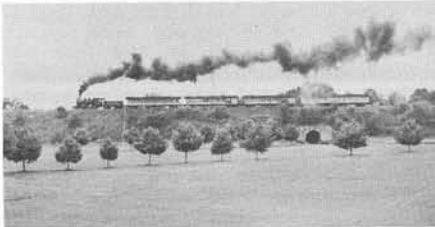


THE COUPLER

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



GREENFIELD CONVENTION TO HAVE STEAM FANTRIP



Monadnock Steamtown & Northern Train Passing Golf Course at Keene, N.H. On The Scenic Run To Mount Gilboa (East Westmoreland).

An old fashioned STEAM fantrip will be the main feature of the NER 1962 Fall Convention on October 26-28. Headquarters for the meeting will be the Hotel Weldon in Greenfield, Mass., where a full program of clinics, model contest, dinner, speaker and auction has been scheduled.

The convention fantrip will be on the Monadnock Steamtown & Northern's "Steam Train of Yesteryear" from Keene to Mount Gilboa (East Westmoreland), N.H. This 10-mile standard gauge scenic run over B&M trackage will be made in open platform wooden coaches and will include a movie run-by. (Warm clothing is advisable as some of the cars do not as yet have glass in the windows and none are heated.) The route is almost entirely on grades of over 1%, so there will be plenty of "stack music" for those with portable tape recorders. Special buses will provide the transportation to and from Keene.

Mr. Edward Deauville of Nashua, N.H., who was in train service on the old Worcester Nashua & Portland Division of the Boston & Maine will speak following the smorgasbord dinner Saturday evening. As the WN&P was a route typical of old New England railroading, his remarks should prove of great interest to all.

Other Saturday events on the timetable are two morning clinics; Manual Remote Turnout Control by John Young and Prototype Operation by Watty House; and the auction in the evening which will be run by Stan Bradley.

Several major items of business are on the agenda of the Annual Meeting which will follow Sunday breakfast. Included among these is the acceptance of the new Constitution and By-laws.

Because of a lack of operating model railroads (there are some under construction) no layout visits have been scheduled. Friday evening will be devoted to movies, slides and bull sessions.

As this is the Fall Foliage season it is advisable that reservations be made as soon as possible with the hotel. Also, there is a limit to the number of buses available for the trip to Keene, and transportation can not be guaranteed to persons who have not made advance reservations for this event.

The timetable of feature events for

the Fall Convention is as follows:

FRIDAY:

6-9PM; Registration
7PM-?; Movies, slides, bull sessions

SATURDAY:

9AM-12N; Registration
930-1015AM; Clinics
1030-1115AM; Clinics repeated
1230-530PM; Fantrip
545-645PM; Club car
700PM; Smorgasbord dinner, speaker
900PM-?; Auction

SUNDAY:

900AM; Breakfast
1000AM; Annual Meeting

A package price of \$11 will apply to all reservations made prior to October 30th. After that date the price will be \$12. Individual events may be purchased as follows: Registration, \$1.50; Fantrip, \$4; Dinner \$6; Sunday breakfast, \$1.50. Mail reservations to Charles Ogren, 40 Prospect St., Greenfield, Mass. Checks and money orders should be made payable to NER Fall 1962 Convention.

Since this is in the Fall Foliage season, hotel reservations should be made as early as possible. Rates are quite reasonable: single with bath from \$6.50; double with bath from \$9.00; and two-room suite from \$15.00. Please make your reservations directly with the Hotel Weldon, Greenfield, Mass. (Every effort will be made to secure accommodations in nearby motels should the hotel become sold out.)

(Ed. note: Unfortunately, the hotel did not expect to be asked for as large a number of brochures as was required to include one with each convention notice and did not have a sufficient number on hand when needed. It was because these had been promised that no mention was made of the hotel rates in the notices. To those who did not get one sincere apologies are offered.)

NMRA PLANS COOPERATIVE SURVEY OF NATION'S MODEL RAILROAD CLUBS

A survey of American model railroad clubs will be made by the NMRA through its Club Aid Committee during the next six months, it was announced at the Annual Board of Trustees meeting held recently in Montreal.

The survey will be conducted by mail, and its purpose will be to give clubs an opportunity to describe their important administrative problems and to indicate how they have attempted to solve such problems and with what degree of success. When this project has been completed, some time in the Spring of 1963, and its results tabulated, a report will be published by NMRA and made available to all clubs. With this information it is hoped that clubs will have the opportunity to see how similar problems are handled by others and to use this information for their own benefit.

Participating clubs will be asked to give the answers to a questionnaire which is now being prepared. This will be done

NMRA PLANS: Page 3

NEW LADIES' MODEL CONTEST IS POPULAR FEATURE OF PATERSON CONVENTION

A separate model contest for the women of the Region and the showing of a full length feature movie were the two unusual parts of the program of the NER Spring Convention in Paterson, N.J., on May 25-27. By coincidence, the first prize winner in the special contest was the wife of the grand prize (Delaware Trophy) winner in the regular contest for the men. The names of these and the other winners will be found on another page. The movie was a British production entitled "The Titfield Thunderbolt" which dealt with the efforts of a group of English railroaders to keep open a line about to be abandoned. Although this comedy is several years old and the film in none-too-good condition, it was enjoyed by all who attended the showings.



Mary Vasta, Wife Of Vince Vasta of Staten Island Model Railroad Club, Receives From NER President Len Frankel The First Prize Certificate For The Womens Entries In The Model Contest At Paterson, N.J.

Two well-attended clinics were conducted on Saturday morning, one by Margaret See on Scenery and the other by Hal Carstens, Editor of Railroad Model Craftsman, on Tips on Writing and Photography. PATERSON: Page 3

CHANGE YOUR ADDRESS?

Have you moved recently? Did you notify the Mailing Office of your change of address? Maybe you are not aware that it costs the Region 23¢ for every copy of The Coupler returned because of an incorrect address. At \$1 per year dues that takes a big slice out of the working funds. In addition, Post Office regulations have been changed so that the new address is no longer put on the returned copy. The expected increase in postal rates will make it even more expensive and probably force the Region to discontinue paying return postage. So, if you want to be sure of receiving your copy of The Coupler, PLEASE, PLEASE, PLEASE, NOTIFY THE MAILING OFFICE WHEN YOU MOVE.

THE COUPLER

NORTHEASTERN REGION
Of The
NATIONAL MODEL RAILROAD ASSOCIATION

EDITOR-IN-CHIEF

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

FEATURE EDITORS

Trolley Sparks.....Gerald Lawlor
581 Connecticut Ave., Bridgeport 7, Conn.
Swapper's Corner.....David C. MacDonald
19 Fairmount Ave., East Weymouth, Mass.

CARTOONISTS

Earl Smallshaw Arthur Ellis

PRODUCTION ASSISTANTS

Morton Fadem Russel Hamilton Charles Ogren

CORRESPONDENTS

George Fitterman, 162-31 9th Ave, Whitestone, L.I.N.Y.
John F. Dias Jr., 120 Elm St., South Dartmouth, Mass.
A. Russell Eastwood, 80 Preston Ave., Pittsfield, Mass.
Herbert P. Groth, Groth's Hill, Waldoboro, Me.
W.W. Robertson, 265 Senneville Rd., Senneville, Que.

NORTHEASTERN REGION OFFICERS FOR 1962

President.....Leonard S. Frankel
711 Rutland Ave., West Englewood, N.J.
Vice President.....Kenneth T. Hyslop
125 Lordship Rd., Stratford, Conn.
Secretary.....Larry W. Sherman
24 Juniper Ave., Wakefield, Mass.
Treasurer.....Mrs. John Brown
Box 404, Wakefield, Mass.
Office Manager.....John Brown
Box 404, Wakefield, Mass.

"THERE'S ONE IN EVERY CROWD"

7
"The **DETAIL NUT**" EVERY PIECE OF EQUIPMENT THIS GUY
BUILDS MUST PASS HIS EXACTING STANDARDS.
HE INCLUDES DETAIL DOWN TO WORKING TURN -
BUCKLES & BRAKE RIGGING, ACTUAL RIVETS FOR HIS STEEL
CARS, AND SIMULATED DRY ROT ON HIS OLDER FREIGHT CARS.
HE'S BEEN IN THE HOBBY 15 YEARS NOW AND HAS ONLY
FOUR CARS FINISHED. RIGHT NOW HE'S WORKING ON
SCALE LINT FOR HIS
CONDUCTOR'S POCKETS!



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.
P.O. Box 404
Wakefield, Mass.

PHOTO CREDITS

Page 1: Left Column - Don Robinson
Right Column - Jim Sommer
Page 2: Right Column - Don Robinson
Page 3: Center Column - Jim Sommer
Right, Upper - Jim Sommer
Right, Lower - Don Robinson
Page 8: Right Column - John Diaz

The Hostler says:

If this issue is a little late or seems to be not quite up to standard, please forgive me. The end of summer is a bad time to have to jump into a large job such as this even when there is nothing else; and The Coupler is far from being the only thing to be facing me at this moment.



Locomotive pictures do not usually find their way into the Hostler Says column, but I can not keep from showing off this one and bragging some about my association with it. Number 15 is the one behind which you will ride at the Fall Convention. She was built by Baldwin in 1916 for the Oneida & Western and came to the Monadnock Steamtown & Northern via the Rahway Valley. One day last June, on one of my weekly visits to the North Walpole enginehouse, I remarked that this engine would look very nice with lettering like that on the B&M 3713 (which is out in the yard), and promptly was told to go right ahead. So, somewhat to their surprise, I did with the result shown in the photograph. The lettering is white with red shading. There was one big difference to doing this job, however, from lettering a model locomotive for this one could not be turned on its side while working on it. Making the outline stencils took five days, and the painting another four. (The "Steamtown and" was left out accidentally on purpose for both aesthetic and space reasons.) About the same time, I was asked to be their Trainmaster, Rules & Safety Supervisor during the period of operation. This job has occupied most of my spare time since the first of July which is why I did not get any advance work done on The Coupler as intended.

NER Publicity Chairman Tom Prange is working hard on the campaign to bring in advertising to defray a part, at least, of the printing bill for The Coupler. Already results have been produced as you will see in this issue, and it is incumbent upon all of us to back Tom up by doing business with these people when ever possible. Remember, the more advertising we get, the bigger and better will be The Coupler.

Jim See, Chairman of the Permanent Convention Committee, has begun arrangements for the 1963 Spring Convention which will be held at Chatham, Mass., on Cape Cod. This promises to be a real clambake.

It was suggested that I print in the section on the Operating Problem the names of all those who sent answers, and this I started out to do. There are two reasons, however, why it did not get done. The first was the large number of answers. The second, and more important, was that many were included in letters which required answering and thus became separated from the files of The Coupler. Please, in the future, put your answers on a separate sheet of paper from any letter which you may write (also show your name and address on this sheet) so that each may be properly filed. These answers should be sent directly to me at my home address rather than to the NER Post office box.

Under the new publishing schedule there will be a December Issue to replace the one formerly put out in July. This change was made in order to give you a faster report on the results of the Annual Meeting and Election of Officers. Much inconvenience was caused in the past because the names of the new officers were not published until almost February 1 - nearly half way through their terms of office. Now it will be only a month between the elections and the time of notification to those members who did not, and, indeed, to many who did, attend the Annual Meeting who their officers are for the ensuing year. It is also hoped that the new issue will attract additional advertising for the holiday season. The deadline for the December Issue will be November 16.

DON ROBINSON



THE DISPATCHER'S TOWER

There is so much that I wish to say to all of the members of NER at this time, I just do not know where or how to begin; so, as the saying goes, I guess I had better begin at the beginning.

This is the end of one year of my administration as President of NER. I and the Board of Directors had many plans and ideas for the Region. Some of these did materialize, but I am sorry to say others did not.

We DID NOT achieve our membership quota in NMRA nor did we reach the goal set by myself for NER membership. Where the fault lies I do not know. I DO KNOW that your Board of Directors and Membership Chairman have been working very hard to reach both membership goals and to make NER the finest Region of all.

I was very pleased with the turnout at the Paterson convention in May. To those of you who did not attend let me say that for the first time in the history of NER, or any other Region, women model railroaders entered models which they themselves had built in the Model Contest of the Region. These models were judged under the same rules and by the same judges who judged the men's entries and were given the same award certificates. It is needless to say how pleased the women were, and it proved to all that our women wish to be known for their model building ability the same as do the men. This is one phase of our program for NER which I am happy to say is progressing very nicely, and I feel sure that under the leadership of Margaret See, who has been appointed Chairman of the Women's Activity Committee of NER, this program will continue to get better and better. Therefore, I ask any of the women model railroaders who have ideas about how to make the women's part in NER more interesting to contact Margaret so that, under her guidance, NER will have the finest women's model railroading program in the whole of NMRA.

As you all know, NMRA had their National Convention in Montreal, Canada, on August 16-19. Your President was one of the over 700 members who attended, along with quite a few members of NER. It would take more space than could be allotted to me in The Coupler to tell you of the wonderful time and program at this convention. I will, however, take a little space to tell you about two wonderful things which happened to me there.

First; when, how or why the members of the NER Board of Directors (and surprising as it may seem all of them were at the Montreal Convention) bought your President a new railroad hat. Presentation of this hat was made at the Awards Banquet on Saturday evening. Believe me, this was a great surprise, and for once in my life I was speechless. (Ed. note: THAT would be hard to believe if I had not been there!) I take this opportunity to publicly thank all for this gift.

Second; This is going to seem rather odd, but I was the recipient of a SECOND railroad hat given me by the trainmen of our special train to Joliet. This hat was brand new and had just been issued to this Trainman for this trip. I sincerely hope that he did not get into trouble for, as he said, "losing the hat". Needless to say, I was the envy of every model railroader on the fantrip. I am now the proud possessor of a "Formal" and an "Informal" railroad hat. I leave it to all of you to decide which will be which, so please come to Greenfield, Mass., on October 26-28 and let me know your decision on the question.

Even more important than either of these, however, was that NER members won the majority of the Model Contest awards at the National Convention. To them I extend my heartiest congratulations.

There were many more interesting and

funny things that happened at the convention, but the limits of space prevent me from telling about all of them. Ask me, or any of the other members who attended, and we will be only too happy to tell you all about the wonderful time we had.

No doubt you have been advised of the Little Conventions and Socials to be held by the Hub and Nutmeg Divisions of our Region. These are the sort of things that make for a progressive Region, and all in the Division should attend. In this way, when you attend a Regional convention you will not feel lost or like an outsider since you are sure to find many members from your Division. Then it will seem just like "Old Home Week" to you, and you will be in the "clique".

Although NER may not have achieved its quota in the NMRA membership drive or its own membership goal, I honestly believe a good try was made to make both. There is, however, one other thing in which we are behind, and that is the Achievement Awards. There is NO reason for this as NER has some of the BEST model builders in the country - the results of the contest in Montreal prove this - yet many members who are entitled to, and merit, these Awards have not asked our Awards Chairman for applications. To date NER has only TWO members listed in the NMRA Achievement Awards Program, and we know we have more than that in our Region. So, PLEASE, will all of you members who are qualified apply for your awards.

In closing, may I remind all of you that this is the time for electing four members to the NER Board of Directors. Please give careful thought to this and remember that, in order to keep NER on top and to continue with the work that your Board has planned for the coming year, it is important that you elect the right men for the task. If you are unable to attend, please send me your proxies and the names of those for whom you wish to vote. Since this may be my last message to you, I wish to say that it has been a pleasure to serve you and to work with the Board of Directors as well as with individuals in the Region when the occasion has arisen. I hope that you all had a wonderful summer and, more than ever, feel that MODEL RAILROADING IS FUN.

LEN FRANKEL

PATERSON: Page 1

graphy for model magazines. During the afternoon a tour was made of the layouts of the Garden State Model Railroad Club, the New York Society of Model Engineers, and the North Jersey Model Engineers. Plenty of opportunity was provided to enjoy both O and HO gauge operation.

As part of the evening program after the banquet, President Frankel presented special awards to Phyllis Brundage, Kay Flory and Betty Knepper for their work on the convention. An award was also presented to Rene Flory - a copy of the famous Maidenform railroad advertisement.



During a break in the festivities a short "sing along" was held with Watty House at the piano. Door prizes were then given out by Bill Brundage, and this was followed by an auction with Bob Rich as auctioneer.

The officers and members of the Garden State Model Railroad Club responsible for this excellent program are President, Robert Diaz; Vice President, Rene Flory; Treasurer, Jake Oberer; Secretary, Bill Brundage; and Gordon Knepper, Kenneth Lorimer, Bruno Dabal, Frank Mitchell, Dave Palmer and Richard Mezger. All of them deserve the hearty thanks of those who attended the convention.

MODEL CONTEST AWARDS - PATERSON, N.J.

Best In Show - Delaware Trophy: V. Vasta
(This is the second time Vince has won the Trophy, making him the first member of the Region to accomplish this feat.)

Best in Class Awards:

HO Scratch Cars	T. J. Vollmer
HO Scratch Locomotives	Eugene Wolfe
HO Scratch Structures	V. Vasta

First Prizes:

O Scratch Cars	James Johnson
HO Scratch Cars	T. J. Vollmer
HO Scratch Locomotive	Eugene Wolfe
Scratch Structures	V. Vasta
O Kit	Phil Williams
Ladies Entry	Mary Vasta
HO Kit Cars	Mort Fadem

Second Prizes:

HO Kit Cars	George Fitterman
HO Scratch Cars	James Sommer
HO Kit Locomotive	Eugene Wolfe
HO Kit - "Non-Steam"	Richard Miller
HO Scratch Structure	James Johnson
Ladies Entry	Phyllis Brundage

Third Prizes:

HO Kit Cars	William Dunn
OO Scratch Locomotives	Leonard Frankel
HO Scratch Structures	George Fitterman
Ladies Entry	Myrtle H. Syrett



They Laughed When He Sat Down At The Piano, But They Were Roaring When He Finished.

NMRA PLANS: Page 1

by each club on a completely voluntary basis, and, if it so wishes, the club will not have to divulge its identity.

This project will be conducted by the NMRA Club Aid Committee which will send a copy to each club on the Association's club list. This list is far from complete, so all clubs which wish to participate are asked to send their names and mailing addresses immediately to the Chairman, George Fitterman, 162-31 9th Ave., White-stone 57, N.Y. The Committee would also welcome comments from clubs concerning the areas of interest that should be covered.



Almost Proof That The Whole Board of Directors Attended The National Convention. Left To Right; Walt Syrett, Ken Hyslop, Larry Sherman, Don Robinson, John Diaz, Len Frankel, Roy Dohn and Doug Smith. Jack and Kitty Brown Were There, But Not Around For The Group Photo.

ANNOUNCING A NEW AKANE REPLICA . . .

SP class AC-9 2-8-8-4 Lima Articulated

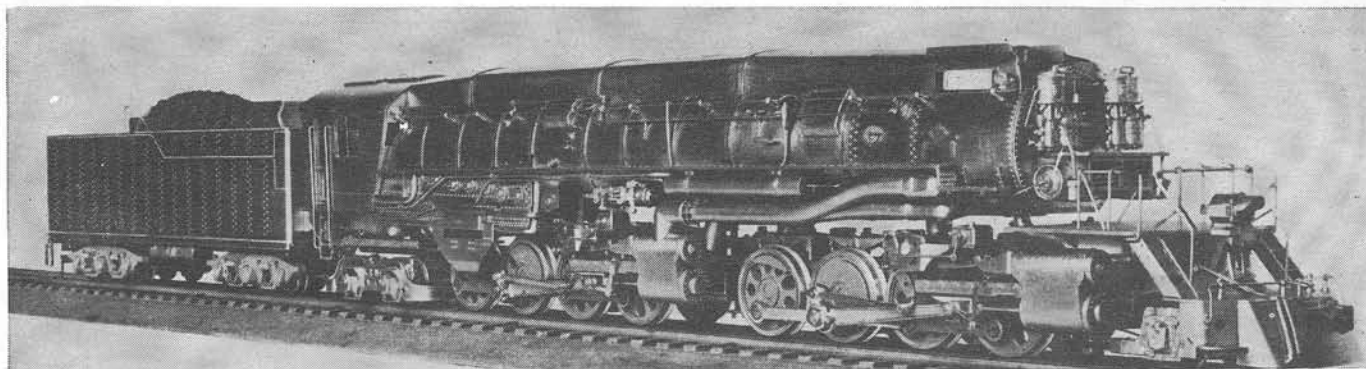


Photo courtesy Southern Pacific

POWER WITH STYLE

Considered by many HO buffs to be the most streamlined appearing of all heavy articulateds, the SP class AC-9 2-8-8-4 is an interesting locomotive. From 1928 to 1944, Southern Pacific purchased 195 heavy articulateds, and classed from AC-4 to AC-12. All but 12 class AC-9's purchased from Lima in 1939 were oil burning cab forwards 4-8-8-2 built by Baldwin. The AC-9's were conventional cab behinds for use in the Southwest where they could burn coal from local company mines. They were later converted to oil in California. The AC-9 was the largest steam power (1,090,600) ever used by SP, although they outweighed the cab forwards by only 20 tons. The AC-9's were very similar to the cab forwards in many ways. They were about the same over-all length (125'-8"); had the same tractive effort (124,300 lbs.); the same boiler pressure (250 lbs., psi); the same cylinder diameter and stroke (24 x 32 in.); and all had 63" drivers. In spite of the AC-9's massiveness, the clean lines of its skyline shroud and the large-sloped pilot gave it an air of speed and style, making it a favorite of steam era rail fans.

NEW: AN AKANE HO REPRODUCTION OF THE CLASSIC SP class AC-9 2-8-8-4 Lima Articulated



Compare the AC-9 prototype photo with the replica. The angles differ somewhat, but you can definitely see the superb, authentic detailing that has gone into this new AKANE . . . especially around the forward boiler section and pilot where detail is the heaviest. And the AKANE AC-9 operates on a par with its appearance. All sixteen drivers are powered by a heavy, precision-made 16 mm. DC motor that smoothly responds to low voltage input, allowing a remarkable simulation of real-life starts. Power is evenly distributed with a 36:1 ratio worm gear on both the forward and rear driver frames.

It's easy to see why production is limited and AKANE models are often sold out in advance. However, if you order this new AKANE SP class AC-9 articulated early, there is a good possibility you can get immediate delivery. Call or see your AKANE dealer now to avoid disappointment.

The AKANE SP class AC-9 2-8-8-4 Lima Articulated in HO scale comes complete with its prototype (coal) tender, ready-to-run in satin smooth, unpainted brass. -----\$150.00

ATTENTION AKANE CUSTOMERS:

In future advertisements and catalogs, we plan to show AKANE models in use . . . if you have photos of your AKANE on a layout, please send it to us. We will pay five dollars (plus credit line) for the photos we use, and return the photos we do not use.

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totalling at least one more in number than the number of vacancies to be filled. The nominations of the Nominating Committee shall be published in the issue of The Coupler next preceding the Annual Meeting.

Section 3 - The seven candidates receiving the highest number of votes cast at the first Annual Meeting of the Northeastern Region shall be declared the duly elected Board of Directors (old term: Executive Committee) of whom the three members receiving the highest number of votes shall hold office for two years and the remaining four members shall be elected for a term of one year.

At each Annual Meeting after the first one, four members shall be elected to the Board of Directors by plurality. Of the four candidates thus elected, the three receiving the highest number of votes shall hold office for a term of two years and the one receiving the lowest number of votes shall hold office for a term of one year.

The term of office of the members of the Board of Directors elected as hereinabove provided shall begin on the date of their election and shall terminate at the end of their terms of office, as hereinabove provided, or when their successors shall have been elected and have taken office.

Section 4 - Vacancies in the Board of Directors, by death or resignation, extending beyond the next Annual Meeting shall be filled at that Meeting by election of one or more additional members to the Board for a term of one year.

Section 5 - Members of the Region, in good standing, may vote at the Annual Meeting by proxy in the person of another member in good standing, and possession of the paid-up membership card of the absent member by the proxy shall be the evidence required of the proxy's right to vote in place of the absent member.

Article IV: Definitions of Meetings:

Section 1 - Annual Meeting: Defined in Article III, Section 1, of the Constitution of the Northeastern Region of the NMRRA.

Section 2 - Convention: A social meeting for the furtherance of the hobby of model railroading and for the promotion of closer social activities among the members of the National Model Railroad Association and of the Northeastern Region thereof. Sightseeing trips and observation of prototype railroad activities may be included in the program. Conventions may be held in association with Annual Meetings, Additional Meetings, or Special Meetings, but no business of the Region may be transacted during the convention except at such Annual, Additional, or Special Meeting, or at a Board of Directors Meeting; due notice of the meeting having been published as hereinafter provided.

Section 3 - Additional Meeting: Any meeting other than the Annual Meeting, a Special Meeting, or a Convention. Such meeting shall be called by the Board of Directors, with due notice as provided hereinafter, and at such Additional Meeting any business of the Region may be transacted.

Section 4 - Special Meeting: Any meeting called by the Board of Directors for the consideration of particular or special business. Only such particular or special business may be considered at such Special Meeting as was mentioned in the notice of such Special Meeting.

Section 5 - Board of Directors Meeting: Any meeting, for Directors, called by the President, or by the Secretary upon application by three or more Directors. At such meeting routine business of the Region may be transacted; and policy and special matters may be considered, discussed, and prepared for presentation to the membership at large or for immediate action by the Board of Directors.

Section 6 - Notice of the Annual Meeting and of Additional Meetings shall be mailed by the Secretary or by the Office Manager to the members of the Region at least thirty (30) days before the date of such meeting, or shall be published in a prominent place in the issue of The Coupler preceding the meeting.

Section 7 - Notice of a Special Meeting shall be mailed to the members of the Region at least fifteen (15) days before the date of such meeting, or shall be published in a prominent place in the issue of The Coupler preceding the meeting.

Section 8 - Notice of a Board of Directors Meeting shall be mailed, by the Secretary or by the President, to the Directors at least fifteen (15) days before the date of such meeting. Valid business may be transacted at such a meeting if a waiver of notice is signed by all, or all but one, of the Directors should such notice have been omitted.

Section 9 - At a Board of Directors Meeting only the votes of the Directors shall be counted though other members of the Region may attend and participate in discussion and may render reports and offer suggestions. Non-members may be invited by the Directors for good reason.

Article V: Amendments.

Section 1 - Amendment of this Constitution and By-laws must be made at the Annual Meeting or at a Special Meeting called for that purpose, but any proposed amendment shall be submitted to the members of the Region with notice of the meeting called therefor at least thirty (30) days before the date fixed for such meeting or it shall be submitted to the members by publication in a prominent position in the preceding issue of The Coupler or it shall be submitted to an Annual, Additional, or Special Meeting held at least thirty (30) days prior to the meeting at which the amendment is to be adopted, and the notice for such prior meeting shall state that amending the Constitution and By-laws is to be considered at that prior meeting.

Section 2 - Any notice to a member required under this Constitution and By-laws shall be deemed sufficient if sent postpaid in a letter, on a post-card, or in a prominent position in a copy of The Coupler to the last address given to the Office Manager by said member.

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STOCK #	PRICE		PRICE
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2330...GG1 Electric, green, 2 motors, horn magnatraction.....	30.00	112...4-6-2.....	10.00
2332...GG 1 Electric, motor, horn.....	20.00	326...4-6-4 smoke,whist.	20.00
		283...4-6-2 smoke.....	10.00
681...6-4-6 smk, whis, mag.....	25.00	287...4-6-2 smoke.....	10.00
1110...2-4-2 scout coupler.....	5.00	300...4-4-2.....	7.00
2018...2-6-2 smoke.....	8.00	303...4-4-2 smoke.....	8.00
2025...2-6-2 smoke, whist.....	12.00	325...4-6-4 smoke, whist	20.00
2037...2-6-4 smk, whis mag.....	15.00	21160...4-4-2.....	6.00
2056...4-6-4 smoke, whist.....	20.00	360...A B unit 2 motors,hrr	25.00
50...gang car.....	3.50	302AC...Metal Smoke.....	10.00
6462...NYC gondola.....	1.75	21085...Smoke.....	10.00
1002...Lionel gondola.....	1.50	K335.....	35.00
6032...Lionel gondola.....	1.50		
3451&61 opp. lumber.....	3.50	<u>Am.F. Cars and Accessories</u>	
3462&72 opp. milk, platform.....	5.00	Manual Switches.....	2.00
3662... opp. milk, platform.....	6.00	8-900...series gondolas...	1.50
3356... opp. horse, corrol.....	9.00	925...gulff tank car.....	1.50
1005...1 dome tank car.....	1.50	625...link coup tank car	1.00
6465...2 dome tank car.....	1.50	632...link hopper car...	1.50
6000...flat car series.....	1.50	7210...cable car.....	2.00
3520...rot searchlight.....	4.50	Unlighted cabooses.....	.50
6257...& like cabooses, unlighted..	.50	Action cabooses.....	2.00
6419...work caboose.....	3.00	760...highway flasher...	2.00
364...lumber loader.....	7.50	6AF...whistle sign board	4.00
397...coal loader.....	9.00	AF...opp. hand car.....	3.50
151...semaphore.....	3.00	RRB...rubber road bed, SorC	.15
252...crossing gate.....	3.00	629...cattle car.....	2.50
154...blinker signals.....	3.00	24403...Ill. Cent. refer..	2.00
140...banjo singal.....	3.50	631...link couple gondola	1.00
OCT&O27Ccurved track.....	.10	25045...rocket launcher opp.	3.50
OCT&O27Sstraight track.....	.15	42597...flat car.....	1.50
		Lighted cabooses.....	1.50
		720...Rem switch, pair..	8.00
6019...027rmt. con.track.....	2.50		
1120...2-4-2 scout coupler...	5.00		
2026...2-6-2 smoke, whist....	12.00		
2020...6-8-6 smoke, whist....	20.00		
2036...2-6-4 magnatraction...	15.00		
2055...4-6-4 smk, whis, mag....	20.00		
41...U.S. switcher.....	7.00		
6452...PRR gondola.....	4.00		
3444...opp. cop, hobo gond....	6.75		
3656...opp. cattle, platff....	3.50		
3459&69coal car, opper.....	3.75		
3562...Opp.barrel car.....	2.00		
X1004,6014,2454, PRR Baby Ruth	3.00		
X6454.ATSF box car.....	3.00		
X3464...opp.box car.....	4.50		
3650...searchlight car.....	3.00		
6520...searchlight car.....	1.50		
6457&like, lighted cabooses...	2.50		
6119...work cabooses.....	7.50		
362...barrel loader.....	10.00		
97...coal elevator.....	1.25		
260...lighted bumpers.....	5.00		
445...opp. switch tower.....	3.50		
...trestles.....	7.50		
022...0,rmt. cont.sw.RorL,ea.	3.00		
UCS...0,rmt.uncoupler track..	8.00		
1122...027 rmt.con.sw,pair....			

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TROLLEY SPARKS

I have recently run across some new information on the Seattle monorail which we covered in our last column. I'm passing it along to you in the hope that you will find it interesting. If monorail proves itself economically successful here, we may be witnessing the development of a new form of urban rapid transit - one that will, hopefully, replace a lot of buses.

The latest information which I have seen indicates that between March 12, when the line opened for service, and the middle of August over 4.25 million passengers had been carried. The actual power consumption cost for one round trip for one of the trains was 36¢ for the 2.4 mile run! Transit officials say that they have been unable to evaluate other operating costs because much of the personnel and other costs are paid for by the fair corporation.

The cost figures are being scrutinized however, and you may be interested to know that the University of Washington is in the process of completing a 5-month study of the system with the aid of a \$10,000 grant from the U. S. Housing Administration. Current estimates of the cost of a similar system extending from eight to fourteen miles in length vary from \$2 million to \$3.5 million per mile.

I understand that Japanese officials have contracted to build a monorail system between Tokyo International Airport and downtown Tokyo. The project is to be completed in time for the 1964 Olympic Games.

Dr. John L. Parentesis, Director of Detroit's rapid (?) transit system, said he would recommend monorail to be considered, "...most seriously and on a high priority basis." Councilman Gordon Hahn of Los Angeles was quoted as follows: "We are not only impressed, we are overwhelmed. I believe that if the public in our area had the experience of riding on the monorail, 80% would vote for it." Dignitaries such as Prince Philip of Great Britain (who is not, by the way, a transit authority) also had kind words to say about the system. As we said in the last column, keep your eyes on Seattle; transit history is being made there.

I have also heard that the San Francisco Bay Area Rapid Transit Plan is being modified. Engineers have decided that it would be impossible to put rails over the Golden Gate Bridge. This finding confirmed a decision to omit Marin County from the plan. San Mateo County, adjoining San Francisco on the south, already had withdrawn. The proposed system would now extend from Daly City, south of San Francisco, through San Francisco to Oakland. It would branch to the north, east and south in the East Bay area running to Richmond, Concord and Fremont. The line would include 75 miles of double-tracked line over which automatically controlled lightweight electric trains would travel at 70-miles-per-hour speeds. Twenty miles of the route would be in subways, thirty-one miles of the line would be elevated, and twenty-four miles of the line would be of surface construction.

Those of us who remember the Key System which used to run over the Oakland Bay Bridge can only wonder why the same people who allowed the Key System trains to be replaced have suddenly decided that rail rapid transit appears to offer the only real solution to easy commuting in a densely populated area.

Recommended reading for all transit and rail fans is an article which appeared in the July 1962 issue of Harper's Magazine. The title of the article is "Car Snobs, Commuters, and Chaos" by C. W. Griffin, Jr. If you haven't read it, I suggest that you trudge down to your local library and ask to see or borrow a copy of this magazine. Mr. Griffin cites Chicago's Congress Street Expressway as a prime example in his argument for more

ANNOUNCING A NEW AKANE REPLICA . . .

SP class AC-9 2-8-8-4 Lima Articulated

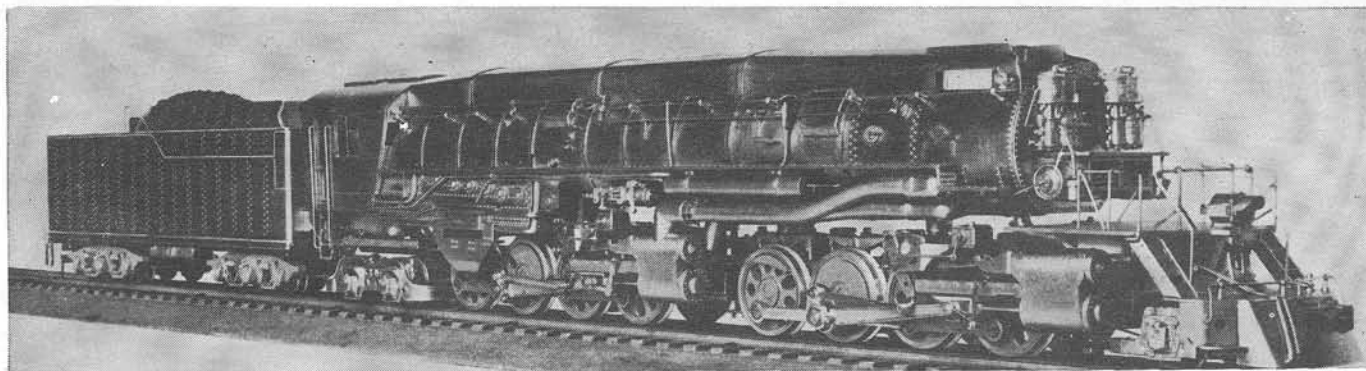


Photo courtesy Southern Pacific

POWER WITH STYLE

Considered by many HO buffs to be the most streamlined appearing of all heavy articulateds, the SP class AC-9 2-8-8-4 is an interesting locomotive. From 1928 to 1944, Southern Pacific purchased 195 heavy articulateds, and classed from AC-4 to AC-12. All but 12 class AC-9's purchased from Lima in 1939 were oil burning cab forwards 4-8-8-2 built by Baldwin. The AC-9's were conventional cab behinds for use in the Southwest where they could burn coal from local company mines. They were later converted to oil in California. The AC-9 was the largest steam power (1,090,600) ever used by SP, although they outweighed the cab forwards by only 20 tons. The AC-9's were very similar to the cab forwards in many ways. They were about the same over-all length (125'-8"); had the same tractive effort (124,300 lbs.); the same boiler pressure (250 lbs., psi); the same cylinder diameter and stroke (24 x 32 in.); and all had 63" drivers. In spite of the AC-9's massiveness, the clean lines of its skyline shroud and the large-sloped pilot gave it an air of speed and style, making it a favorite of steam era rail fans.

NEW: AN AKANE HO REPRODUCTION OF THE CLASSIC SP class AC-9 2-8-8-4 Lima Articulated



Compare the AC-9 prototype photo with the replica. The angles differ somewhat, but you can definitely see the superb, authentic detailing that has gone into this new AKANE . . . especially around the forward boiler section and pilot where detail is the heaviest. And the AKANE AC-9 operates on a par with its appearance. All sixteen drivers are powered by a heavy, precision-made 16 mm. DC motor that smoothly responds to low voltage input, allowing a remarkable simulation of real-life starts. Power is evenly distributed with a 36:1 ratio worm gear on both the forward and rear driver frames.

It's easy to see why production is limited and AKANE models are often sold out in advance. However, if you order this new AKANE SP class AC-9 articulated early, there is a good possibility you can get immediate delivery. Call or see your AKANE dealer now to avoid disappointment.

The AKANE SP class AC-9 2-8-8-4 Lima Articulated in HO scale comes complete with its prototype (coal) tender, ready-to-run in satin smooth, unpainted brass. -----\$150.00

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TROLLEY SPARKS: Page 6
 development of rapid transit facilities. He states that the two rapid transit tracks in the center of this expressway are already carrying three times the number of passengers carried by the eight highway lanes! He also mentions that the rapid transit line was built for one-fifth of the cost of the expressway; making an efficiency-capital-cost advantage of 15 to 1 in favor of the rapid transit line. "We should stop treating the commuting motorist as an aristocrat whose whims must not only be indulged but subsidized. We should treat the commuting motorist as a public nuisance." These are some of Mr. Griffin's ideas. I'm sure that you will find the rest of the article equally interesting. Read it for some new ideas about transit, you will find it time well spent.

It's beginning to look as though interest is being expressed in many quarters in the development of rail rapid transit. Now that city trolley service is almost non-existent, it seems that our larger population centers are being choked by motor vehicles. Of course, this is what transit fans have been saying each time a rail system was replaced by buses. We now may be on the verge of the development of a new form of rail rapid transit; 1, for one, certainly hope so.

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MODEL CONTEST RULES REVISED

At right is a copy of the redesigned model contest entry tag which, together with the revised model contest rules, will be used for the first time at the Fall Convention in Greenfield. Space does not, unfortunately, permit publication of the revised rules in this issue.

WOMEN'S ACTIVITIES COMMITTEE

President Len Frankel has appointed Margaret See as Chairman of NER Women's Activities (Railette Program).

During the Paterson meet Margaret canvassed the ladies present to see what sort of activities they prefer at conventions. There were many good suggestions. The Paterson meet was also the first time that a special model contest was held for women, and the idea was well received. This was in place of the displays of doilies, cook books and needlework. Many of the women present expressed a desire to be included in the men's activities and not be made part of a special program. Other suggestions concerned a welcoming committee to make new-comers and first-timers feel more at home and to interest them in various parts of the program, and a hospitality room providing coffee and a place to talk and rest.

Margaret will be interested in suggestions from those interested that will lead to increasing women's attendance at the conventions and also toward more participation in all Regional activities. Her address is 101d Mamaroneck Rd., Apt. 3D, White Plains, N.Y.

FLAG STOPS

The Manhattan Model Railroad Club has finally found space in Queens for their layout. The apartment room at 42-25 80th St., Elmhurst, has an area of 1500 square feet and has a private entrance.

Construction of the railroad is now expected to start in May 1963. It will be a fine scale, turn of the century pike with Code 70 rail on wood ties, having HO, HO1/2 and possibly traction. Meetings are held Thursdays at 7PM. Anyone interested in membership may contact Alfred T. Prange at the above address or phone Murray Hill 6-1279 or Plaza 8-2600.

The Empire Model Railroad Club, 34-05 44th St., Long Island City, N.Y., will have the "Welcome" mat out on the first Tuesday of every month for model railroaders to visit their 60x24x33 HO pike. Visitors are invited to bring their own equipment to operate.



Now the clubhouse of the New Bedford Society of Model Engineers, Inc., this former Catholic Youth Center was to have been torn down. Extensive rebuilding was required to overcome the ravages of time. Most of this work has been completed, and their new O Gauge railroad is under construction.

The Berkshire Model Railroad Club, host to last Fall's NER Convention in Pittsfield, Mass., has demonstrated its understanding of community spirit by enrolling as a member of the Berkshire County Historical Society.

This is an excellent example of the various ways in which a model railroad organization can contribute to the community that surrounds it, and in the process accrue benefits for model railroading as a worthwhile hobby.

Nutmeg Division held its September meeting at the home of NER Vice-President Ken Hyslop in Stratford, Conn. Chairman Forbes Hauptman of the Achievement Awards Committee spoke on the NMRA Awards program. Discussions of the proposed Nutmeg Division badges and the Little Convention to be held next March were followed by a movie and slide show.

The Nassau Model Railroad Club, 174 Hillside Ave., Williston Pk., L.I., N.Y., will hold its Christmas Show on the following dates:

- Friday Dec 7: 7:30-10PM
- Saturday Dec 8: 2-4:30PM & 7:30-10PM
- Sunday Dec 9: 2-5PM

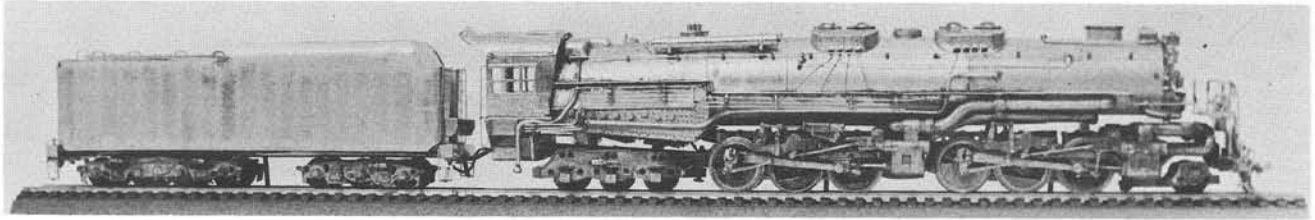
Admission is by donation.

Fifty-one members of the Hub Division, operating on "19" order #1 dated August 5, 1962, deadheaded over the Edaville lines and had themselves a good time. Activities started at 10AM and ended at 5PM. Most of the members rode the train and then headed for the picnic tables. The Children had a ball in Kiddieland. The Weather was clear and HOT which put a speedy end to the Directors' meeting. "Limy" Lalime was in charge of the program arrangements.

NER		NMRA	
MODEL EXHIBIT			
No. _____	NER Card	Entry No. _____	FEMALE
CLASSIFICATION	DIVISION	SECTION	
Master	Craftsman	Gauge	Scratch Kit
CATEGORY			
MOTIVE POWER		ROLLING STOCK	
Steam	Other	Fr. Mw	Pass
Structure	Diorama		
Prototype _____			
Construction Time Approx. _____ Date _____			
Special Note _____			
JUDGES			
Workmanship	40 Points	_____	_____
Scratch Material	15 Points	_____	_____
Prototypical Fidelity	10 Points	_____	_____
Painting and	10 Points	_____	_____
Lettering	5 Points	_____	_____
Ingenuity	10 Points	_____	_____
Extra Credits	10 Points	_____	_____
TOTAL	100 Points	_____	_____
AWARD			
Owner _____			
Address _____			
MODEL EXHIBIT N^o 418			
Responsible person, if other than the owner: _____			
CLAIM TAG			
MODEL EXHIBIT N^o 418			
Gauge _____	Kit _____	Scratch _____	
Conditions:			
1. The Committee will exercise all reasonable care to safeguard the models on exhibit, but cannot assume responsibility for loss of, or damage to, models submitted.			
2. The decisions of the judges shall be final.			
3. Models must be picked up by midnight of _____ or they will be moved elsewhere.			
For information, telephone _____			
If the model is not picked up within seven days, shipment collect to the address furnished shall discharge the Committee from all responsibility. The Committee cannot be responsible for shipping charges, nor for loss or damage in transit.			
4. It is agreed that this model has not previously won a N.E.R. Award.			
Accepted _____		Owner _____	
Received the above designated model from the _____			
Northeastern Region Convention Committee.			
_____		Owner _____	
Date _____	Per _____		

Exhibitor must fill in all blanks

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2-6-6-6

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OPERATING PROBLEM

The response to the second operating problem was amazing - and delightful. It evoked a positive flood of mail which contained interesting comments as well as answers. In common with most new projects, this one is having growing pains so just bear with me and we will straighten them out in time.

In the Peterson problem I neglected to identify car "C" as the caboose. This was unintentional although I did presume that everyone would realize that no self-respecting train would be running around without one. A few of you, however, did not recognize it and finished up with it in the middle of the consist. For this confusing omission I shall assess myself two brownies.

Two other difficulties also appeared which, although they showed up in your solutions to the Peterson problem, are equally involved in solving any switching problem. The foremost of these is the definition of a move. The other is whether any portion of the crossover to the main line could be used.

A move, as usually defined, is any continuous movement from one point to another. Thus the simple pickup of a car from a spur involves four moves: engine run ahead to clear switch, engine back in and couple to car, engine and car run ahead to clear switch, engine and car back and couple to train. Because drops and flying switches are impossible with normal model railroad equipment it is considered that a stop must be made each time coupling or uncoupling is done, although it would be possible to couple and keep moving. Each stop, therefore, marks the end of a move. Counting of the moves necessary for one of these problems starts from the stop at which the train is ready to begin switching and ends when it is reassembled ready to proceed.

While the question about using the crossover was raised by only one entrant, it might be well to clarify the matter for the future. This involves a discussion of clearances and fouling points. A fouling point is that point at which cars on two tracks converging at a common switch will no longer both be able to move without physical contact. In a more specialized meaning it is also that point at which a track circuit will be shunted. For safety purposes most railroads place their signal fouling points several feet from the physical one so that a red signal will be displayed before the car or train reaches the actual contact point. Within this distance, however, the clearance between equipment on the adjacent tracks will be less than standard which could result in injury to a man riding the side ladder of one or the other. Where there are no signals or other markings railroad men consider the fouling point to be located where the two tracks begin to converge. Thus, when parallel tracks are connected by a crossover, as in the Peterson problem, not even the slightest movement may be made beyond the points if it is lined toward the prohibited track.

Now that these questions have been settled, let us see how the problem at hand should be solved.

1. Back on team coupling C to A
2. Pull to siding
3. Back on warehouse coupling A to B
4. Pull to siding with CDE
5. Back on team uncoupling C
6. Pull to siding with DE
7. Back on warehouse coupling to AB
8. Pull all ahead to siding
9. Back on team coupling to C
10. Pull all ahead to siding
11. Back to warehouse leaving CBDA
12. Pull to siding with E
13. Back on team uncoupling E
14. Pull to siding
15. Back on warehouse coupling to CBAD
16. Pull all to siding
17. Back on team coupling to E
18. Pull all to siding
19. Back on warehouse uncoupling E
20. Pull to siding with D
21. Back on team uncoupling D
22. Pull to siding
23. Back on warehouse coupling to train

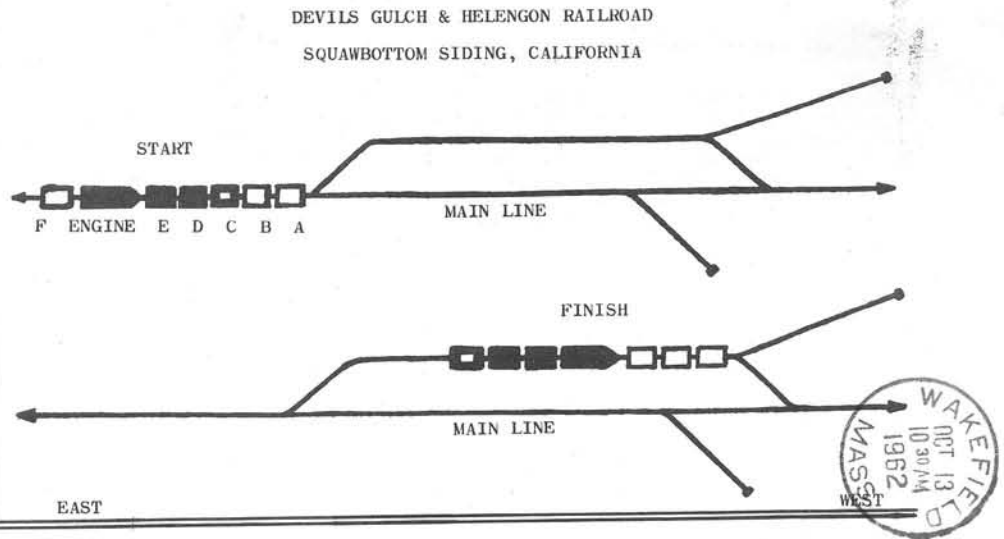
In all of the above the head end of the train is disregarded as it does not change. The majority of you, including our esteemed judge Watty House, showed a smaller number of moves, but a careful check revealed many which were actually a combination of moves, as defined above, under a single number. The solution as printed was taken directly from Watty's. Applying the condition of a continuous start-to-stop movement constituting a move, his original 12 became 23. It is truly amazing how fast the numbers build up when using this method of counting.

There are two general instructions in regard to the submission of solutions. All solutions should be sent directly to the Editor of The Coupler and not to the mailing office. Also, if a letter is to accompany the solution, please use separate sheets of paper so that each may be properly filed and acknowledged.

In the problem in this issue the west-bound peddler arrives at the Squawbottom siding all mixed up from picking up and delivering out on the line where there are no run-arounds. The train must be made up to leave from the siding in the order shown at "FINISH" so as to be able to work the facing spurs to the west. It must be on the siding at the completion of the switching to clear the passenger train which will be due. The siding is eight carlengths long and the spurs will each hold five cars. Engine and tender are considered to be two carlengths long. Letter designations for the cars are for convenience in keeping track of the movements and, except for "C" which is the caboose, do not have to be in any special order at the finish; i.e., "A", "B" and "F" may be in any order as long as they are ahead of the engine, and "D" and "E" may be in either order between the engine and caboose. All coupling or uncoupling must be done at stop between moves. John has worked out a solution which requires only ten moves. Can you do this well or better?

As most of you probably realized from the name of the railroad, this problem was devised by John Allen. Lest it be wondered why the last two problems have come from so great a distance, it is because they are being obtained from the members of the NMRA Prototype Operations Committee. This does not preclude the use of problems submitted by NER members so, if you have a situation that you think would make an interesting problem, just send it along to the Editor of The Coupler, and, if suitable, it will be used space permitting. The diagrams need not be of finished quality as long as they are clear.

Again let me remind you that answers to these problems should be sent to the Editor of The Coupler directly and not to the NER Post Office box.



THE COUPLER

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

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