

# THE COUPLER

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



## BROCKTON FOR MAY

The 1963 Spring Convention of the NER will take place at the Hotel Bryant in Brockton, Mass., on May 17-19. This is the first convention to be presented by the new NER Permanent Convention Committee, under the Chairmanship of Jim See, and they have worked hard to provide a good program at a reasonable price.



A visit to the Edaville Railroad and museum is the feature attraction of the program. This is your chance to ride, if you have not already done so, a 2-foot gauge train as well as inspect the many other exhibits on the grounds and in the museum building. Also on the schedule are a Special Friday Evening Lecture (subject not announced), Model Contest and Model Display, Auction, Clinics, Programs for Women, and a Roast Beef Banquet. George Mains of NYSME will present a clinic on "Couplers" covering the research done on this subject by the NYSME. Bob Rose will speak on "Operating Train Control Signal Circuits". He has a fairly simple system worked out and has material for distribution to help those who are really interested.

The package price for all this is only \$8.00 for reservations made before May 10th; \$9.00 if made after that date or purchased at the convention desk. The prices for individual activities are as follows: Registration, \$1.50; Fan trip, \$2.50 (includes bus and train); and Banquet, \$5.00. Reservations should be sent to Irwin F. B. Lloyd, Jr., 44 Lincoln Dr., Glastonbury, Connecticut.

Room reservations should be made with the Hotel Bryant, 33 West Elm St., Brockton, Mass. Single rooms are \$6.00\* and double are \$4.50 per person. Both hotel and convention reservations should be made as early as possible. Free parking will be available at the hotel.

\*This is the correct figure. The price of \$4.50 per person shown on the notice applies only to double rooms.

### NOMINATIONS FOR DIRECTORS

W. Watson House, Chairman of the Nominating Committee, requests that nominations for the NER Board of Directors be sent to him no later than September 1st. These will be for the four directors to be elected as of the Annual Meeting in October. The early date for nominations is to allow inclusion of the mail ballot in the October issue of The Coupler.

All letters of nomination must bear the signature of the nominee agreeing to serve if elected and should be sent to Watty at 34 Birch Rd., W. Hartford 7, Conn.

### GARDEN STATE DIVISION ORGANIZED

Paul Mallery was elected temporary chairman of the new Garden State Division at a meeting held on March 20th in the quarters of the Summit-New Providence HO Model Railroad Club. Twenty-four persons, including President Leonard Frankel and Harold Carstens of Railroad Model Craftsman, attended the meeting. A steering committee was formed to proceed with the drafting of a formal constitution and to develop the organization. The group has many good ideas and much enthusiasm and should do a great deal to advance model railroading in the Northern New Jersey area.

The next meeting of the Garden State Division will be on June 8 also at the Summit-New Providence Club. In addition to a short business meeting and election of officers the program will include Ed Ravenscroft's movie "A Day on the Skokie", a tape-slide clinic (to be selected) and an operating session on the club railroad. According to the schedule this will run from 1 to 5PM.

Further information on this Division may be obtained from Paul or the S-NP Club, 94 Oakwood Dr., Murray Hill, N.J.

### ALOUETTE DIVISION FORMED AT MONTREAL

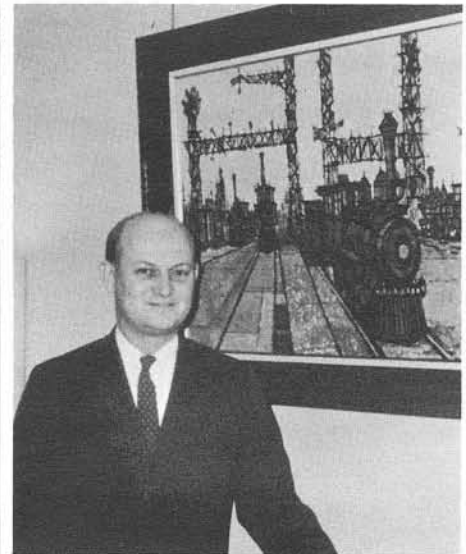
To be perfectly accurate, the Alouette Division had its beginning the day that Montreal was chosen as host for the 1962 National Convention. On the 18th of September, 1959, Rob Robertson sent a letter to all NMRA members listed in the Montreal area asking them to attend a meeting so that committees could be set up for the proposed convention. The records show that 16 model railroaders turned out for that first meeting at which A. Herman Cole was elected General Chairman, W. Roy Dohn Program Chairman, Ross Thomas Secretary and Maxwell Howard Treasurer. The evolution of the Montreal Convention is history, but at the last meeting of the Convention Committee held in March, 1963, it was unanimously voted that the committee stay together as a group and form a Montreal Division.

It was felt that since the committee members functioned so well together during the convention that it would be a shame to just have it dissolve so the groundwork was laid at that last meeting to continue actively as a division within the NER. The following officers were elected at the same meeting: A. Herman Cole, President; W. Roy Dohn, Vice President; James Thomson, Secretary and Maxwell Howard, Treasurer.

The purposes and aims of the division will be:

1. To further the interest and enjoyment of model railroading in the Montreal area.
2. To hold periodic shows and model contests for members in the area.
3. To act as a nucleus in the event of future conventions being held in the area.
4. To stimulate interest in both NMRA and NER.
5. To have regular social and railroad

Alouette - Page 6



THE COUPLER TO HAVE NEW EDITOR

Alfred Thomas Prange, 37, of New York City will become Editor of The Coupler effective with the October issue. He is married, but has no children. Although he has been in scale model railroading for only a few years he had a standard gauge train at the age of four. Railroading is in his blood as his father was a 50-year veteran of the Pennsylvania.

Being a "cliff-dweller", Tom has no home railroad. However, he does considerable scratch building of turn-of-the-century equipment and has won several prizes for cars in regional model contests and a Second Prize at the National Convention in Montreal. He holds the NMRA Achievement Award for Master Builder-Cars.

Tom's other activities include being President of the Manhattan Model Railroad Club, Chairman of the Activities Committee of the Metropolitan Council of Model Railroad Clubs, Public Relations and Advertising Manager of NER, Chairman of the Regional Organization Promotion Committee (NMRA) and Advertising Manager for the NMRA Yearbook.

Henceforth all letters to the Editor and material for publication should be sent to Alfred T. Prange, 333 East 43rd St., New York 17, New York.

### GRATINGS FROM THE NUTMEG

The Little Convention of the Nutmeg Division, held at the Marine Corps League quarters in Manchester, Connecticut, on March 16, was attended by more than 200 persons of which 40 were walk-ins. Fine weather plus an intensive publicity campaign by radio and newspapers within a 30-mile radius helped to produce the large turnout. The Sunday and Monday editions of the Hartford newspapers had follow-up coverage and there was a film Saturday over the Hartford TV station. The afternoon program consisted of four rotating clinics; "Ken Hyslop and His Fighting Experts"; "Authentic Period Model Railroading" by Scott Neilson, "Science Rides

Nutmeg - Page 3

# 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

Mike Pearsall 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 1963

President.....Leonard Frankel  
711 Rutland Ave., West Englewood, N.J.  
Vice President.....W. Roy F. Dohn  
210 Champagne Dr., Baie D'Urfe, Que.  
Secretary.....Larry W. Sherman  
24 Juniper Ave., Wakefield, Mass.  
Treasurer.....Mrs. Dorothy Hyslop  
125 Lordship Rd., Stratford, Conn.  
Office Manager.....Kenneth Hyslop  
125 Lordship Rd., Stratford, Conn.  
Publicity & Advertising Chairman...Alfred T. Prange  
333 East 43rd St., New York 17, N.Y.  
Achievement Awards Chairman.....Earl Smallshaw  
Long Hill Rd., Middletown, Conn.  
Convention Committee Chairman.....James See  
Apt.3D, 1 Old Mamaroneck Rd., White Plains, N.Y.

### DIRECTORS

\*Leonard Frankel West Englewood, N.J. #W. Roy F. Dohn Baie D'Urfe, Que.  
\*Kenneth Hyslop Stratford, Conn. #John Brown Wakefield, Mass.  
\*Donald Robinson Greenfield, Mass. #George Fitterman Whitestone, N.Y.  
+Douglas Smith Bloomfield, Conn. #Walter Syrett Pittsfield, Mass.  
\*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:

It is with mixed emotions that I write this my final Hostler Says column which will bring to a close four years as the Editor of The Coupler. Although I would like to be able to continue the total amount of time taken up by my voluntary activities, not all associated with model railroading, has left me with hardly any free moments and something had to give. Because of this I quite naturally feel a sense of relief over being able to forget about deadlines and the work which is required to prepare an issue for the printer. On the other hand I have made a great many friends during this period, perhaps more than might otherwise have been the case, and I certainly can not say that I have not enjoyed doing the job. Some of my other commitments will end within the year and then, no doubt, you will see me again taking an active part in the affairs of the Northeastern Region.

At this time I will acknowledge the co-operation which I have received from the presidents of NER under whom I have served. None ever tried to dictate to me how the job should be done despite the fact that I sometimes verbally tramped on rather sore toes. Irwin Lloyd is well aware of the reluctance with which I accepted his appointment because I had been Assistant Editor for only a few months and did not think myself entirely qualified. A few months later Doug Smith apparently decided that I was doing well enough to merit reappointment (besides, it saved him from having to find someone else), and the President's Award - one of the first three such to be given by a President of NER - which he presented to me at the end of his term is proof that he did not regret his decision. Now, almost two years later, the incumbent President, Leonard Frankel, has appointed my successor, and I am bowing out. Of course, my term as a Director does not expire until 1964 so I shall still be a part of the so-called "clique" which reportedly is running NER.

The Presidents were not the only ones, however, to give me great assistance in doing my job. Although I can not help feeling a little pride in the President's Award and other compliments which I have

received as Editor, I did not earn these alone. Many people have had a part in making The Coupler what it is today. I wish to acknowledge particularly Gerald Lawlor, Earl Smallshaw, David MacDonald and Arthur Ellis who have provided regular and, I hope, interesting features for each issue. My thanks also to the many others who sent photographs, articles and drawings at various times. Without the help of all of you the job of Editor would have been difficult indeed.

My best wishes go to Tom Prange who will be the new Editor. I hope that all the members of NER will extend to him the same help and co-operation which they have given me. Having held the position myself I now know the problems which it entails and will give him all possible assistance.

Remember, The Coupler is the newspaper of the Northeastern Region, but it can not report news or give advance notice of activities of which the Editor has no knowledge. If the activities of divisions, clubs or individuals are to be reported, the information must be provided. You need not be an accomplished essayist to do this as it is the job of the Editor to put the material in finished form for printing. Just tell him "Who, What, When, Where and Why"; he will take it from there. Articles are continually needed and photographs are always welcome. The Coupler is, of course, somewhat limited in its size by the available funds, but the Editor will find room for interesting features. You can help yourself, too, by supplying material for The Coupler as its publication gives you credits toward the NMRA Model Railroad Author Achievement Award. So, let's "get with it" and keep The Coupler a publication of which the Northeastern Region can be proud.

Now I guess I have "carried on" long enough. This is not good-bye for I will be seeing you at the conventions, and I should have more time for sociability.

Tom has asked me to announce that the next deadline will be September 3. His address is 333 East 43rd St., New York 17, New York.

DON ROBINSON

## Achievement Awards

Since the last issue went to press eight more Achievement Awards have been issued to members of the Northeastern Region. The following are the latest additions to the list.

### Master Builder - Motive Power:

James E. See, White Plains, N.Y.  
Darryle E. R. Townsend, Montreal, Que.

### Master Builder - Cars:

Darryle E. R. Townsend, Montreal, Que.

### Chief Dispatcher:

James E. See, White Plains, N.Y.

### Association Volunteer:

James E. See, White Plains, N.Y.  
John W. Wesner, Jr., Berkeley Hts., N.J.

### Association Official:

James E. See, White Plains, N.Y.

### Model Railroad Author:

Donald S. Robinson, Greenfield, Mass.

President Len Frankel has commented as follows on the progress of the Achievement Awards program in NER.

"The latest figures sent to me on the Achievement Awards program are a bit disappointing in view of the fact that I know that NER has a great number of members qualified to receive Achievement Awards. As of March 27, NER is 5th among the 12 regions with 48 Awards. I know that there are many members who merit these certificates, but have not taken the time to make application. Come on, you fellows, take your pen in hand and write to Earl Smallshaw, Long Hill Rd., Middletown, Conn., for your application. Let's get the Northeastern Region up at the top of the list."

I am sorry that I did not have time to add some comments of my own, but I have just moved and am still in the process of fixing up the house. However, I will be very happy to send, receive and process Achievement Award applications.

EARL SMALLSHAW



## Dispatcher's Tower

Again the time has come for me to bring all members of NER up to date on the events and happenings in our Region. I must report that I have received no response to my request for help to take up some of the problems of the Region. All I get is complaints about this or that; the latest I will tell you about further on in this column.

I am very happy to announce that NER now officially has four divisions within its area. The two new divisions are the Alouette (Montreal) and Garden State (North Jersey) Divisions. I had mentioned in my previous Dispatcher's Tower that there were plans being made for the formation of these divisions, but this, I believe, is the first official announcement that they actually have been formed.

The officers of the Alouette Division are Herman Cole, President; Roy Dohn, Vice President; Jim Thomson, Secretary; and Maxwell Howard, Treasurer. Both the President and Vice President should be well known to all of you - Herman Cole as Chairman of the excellent National Convention held in Montreal last August and Roy Dohn as a member of the convention committee and Vice President of NER. I have been advised that there are twenty-five Charter Members in the Alouette Division, which to my mind is a very fine beginning, and I am sure that this new division will be a credit to NER.

The Garden State Division came into being on the evening of March 20th at which time twenty-four members signed a petition for the formation of this division. Rather than start on the wrong foot, the members decided to appoint a temporary Chairman to carry on the business of forming this division and left the election of its permanent officers for the next meeting. Paul Mallery was selected as the Temporary Chairman.

From the above you can see that NER does have a "clique" of workers. I am glad to have one new member in this "clique" in the person of Paul Mallery. Paul, as you may or may not know, has been a worker for NER, as well as NMRA, even though he is also a member of MER. He had been released from the Armed Forces after serving his recall term and was anxious to return to model railroading and working for the Region. I must state at this time that of all the men that I approached to start a division of NER in this area Paul was the only one who took up the challenge. We have had many differences of opinion in the past, but, as you know, I am not one to let this stand in the way of getting things done. Since Paul has taken on the job of getting this division started I say "thank you" to him and wish for the success of the Garden State Division.

On February 17 the NER Board of Directors held a meeting at the home of the Office Manager, Ken Hyslop, in Stratford, Connecticut. There the business of the Region was discussed and acted upon. The most important items on the agenda were the requirements for the formation of a division, increasing the membership of the Board of Directors and mail ballots.

The question of the mail ballots was acted upon in order that a questionnaire could be included with the January issue of The Coupler which was then ready for mailing so that the opinion of the membership could be obtained as soon as possible. If you have not already sent in your card, please do so at once.

On the matter of divisions the Board decided not to set any geographical boundaries for divisions. A division may be formed by any ten members of the North-eastern Region who wish to do so. Any

division may send delegates to a meeting of the NER Board of Directors to propose and discuss new or old business, but he will not have a vote. The President of each division will receive written notice of the BOD meetings in order that he may make provision for representation.

I am very happy to say that after a meeting with the BOD of the Hub Division at Manchester, Conn., on March 16 concerning the formation of divisions and their representation on the NER Board of Directors the misunderstanding which had existed was cleared up and the two found themselves in agreement. This, I feel sure, will set an example for all present and future divisions.

I have been approached about another division being formed in NER, and all that I am permitted to say at this time is that, should it come into being, it will, in a way, be the start of a turn in our internal structure. This trend is something which your BOD feels eventually will make for a larger participation in our hobby activities and so increase membership in NER. I would greatly appreciate hearing from each and every one of you exactly how you feel on this matter. If you do not care to write to me, please write to the member of the Board of Directors whom you feel represents your area. Please let us hear from you on this subject as your opinions will serve to guide us in the future when the occasion requires our action.

At this time I wish to approach a subject which, in the past, has been discussed at great length at our regular business meetings and was tabled for future discussion. I know that this subject is a "sore one" so to speak, but, in my opinion, now is the time for it to be discussed rationally. At the risk of gaining nothing but your displeasure and maybe the loss of your friendship - and I honestly do not wish for this to happen - I must, in all fairness to the welfare of NER, mention the matter of increasing the dues. I do not know whether or not all of you realize the difficulty of operating the business of the Region - and the Region IS a business - on, to put it in business terms, a Limited Capital; which is exactly what we are doing with our dues at \$1.00 per year.

It costs NER almost every cent of that dollar per member to provide its services; the printing and mailing of The Coupler four times each year, membership cards, the printing and mailing of bills to delinquent members and promotional material for obtaining new members and, sometimes, paying the bills of a convention - which is meant for your pleasure - whose income did not cover its expenses. I feel sure that all of you members can see the need for an increase in dues. I have no idea how much the dues should be increased, but it seems like the only way in which we may be assured of added income to carry on. If any of you have any ideas of what could be done instead of this, I would be very happy to listen to your suggestions. However, the NMRA is considering a plan to combine the National and Regional dues in one package and this may increase our dues automatically. One way out of this would be for NER to increase its membership to a point where the \$1 dues now in effect would carry the expenses of the Region. The plan of the NMRA is to make every member of the national organization automatically a member of the Region in which he resides by the payment of an amount - to be voted upon - which would include membership in both the NMRA and the region. The region would then receive from the NMRA a specified amount for every member in its area. If or when this is adopted, there is a good chance that, in our case, the increase in dues could be rescinded because of a great increase in membership through the national program.

I give you this with the earnest plea that it be given careful consideration and with the hope that it is taken in the spirit in which it is meant - for the good of NER.

A concrete example of how your Treasurer has to work with existing funds is as follows. As you all know your Region advances a sum of money to a convention committee so that it may proceed with the plans for the program. This money is used for the purpose of printing tickets, mailing advance notices of the convention and other matters necessary toward making a good convention. The sum advanced must be returned to the NER treasury. Well, this cannot be done as soon as you would like it, as those of you who have worked on convention committees well know, and, if this happens, there is no money in the treasury to advance to the next committee because the previous advance has not been returned. I ask you, is this any way to run a successful business? I feel sure that you all will agree with me when I say it is not. So again I ask you all please to give this subject your careful consideration and repeat that I am perfectly willing - as will be the BOD - to listen to any suggestions that you may have to overcome this condition. I hope that all of you see the situation and agree with me on the subject even though you may not agree with me on the solution - which is your prerogative. All you have to do is come up with a better solution.

I hope that there will be a large attendance at our Spring Convention in Brockton, Mass., on May 17-19. A wonderful program is planned for you, and at the same time you can tell me how bad a President I have been and am for wanting to increase your dues.

LEN FRANKEL

### Nutmeg

The High Iron" and "All The Way" (movies), and "Early New England Railroading" by Cliff Boynton. A sumptuous dinner was enjoyed by all although the service was somewhat slow because of the large crowd. Clark Benson and Tom Hayes then presented a quiz in which questions were asked about a series of slides as they were shown briefly on the screen. As the slides had not exactly been chosen for their clarity and most of the questions were off beat the results were decidedly comical. This was followed by an auction which lasted until late in the evening.

The next meeting of the Nutmeg Division has been scheduled for May 4th at 8:00PM at the Tolland Congregational Church in Tolland, Connecticut. During the business meeting a report will be presented by a sub-committee of Board members who have been investigating the possibility of establishing smaller groups within the division. These groups have tentatively been called "roundhouses". Members of the group will be asked to discuss the report of the committee.

To the best of our recollection the roundhouse concept is a relatively new one to NMRA. Theoretically, the roundhouse would be composed of a small group of members living within one section of the division. Here ideas could be exchanged, and workshops and clinics could be arranged and discussed on a more informal basis than would be possible within the framework of a divisional meeting.

Plans for a fan trip will also be discussed during the business meeting. Color slides of Colorado narrow gauge railroading will be shown. A prototype slide quiz of the type so well received at the Little Convention in Manchester is also on the program.

Future meetings of the Nutmeg Division have been scheduled by the Board of Directors as follows: July 21, annual summer family picnic; September 14; November 16; and January 18, annual business meeting and election of Directors. Interested NMRA members should reserve these dates now and plan to attend future meetings. Anyone wishing to be placed on the Nutmeg Division mailing list should send his name and address to the Secretary, Charles Bettinger, 50 Morse Rd., Manchester, Connecticut. You will be welcome at their meetings.

## TROLLEY SPARKS

Building a trolley line used to be the project of a rugged individualist. Today the job is much easier than it once was. Ready-to-run equipment is readily available from several sources; kits are also available, and articles appear from time to time in the model magazines describing cars and equipment.

Some model railroaders have added a trolley line to their layouts as an afterthought. Many of these appear to be just what they are - a loop of track on which one trolley car runs and runs and runs. The car never stops to pick up or discharge passengers. Prototype cars in city service stopped frequently, especially in the center of the city and in areas of dense population. Out near the ends of the city lines and over stretches of private right-of-way the stops were less frequent.

The distinction between city and interurban lines was often a matter of degree. Many city lines offered suburban service and many interurbans offered local service within city limits. To be realistic a model depicting city service should employ the smaller, lower city type cars; a model depicting interurban service should use heavier equipment and the construction of the line and scenery for each should be designed to enhance the effect the model builder is trying to achieve.

All this theory sounds good for the modeller who is starting a new layout from scratch, but what about the man who wants to add a trolley line to his existing layout? There are probably as many ideas on this subject as there are layouts and layout designers. Each presents its own type of problem.

I, personally, have a very uncomfortable feeling when I see a trolley or interurban car "chasing its tail" around a circle of track just because someone wanted to put some life into his scenery. It bothers me more if the car never stops. We have stations on our railroads and our passenger trains occasionally stop at them. Why don't our trolleys and interurbans stop here and there along their routes?

If I wanted to add a city scene to my layout and wanted a trolley line to add animation to the scene, I would lay out a block or two of city street where it could be easily seen. I would lay a double-track trolley line down the center of the street. The two tracks would disappear behind scenery or buildings so that only the street trackage could be seen. Behind the scene each track would connect with itself so that the layout would consist of two separate ovals of track. I would then place one car on each of the tracks to run in opposite directions. An insulated track or wire section located at a trolley stop in the foreground could be used to stop each car automatically. The cars could be restarted either manually by pushbuttons or automatically by time delay relays.

This is only MY idea of one way to add a trolley line to an existing layout. I'd be happy to hear from any of you who have other ideas on the subject. Meanwhile, if you plan to add a trolley line to your layout, think about making it look and act realistically. It will repay you tenfold in terms of overall realism and will improve the effect of your layout, too.

JERRY LAWLOR

A Texas G. I. was playing poker with British soldiers and he drew four aces.

"One pound," said an Englishman on his right.

"Ah don't know how you-all count your money," drawled the Texan, "but Ah raise you a ton."

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## Flag Stops

This issue of The Coupler is being sent to all members of the NMRA residing in the territory of the Northeastern Region. While the primary purpose of this is to save the cost of a separate mailing of notices of the Spring Convention, it is hoped that it will also serve to attract new members to the Region.

To those of you who are seeing The Coupler for the first time the officers of the Northeastern Region extend their greetings. The Coupler is published four times per year in February, April, October and December and averages eight pages in each issue. At various times it has prototype and model plans, news of the activities of the Region and its Clubs and Divisions, and many other interesting features. We hope that you will like it well enough to want to continue receiving it. All that this requires is to send \$1 to Kenneth Hyslop, Office Manager NER, 125 Lordship Rd., Stratford, Conn.

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

Friday, May 3: 730-1000PM

Saturday, May 4: 200-400PM

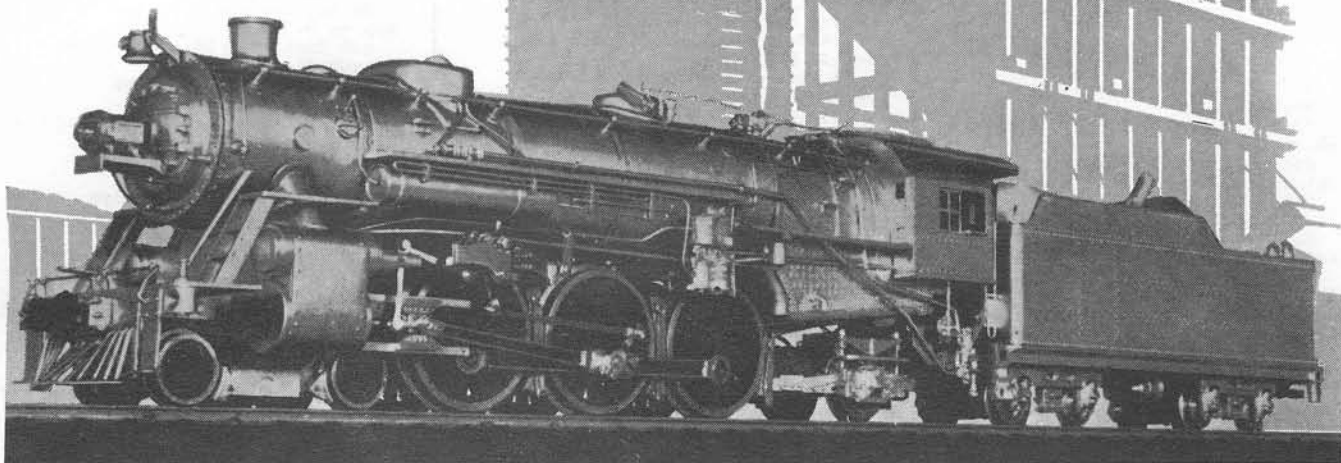
730-1000PM

Sunday, May 5: 200-500PM

On February 17 the New Bedford Society of Model Railway Engineers manned an exhibit at the Hobby Show of the New Bedford

# THE USRA HEAVY PACIFIC

by **AKANE**



Few locomotives represented such a happy combination of handsome proportion and solid performance as the United States Railway Administration's standardized Heavy Pacific design. To keep the axle load within limits for general main-line use, the big firebox of the heavy 2-8-2 was combined with the slimmer boiler barrel of the light Mikado. The result was a gracefully tapered but free-steaming unit well able to keep up with the demands of 27 x 28-inch cylinders driving 79-inch wheels. From the start, a Duplex stoker fed the 70.8 square feet of grate.

Erie liked the twenty Alco and Baldwin originals it received in 1919 so well that it ordered twenty copies in 1923; with appropriate modernization (booster, Elesco feedwater heater, large tender), its K-5's handled all main line passenger assignments till dieselization. A stack height of only fifteen feet gave them a racy profile that stayed modern over the years. Chicago & Eastern Illinois copies by Lima were still racking up 70-plus start-to-stop average speeds on schedule in the mid-Forties.

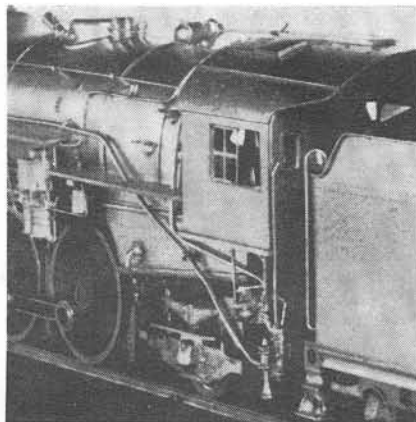
AKANE's hand-crafted brass USRA Heavy Pacific hits a new high in detail, fully commensurate with traditional Akane running qualities and scale fidelity of proportion. All of the USRA hallmarks are here — the distinctive cab

## **DO YOU PUT BRAKE HANGERS ON YOUR LOCOMOTIVES?**

If you do, you know what a fussy, exasperating job it can be to get them firmly anchored, in between the drivers and clear of the side rods. Yet, as one of the most prominent details on large-driven locos, they can make the difference between a good, standard model and one whose superdetail captures the real flavor of the prototype. On the Heavy Pacific, Akane has done it for you, with sharply-detailed, ruggedly-attached non-shortening driver brake hangers and shoes already in place.

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## NER RUBBER STAMPS NOW AVAILABLE



ALFRED THOMAS PRANGE  
333 East 43rd Street  
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The Northeastern Region has just made arrangements to make a rubber stamp, as illustrated above, available to members at the nominal cost of three dollars.

In addition to the herald, the stamp provides for three lines for name and address (additional lines 50¢ each).

Here is a good way to make your own letterheads for model railroad correspondence at a low cost, and a quick and easy way to advise of your return address.

The NER will receive a small "royalty" for each one sold. Order yours now from:

Charles H. Palmer  
26 Hamner Street  
East Hartford 8, Conn.

## Flag Stops

Cosmetologists Association which was held to raise money for the training of a Seeing Eye dog for the use of a local blind person. The exhibit was prepared and operated by Bill Henry, Louis Cotnoir, Wil Boucher and Mike Quinn. Legends on the display emphasized that model railroading consisted of much more than just "playing with trains" and listed various well-known persons who are model railroaders.

\*\*\*\*\*  
Hal Smith has listed those railroads which used the 0-6-0 locomotive shown in Flag Stops - Page 10

## Alouette

meetings; the latter to stimulate interest among non-railroaders.

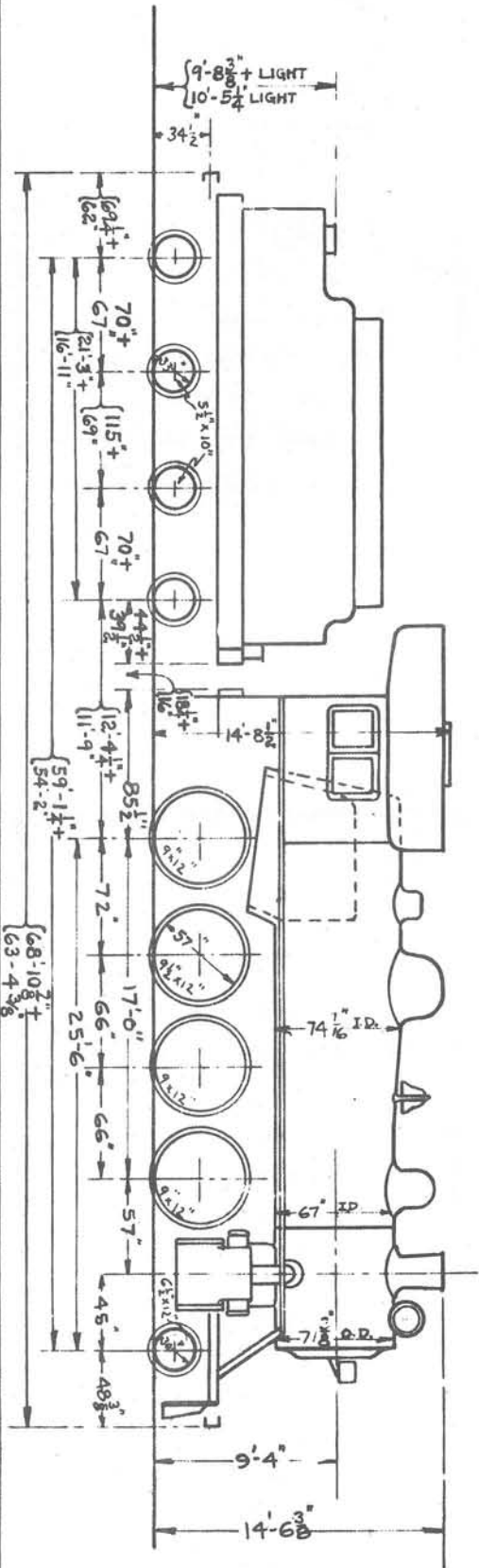
More than 25 people have indicated their intention of attending the first official meeting to be held on April 22. It is hoped that eventually the Alouette Division will have over 50 members.

All NMRA and NER members residing in the Montreal area are invited to participate. Information may be obtained from James Thomson, Box 33, Montreal 28.



SUB-CLASS	DATE BUILT	BUILDER	BUILDERS ORDER NO	ROAD NUMBERS
M-2-d	1905	A. L. Co.	S-235	400, 401, 402, 404

△ ENGINE 402 HAS COFFIN CENTRIFUGAL PUMP.  
 + DIMENSIONS AND DATA ENGINE 401 ONLY.  
 ENGINES 400, 402, 404 HAVE TANK REBUILT FOR SWITCHER SERVICE



CENTRAL  
 VERMONT  
 RAILWAY  
 MECHANICAL DEPT.  
 ST. ALBANS VT.  
 TYPE CONSOLIDATION CLASS M-2

SUB-CLASS	CYLINDERS	DRIVING WHEELS	FIRE BOX	GRATE AREA SQ. FT.	COMB. CHAMBER	LARGE DIA.	SMALL DIA.	TENDER DIA.	LENGTH	NO	TENDER DIA.	TENDER LENGTH	TENDER CAPACITY	SUPER-HEATER	HAULAGE RATING				
																STROKE	DIA. CTR	LENGTH	WIDTH
M-2-d	22 1/2"	32"	57"	50"	96 7/8"	75 1/2"	50.62	NONE	28	5 3/8"	202	2"	14'-7"	4	3"	9800 +	14 TONS	ELESCO TYPE-A	44%
SUB-CLASS	HEATING SURFACE SQ. FT.		WEIGHTS IN WORKING ORDER - POUNDS		LIGHT WEIGHTS		FACTOR OF ADHESION		MAXIMUM TRACTIVE EFFORT		BOILER PRESSURE								
M-2-d	TUBES	FIRE BOX	TOTAL	SUPER-HEATER	ENGINE TRUCK	DRIVERS	TRAILER	TOTAL ENGINE	TENDER	ENGINE & TENDER	DRIVERS	TOTAL	3.96	43500	180 LBS.				
M-2-d	2105	177	2282	477	23000	172	360	NONE	195360	140000	154400	175800							
SUB-CLASS	GRATE SHAKER	TYPE OF FIRE DOOR	COAL PUSHER	TYPE OF REVERSE GEAR	VALVE GEAR	TYPE OF HEAD LIGHT	TYPE OF CAB	TYPE OF BOILER	STEAM HEAT	TYPE OF FEED WATER HEATER	SIZE & NO OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH						
M-2-d	HAND	FRANKLIN 8A	NONE	ALCO TYPE E	SOUTHERN	SUPERHEAT REVERSE GEAR	OPEN	EXTENDED WAGON TOP	YES	ELESCO R-24	1-8 1/2" C.C.	YES	10'-10"						

## VACATION TRAVEL SUPPLEMENT

During the next few months many of you will travel on vacation. Almost anywhere you go on your trip you will be within a short distance of a fan railroad or museum. Here is a wonderful opportunity to combine a family vacation with the enjoyment of a little extracurricular railroading.

There are many different things available. If you really want to make it a "railroading vacation", the Illini Railroad Club offers several well planned trips - including steam and the only open-platform observation car in use on fan trips (see ad for details). In addition to seeing some of the most beautiful areas of the United States you will be able to enjoy railroading, too.

If your trip is limited or your plans call for only a short stay in a given area, there are facilities available that you can visit in just a few hours. We have listed herein those of which we know. Your visits to these places will not only provide you and your family with enjoyment but will also help to support their operation. Many are operated by volunteer groups with a dedicated interest in railroading who deserve your help. Patronage of both volunteer and commercial ventures will help to preserve these remnants of historic transportation.

Carry this supplement with you as a handy reference. Show it to both those who did and who did not advertise that they may know that it is being used.

Arcade & Attica RR  
Arcade, N.Y.  
Steam trips

Black Hills Central (3-ft gauge)  
Hill City, S.D.  
Steam trips

Carroll Park & Western  
Bloomfield, Pa.  
Steam rides

Colorado Railroad Museum  
Golden, Colo.  
Museum

Connecticut Electric Railway Assn.  
Warehouse Point, Conn.  
Trolley and steam rides, museum

Denver & Rio Grande Western RR (3-ft)  
Durango, Colo.  
Steam trips\*

East Broad Top RR (3-ft gauge)  
Rock Hill Furnace, Pa.  
Steam trips

Edaville RR (2-ft gauge)  
South Carver, Mass.  
Steam rides and museum

Empire State Railway Museum  
Middletown, N.Y.  
Steam trips and museum

National Museum of Steam Propulsion  
Middleville, Mich.  
Museum

National Museum of Transport  
St. Louis, Mo.  
Museum

National Railway Museum  
Green Bay, Wis.  
Museum

Ohio Electric Railway Museum  
Worthington, Ohio  
Trolley rides

Pine Creek RR (3-ft gauge)  
Saddle River, N.J.  
Steam rides

Seashore Electric Railway  
Kennebunkport, Me.  
Trolley rides and museum

Stone Mountain RR  
Stone Mountain, Ga.  
Steam rides

Strasburg RR  
Paradise, Pa.  
Steam trips

Tweetsie RR (3-ft gauge)  
Blowing Rock, N.C.  
Steam rides

White Pass & Yukon RR (3-ft gauge)  
Whitehorse, Y.T.  
Scenic trips - some steam

\*Passenger train runs to Silverton, Colo.  
Also operates irregular steam powered freight service from Durango to Alamosa, Colo., and Farmington, N.M.

THE NEWS IS OUT!

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- \* 2 LOCOMOTIVES UNDER STEAM

Now the news is finally out. The greatest concentration of steam power east of the Mississippi is at Steamtown U. S. A. in Bellows Falls, Vermont, and will continue to grow this summer with the expected arrival of several locomotives.

We will continue our avowed purpose of preserving the steam era with emphasis on live steam, as well as the housing of locomotives and other railroadiana.

### TRAIN SCHEDULE

Weekends Memorial Day - June 23

Daily June 29 - September 2

Weekends September 7 - October 27

## STEAM TRAINS of YESTERYEAR

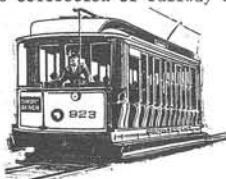
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located near The Green at East Haven, Conn.  
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#### TROLLEYS RUN

Sunday afternoons from April thru November  
ALSO Saturday and Holiday afternoons from  
May 30th thru Labor Day

## OPERATING PROBLEM

Well, it appears as though the remarks about the possible fate of this feature were taken to heart. A total of sixteen answers was received; although three of those were from one person. Those who submitted solutions were Herbert Snook, Patrick Bowen, Paul Bertan, Normand Levert, Barry Ancona, Roy Dohn, William Ridgway, Hayden Smith, Warren Delano, John Dias, Arthur Scoville, Theodore Hahn and two others who unfortunately neglected to sign their names. True, this is only a small percentage of the membership of NER, but because of their interest the feature will be continued.

There still seems to be some confusion about what constitutes a "move". Simply stated it is this; every continuous movement is a "move". Therefore, every time the engine stops the "move" ends. Although it would be possible to couple to a car without stopping, for the counting of the "moves" it has been decided that each coupling, uncoupling or change of direction requires a stop.

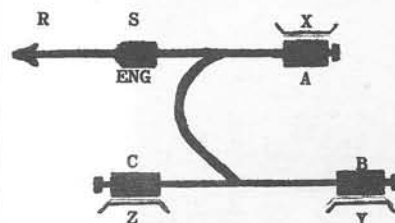
Most of the solutions received used the same procedure except in counting the moves. One, however, completely missed the restriction against the locomotive using the tail of the wye. Now, here is the answer:

1. Loco to left leg, couple to B.
2. Loco push B to tail, uncouple.
3. Loco return to left main.
4. Loco to right main.
5. Loco to right leg, couple to A.
6. Loco push A, couple to B.
7. Loco and both cars to right main.
8. Loco push cars to center main, uncouple B.
9. Loco and A to right main.
10. Loco push A to tail, uncouple.
11. Loco return to right main.
12. Loco to center main, couple to B.
13. Loco and B to right main.
14. Loco push B to Y, uncouple.
15. Loco return to right main.
16. Loco to left main.
17. Loco to tail, couple to A.
18. Loco and A to X, uncouple.
19. Loco return to left main.

The following problem is also a simple one, but it should give you some fun. The only restrictions are again in the lengths of the tracks. Spurs X and Z will hold two cars each; Spur Y will hold three cars. In this problem the locomotive may be considered as one car length long. Here is what you have to do:

1. Place car A at platform Z.
2. Place car B on interchange R.
3. Place car C at platform X.
4. Return locomotive to S.

Your Editor was able to solve this problem in twenty moves. Can you do it with fewer? All solutions should be sent to Donald S. Robinson, Operating Problem Editor, 408 Davis St., Greenfield, Mass.



FROM THE OFFICE MANAGER

NMRA members in NER area.....2714  
NMRA Life Members (Quota 123)..... 119  
NMRA 100% Clubs (Quota 13)..... 8  
NER members (March 31)..... 959

Of 171 memberships expiring on Dec. 31, 1962, only 47 have renewed to date. There are 235 more which expired Mar. 31 whose April issue of The Coupler will be stamped in RED. Are you one of these? If you are, send your dollar now to Ken Hyslop.



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## SPECIALIZED RAIL TOURS

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Here are the details:

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August 10 - 23, Chicago, El Paso, ride over Chihuahua Pacific, Guadalajara, Mexico City, Vera Cruz, Aguascalientes, Dallas.

August 29 - September 15, Chicago, Denver for NRHS convention, El Paso, Aguascalientes, Irapuato, Mexico City, Guadalajara, ride over Chihuahua Pacific, Dallas.

For colorful folder with all details and rates just send a postcard or letter to:

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Oh Yes, reservations are still available on the 5th annual all steam "JOURNEY TO YESTERDAY" from Chicago to Silverton with 4 days on narrow-gauge lines June 1-8. CB&Q Steam, UP Steam, D&RGW Steam, Great Western steam.

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VISITORS: 2nd WEDNESDAY OF THE MONTH



The MANHATTAN MODEL

RAILROAD CLUB

NER NMRA

HO

Flag Stops  
the Akane advertisement. A total of 260 such engines were operated on 22 lines according to his sources. The companies were ACL, B&O, CNJ, C&NW, CB&Q, Chicago Junction, CGW, CRI&P, CStPM&O, MeC, PRR, SAL, Mobile & Ohio, SL-SF, TRRA of St. Louis, T&P, Washington Terminal, GTW, GT of Canada, OSL, P&V and UP.

The Metropolitan Council of Model Railroad Clubs met on February 2 at the home of the Arlington Society of Model Engineers. The program included Roundtables for club officers, four clinics by members of the participating clubs, NMRA tape-slide clinics, movies, model display and dinner. New officer clubs for 1963 are NYSME, President; Sheepshead Bay Model RR Club, Vice President; and Manhattan Model RR Club, Secretary-Treasurer.

Work is progressing rapidly on the railroad of the Aquidneck Society of Model Railroad Engineers in their new quarters in the American Legion building, Newport, R.I., according to their publication "the fishplate". Jim Scanarelli is doing an able job as Editor and should be remember-

ed when next it is time for a new Editor for The Coupler.

It is understood that a new item for rolling stock is now being produced - cows with wheels. (Oooh, that's corny!)

The second Annual Show of the Summit-New Providence HO Railroad Club saw 1080 people pass through the doors during the four days of operation. Several new members were added to the roster.

Who says decals aren't prototype? Your Editor was recently looking over Canadian National 2-6-0 #89 which is now undergoing repairs in the Monadnock Northern engine-house at North Walpole, N.H., when his eye was attracted to a misalignment of the large railroad herald on the tender. Closer inspection revealed that this was indeed a two-piece decal the upper and lower halves of which had not been properly matched. Investigation proved that the other CN locomotives stored there also had decal lettering. Although this may not be a common practice on 12"-1' railroads, it is evident that it has been done. Therefore, you may use them on your models with a clear conscience.

**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.

SPACE FOR RENT

WHY NOT  
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HERE?

**THE COUPLER**

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

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