

THE COUPLER

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



NUTMEG TO RUN LITTLE CONVENTION

The Nutmeg Division will be the host for the 1963 Little Convention to be held in Manchester, Connecticut, on Saturday March 16th. Headquarters will be the new home of the Marine Corps League located close to the Wilbur Cross Parkway (Route 15). Free transportation from Hartford railroad station will also be arranged upon short advance notice.

Although dawn to dawn activity has been promised for anyone who can stand such hours, the regular convention timetable will take effect at 100P.M. During the afternoon there will be three clinics, movies, and possible prototype activity by the New Haven which runs by the back door. An auction is planned for the evening, and several home layouts will be open throughout the day.

The clinics will be repeated three times in order to give everyone a chance to attend them all. One will be a "Hot-Seat Panel" of five members who will attempt to answer any questions asked on model railroading subjects. Another will be "Justification of a Model Railroad" by Scott Neilson. The third is "Early New England Railroading" by Cliff Boynton.

Three railroad movies have already been obtained from the Santa Fe and Union Pacific, and there is expectation that more will be available by the date of the convention.

Also on the program is a new type of contest for which no entries are required. A series of pictures will be shown, and the members asked to identify them. Various subjects will be covered (such as owning railroad, parts of locomotives and cars, locations, etc.) so that everyone will have a good chance to be a winner.

Cost of the convention is three dollars per person. Advance reservations may be made with Tom Hayes, 10 Wilcox St., Wethersfield, Conn.

NORTH JERSEY DIVISION TO START

The principle business to be considered at the 9th Annual North Jersey NMRA Night, Wednesday, March 20th, 800P.M., is the formation of a sponsoring group for a North Jersey Division of NEK. The Hub and Nutmeg Divisions are assisting by providing copies of their constitutions and information on their successful procedures. Unless the sponsoring group decides otherwise, it is expected that the precedents established by the existing divisions will be followed (they work!). There will also have been plenty of pre-meeting effort to bring all the necessary information together. President Frankel will be on hand to assist in forming this division.

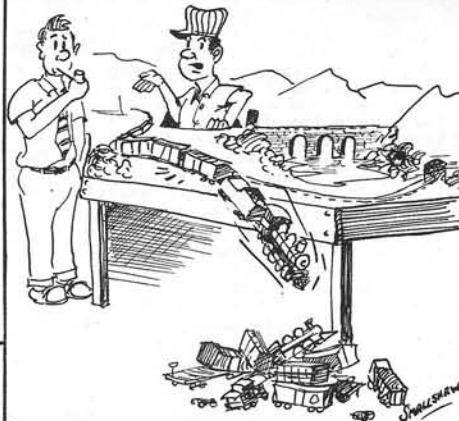
Except for this notice the advance publicity is being directed to the NMRA members in the area who are not already members of NER. As this is to be a division of NER, however, it would be good to have a large number of NER members present. Every model railroader will be welcome to attend this meeting which will take place in the quarters of the Summit-New Providence HO RR Club, 94 Oakwood Dr., Murray Hill, N.J. For further information write Paul Mallery, Chairman Public Relations, in care of the club or phone 464-5315.

SPRING CONVENTION

The NER Spring Convention has been scheduled for May 17-19 at the Hotel Bryant in Brockton, Massachusetts. Free parking will be available at the hotel which is in the center of the city. The fantrip is expected to be by bus to the Edaville Railroad and museum. Roast beef will be served at the Saturday dinner.

Credit should be given to Jack Alexander, Ted Dumais and Len Estes for their sincere interest and continued efforts since last October to make the necessary arrangements. Hotels and motels in Chatham, Plymouth and Boston, Mass., and in Providence, R.I., have been contacted and examined during this period without success.

The NER Convention Committee is now composed of James See, Chairman, White Plains, N.Y.; Irwin F. B. Lloyd, Glastonbury, Conn; Theodore J. Dumais, Nashua, N.H; Thomas Hayes, Wethersfield, Conn; Jack Alexander, East Bridgewater, Mass; and Charles Ogren, Greenfield, Mass. If you have any ideas or suggestions about future convention sites, please contact one of these men.



"I HAVE ONLY ONE
BAD SECTION OF TRACK"

STEAMTOWN TRAIN TO APPEAR IN MOVIE

The Monadnock Steamtown & Northern has negotiated a contract with producer Otto Preminger of Columbia Pictures for the use of its equipment and personnel in the forthcoming production "The Cardinal"; a cinematic version of Henry Robinson's best-seller. In addition to #15 (which will retain the Monadnock Northern lettering) and the open-platform coaches, Mr. Blount will also provide a one-horse sleigh and other Americana from his personal collection. Sometime during the first week of February the equipment will be moved to Boston. The filming of the railroad scenes will take place at the Trinity Place station of the Boston & Albany in Back Bay later in the month. According to Preminger, "The Cardinal" will have its world premier in Boston on December 18 of this year.

DELAWARE TROPHY II

When Allan Hanson won the Delaware Trophy at Greenfield, the last vacant place for the winners' names was taken. This trophy will now be retired and become a permanent record at future contests of the winners of the past.

At the time this trophy was presented to the Northeastern Region in 1954 its eventual retirement was anticipated so the Summit-New Providence HO RR Club is building Delaware Trophy II and will present it to the NER at the Spring 1963 convention. This trophy will feature a bronze HO-scale 2-8-4 and will be larger than the first trophy so that it can accept more names.

The Club hopes that it will still be around to provide yet another replacement at that future date when this second trophy becomes filled with names.

NEW MODEL CONTEST RULES (Continued From December Issue)

DISCUSSION OF SCORING

a- Workmanship (40): It is apparent that this is the most important aspect of model building, thus forty points are allotted. The judges must use as a basis for giving points for workmanship the number of hours required for its construction, quality of workmanship (soldering, glueing, squaring of corners, joints, etc.), and attention to details in construction. It is also apparent that the judges should be more critical of kit-built entries as, in this case, most of the tedious work has already been done by the manufacturer. Thus, when judging workmanship in a "scratch" entry it is advisable to award at least twenty points if the model is at all acceptable. Similarly, a minimum of fifteen points should be awarded to a kit-built model if it is at all acceptable.

b- Scratch Material (15): When judging the use of "scratch" material points are given for the correct use of the material and the correct choice of material to give the desired effect. Thus, if a modeler uses Northeastern scale siding fo

ler uses Northeastern scale siding for a box car he would not merit as many points as one who used individual wood strips for the siding, if workmanship was comparable. When judging kit-built models the ten points allotted under this heading will not apply unless the modeler has used scratch material to further embellish his model.

c- Prototypical Fidelity (10): When judging this aspect of the model points are taken away for obvious omissions such as brake wheel, grab irons, steps, ladders, etc. Points would be awarded for closeness to the prototype in all details. This includes underbody detail on all rolling stock. On models where no specific prototype has been followed, the same methods will apply although more latitude is allowed as long as the result is reasonable and feasible. Only exterior detail is judged under this heading. Where structures have been freelanced their scale accuracy is in doubt, and the judges must award points on general impressions and sense of proportion.

THE COUPLER

NORTHEASTERN REGION
Of The
NATIONAL MODEL RAILROAD ASSOCIATION

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*Term expires 1964 +Ex-officio #Term expires 1963

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.
125 Lordship Rd.
Stratford, Conn.

The Hostler says:

Boy, things sure can go to pot on the railroad in a hurry just when I need a little extra time to work on The Coupler. For weeks prior to the deadline everything runs smoothly and then - WHAM! Trains run late, engines break down, cars derail, and anything else that can happen does.

I sincerely hope that it will not be as cold when you read this as it is while it is being written. The last time that I looked at the thermometer it stood at 18 below zero; and this isn't the coldest spot in the vicinity either. (Remind me of this weather when I start complaining about the heat next summer.) Plenty of people are very happy with all the snow, of course, but as far as I am concerned winter can't end too soon.

On page 8 you will find the pike ads which were submitted in response to the offer in the previous issue. Some contain artwork while others are just typed, but all are interesting. Let's see if we can have a full page of them next time. The price of \$5 for four issues is quite reasonable. Ads and payment should be sent to Tom Prange, Advertising Chairman.

Help Northeastern Region
To balance the books;
Advertise YOUR model pike
Now you've seen how it looks.

It is pleasing to see the large increase in the number of Canadian members this year. No doubt this is a result of having the National Convention in Montreal last August, and I am sure that they will enjoy their membership. Up to deadline no further information has been received on the proposed Canadian Division, but I assume that the plan is proceeding toward fruition. Montreal is a city with many attractions for model railroaders, and I, for one, would like very much to see a regional convention held there in the near future. Although it may seem a long way to go in comparison with the distances usually travelled, it would be well worth it.

Now I have reached the end of my self-allotted space. I am thankful at the moment, but doubtless will later think of several things that I forgot to say. Such is life! Deadline for the next issue is April 5th.

DON ROBINSON

FROM THE OFFICE MANAGER

Dues are due for all whose membership cards is stamped earlier than April 1963. With the increased cost of postage, it will help if you will keep track of your expiration date and pay your dues before it is necessary to send a bill. A big "Thank You" is extended to all who returned the membership audit slips; many mistakes were uncovered. Unknown numbers and expiration dates were requested and many considered this a polite hint that dues were due and remitted, did you? We were told the names of many a home road which I hope can some day be listed in The Coupler (So make a list already! - Ed.). One thing which we apparently did not make clear was that where we asked for names of other household members we meant NER members. Many wives and husbands have but one number, and this causes us to count wrongly. We got interesting lists which included the names of all the kids, cats and dogs. What a swell picnic group this would make for NER during the Summer. It appears that our oldest member is 72 and the youngest 14.

The business office has a good stock of NER items for sale at all times. Just send an order, with remittance enclosed, and the items you wish will be forwarded. Now available are cloth patches @25¢, lapel pins or buttons @\$1.50, convention badges @25¢ and memberships for friends or others in your family @\$1.00. Any of these makes a fine gift for birthdays and other occasions.

Once again may I remind you please to notify the business office directly of any change of address. ALL mailing is done by this office, including The Coupler, and sending such information to the Editor only increases the possibility for error as he must forward it to me. KEN

"I do most of my work sitting down," said Robert Benchley, "that's where I shine."

All men are not homeless, but some are home less than others.

Achievement Awards

Master Builder-Cars:

Alfred T. Prange, Bloomfield, N.Y.
L. Jeff French, Bloomfield, Conn.

Master Builder-Structures:

George Fitterman, Whitestone, N.Y.
W. Watson House, W. Hartford, Conn.

Model Railroad Engineer-Electrical:

Leonard Frankel, W. Englewood, N.J.
W. Watson House, W. Hartford, Conn.

Chief Dispatcher:

W. Watson House, W. Hartford, Conn.

Association Official:

Leonard Frankel, W. Englewood, N.J.
W. Watson House, W. Hartford, Conn.

Association Volunteer:

W. Watson House, W. Hartford, Conn.

Model Railroad Author:

W. Watson House, W. Hartford, Conn.

(That makes six, Watty. Now apply for your Master Model Railroader - Ed.)

ACHIEVEMENT AWARDS AND THE NER

As your new Achievement Awards Chairman for NER, I would like to explain briefly the Achievement Awards program and report on the progress that the NER has made to date.

Basically, the AA program was developed to recognize outstanding craftsmanship and service among qualified members of the NMRA. To do this, nine categories were established ranging from those of master builders of locomotives, cars and structures to those of service to the hobby in the form of elective and volunteer help for the NMRA and its Regions. In addition to the recognition of qualified NMRA members, another purpose of the AA program is to provide a corps of master craftsmen throughout the NMRA and the various Regions to aid and advise other model railroaders with their problems in the hobby. While it would be



Dispatcher's Tower

It seems as though NER has come to an impasse. The whys and wherefores are of great concern to me as President and to the Board of Directors. What is wrong? Are we, organizationally, doing things which are not good for NER? Are you, as members, complacent in the thought that you do not care what is being done for you as long as you have conventions to attend and fantrips to ride.

What has each and every one of you done toward helping us and the Region in attaining our place in the National organization as the biggest and finest region of all? Each and every one of you, ask yourself this question and let me know your answer.

This all may sound to you like a sermon, but, honestly, it is not meant to be. It is just my thoughts for the welfare and betterment of the Region. We are in the position of being on the brink of a vast expansion program which must be carried out or NER will become stagnant.

I am asking all members to take a more active part in our Region's work. There are many jobs to be done, and not enough of you members are willing to help to do them. It is for this reason, as is often mentioned, that a "clique" is running the Region. Yes, I can tell you frankly that a clique IS running the Region, and this clique is the workers of the Region.

I have heard from one or two members of the Region; not offering their help, just complaining about the way things are being done - offering any help is not for them. They state that the Region tells them what they can and can not do. This is ridiculous as you well know. The NER has never told any member or group of members what they could or could not do. No rule has ever been made by the Region for any member to adhere to except for the normal rules which will be found in any organization of our type.

No person is forced to belong to our Region. Unless he wishes to meet fellow men who share his interest in one or more of the many phases of our hobby he should not join. If he does join, he should be willing to work with all his fellow hobbyists in every way that he can to make his and our hobby, and all that it entails, the most interesting and pleasant hobby there is. The only way that this can be done is by taking an active part in the organization itself. The benefits it derives are too numerous to mention. So, again, I ask each and every one to help our Region to the best of his ability. You get out what you put in.

NER has plans for the formation of additional divisions within its geographical boundaries in the coming year. I ask all of you who reside within the areas of the new divisions to attend their meetings when you are advised of them. Take an active part in the business and also in the social events of these divisions. In this way you will become better acquainted with your fellow hobbyists in the area. This will help you to enjoy the Regional conventions more since you will be sure to meet others from your own division and will be less likely to feel left out in the cold. If the latter happens, it is your fault and yours alone.

I hope that all members, clubs and other groups took an active part in the National Model Railroad Week. This is about the easiest way of which I know to help both our region and our hobby. I have already been advised that two groups have submitted plans for this. I wish the best of luck to the Metropolitan Council and the Summit-New Providence HO RR Club in the execution of the splendid plans which they have outlined to me for

SWAPPERS CORNER by Dave

My sincere apologies for having missed the last two issues of The Coupler. No excuse; just absentminded.

There are undoubtedly many swaps that should appear in this column which do not. In order to rectify this situation for the next issue, jot down that swap on a piece of paper and get it to me before March 1st. I have been informed that those who list here are getting results, so give it a try.

SWAP: Partially dismantled Tenshodo HO brass AT&SF 3460-class Hudson; some superstructure parts missing, but otherwise complete including tender. Is of 1952 vintage, purchased in Japan and not up to present standards; needs reworking and dressing up. Will take 12 pair Kadee MK-5 couplers or equivalent in cash. R. H. Hendrickson, Northwood 87, Storrs, Conn.

SWAP - SELL: Mantua Mike, Penn Line chassis and drivers and much extra detailing; \$25. Mantua Mike with extra detailing; \$25. Mantua Pacific with Penn Line chassis and drivers, extra detailing with Varney tender and Tenshodo commonwealth trucks; \$25. Mantua Pacific, extra detail, with Varney tender and Tenshodo commonwealth trucks; \$25. Hobbyline 2-8-4 with Sims conversion unit, DC71B motor, Hobbyline tender with Penn Line buckeye trucks; \$20. Varney 4-6-0 with motor conversion and tender; \$10. All have been test run only, are completely lettered and detailed with tender capacities, etc. Will swap all for \$150 equivalent value in Japanese motive power. Vincent Bernard 20 Dorchester St., Lawrence, Mass.

WANTED: 20 pair used Mantua uncoupling ramps. Will swap equivalent value in rolling stock, used turnouts, cash or what have you. Jeff French, 270 Duncaster Rd., Bloomfield, Conn.

SWAP-SELL: Bowser 4-8-2 with Kemtron, Cal-Scale and Warren parts added, Mantua tender with cast brass commonwealth trux. United Sierra 2-6-6-2, painted, little used. Mantua 2-6-0 and 4-4-0 (modernized Belle of the Eighties), both with Kemtron and Cal-Scale details added. All in good condition. Want On3 loco and cars or make offer. Donald Robinson, 408 Davis St., Greenfield, Mass.

Dispatcher

this occasion. I sincerely hope that many more clubs have made similar plans even though I have not been advised of them.

In closing, may I ask that all members of NER join with me in making our Region the best in NMRA by making NER just one big "clique" of workers. LEN FRANKEL

Achievement

difficult to force the recipient of an Achievement Award to observe his obligation to help a fellow model railroader, I feel that most AA men will be only too glad to give constructive advice. This does not mean, however, that the AA man must do the work for the model railroader; in fact, he should not.

Most of the old-timers in the hobby may not readily see the value of this corps of "advisors" in the hobby, but, if they will only think back to the days when they got started in model railroading, they might remember the multitude of questions they had with no one immediately at hand to answer them; and it is not only the beginner who has unanswered questions. The model railroader who has been in the hobby a few years may want to scratch build a locomotive or a car. What better source of advice could he find than a nearby Master Builder of cars or locomotives. Here is a way to learn

many of the "tricks of the trade" that reading a hundred model railroad magazines could not equal.

To date the Northeastern Region has had fourteen of its members apply for and receive a total of forty Achievement Awards. The NER also is the only Region to have two Master Model Railroaders - model railroaders who have received six of the nine Achievement Awards. There are several more applications in process which will add to our totals.

Since I, as your chairman, do not profess to be an expert in all the categories of the Awards program, I am gradually adding qualified members of NER to act as advisors in judging the qualifications of Award applicants. The first such advisor will be Ted Hahn of Babylon, Long Island, N.Y., who will aid in the Model Railroad Engineer-Electrical category.

At the national level, plans are being made to revise the requirements for some of the Awards. A tenth Achievement Award will be established for Master Builder-Scenery, and the scenery requirements in Model Railroad Engineer-Civil will be deleted. After the addition of this tenth Award, the Master Model Railroader Award will be given to a qualified member who has received seven of the ten awards.

A further condition in awarding the Master Model Railroader Award will be concerned with which seven of the ten Awards the applicant has received. Since the hobby of model railroading is a mixture of building, operating, and serving the hobby, it has been suggested that the requirements for Master Model Railroader be altered to include at least two awards from each category. These are to be broken down as follows:

Craftsmanship:

- Master Builder-Motive Power
- Master Builder-Cars
- Master Builder-Structures
- Master Builder-Scenery (proposed)

Operation:

- Model Railroad Engineer-Civil
- Model Railroad Engineer-Electrical
- Chief Dispatcher

Service to Hobby:

- Association Official
- Association Volunteer
- Model Railroad Author

The idea behind this breakdown, and I think it is a good one, is to require the Master Model Railroader to have an all around background in the hobby. With the categories listed this end is achieved. As I have said, the changes in the Awards and their requirements are tentative. They will be proposed before the Executive Committee by the time you read this.

The future of the Achievement Awards program in NER is chiefly up to you, the member. There are many, many fine craftsmen in our Region and there is no reason why they can not qualify for one or more Awards. Since the Awards program was instituted by our own Doug Smith, I think we should set the example and lead the other Regions in all categories.

A final word for applicants; please read the requirements carefully and be certain that you qualify before you send in an application. All questions on the application must be answered in detail. Describe the models or other pertinent details of the category fully since I must rely upon your description in acting on your application. Photographs will be helpful, if you have them, and will be returned. The contest award requirements (where applicable) must list places and dates. Lastly, a member of NMRA must witness the requirements.

If you have any questions, gripes or comments, please write to me. Each letter will be considered and answered. My new address, after February 1, will be Long Hill Road, Middletown, Conn. Now that I have brought you up to date on the NER and the Achievement Awards, let me hear from you. I have applications available just for the asking. EARL SMALLSHAW

Contest Rules

d- Painting and Lettering (15): The following things must be considered when awarding points under this heading; evenness of paint thickness, brush marks, all exposed areas appropriately painted, neatness, attention to window and door frames and trim, weathering effects, use of colors, choice of paint for the job, hand lettering, decals, photostats, and printed card stock. When judging hand lettered models general drafting principles are used. When judging

principles are used. When decals have been used neatness, close cropping and masking of shine are considered. When photostats are used attention must be given to the blending of the photostat to the whole. If the blending job is well done, then it should be considered every bit as good as decals. When card stock is used it should be evaluated as with photostats.

e- Ingenuity (10): Here the judging is governed by the unorthodox use of standard materials and its effectiveness. Also to be considered are the use of uncommon building methods and materials.

f- Extra Credits (10): Points are awarded under this heading for extras in a model not covered under other headings. Interior detail of cars or structures or other effects which make a model stand out for some reason would merit points here. It also allows points to be awarded, over and above those previously allotted, for an outstanding model.

Prizes are awarded on the basis of the following point totals:

1st...Master.....	80 min.
Craftsman.....	70 min.
2nd...Master.....	65 min.
Craftsman.....	55 min.
3rd...Master.....	50 min.
Craftsman.....	40 min.

The question of model criticism has been brought up many times and, needless to say, a modeller would like to know why his entry did not merit a prize. While full, constructive criticism may help the modeller in his future efforts, it seems unlikely that it would be possible to offer this criticism on all models entered in a contest. To sit down and write out a good criticism of a model would take at least ten minutes. If a hundred models were entered, the situation would be impossible. However, obvious errors should be noted on the entrant's card so that the same error will not be repeated. As the modellers become more familiar with the scoring this will indicate where the improvement is needed, and by self-criticism on the headings under which he received low marks he will be able to see his failings and rectify them on future models.

SUMMARY

With the increasing importance of standardization in all phases of model railroading it becomes equally important to standardize model contest judging. This is necessary so that more people will enter these contests and to eliminate as much as possible all criticism about the way contests are judged. It is quite apparent that such an arbitrary thing as personal judgement will always contain some element of chance and personal preference. However, this can be held to a minimum if basic rules and outlines are followed. It is also apparent that it is the RELATIVE qualities of a model which are important since it would be practically impossible to have past, present and future models judged on the same basis and by the same judges. Thus, this report stresses the relative merits of the models, and it is felt that this can be accomplished only when all three judges work as a unit and if all models entered in the same category are judged at the same time. By this method we eliminate one of the major contentions of past contests; that after one judge has scored a model the other judges tend to score according to his lead. It also assures that all models entered are marked according to their merit or standing in the group. In effect, after the three

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best models in any category have been determined then the marks of the other entries will be based on their relative quality as compared with the three best. The winners chart, which may be displayed during the time of the convention, will serve later as a permanent record for the region.

ROY DOHN

Flag Stops

VAS YOU DERE, TOM?

The Case of the Unknown Judge has been solved! In the December issue of The Coupler there was a picture of the Model Contest judges at Greenfield in which one man was unidentified. His name can now be revealed. Astute detective work on the part of one of his friends led to uncovering the fact that it was none other than Tom Vollmer, noted member of the Manhattan Model Railroad Club, who was chosen for the job of judge because he is an expert on rolling stock.

The Summit-New Providence HO K&K Club reports through the "Clear Board", its monthly publication, that the program of concentration on the main line is already showing progress. Dover Tower has been installed and is working with track power controlled through Washington. Easton is track wired and the tower is now being designed, and the drawbridge will soon be in operation.

Two important club events coming up are the 14th Anniversary on February 17 and the 9th Annual North Jersey N&KA Night on March 20 (see details elsewhere).

An addition to the list of regional publications brought to the attention of the Editor is the "King Pin" of the Mid-Central Region. Subscriptions are \$1.50

Flag Stops - Page 6

TROLLEY SPARKS

The other day I was looking through some old Electric Railway Journals, and in the February 15, 1919, issue I found an article which interested me for several reasons. The first reason was that it was about Bridgeport, Connecticut, where I live. The second reason was that it contained information about the introduction of Birney cars. The article labeled this the pioneer safety car service in the East and went on to detail some of the steps taken by the Connecticut Company to introduce the then new one-man cars to the public. I'll try to digest the principal points of the article for you.

Because of the tremendous overtaxing of the company's facilities during World War I the U.S. Housing Corporation undertook to finance track extensions and to provide new rolling stock. Twenty-one one-man safety cars (which we now call Birneys) were purchased. Eleven of these were assigned to the Bridgeport Division. Of these, nine were to be used in regular service and two were to be held in reserve for emergency operation.

The first problem faced by the company was the choice of an appropriate route for the new service. After surveying the services then offered, the company decided to combine the ends of two routes into one new one. The new route was to be given service on a five-minute headway with the new cars. This was in marked contrast to the ten- and fifteen-minute headways offered on the old routes. One of the most significant points that the company noted was that the more frequent service offered resulted in more riding.

The company laid out a three-fold plan for the introduction of the cars: 1, the selection and training of car crews and shop forces; 2, acquainting the public with the changes in routes and the new features of the cars to be used; 3, inspection and testing of cars, track and overhead to avoid service interruptions.

Since thirty-six men would be needed to operate the nine cars, management selected 100 men from the ranks of motormen and conductors, arranged the list according to seniority, and posted it with the announcement that safety car men would be paid five cents per hour more than the regular rates. The runs were promptly bid in.

At first the men were broken in on the new cars on a new track extension which had not been opened to service. Then the cars were run on their regular route after 100AM. On Friday, January 31, they were sandwiched in between the regular cars carrying "No Passengers" signs. When the service officially commenced on Sunday, February 2, everything worked smoothly. Incidentally, the company chose Sunday as the day to start the new service because both vehicular and passenger traffic would be light on that day.

To prepare the public for the service the company took ads in the local papers and placed signs in all cars operating on the division. City officials and newsmen were invited to ride the cars before service commenced, and great pains were taken to demonstrate for all the new safety features incorporated in the design of the cars.

No pains were spared in having anything connected with the new line in perfect operating condition, according to the Electric Railway Journal. Electric track switches had to be adjusted since these cars did not draw as much current as the larger cars then in use. Then, too, the new cars had 14-foot poles whereas the larger cars had 12-foot poles; this required careful checking and adjustment of the overhead to avoid dewirements. Extra sand boxes were distributed along the route since it was expected that the operating characteristics of the new cars would require liberal use of sand - they certainly did!

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FANTRIP NOSTALGIA

The rarer the old iron horse becomes
The keener the interest of fans.
The thought of their final passing looms
To sadden all rail-loving hands.

When the chance of a day behind steam
Was offered to the buffs,
They came forth in a mighty stream,
From the experts to the duffs.

Power for the day, a beautiful team,
Painted, burnished and shined;
Wreathed in an aura of hot oil and steam,
Heaped tenders of soft coal behind.

The Pacific proudly held the lead,
The Northern adding its power.
Each, in its way, a wonderful steed
Playing out the final hour.

The older folks, in memory's eye,
Saw visions of glory past;
While the younger ones, with happy sigh,
Filmed and taped to the last.

But most touching of all, and sad,
The young of these diesel times.
To many, the first meeting they've had
With these queens of the silver chimes.

At depot, crossroad, town or farm
They gathered in childish glee;
Most with pleasure, some with alarm,
These mighty machines to see.

Bell and whistle, steam and smoke;
Sight and sound recorded,
Nostalgic visions to invoke
Midst memories closely guarded.

In years to come when steam's no more
The child asks, "What's a steamer?"
Share your films and tapes of yore,
You sentimental dreamer. ROB ROBERTSON

"THERE'S ONE IN EVERY CROWD"



"The NEVER-FINISHER" BEGINS AT LEAST FIVE KITS A WEEK BUT NEVER FINISHES ANY OF THEM. HE HAS STARTED A LAYOUT BUT HE WENT ON TO BUILDING TRACKWORK AND SCENERY BEFORE THE BENCHWORK WAS COMPLETED. THE TRACKWORK AND SCENERY WAS NEVER FINISHED, EITHER. RIGHT NOW HE IS WONDERING WHAT HE WILL START NEXT.

As of the date the article was published the cars were averaging eight and one-half miles per hour and were earning twenty-two cents per car mile (based on a five-cent fare). At the same time the company was conducting a vigorous campaign to encourage passengers to "Have The Exact Fare Ready".

Doesn't it make you wonder if some of our present day transit companies might learn something about service and public relations by reading an article like this.

WELCOME!

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Richard L. Bush
P.O.Box 27, Lebanon
Kenneth W. Krone
Litchfield Rd., Unionville
Ted Ritter
15 Dauntless Lane, Hartford
R. Cuyler Snedeker
183 Olde Stage Rd., Glastonbury
E. Donald Turcotte
42 Imlay St., Hartford

Maine:

Kenton E. Quint
North Anson

Massachusetts:

Peter Coffin
11 Keene St., Stoneham
Daniel A. Welch
158 Webster Ave., Marshfield
Thomas L. Cuniff
Brimfield Rd., Brimfield
David A. Feight
47 Town Hill St., Quincy
Richard S. Huleatt
22 Savoy Rd., Framingham
Donald Jacobson
58 Eliot Rd., Arlington
M. Knott, Jr.
30 Asheville Rd., Newton Lower Falls
George Konrad
11 Granite St., Cambridge
Patricia A. Paulson
265 Greendale Ave., Needham Heights
David Pryde II
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231 Hall Res. Hall, RPI, Troy
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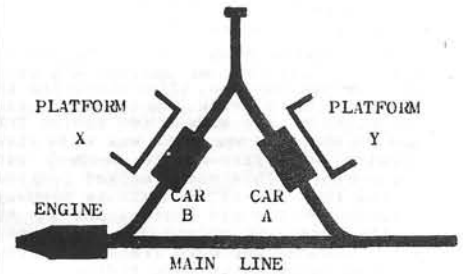
Douglas C. Handy
P.O.Box 798, Springfield

OPERATING PROBLEM

For the second consecutive time, only Ted Hahn returned a solution for the operating problem. Since he has already received a correction by personal letter the solution will not be printed here.

The lack of response to the last two problems in contrast to that which was evoked by the one in the April issue indicates either one of two things; that the problems have appeared too difficult or that insufficient time has been allowed for you to work on them. Therefore, this issue contains a simpler problem, and the results will determine future policy.

Two cars are spotted at platforms on the legs of a wye. The problem is to reverse their positions and return the engine to its original location. The only restriction is the length of the tail of the wye which is exactly one car-length; not long enough to allow the engine to clear the switch. Let's see who can do it in the fewest moves.



Flag Stops

from Robert I. Thornily, Editor, 6413 Smithfield St., McKeesport, Pa.

Several hundred people attended the second annual show of the Hockomock Railroad Club at the Frothingham Memorial House in North Easton, Mass., on Sunday January 20, 1963. The program included displays by manufacturers and other nearby model railroad clubs, movies, door prizes, auction and model contest. The winners in the last were Allan Hanson, Locomotives, and David Newcomb, Cars and Structures. The afternoon and evening were thoroughly enjoyed by all who were present, and a number of new members were signed up for the Northeastern Region.

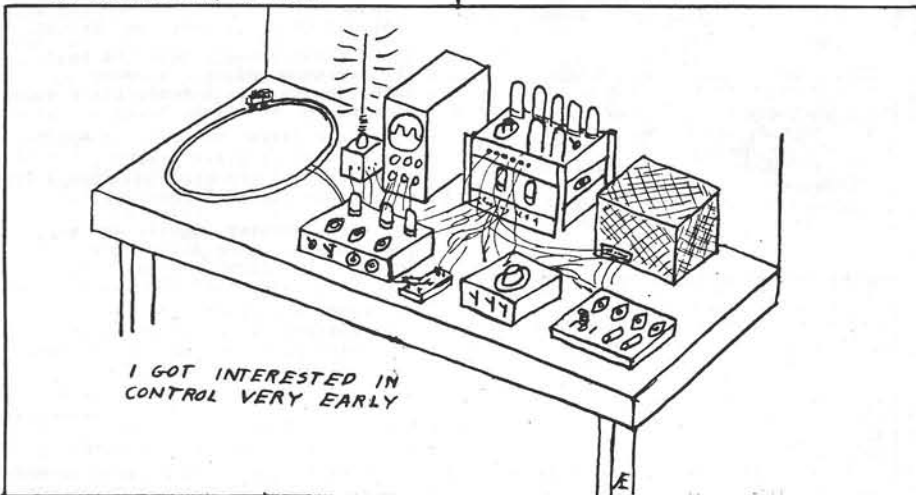
Joseph Bayusick of Trumbull, Conn, won the five-dollar gift certificate donated by the Nutmeg Division for the most railroad-like layout at the annual train show of the Bridgeport Boys Club on January 26. The contest was sponsored by the Nutmeg Division as a part of the celebration of National Model Railroad Week.

Following the judging, the Division held its Annual Meeting at which Gerald Lawlor was elected president. Others were Ted Ritter, vice president; Charles Bettinger, secretary-treasurer; James Potter, Bettinger, Donald Clerke, Francis Nelsen and Robert Boyden, directors for two years and Daniel Schick, director for one year. Now in the second year of their terms are Lawlor, Ritter and Scott Neilson.

After the meeting the members visited Nelsen's home for refreshments, bull sessions and railroad operation.

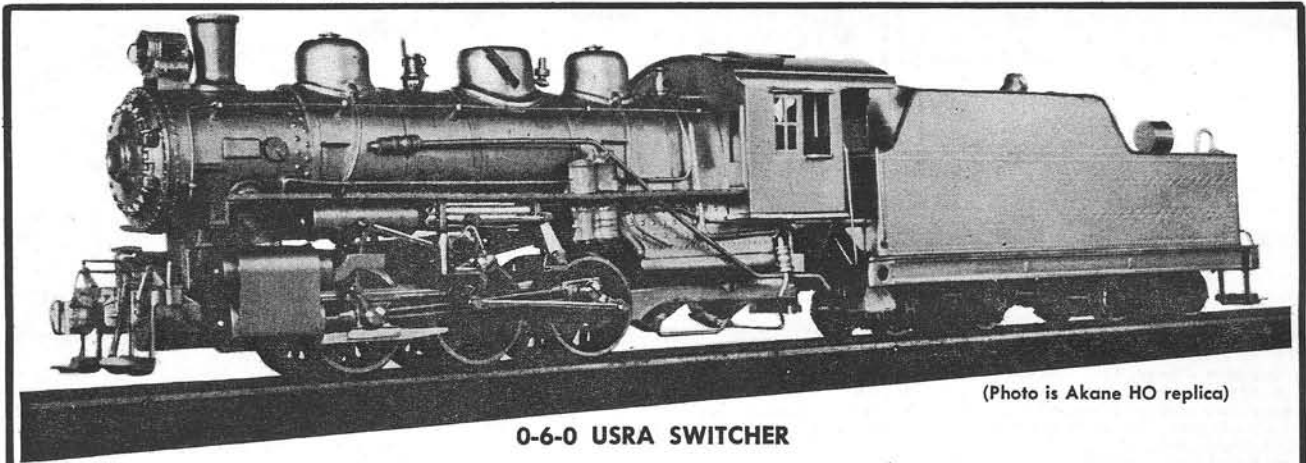
NEW HAVEN RR TECHNICAL INFORMATION GROUP

Despite rainy weather the first meeting of the NHRTIG, appropriately enough in New Haven, was attended by 26 persons



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(Photo is Akane HO replica)

0-6-0 USRA SWITCHER

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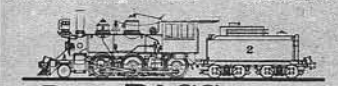
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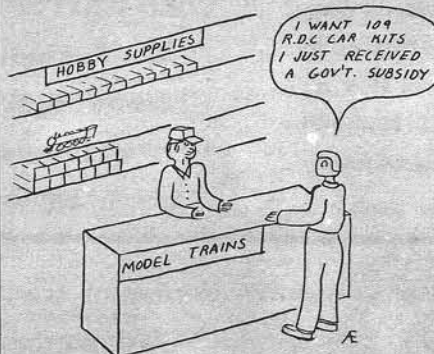
interested in modelling the equipment of this railroad. The meeting took place in the quarters of the New Haven Society of Model Engineers on November 18, 1962. Also present were Mr. Charles B. Gunn, Public Relations, and Mr. Robert Hooper, Mechanical Department, of the NYNH&HRR.

A decision was made at the meeting to organize the NHRTIG so that, as an official "Club" or "Association", a united effort could be made to obtain data from any member who has it, disseminate it to whomever wants it, and impress on model manufacturers that there is a market for scale models of New Haven motive power and rolling stock.

Following the meeting a visit was made to the electric motor storage tracks and Tower 75 near the passenger station. After taking a few pictures the groups broke up for lunch and bull sessions until returning to the NMSME quarters to watch operation on the club's "O" and "HO" model railroads.

The NHRTIG now has on hand or available a considerable collection of plans and photos which may be obtained for a small

fee. Further information may be obtained by sending a stamped addressed envelope to Paul B. Boivin, Jr., 319 South Orange Ave., Livingston, N.J.



DIVIDEND NOTICE !

In keeping with our unblemished record, THE TEMPEST & MINE CITY WESTERN RR Co. has again operated at an astounding loss and no dividend will be paid this year. Thomas J. Vollmer, Trustee.

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