not being constantly adjusted.

I trust that you are now almost convinced that it is worthwhile to try VT control. To clinch the deal I will now tell you how simple it is to buy the parts you need, how inexpensive they are, and, most importantly, where you can best find them. Unfortunately, they are still not common in hobby shops so you will probably have to go to an electrical supply store. Listed below are the MUST and OPTIONAL items needed for this type of power supply and control. Prices will vary, but the MUST components should total around twelve dollars.

MUST:

- 115 volt VT (1 1/4 amps or better)
- Full-wave Selenium rectifier (3 amps)
- DPDT toggle switch
- Circuit breaker or fuse and holder (3 amps)

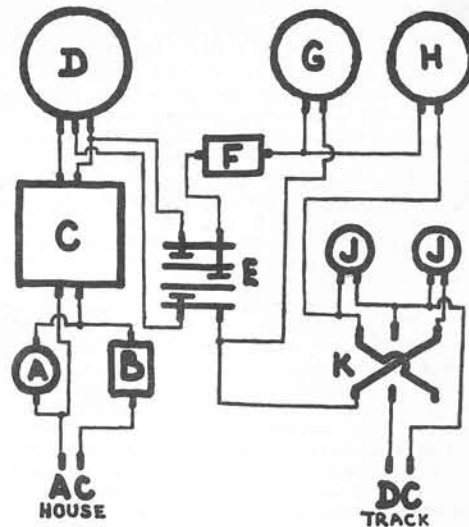
OPTIONAL:

- DC Voltmeter
- DC Ammeter
- SPST toggle switch
- Pilot and direction lamps with holders

Earlier I stated that Lionel electric train transformers were VT's; and so they are. You might well ask why not use one, then, instead of buying another brand. You can, but you will still need all the other items listed above except the VT itself. If you have one, it can be used, but do not go out and buy one. It costs much more than a simple VT and will not give you full control of your trains. A Lionel box will give varied voltages depending on the lugs to which the track leads are connected, but in no case will it give voltages from zero up. The result, of course, is a non-prototype jerky start, the very thing we are trying to eliminate, and you cannot get realistic slow-moving trains. In all other respects, however, a Lionel box will give you VT operation which is still better than a power pack. On the other hand, if you already have a Lionel transformer you can use it with a new VT and get the best results of all. As I said in a previous paragraph, you have to put a stop on the control handle of the VT to prevent turning 115 volt house current into your motors. This restricts it to about one-sixth of its full swing. By connecting the Lionel transformer to the wall socket and the VT to the lugs which provide a constant sixteen or eighteen volts a full swing of the handle will feed 0 to 18 volts into the rectifier where it will be changed to a maximum of 15 volts DC. Your motors can take this without danger of burnout, and you do not need to put a stop on the control handle.

After purchasing the components necessary for VT control, mounting them in your control panel is a snap. The pieces are designed for this purpose and have screw holes in exactly the right places. What is more, you can place them just where you want them and not worry about finding a spot for a great big box. The accompanying diagram shows the wiring arrangement using all the parts listed above. Any of the optional ones may be omitted.

ALEX LANDESCO



KEY TO DIAGRAM

- A - Power On Pilot Lamp
- B - SPST Switch
- C - Tinplate Transformer
- D - Variable Transformer
- E - Full-Wave Selenium Rectifier
- F - Circuit Breaker or Fuse
- G - DC Voltmeter
- H - DC Ammeter
- J - Direction Indication Lamps
- K - DPDT Switch

MORE GOODIES COMING

Look for a new detail set to be announced soon by Rollins House Miniatures. Designed for use in an old-time station, it will include: five-foot roll-top desk, wooden swivel chair, upright desk telephone, magneto style wall phone, typewriter, oil desk lamp (a new type), set of books, waste basket, brass spittoon, Railway Express safe, pot-belly stove, coal hod and scoop, and train order board. In addition to the fourteen cast items there will be a calendar, RR wall map of the U.S., timetable, and several signs ("Do not Spit on the Floor", etc.).

Plans for some other very small parts have been dropped, at least temporarily, because of the difficulties encountered in the manufacture and packing of the hand tool set.

JUST A REMINDER.....

Remember! HO is 1/87th actual size. This means that, relatively speaking, you are a giant approximately five hundred feet tall. Keep this in mind when you are tempted to handle delicately adjusted mechanisms or to lean on the track.

Remember also, each piece of equipment represents a large outlay of the owner's time, labor and money. Help him to keep his motive power and rolling stock out of the repair shops by asking for his permission to handle them.

Keep the right-of-way clear of all foreign objects.

When in doubt take the safe course and:-

STOP! LOOK! BUT DON'T TOUCH!

WELCOME!

To these new members the officers of the Northeastern Region extend a most hearty welcome. We hope that we may long enjoy your company among us and trust that we will see you often at the conventions.

Connecticut:

Craig Nowell, 880 S.Pine Creek Rd., Fairfield
Wilson F. Sammis, 80 Park Blvd., Fairfield
Thomas C. Sweitzer, 9 Keene Rd., Westport

Massachusetts:

Vincent C. Bernard, 20 Dorchester St., Lawrence
Robert Clarke, 27 Willow St., Woburn
Joshua D. Coran, 26 Lincoln St., Belmont
John J. Cummings, 93 Frances St., Boston
Richard H. Curtin, 46 Indian Spring Rd., Ashland
Paul V. Ecker, 26 Chapel Court, Norwood
Bruce Hamilton, Lovering St. RFD#1, West Medway
Ian C. Inglis, 15 Ballard St., Jamaica Plain
John J. Mantez, 90 Brayton Ave., Fall River
Anthony A. Mirra, 236 Kittredge St., Roslindale
Hugh J. Miser, Lincoln Rd., Lincoln
Michael Prusky, 64 Maverick St., Chelsea
David Saunders, 503 School St., Belmont
James McC. Smith, 6 B St., Adams
Robert Sullivan, 63 Roseclair St., Dorchester
Peter Vaughn, 25 Welch St., Natick

New Jersey:

Robert G. Alfes, 419 E.4th Ave., Roselle
George S. Anthony, 710 Lawrence Ave., Westfield
Wallace E.J. Collins, 167 Country Club Dr., Oradell
Dorland Crosman, Hoffman Pl., Hillside
Frederick B. King, 60 Newkirk St., Jersey City
Joseph J. Lamont, 119 Dwight St., Jersey City
Richard L. Mahn, 150 Jerome Pl., Bloomfield
Robert B. Thatcher, 310 Orenda Cir., Westfield

New York:

Lawrence D. Block, 2260 Morris Ave., New York
Thomas Cerar, 69-20 Nansen St., Forest Hills
Philip M. Francavilla, 63 Norman Dr., Centereach
Francis X. Gruber, 386 Second St., Albany
Jack R. Learch, Gay Lane RD#5, Amsterdam
Dominick Liotta, 169 Wyckoff Ave., Brooklyn
Bruce MacPhail, 9 Intervale Ave., White Plains
Lawrence Mennie, 93-34 215 Pl., Queens Village
David D. Morrison, 170 Webster Ave., Yonkers
LeRoy D. Post, 41 Nugent St., Richmond
Victor G. Puglisi, 42 Oakland St., Huntington
John A. Reynaud, 524 Ashford Ave., Ardsley
William L. Scully, Jr., 393 E.35th St., Brooklyn
Richard D. Stafford, 656 Sherman Ave., Thornwood
Kurt H. Stepling, Secondhouse Rd., Montauk
C. Benjamin Stevens, 26 Chestnut St., Suffern
William A. Stockman, 2025 Harman St., Brooklyn
Walter C. Straus, 57 Boulder Rd., Manhasset
Paul W. Weinstein, 4489 Broadway, New York
Arthur G. Whelpley, 39 Washington St., Middletown
Clifford R. Young, 19 Emmett Ter., New Rochelle
Ralph Zirinski, 50 Hickory Rd., Woodmere

Rhode Island:

John A. Leman, Jr., 2 Broadmoor Rd., Wakefield

Quebec:

Gordon R. Brighton, 223 Monaco Ave., Pointe Claire
A. Herman Cole, 110 Claude Ave., Dorval
L. Deslandes, St. Augustin, Two Mountains
Pierre Limoges, 14 De Caumont, Boucherville
Peter K. MacLeod, Box 70, Masson
Stewart R. Waldron, 44 12th Ave., Roxboro

As Editor of The Coupler, I hope to hear from you often. Pictures, articles and particularly club notes are always needed. This is YOUR paper.

This list of names is compiled from the forms returned to Jack Alexander. It may be incomplete. Any omissions are sincerely regretted and every attempt will be made in the future to see that names of all new members are included.

Berkshire Model Railroad Club
Pittsfield, Mass.
Alt. Sat. 7:00PM; Members' Homes
c/o Kirks, 784 Tyler St.

Berkshire & Mohawk Model Railroad Club
Springfield, Mass.
Mon. & Wed. 6:00PM (During School Year Only)
Chestnut Street Junior High School

Franklin County Model Railroad Club
Greenfield, Mass.
1st & 3rd Fri. 7:30PM; Members' Homes
Charles Ogren, 40 Prospect St.

Manhattan Model Railroad Club
New York, N.Y.
Thurs; 617 West End Ave. (c/o Greenwald)
Alfred Prange, 333 E. 43rd St. (17)
Phone: MU 6-1279 or PL 8-2600

Nassau Model Railroad Club
174 Hillside Ave., Williston Park, L.I., N.Y.

New Bedford Society of Model Railway Engineers
New Bedford, Mass.
Tues. & Sat. 9:00PM; 109 S. 7th St.
Louis Cotnoir, 66 Capitol St.

Pioneer Valley Model Railroaders HO
Thompsonville, Conn.
1st Thurs. 7:30PM; Members' Homes
Ernest Harrington, 17 Poplar St.

Sheepshead Bay Model Railroad Club
Brooklyn, N.Y.
Wed. 8:00PM; 285 Linwood St. (2nd Floor)
Robert N. Good, Phone: LA 5-0487

South Shore Model Railway Club
East Weymouth, Mass.
Mon. & Wed. 8:00PM; Central Sq. (Basement, Rear Ent.)
David MacDonald, 19 Fairmount Ave. (89)

South Shore Society of Model Railroad Engineers
Brockton, Mass.
Sat. 8:00PM; 1075 Main St. (Basement)
Jack Alexander, Phone: JU 3-2178

Summitt - New Providence HO Railroad Club
Murray Hill, N.J.
Wed. 8:00PM; 94 Oakwood Dr.
Paul Mallery, Phone: CR 7-1425

NOTES FROM THE MAILING OFFICE

Copies of the NER Constitution and By-Laws may be obtained free of charge upon request.

Identify yourself as a member of NER with one of these fine items. The NER herald is in blue and gold:

Pins for the ladies.....	\$1.50
Lapel buttons.....	1.50
Patches.....	.25

Checks or money orders should be made payable to the Northeastern Region NMRA, Inc.

PLEASE! If you are moving, forward a change of address to the Mailing Office so that you will not lose your Coupler. We are continually plagued with the return of mail because of wrong address or lack of forwarding address.

We are sure that there are more 100% NER clubs than the Region knows about. If you think your club is in this category, we would be glad to check for you. Send your roster to

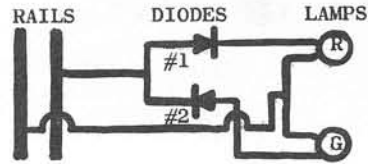
Northeastern Region NMRA, Inc.
12 Glendale Dr., Danvers, Mass.

It will be compared with the membership rolls, and, if you qualify, a certificate will be issued which you can frame and hang in the club room. These clubs are now registered as 100% NER:

South Shore Model Railway Club
Summit-New Providence HO RR Club
Manhattan Model Railroad Club
Franklin County Model RR Club

Historic Railways, Inc., has leased the former West 5th Street car barn from the City of New York for the purpose of establishing an operating trolley museum. They also plan to operate a Swedish car from their collection at Coney Island as an amusement ride. Profits from this ride will be used in the preservation of equipment and for a permanent revolving fund to aid electric railway museums. The initial plan includes use of existing trackage remaining from the McDonald Ave. Line.

The organization is seeking financial assistance to get underway. Further information may be obtained from Francis J. Voyticky, Gen. Mgr., Historic Railways, Inc., Box 1197, Brooklyn 1, N.Y.



Use diode #1N64. Diodes may be reversed depending on desired indication.
R. SUTTON

SANDHOUSE CHATTER

A local merchant, trying to collect bad debts, sends out the following notice: "If you don't pay me what you owe me, I'll tell your other creditors you did."

The third grade teacher carefully explained that a group of sheep is called a flock and a group of quail is a covey. Then she asked for the name of other groups of animals. When she came to camels, little Suzie timidly suggested: "Carton?"

A tourist in New England, waiting for his gas tank to be filled, looked around at the magnificent scenery and commented to the attendant: "Sure are a lot of beautiful things to see around here."

"They showah is," he agreed. "From wheyah yaw standin', you could even see owah new shoppin' centah if it wun't fowah thet danged mountain."

"Sorry," replied the florist, "but we're out of geraniums right now. How about some of these lovely potted petunias?"

"Won't do," explained the customer. "I promised my wife I'd water the geraniums while she was away."



HIS LAYOUT ISN'T MUCH BUT HE SERVES GREAT COFFEE!

MID-CONTINENT REGION TO PUBLISH ANNIVERSARY DIGEST

The Mid-Continent Region of NMRA is publishing, as a fund-raising project, an 11th Anniversary MCoR Digest. This is to commemorate eleven years as a Region and to highlight their June convention.

Starting as a small project with local talent, it has grown to greater proportions. Among those who have contributed articles and photographs are Bill McClanahan, Terry Walsh, Bill Clouser, Jack Work and John Allen. The Digest will now include plans and prototype photographs as well as Mid-Continent news.

Members of other Regions may obtain a copy of the Digest for \$1.50 post paid, or for \$2 a copy of the Digest and a membership in MCoR. Publication date is May 15. Orders and requests for information should be sent to

Roy W. Turner, Editor
4414 Thompson Ave.
Oklahoma City, Okla.

COMMENT

When we were just a bit of a lad, reading Railroad Magazine instead of Enid Blyton, we used to know all about flag stops. A flag stop was a place where you stuck your hand out and flagged the train down if you wanted to get aboard—all same like bus. Even now, thumbing through our tattered copy of a 1952 Official Guide, we can find the mystic symbol "f" against station names signifying "will stop on signal to pick up paying passengers". We thought we were quite clear about all this, but now something new has swum into our ken. We don't seem to go in for flag stops these days; Presidential candidates go on "whistle stop" tours; even the usually sedate and accurate BBC has borrowed the expression and named a program for it.

What we want to know is just this. What happened to the falg stop in the last eight years? Who invented this peculiar substitute? And assuming there is such a thing; what's the modus operandi? If we are ever lucky enough to be in a position to board a passenger train at a conditional stop, should we keep our hands in our pockets and try to whistle loud enough to drown the roar of a couple of V-16's?

British Region ROUNDHOUSE

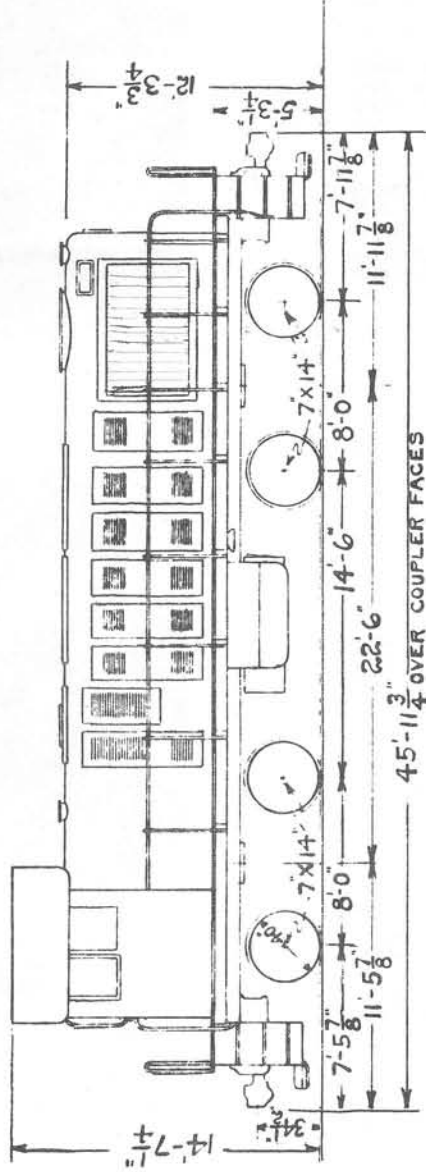
(The term "whistle stop" derives, of course, from the communicating signal used by the conductor to notify the engineer to stop at the next station to allow a passenger to detrain. The sound of escaping air occasionally noticed within the train as the cord is pulled results in a shrill whistle in the cab of the locomotive. Three blasts is the signal to stop at the next station and it is answered by the engineer with three toots of the locomotive horn.)

SUB-CLASS	DATE BUILT	BUILDER	BUILDERS ORDER No.	ROAD NUMBERS	AAR. CLASS
Q-6-a	1941	A. L. Co. G. E.	S-1848	7917 to 7919	B-B

CENTRAL VERMONT RAILWAY

MECHANICAL DEPT.
ST. ALBANS VT.

DIESEL ELECTRIC TYPE SWITCHER CLASS Q-6



POWER PLANT	WEIGHT (LOADED)	230000 POUNDS
ENGINE	WHEELS	40" DIAM. STEEL WITH 7" X 14" JOURNALS
CYLINDERS	EXTREME WIDTH	9'-11 3/4"
HORSEPOWER	FUEL TANK CAPACITY	605 GALLONS
SUPERCHARGER	AIR BRAKES	WESTINGHOUSE, TYPE K-14-F
GENERATOR	CYLINDERS	4-10" X 10" DUPLEX
AUXILIARY GENERATOR	COMPRESSOR	WESTINGHOUSE, TYPE 3CD
CONTROL	CAB HEATER	KYSOR HOT WATER, MODEL SB-867
TRACTION MOTORS	FIRE EXTINGUISHER	PYRENE
GEAR RATIO	HEADLIGHT	PYLE NATIONAL C-620-CZ
REVERSE CONTROL	BATTERY	EXIDE, TYPE KT35, 32 CELLS
TRACTION POWER RATING		
60000 POUNDS @ 26% ADHESION (ENGINE STENCILED 347)		
34000 POUNDS CONTINUOUS (STENCILED 347)		

R. B. - 129

Club Notes

The Nassau Model Railroad Club, Inc., 174 Hillside Ave., Williston Park, Long Island will present its Spring show on the following dates. Admission is by donation.

April 28, May 5: 7:30-10:00PM

April 29, May 6: 2:00-4:00PM
7:30-10:00PM

April 30, May 7: 2:00-4:00PM

The Summit-New Providence HO RR Club has found the use of construction crews with straw bosses to be very effective in layout building and maintenance. One group is now being organized to extend the operating trackage from Dover to Belvidere and another to work on the lines west of Easton. Necessary repairs have not been made to the Gladstone Branch as it was hoped to take it out of service for a complete overhaul, but the Dover line has been delayed and the branch must be brought up to Standards now.

Plans by the club to bid for the 1964 National Convention have temporarily bogged down. At this time only the NYSME has named a member to the joint committee although West Essex and the two Newark clubs have indicated informally that they will cooperate.

About 25 persons attended the traditional NMRA night. As usual, the normal system was operated for a brief period to demonstrate the regular procedure and then the layout was turned over to the visitors. The demonstration train with magnetic NMRA couplers was put through its paces publicly for the first time.

Every Thursday night a group of O Gaugers meets for an operating session on Watty House's Connecticut Midland Railroad in West Hartford, Connecticut. No ordinary model railroad this; it fills the entire cellar and is only about one foot off the floor. As the washing machine is completely surrounded by track the trackage rights require that he be the laundryman. The line simulates the old New York & New England between Hartford and Maybrook and its branches.

Timetable operation keeps five operators busy. Ready when they arrive are a way freight, through freight, Railway Express, limited and local passenger trains. The make-up tracks at Waterbury (East and West), Danbury (East, West and North), Pittsfield and Norfolk each have four to six cars ready to be picked up by the way freight. When this train arrives, the local operator makes the set out and pick up and sends the train on its way. Then the station operator distributes the cars just received to the proper sidings with his switcher and sets the outgoing cars on the make-up track for the next train. All of this must, of course, be done without delaying through trains. With three way freights in each direction during the evening he is really busy and often does his final switching after the timetable expires. In addition there are seven industrial spurs which are switched from the main line, and a bungle on one of them can really tie up the single track. The cars are handled by a card system.

No article on Watty's layout would be complete without mention of his couplers. They bear a vague resemblance to the Mantua design, but the loop lifts instead of the hook and by a side rather than a between-the-rails ramp. Also each car has only a hook on one end and only a loop on the other so that it can not be turned around. Operation is so arranged, however, that the limitation is hardly noticeable. And they DO work.

The Sheepshead Bay Model Railroad Club has recently moved to new quarters at 285 Linwood Street, Brooklyn 7, N.Y. A second floor loft, 24 by 45 feet, is being reconitioned for their use. When presentable, construction will start on a new HO layout. Tentative plans call for construction of layout #97 in the booklet "101 Track Plans". Radius of curves will be increased to 36" making the layout approximately 15 by 33 feet. It will occupy the center of the room allowing ample space around the outside.

The club meets every Wednesday at 8:00PM, and visitors are welcome. Minimum age for membership is 17. For further information call Robert N. Good at LA 5-0487.



The chow-hounds of NER fill their plates at the Mid-Winter meeting of the Board of Directors. Left to right Dias, French, Hauptman and Robinson. Your Editor was practically dared to use this picture.



Forbes Hauptman stares at the photographer and Wayne Roundy ponders as Len Frankel expounds on the superiority of Oh! Oh! (OO) Gauge.

The Association of Bergen County OO Railroaders is among the few clubs in the country devoted exclusively to OO gauge. Each of the present eight members has his own railroad with an average equipment roster consisting of eighteen locomotives (both steam and diesel), ninety freight and twenty passenger cars. Each railroad has about 500 feet of track and operates on 27 volts D.C. The club has been active for many years and, in spite of the shortage of kits and much kidding about Oh! Oh! Gauge, would not change to any other scale.

NER member A3c William S. Sargent, Jr. is now stationed at Lowry AFB near Denver, Colo. A former resident of Gardner, Mass., he expects to be in the "high country" until October. His address is Box 3606, 3419 Sch.Sq.

Fifteen members and guests attended the April 7th meeting of the Franklin County Model Railroad Club at the home of Don Hallock on Green River Raod in Greenfield. Some work was done on the host's new layout while waiting for the program of the evening to begin.

Continued on Page 9

SWAPPER'S CORNER

BY
Klave

This column is published for the benefit of the members of the Northeastern Region of NMRA. Swaps are to be handled directly between interested parties and not through The Coupler or the editor of this column unless otherwise noted. All listings are published in good faith, but neither The Coupler nor the NER shall be responsible for any misrepresentation by the advertiser or for printing errors.

RULES

1. The description of the item offered in trade must be clear and concise giving all pertinent information. Abbreviations are permissible.
2. The name and address of the swapper submitting items must be legible.
3. What you want in trade for advertised items must be well defined, or in a definite given category.
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.

Here it is Spring, and the number of swaps I am submitting this month would indicate that model railroading activity is beginning to take a vacation.

No doubt previous swaps have produced results; so no gripe here. I know it is not a column in which you can get rid of an item quickly, though this should not be a drawback if you care to submit a swap or item for sale. Other publications have a minimum sixty-day waiting period from time of submission to publication.

Now, let's move some of that stuff on your shelves now collecting dust. It could get you some new items which would be more useful to you than the article you swap. Let us keep this column going and make it look active in the next issue.

DAVE

SWAP: 40 pieces HO Atlas 18" radius curved SnapTrack, fair condition, some poor. Any reasonable offer accepted. Philip Leighton, Box 292, Chatham, Mass.

SWAP: 6 built-up Ambroid psgr cars; 1 combine, 2 baggage, 3 coaches. All CV trucks. Fine workmanship. c/o Dave MacDonald

WANTED: Information and photographs concerning the 2-foot gauge railroads of Maine. Contact Richard Gibbons, 117 Bacon St., Natick, Mass. Have a considerable amount of material available for trade. NMRA 5528, NER 431

SWAP: United Prairie King 2-6-2 chemical gray finish, diamond stack, like new; for HO3 equipment. Photo on request to sender of reasonable offer. Don Robinson

CLUB NOTES: From Page 8

Highlight of the meeting was the "story" with slides of a fantrip over their model railroads presented by Al Hanson and "Limey" Lalime of Swampscott. A second "story" told of the construction and first transcontinental trip over another model railroad. They also brought with them the portable Kingfield Section of Al's HO2 Sandy River & Rangeley Lakes on which the equipment was first operated and then spotted for pictures. This program was greatly enjoyed by all present, and the club wishes to express its sincere thanks to these two active model railroaders for making the long trip to Greenfield to put on their show. A third member of their group was unfortunately unable to come.

Refreshments, a bull session and more work on Don's railroad followed the organized program. The long, but by no means boring, evening broke up at midnight.



The "Brass" of the Broken & Mangled (HO), Al Lalime, left, and the Sandy River & Rangeley Lakes (HO2), Al Hanson, say "cheese" for the photographer at the Franklin County Model RR Club meeting. In the foreground is a portion of the Kingfield Section of the Sandy River line.



The guests prepare to drive a spike in the main line of the as yet unnamed railroad of host Donald Hallock of Greenfield. Clockwise are Elmer Taylor and John Morris of Greenfield, Hallock, Lalime and Hanson, and Wesley Warner of Orange.

PHOTO CREDITS:

Page 8 - Douglas Smith
Page 9 - Charles Ogren
Page 10 - Donald Robinson

From all walks of Life these eager ones come,
For the nonce their minds united
In gladly reliving days that are gone;
Times that the diesel blighted.

They throng to the star of the bye-gone day,
A handsome, well-kept Pacific,
Whose demise is energetically held at bay
By a group whose support is terrific.

They gather about her from far and near
To photograph, gaze at and touch
This engine whose exploits they all hold dear
And now-a-days miss so much.

Then "All Aboard" for the trip of trips,
All hopeful and eagerly keen
To enjoy once again rails clippety-clips
Behind the power of steam.

The coaches are cluttered with fan-trip gear:
Cameras, recorders and things.
Old friends greet each other with cheer;
The atmosphere fairly sings.

Happiness shines in every face.
Anticipation glows.
Activity moves at lively pace.
Mirth and shop-talk flows.

But, now, there comes a sudden change;
A photo stop's at hand.
From every vantage point in range
The train is truly panned.

Gathered again in the cars, in motion,
Taping the sounds up ahead;
Checking cameras with great devotion;
To the hobby thoroughly wed.

So goes the day, as stop follows stop.
Pictures and sounds recorded.
Everyone constantly on the hop
To get the scenes afforded.

Then darkness envelops the happy train,
Passengers tired but glad.
Willing to do it all over again:
Pleased with the chance they've had.

ROB ROBERTSON



In his poem Rob is undoubtedly alluding to the Canadian Railroad Historical Association excursion on the Canadian Pacific Railway Mont Laurier Subdivision from Montreal to Ste. Agathe, Que., on October 16th of last year. Your editor was also on this trip and was pleased to renew his acquaintance with Rob.

The accompanying photograph shows this train at one of the many picture stops. The fog, which persisted all day, while limiting visibility considerably in many ways made for better rather than worse pictures as much distracting background was eliminated by it. Pacific #1270 had its tonnage with five cars and several excellent picture locations had to be by-passed because it could not have started the train on the heavy grade and wet rail. Indeed, on the return it was necessary at some stops to walk ahead, photograph the train as it passed, and walk down to where it had stopped as it could not be backed up. The dampness of the weather, however, had no effect on the enthusiasm of the fans.

The Fall 1961 Convention of NER will be held in Pittsfield, Mass., on October 27-28-29 under the sponsorship of the Berkshire Model Railroad Club. Headquarters will be the Wendell Sherwood Hotel in the center of the city.

Plans are incomplete at this time, but are expected to include the following: Friday, early registration and social events; Saturday, registration, clinics, displays, model contest, fantrip including visit to GE high-voltage transmission system, and banquet; Sunday, breakfast and business meeting.

This convention is being scheduled to coincide with the city's Bi-Centennial celebration. Bring the whole family to the Heart of the beautiful Berkshires where once the famous "Berkshire" locomotives labored hauling heavy freights over the "Mae West" of railroads on the second highest main line grade in the East. See the splendid old railroad station which was once served by 22 daily passenger trains. There are still a few subjects for the shutterbugs.

Further information may be obtained from W.W. Syrett, 29 Emerson Ave., Pittsfield, Mass.

(Ed. Note: In view of the Bi-Centennial celebration, it would be wise to make hotel reservations early. They could be cancelled later if necessary.)

MODEL CONTEST WINNERS

NER-MER Joint Fall Convention
Elizabeth, N.J., October 29, 1960

BEST IN SHOW: Delaware and Hagerstown Trophies
Dr. Donald E. Smith, Haddonfield, N.J.

00 Gauge and Smaller

PRIME MOVERS, STEAM:

First: John Pryke, Cambridge, Mass.
Second: John Gasgoyne, Rockville, Md.
Third: not awarded

PRIME MOVERS, OTHER:

First: George Perrins, Mountain Lake Park, Md.
Second: George Van Deventer, Washington, D.C.
Third: not awarded

CARS:

First: Ira Deutsch, Cranford, N.J.
Second: John Pryke, Cambridge, Mass.
Third: Earl Smallshaw, Middletown, Conn.
(tie) Pascal de Flotow, Antwerp, Belgium

TRAINS:

First: Conrad Himmer, Jr., Baltimore, Md.
Second: Conrad Himmer, Jr.
Third: Donald Robinson, Greenfield, Mass.

SCENERY-STRUCTURES:

First: Earl Smallshaw, Middletown, Conn.
Second: James Johnson, Staten Island, N.Y.
Third: Vincent Vasta, Staten Island, N.Y.

S Gauge and Larger

PRIME MOVERS, STEAM:

First: not awarded
Second: George Nixon, Baltimore, Md.
Third: not awarded

PRIME MOVERS, OTHER:

First: George Hockaday, Schenectady, N.Y.
Second: Robert Noel, Altoona, Pa.
Third: Andrew Kravic, Far Rockaway, N.Y.

CARS:

First: James Johnson, Staten Island, N.Y.
Second: not awarded
Third: not awarded

DETAILS AND SCHEDULE OF FAN TRIP
AT SPRING CONVENTION

The fan trip should be the "Trip Of All Trips" as far as conventions of the Northeastern Region NMRA are concerned. It is certainly the longest in mileage and the smallest in repeat coverage. Only the short section of main line between Stamford and South Norwalk will be ridden in both directions; the rest of the trip being in the form of a loop. Several types of operation will be involved: four- and two-track automatic block, CTC and Manual Block. Almost a third of the mileage is freight-only trackage and a great deal of persuasion was necessary to induce the New Haven to operate the train.

Two 2000 series FL-9 engines will be used to haul the train which will consist of a baggage car properly equipped for observation, picture taking and sound recording and three or more 8600 series stainless steel coaches. Final clearance is expected soon to permit two locomotive cab riders between Stamford and Devon, two between Devon and Danbury, and two between Danbury and Stamford. They will be selected through drawings to be held before the trip.

During the forty-two minute picture stop at Devon there will be five regular passenger trains scheduled to pass including two named ones: No.22, The Yankee Clipper; No.13, The Forty-Second Street; No.50, No.77, and No.452. The latter is a Budd RDC train which will cross from Track 4 to the Waterbury route via the west leg of the wye. In addition, there is the possibility of some freight activity and the chance of an opening of the Scherzer Rolling Lift Bridge of which there is an operating model at the New Haven Society of Model Engineers on their "0" Gauge layout.

No passenger train has previously operated in the CTC territory through which the train will pass. Indeed, it will be the first passenger train over the line in many years. The CTC system was placed in service as recently as March 10th. At this time there is a bulletin in effect restricting all operations between Derby Junction and Berkshire Junction to a maximum speed of 20 MPH, but the Engineering Department has given assurance that it will be cancelled prior to our running over it. Until March 10th this line was double track, but a crew is now busy removing the abandoned one.

Electric operation has been discontinued on the single track Danbury Branch although the overhead wire is still in place. The wires are dead and FL-9 locomotives run through between Grand Central and Danbury or Pittsfield. At Danbury the equipment for Train 143 to New York will be seen. Since this train follows our train south on the branch, a special duty block operator will be provided at Branchville to clear the Manual Block for them after we pass. It is likely that we will see some New Haven - Maybrook freight trains either at Botsford or between Brookfield Junction and Danbury.

Special tickets for this trip will be sold in Bridgeport, and perhaps elsewhere, for persons not interested in the convention. Holders of these tickets will not participate in the drawings for cab rides. However, these tickets will have a coupon which will provide return transportation on regular trains from Stamford to South Norwalk, Westport or Bridgeport. No extra charge is made for this transportation.

Trip Chairman James MacDonald has done an outstanding short notice job not only in providing such an excellent trip but, indeed, in arranging for it to be run at all. The standing policy of the New Haven Railroad is not to permit any special passenger trains to be operated over any trackage where regularly scheduled passenger trains are not run. Both he and the officials of the New Haven Railroad deserve a vote of thanks.

The Schedule which follows was compiled after a very extensive study of the route and has been checked thoroughly with the Superintendent of the New Haven Division. It is subject only to minor, if any, changes required by Operating Timetable #12 which is effective on April 30. The column entitled "Actual Time" is for those who may wish to keep a record of train performance.

PLEASE OBEY THE INSTRUCTIONS OF THE SAFETY COMMITTEE

NEW YORK NEW HAVEN AND HARTFORD RAILROAD
TIMETABLE NO.12

SPECIAL TRAIN OF THE NORTHEASTERN REGION, NMRA, INC.
SATURDAY, MAY 20, 1961
EASTERN STANDARD TIME

Total Mileage	Order Of Stations	Schedule Time	Actual Time
0.00	Stamford	L12:10PM	
7.96	7.96 South Norwalk	s12:19	
8.26	0.30 S. S. 44		
11.44	2.88 Westport	s12:26	
22.59	11.45 Bridgeport	s12:42	
27.66	5.07 Devon (Note A)	A12:48	
	Devon	L 1:30	
36.04	8.38 Derby Junction	1:41	
36.97	0.93 Shelton		
44.33	7.36 Stevenson		
49.54	5.21 Botsford		
53.95	4.41 Newtown		
57.52	3.57 Hawleyville		
60.98	3.46 Berkshire Junction	2:31	
63.98	3.00 Danbury	A 2:37	
	Danbury	L 3:00	
66.94	2.96 Bethel	3:07	
67.23	0.29 Bethel Lower Siding		
74.81	7.58 Branchville	3:18	
80.20	5.39 Wilton	3:27	
87.50	7.30 S. S. 44	3:40	
87.80	0.30 South Norwalk	3:42	
95.76	7.96 Stamford	A 3:55PM	

Note A: Train will stop on west leg of wye to discharge passengers and then pull ahead to Track 5 to clear Train 452. After passage of Train 452, special will return to west leg of wye for loading.

No.22,1:08PM Track 2; No.50,1:10PM Track 4; No. 452 1:15PM West Wye; No.77,1:19PM Track 3; No.13,1:24PM Track 1.

PLEASE OBEY THE INSTRUCTIONS OF THE SAFETY COMMITTEE

MODEL RAILROAD SUPPLIES - TINPLATE - SCALE
(TT - HO - OO - 0)

Authorized Lionel, American Flyer & HO Service

TRAIN EXCHANGE CENTER

MAIL ORDERS ACCEPTED

Your Pre-convention Headquarters Spring 1961

Dorothy & Ken Hyslop
631 Fairfield Ave.

Phone: F0rest 8-2364
Bridgeport 3, Conn.

Hogger's Eye" with special emphasis on "The Handling Of International Trains South Of The Border". As he sees regular service on such trains as No.169, "The Montrealer"; No.168, "The Washingtonian" (both, as a hangover from prohibition days, known as "The Bootlegger") and No.66, "The Ambassador", Mr. Bready is well qualified to speak to us on the special problems involved in the movement of these trains. He is himself a collector of railroadiana and sometime model railroader so he will have no trouble speaking our language. His talk will be one of the highlights of the convention, and one which you will not want to miss.

Two clinics have been arranged so far for the evening program. Earl Smallshaw will conduct one on scenery and Scott Nielson one on scratch building of cars. Also planned at this time are a clinic for the ladies and a third one for the men on structures. The subject of the ladies' clinic is being kept secret, but all are invited to come and be surprised.

Earl is the one who built the beautiful canyon scene which should be remembered by all who attended the last Hartford convention. His models have taken many prizes in the Region contests. The author of several articles for Model Railroader, his style is similar to that of John Allen and Jack Work. The clinic will include actual bits and pieces of scenery for close inspection as well as slides.

Well known for his prize-winning scratch built cars, Scott will give a clinic slanted toward the beginner who is scared to try scratch building. He is fairly new at this type of construction himself and thinks that others would be interested in hearing how he found out that it is not as hard as it appears.

Following the clinics Len Frankel will act as auctioneer until either the material or his voice gives out. The auctions are always spirited and exciting events, so bring those unwanted items and your wallet with you. Remember, the Region also benefits from these sales as ten percent of the gross goes to the treasury. Depending upon the time and expressed interest, movies and a rally will follow the auction.

Sunday morning's "Rise and Shine" breakfast will be followed by the special business meeting of the Region. Please read the notice of this meeting on Page One so that you will understand the questions and be prepared to vote. It is desired to keep this meeting as short as possible. Members who are unable to attend the meeting may vote by proxy by giving their membership card to one who is present.

The regular May meeting of the Nutmeg Division will follow the convention. All are cordially invited to attend. A bulletin board will list home layouts which will be open following the convention. Any model railroader willing to have visitors Sunday afternoon please contact Ken prior to the convention.

Advance registrations should be mailed to Ken Hyslop, 631 Fairfield Ave., Bridgeport 3, Conn.

Individual:

Fantrip...\$4.10
Banquet.... 4.90
Breakfast.. 2.20

Package:

Before May 12..\$10.25
After May 12... 10.50

Hotel reservations should be made directly with the Hotel Roger Smith. Rates are: With bath; single \$7.00, double \$11.00, double (twin beds) \$12.00. Without bath; single \$5.00, double \$8.00. Children under 14 free when using Family Plan. Free parking on hotel lot for 300 cars. Please mention NER Convention when making reservations.



CONVENTION TIMETABLE

Friday:

7:00PM - ?: Early registration, Visit to Stamford Model Railroad Club, Movies of steam railroad operation in color and sound, Slides.

Saturday:

9:00AM - Noon: Registration (Clark Benson)
10:00AM- Noon: Entries accepted for contests and auction (Bruce Meulendyke)
Noon - 1:00PM: Lunch on your own
1:00PM (SHARP!): Fan trip, PLEASE OBEY INSTRUCTIONS OF TRAIN SAFETY COMMITTEE (Jim MacDonald)
5:00-6:30PM: Cocktail and Social Hour
6:30PM: Banquet, Speaker, Awards, Door Prizes (Tom Hayes, M.C.)
8:30PM: Clinics for Advanced and Beginner Ladies Social (Doug and Anita Smith)
10:00PM: Auction (Len Frankel)

Sunday:

9:00AM: Breakfast and NER business meeting

BRING THIS TIMETABLE WITH YOU

* * * * *

CONVENTION COMMITTEE

Kenneth Hyslop, Chairman
Clark Benson, 99 Edison Rd., Stratford
Thomas Hayes, 112F Stonington Ave., Hartford
James MacDonald, 48 Hanmer St., East Hartford
Bruce Meulendyke, 7 Maplewood St., Old Saybrook

AREA CONTACTS

George Fitterman, New York Metropolitan
Leonard Frankel, New Jersey

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