

FALL CONVENTION ISSUE

ISSUE NO. 64

October 1963

THE COUPLER

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



OCTOBER 25, 26, 27 - KINGSTON

SPRING MEET IN BROCKTON KEPT 'EM BUSY

Steam, slides, signal circuits and subjects-of-your-choice kept 111 model rail roaders jumping at the Spring NER Meet, at Brockton on May 17, 18 and 19th.

Friday evening was spent talking and getting re-acquainted with old friends or dropping in on a slide lecture that featured Charles Welling's fine prototype photographs or even a visit to one of the layouts that were open for inspection in the area.

Saturday morning was cloudy and rainy but that really didn't bother anyone until 1:00PM, when it was time to start the fan trip. The clinics - "Automatic Couplers," by George Mains of NYSME showed that a tremendous amount of thought and experimentation had gone into the project, and the conclusions arrived at were based on fact and reason.

At the same time, Bob Rose, of the West Essex Club delivered an illustrated talk on "Train Control Signal Circuits" to a large group. Both clinics were repeated so that all could benefit.

The girls also had a clinic, led by Ann Hackett.

Back to the water - Your reporter was born in the Midwest - he always thought that a bog was something akin to a swamp. In the case of the South Carver Cranberry bog, at least, he was right. Everything leaked - the car, the raincoat the bus, the terminal, the snack shed, and the coaches and the caboose. The trip was most enjoyable and interesting for the 86 who joined us, and the water certainly didn't dampen any spirits. There was a time when Dr. Dias thought of leaving a little early, for fear he'd be up most of the night with people with sore throats.

An informal cocktail hour preceded the Banquet and Awards - featuring a short talk by Hal Carstens of Railroad Model Craftsman.

The model contest drew 32 fine entries in all categories, and the judges were hard pressed to decide. One of the highlights of the meet was the presentation

of a new Delaware Trophy, made by Paul Mallory on behalf of the Summit - New Providence Club. The old one was retired, full of names. The Hartford Workshop was the first winner. (See elsewhere for the complete list of winners.)

After the banquet and ceremonies, the door prizes were drawn and the auction got underway. Marge Wescott handled the affair, and the Region netted \$31.50 as its 10% share of the proceeds.

Sunday morning, after church call and breakfast, there were informal discussions, highlighted by a preview of the new ASTRAC, by GE. Huebe Huebenthal was on hand to give a complete rundown and answer questions.

The meeting closed with final visits to the Brockton Club, which was open most of the afternoon for visitors.



The new Delaware Trophy

DON PIERCE

The Officers and members of the Northeastern Region were saddened to learn of the untimely death of Don Pierce of East Brookfield, Massachusetts, who was one of our Charter Members.

Don was on a World cruise to visit his daughter in Japan, was taken ill aboard ship, and died soon thereafter.

Everyone in the NER expresses their heartfelt sympathy to Mrs. Don Pierce and family.

The Annual Fall Convention and Business meeting of the Northeastern Region will be held at the Governor Clinton Hotel, Albany Avenue, Kingston, New York, on October 25, 26, and 27, 1963.

As The Coupler goes to press, there are several details to be confirmed on the program. The Convention Committee, under Jim See, hopes to have a steam fan trip on the facilities of the Empire State Railway Museum in Middletown, New York. A confirmation of this will be in the convention notice, which will be mailed to all members in a week or so.

A full program of activities has been planned, from Friday night on. They include the Friday evening get-together, to give you time to renew old acquaintances, and there will also be slides and movies. The Committee also hopes to have layout visits arranged.

Saturday will have clinics (some new and unusual to the hobby) the model contest and fan trip. If plans for the fan trip do not materialize, a suitable interesting program will be arranged.

The banquet promises to be good, and there will be a door prize drawing and auction following.

The Kingston Model Railroad Club will be featured club.

Sunday morning will witness the Annual Business meeting of the Region. There are many important things to be covered, including elections and other important business. For further details, see elsewhere in this issue of The Coupler.

Be sure and set these days aside on your calendar. This promises to be an outstanding meeting, and one you won't want to miss!

FROM THE OFFICE MANAGER

Membership figures, as of August 31, 1963, are:

NER
976 Members in good standing
324 Members who did not renew

NMRA

Actual	members	Quota
2529	members	2638
121	life members	123
10	100% clubs	13

Within the Region we listed 254 new NER members. If the older ones had renewed, we would have over 1200.

THE COUPLER

NORTHEASTERN REGION

of the
NATIONAL MODEL RAILROAD ASSOCIATION

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Earl Smallshaw

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Baie D'Urfe, P.Q., Can.

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Treasurer....Dorothy Hyslop
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Achievement Awards Chairman...
Earl Smallshaw
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Middletown, Conn.

Convention Committee Chairman...
James See
one Old Mamaroneck Road
White Plains, N.Y.

DIRECTORS

*Leonard Frankel #W. Roy F. Dohn
West Englewood, N.J. Baie D'Urfe, Que.

*Kenneth Hyslop #John Brown
Stratford, Conn. Wakefield, Mass.

*Donald Robinson #George Fitterman
Greenfield, Mass. Whitestone, N.Y.

+Douglas Smith #Walter Syrett
Bloomfield, Conn. Pittsfield, Mass.

*Term expires 1964 +EX-officio

#Term expires 1963

ation, serving all the interests of the NER, through news of the Region, of the Divisions, clubs, and most important - the individual member. From time-to-time, as material becomes available, con-articles, book reviews, new product discussions, prototype plans and other items pertaining to scale model railroading will be published.

When Don turned the "Office" over to me (the "Office" is a large cardboard folder.) I spent a few enjoyable hours reviewing a sort of "history" of the NER beginning in June 1946, Volume 1, No. 1. The membership was 72, the dues were just a dollar, (as they are today.) The President was Hank Eighmey. The first issue was called Northeastern Region - NMRA Bulletin, and it became The Coupler in the next issue. Two years later, in June 1948, Watty House was editor, Frederick Riebel was President, and page 4 carried an article entitled "Len Frankel's Safety Valve Pops Again." Was it replaced?

In June 1950, Allen Hazen was President, the Spring Convention had been held in Hartford, with a special train to the Cedar Hill yard. Watty was still editor.

Issues in 1952 featured articles by Paul Mallery with an appeal for a standard HO automatic coupler, Art Wilcox on Double-0 and others. Ivon Preble was at the throttle, and Stan Bradley was editor.

The 1954 Spring meet was held in Montreal, and featured two fan trips - one steam and the other traction. Wayne Roundy was President, with Stan Bradley still at the typewriter.

Issue #44, Fall 1957, notes that the Hub "District" was formed on the third try. Dave Mac Donald was elected temporary Chairman. The Fall Convention was in Albany - the cost \$8.50. Jim See was President and Charles Ogren was Editor.

The Coupler assumed its present mast-head with the Spring 1958 issue, and we had Irwin F.B. Lloyd as President.

In the Summer of 1959, Don Robinson took over as Editor. The Coupler was just four pages thin (Although some previous issues had run as high as 12 pages.) Don masterminded the next 16 issues, and your publication grew in both size and in the amount of information contained in each issue. All of us in the Region owe Don a debt of gratitude for his fine service. It is my hope that I can continue with the high standard he has set.

Will you help me continue? The Coupler is published for you. Its columns are open to all members with something to say or discuss, be it about the Region, a Division, your club or your individual experiences.

The deadline for the next issue will be November 11, 1963. Hope we'll hear from you.

Tom

ACTION OF THE BOARD OF DIRECTORS

On May 18, 1963 at 11:25PM, President Frankel called to order a Board of Directors meeting of the Northeastern Region. Among those present were D. Robinson, K. Hyslop, L. Frankel and present by proxy, D. Smith in the person of W. House, W. Syrett and G. Fitterman in the person of L. Frankel. In a statement of opinion from Roy Dohn, he did not appoint a proxy. John Dias, Parliamentarian, verified proxies.

A motion was made and seconded that the rules for the formation of a Division proposed by John Dias, with the exception of section 4, be approved. So voted.

A motion was made and seconded that the following be substituted for section 4, "Divisions may accept as associate members persons who are not members

of NER. Since NMRA requires all members of a Region to be members of the NMRA and since the Division is part of the Region, such persons may not be bona-fide members of the Division, and may not hold office or vote. Members of a Division may or may not be required to be residents of a certain area, at the option of the Division.

The meeting was adjourned at 12:25 PM, May 19, 1963.

for the "O" gauger
column by/
KEN HYSLOP

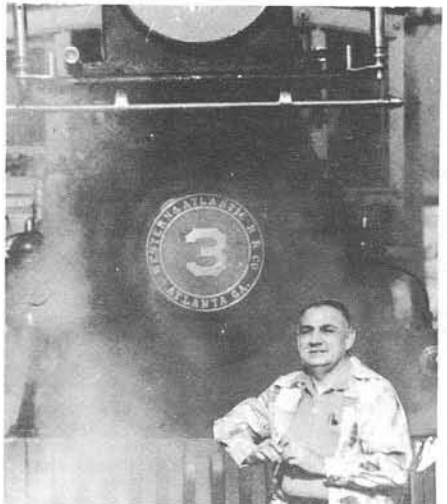
As the interest in the large size, O gauge, is again being appreciated, (the latest index is the ballot of the NMRA which provided a space for the member to indicate his choice of gauge.) Of the 2700-odd ballots returned, 375 indicated that they were active in O gauge. This is quite an increase over previous years.

As a nod to our next-in-size brothers, S gauge also indicated an upturn. At the NMRA Convention in August, twelve different manufacturers displayed items on the O gauge field - Steam, diesel, and electric locomotives, while a lot of traction held the convention goers interest. The All Nation Lines had a nice 12' x 18' operating layout there, and Central Locomotive Works displayed the performance of their steam and diesel locos upon this layout. Pearce Tool Works had locos on display, Wagner Car Company had traction, to the delight of many of the local boys. Baldwin Locomotive Works with their heavy bronze castings, had quite a time displaying the advantages of heavy power and chain drive, and Max Gray had a fine array of imports in the O gauge size.

O gauge clubs within our Region are few and far between, but they operate steadily, and are ready and willing to take in new members whose interest in the "King Size" railroad. Watch the monthly publications for local O gauge club exhibition dates and attend one.

This little news bit was done on small headway this month, so watch for this column next issue. To you O gaugers - let me hear from you with some news that we can pass on to our brothers in the other gauges, to enlighten them to our enjoyment, and invite them to see operation as it was in the beginning.

In the last issue, Earl Smallshaw's cartoon featured the Camera Bug - who always found every conventioneer right in front of his camera.....Your Editor tried to take a picture of the General at Indianapolis, and sure enough, some character sneaked into the picture.



The HOSTLER says

Probably the first thing you'll notice about this issue of The Coupler is that the "type" is not as neatly set as before. Having done about four pages as I write this I assure you that one of the toughest parts of the job is trying to "justify" the right hand edge of the column. (Making the borders come out even. Those who correspond with me will readily attest to the fact that I'm not to be known as the World's Best Typist.

Your Editor is fortunate to have the help of Mike Pearsall in the art, makeup and production areas. We hope that future issues will be as interesting, informative and attractive as the preceding issues were.

We will try to continue Don Robinson's editorial policy of a balanced public-

DISPATCHER'S TOWER

The time has come, all too soon for me, to again tell all the members of N.E.R. what has transpired within our Region for the past six months.

As I write this it has also just hit me that this will be the last time that I will be writing you as President of the largest Region of the National Model Railroad Association. Until one of you have been so honored, it is very hard to put into words the responsibility and honor one feels as President of this, or any other Region in N.M.R.A. I must say at this time that I felt the responsibility more so, since the N.E.R. is the largest Region in N.M.R.A. and that my actions and words represented more members of N.M.R.A. than any other President.

During my term as President I have attended as many B.O.T. meetings as I possibly could, in order that I could bring to all of you the plans of our organization, and to tell you what the future holds for our hobby, and what your National and Regional Officers are doing to help our continued success. These plans and ideas I have tried to explain and tell all of you about, at our Regional and Divisional meets. It is for this reason, if for no other, that I must stress to you all, how important it is for the President of each Region to attend the B.O.T. meetings.

It was a very pleasant and proud moment for me when I saw a goodly representation of N.E.R. members at the Indianapolis Convention. I would have liked to mention the names of all of them, but in order not to cause hard feelings by not mentioning any person or persons whom I may have missed, I will just say that N.E.R. was represented by about 20 members all of whom at one time or another paused for a chat and refreshments of a sort (?) in Room 1202 at the Hotel Severin, at Indianapolis, official headquarters for N.E.R.

I must now bring you up to date on Regional affairs, which to my mind, is more important than anything else at this time. To begin with, I wish to explain to all of you that attended the Brockton Convention, and for all those that did not attend, the vote that was taken at the Banquet WAS NOT A VOTE TO INCREASE DUES... This was just a vote as to the opinion of the members present as to their thoughts about increasing the dues of the Region. All of you realize that no increase in dues can or may be made without going through the proper channels as outlined in the Constitution of N.E.R. It was my thought and idea, that by getting the feeling of the members at Brockton on this subject which I will admit is a ticklish one, it would be much easier for your B.O.D. to act in the best interests of the N.E.R.

I realize the just reasons and cause for an increase of dues must be had and shown, and it is for this reason that I have asked our Office Manager to prepare an accurate chart showing the breakdown of expenditures and what it costs per member to run our Region. This will be shown to all at our next business meeting in October, which will be in Kingston, New York October 25-27. I hope that we will have one of the largest attendances at this Convention to settle this and many other important questions that will be presented at this meeting, and also, since Kingston is the Birthplace of N.E.R.

N.E.R. has reached a point where it must make its move or become just another Region in our Organization. We have the makings of a tremendous Region, with the

nucleolus of four Divisions on our Region, Allouette, Nutmeg, Hub and Garden State. With the help of these Divisions working with your Board of Directors, N.E.R. should be able to become a model guide in our model hobby, and to our model organization.

All of this requires the help of each and every member in our Region. There is much to be done, and a chance for each and everyone of you to have the opportunity to help toward this goal, not for any personal glory that you may wish to attain, but for the good and welfare of all in our hobby and our organization, both in our Region and at the National level.

The subject of increasing the National dues and disbursing \$1.00 of this for every member to the Regions was voted upon and defeated. This point stresses in my mind, the need for increasing the dues of our Region.

It was suggested by our National President that our National Organization relieve the individual regions of a great expense by having the regional papers (The Coupler, etc.,) mailed out with the Bulletin, and thus save the regions the expense of so doing. This was vetoed.

The plan to merge the Bulletin with a Model Magazine, in order to give a more complete coverage and getting our Organization and its benefits to more of the model railroad hobbyists in the country was also vetoed. It was felt by those at the meeting that we should work on this in our own way, rather than take on any other financial obligations of cause any disruption in our so very pleasant business dealings and friendships with personnel of the many magazines in our hobby.

So, you see by this, that our hobby as it is today is a business, and in order to be successful in a business of this type we must not think of personal gains or glory, we must think for all in the hobby as to what is best for all. No personal thought must be allowed to enter into anything that has anything to do toward the betterment of our hobby or our Organization. We must never forget that Model Railroading is a Hobby and must be enjoyed as such, once personal feelings enter into it, it can never be fun any longer, and we loose the intent and purpose of the Hobby and the Organization, formed to better it.

I now come to the sad part of this, my last message to all of you. It was a privilege and an Honor that I will never forget, being President of N.E.R. I sincerely hope that I can no way brought any hardships or hard feelings to any individual or group of individuals in the Region. I have always tried to put N.E.R. before any personal feelings and even before N.M.R.A. since it is my belief that the Region makes the National and, that with good Regions, the National just has to be good.

To my Officers, the Board of Directors Office Manager, Secretary, Treasurer and Editors of The Coupler may I extend my heartfelt thanks for the work they have put in to better our Region, and forgiveness for any hardships that I may have brought upon them in handling the duties their offices required.

To all members of the N.E.R. many thanks for the opportunity of serving you as President of N.E.R. To each of you, I hope, that I in no way have offended or hurt you in doing as I saw fit my duty as your President. I sincerely hope that all of you will see fit to continue the wonderful allegiance and good work that you showed to me, to your new President and slate of officers, whomever they may be.

Adieu,



Len Franke

NOMINATIONS

One of the important items to be covered at the Annual Business meeting of the Region on October 27, 1963, will be the election of Directors.

The Constitution of the Region requires that there be one more nomination than there are vacancies to be filled; and that of the four to be elected the three receiving the highest number of votes shall be elected for two years & the one receiving the lowest number of votes will be elected for one year.

The Nominating Committee, headed by Watty House, has proposed the following:

Jack Alexander
East Bridgewater, Mass
George Barclay
Mount Vernon, New York
Roy Dohn
Baie D' Urfe, P.Q., Canada
Al Gooding
Worcester, Mass
Glenn Wagner
Delmar, New York

Four of the above listed men will represent you in Regional affairs during the coming year or two, depending on the term of office. If you cannot come to the business meeting in person, you can vote by giving your proxy to someone who will attend. Be sure you give your paid-up membership card to your proxy as evidence of your eligibility to vote.

If you can't locate anyone who will be attending the meeting, you may mail your proxy, (as outlined above,) to the Office Manager.

FLAG STOPS

The New Bedford Society of Model Railroad Engineers, after a prolonged comatose period, is now beginning to lay track on its O gauge division. The S gauge division is a little slower in reviving but is not given up for dead, yet!

Secretary Louis V. Cotnoir and former member Michael Quinn have set up a Railroad Hobby Shop at 66 Capitol St., New Bedford, Mass., and are doing mail order as well as drop in business.

The Metropolitan Council of Model Railroad Clubs held a steam fan trip on the facilities of the Empire State Railway Museum in Middletown, New York, on June 22nd. Over 100 members of the Council & their families attended.

Plans are getting under way for the second annual Little Convention to be held on February 1, 1964 in Arlington New Jersey.

The Council is also sponsoring a contest for the design of a herald for its use.

The New Haven Railroad Technical Information Association held a formal organization meeting on June 30, 1963 in, of all places, New Haven, Conn., with 21 persons attending. At last report, there were 40 members, throughout the United States, with a majority of them from the Northeastern Region.

Among the purposes of the NHRTIA are to tabulate, accumulate and file data on rolling stock and trackage, primarily for use in building accurate scale models of New Haven Railroad equipment. The group will also act as liaison between its mem-

WELCOME

CANADAQuebec

Bernard Wilkinson
729 Anyon Avenue, Greenfield Park

Edgar Guerard
11990 Pasteur, Montreal 12

Paul Emile Guilbault
5834 Clarke St., Montreal

Robert H. Walmsley
36 Jean Brilliant, Roxboro

Allen E. Brown
482 Rouville Avenue, St. Foy 10

CONNECTICUT

William H. Ring, Jr.
14 John St., Ansonia

Dr. Abram J. Abeloff
Warner Road, Bridgewater

Paul Blake
46 Spring St., Glastonbury

Millard Varrell
51 Risley Road, Glastonbury

Richard Ehman
52 Dauntless Lane, Hartford

Richard Hoerning
265 Cotswold St., Hartford

Ethan D. Bassett
114 Maple Road, Longmeadow 6

Henry J. Meyers
9 Dogwood Lane, Meriden

Leroy F. Roberts
22 Prospect St., Meriden

Sheldon D. Clark
55 Weed St., New Caanan

Ann B. Clark
55 Weed St., New Caanan

Al Randall
27 Todd Drive, North Haven

Wally Bishop
774 Washington Avenue, West Haven

Theodore D. Lennon, Jr.
38 Brook Lane, West Haven

Murray E. Grant
Blueberry Hill, Weston

Jeffery M. Sydney
15 Blue Ribbon Drive, Weston

Bill Kronis
51 Mc Dermott Avenue, Willimantic

Carl Kusmer
246 Windham Road, Willimantic

MAINE

Dr. Thomas A. Fadner
2 Vernon Street, Bethel

Alcid Robert Du Mais
316 Webster Street, Lewiston

MASSACHUSETTS

Robert S. George
5 Walker Avenue, Amesbury 01913

Harold E. Mellin
Sargent Street, Belchertown

Edgar W. Ohman
13 Beaumont Avenue, Brockton

Philip A. Anderson
144 Coolidge Hill, Cambridge

J. Anton Hofmann
2 Shady Hill Square, Cambridge

Joseph Pisiewski
131 North Street, Dalton

Neil Isabelle
54 Ensign Street, Dalton

Anthony J. Belmont
83 Tonawanda Street, Dorchester 24

William C. Drake
4 Hutton Road, Dover

Robert Nickless
91 Putnam Street, East Weymouth

Warren P. Hathaway
P.O. Box 1615, Fall River

Edward C. Locke
Star Route, Great Barrington

Malcolm B. Stone, Jr.
Martins Pond Road, Groton

William E. Stanhope
71 Winona Avenue, Haverhill

George E. Ford
Pine Street, Housatonic

David S. Kenyon
55 Adams Street, Lynn

Horace U. Ohm
68 Jersey St, Marblehead

Alfred M. Whitman
Grandview Avenue, Marshfield

Douglas B. Adams
42 Whitman Avenue, Melrose

William Days
87 Buggs Street, New Bedford

Richard Stupalski
2195 Purchase Street, New Bedford

Richard L. Dahlgren
19 Ashland Avenue, Newburyport

Raymond F. Stoddard
277 North Street, North Weymouth

Elsie E. Browne (Mrs.)
25 Britton Street, Pittsfield

Lawrence E. Johnson
55 Dickinson Avenue, Pittsfield

Peter W. Syrett
29 Emerson Avenue, Pittsfield

Norman Wade
77 Emerson Avenue, Pittsfield

Richard Wade
77 Emerson Avenue, Pittsfield

James E. Lee
73 Fenno Street, Quincy 70

John J. Sullivan
111 Worth Street, Somerville

Edward Mahn
31 Trafalgar Court, South Weymouth 90

Phyllis Brundage (Mrs.)
Hill Road, Stockbridge

Edward N. Meserve
39 Plain Street, Stoughton

Alvin C. De Silvia
33 East Britannia Street, Tauton

Mrs William E. Walker
2 Southgate Road, Wellesley 88

Donald J. Killam, Jr.
24 Perkins Street, Wenham

Martha E. Killam (Mrs.)
24 Perkins Street, Wenham

David J. Flanagan
15 Perham Street, West Roxbury

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2 Forest Street, Whitinsville

George L. Inglis
74 Burton Avenue, Whitman

Irving N. Blackburn
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Neal W. Chapman
80 Central Street, Woburn

Richard M. Foster
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D. Stanley Decker
34 Marland Road, Worcester 01606

NEW HAMPSHIRE

Bruce Reynolds
Main Street, Kingston

NEW JERSEY

George Mc Causlin
105 Ocean Avenue, Allenhurst P.O.

Walter M. Matuch
182 Prospect Avenue, Bayonne

R.A. Pearson
178 Union Avenue, Belleville

John C. Marshall, Jr.
332 West Clinton Avenue, Bergenfield

Robert William Berger, Jr.
8 Kilmer Drive, Colonia R-30

Lawrence E. Danley
324 New Market Road, Dunellen

William C. Haacker
18 Richard Road, East Brunswick

Daniel J. Donnellan
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38 Audubon Avenue, Edison

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Robert Stan
84 Jackson Avenue, Jersey City 5

Peter C. Gray III
283-C Grove Street, Lodi

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Bruce A. Hartman
RD#2, Box 245 F, Neptune

Joseph J. Krieg
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Newark 4

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Stanley Wlaszezynski
437 Broadway, Passaic

John F. Harper
90 North Stanworth Drive, Princeton

William C. Morgan
247 Feronia Way, Rutherford

C.J. Burns
512 Farley Avenue, Scotch Plains

Rixford A. Beals
2 Lexington Road, Somerset

John Decker
186 Linden Avenue, Springfield

Calvin Edward Newman
1784 Burnett Avenue, Union

Stephen Andrews
425 Kimball Turn, Westfield

F.P. Walinsky
77 Lyons Place, Westwood

John H. Logan
193 Decker Place, Woodbridge

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(res. RD 2, Glass Lake)

Frank J. Behan
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Jack M. Godfrey
Ten Eyck Tr. Pk. RD#2, Baldwinsville

John R. Nadolny
109 Woodcrest Road, Baldwinsville

Paul Boyd
8 La Crosse Avenue, Batavia

Joseph H. Cohen
1117 Guard Avenue, Apt N-5, Bronx 52

James A. Moran, Jr.
1240 Theroit Avenue, Bronx 72

Vincent J. Picarello
2744 Gifford Avenue, Bronx 65

John P. Barletta
1241 East Ninth Street, Brooklyn 30

WELCOME, continued

- Tony Engberg
242 Henry Street, Brooklyn 1
- George H. Foster
387 East Seventh Street, Brooklyn 18
- Robert L. Gustafson
286 Clinton Street, Brooklyn 1
- John F. Leonard
29 Sunnyside Court, Brooklyn 7
- John H. Ostendorf
75 Linden Street, Brooklyn 24
- John Siemann
3216 Fillmore Avenue, Brooklyn 34
- Dennis Bulan
Sunset Road, RD#1, Castleton-on-Hudson
- Robert C. Bell
32 Picket Lane, Centereach
- Stewart Pohlman
282 West 21st Street, Deer Park
- Donald F. Radke
Box 138, RR#1, East Chatham
- George T. Olsen
Post Crossing, East Quogue
- Philip Imbro
746 Rifton Street, Elmont,
- Richard E. Campbell
38 Fern Street, Floral Park
- John G.H. Boate
43-26 170th Street, Flushing 58
- Peter Alan Powsner
97-40 62nd Drive, Flushing 74
- David W. Stobie
109-23 71st Road, Forest Hills 75
- Alfred Holberg
RD#2, Highland
- Douglas S. Dworkin
23 Wildwood Road, Katonah
- William E. Bartik
30 Ronkonkoma Avenue,
Lake Ronkonkoma 11779
- Mark Hilmantel
21-71 36th Avenue, Long Island City 6
- Charles W. Vollmer
104 Rocklyn Avenue, Lynbrook
- Louis J. Wagner, M.D.
189 Little Tor Road, New City
- John H. Bendel
1165 Park Avenue, New York 28
- Norman H. Hazel
P.O. Box 2769, New York 17
- Alfred J. Kleinberger
35 East 85th Street, New York 28
- Bill Landsman
21 West 56th Street, New York 19
- William J. Mamber
193-37 Williams Avenue, New York 13
- Worden J. Phillips
Riverside Drive R 2 Odensburg
- Arthur Adams III
Pine Plains
- Gary Hobish
22 Piper Place, Plainview
- AIC Rodman D. Bourne AF 19663505
Box 2219, 820 Operations Squadron,
Plattsburgh AFB
- Michael Fine
6 Beechwood Terrace, Poughkeepsie
- P. Giehl
Sunnybrook, Putnam Valley
- William M. Meyer, Jr
c/o Wilmar Metalcraft
RFD#3, Putnam Valley
- Bruce George Alcock
61-48 82nd Place, Rego Park 79
- Robert C. Mertl, Jr.
Duquesne House, Scarsdale
- C. Benjamin Stevens
6 Grant Avenue, Slootsburg
- Walter J. Steiges
45 Wildwood Lane, Smithtown

WELCOME, continued

- G.W. Mecham
The Sailors Snug Harbor, Staten
Island 1,
 - John Thompson
107 Bedell Avenue, Tottenville, S.I.
 - Horton R. Shaw
39-20 Greenpoint Avenue, Sunnyside 4
 - Solomon Kaplan
Ridge Road RFD#1, Syosset
 - Dudley M. Olney
175 Split Rock Road, Syosset
 - Edward J. Morris
306 Kinne Street, Syracuse 6
 - Lewis F. Minerella
516 Tilden Avenue, Utica
 - John R. Deiney
328 Winslow Street, Watertown
 - Guy Gillette
133 Mountaintale Road, Yonkers
 - Jeff Semmel
30 Old Jerome Road, Yonkers
- RHODE ISLAND**
- Louis Clemento
16 Gleason Street, Cranston
 - Richard K. Barry
207 Cole Avenue, Providence 6
- VERMONT**
- Barrett Waling
35 Merchant Street, Barre

OPERATION

problem by DON ROBINSON

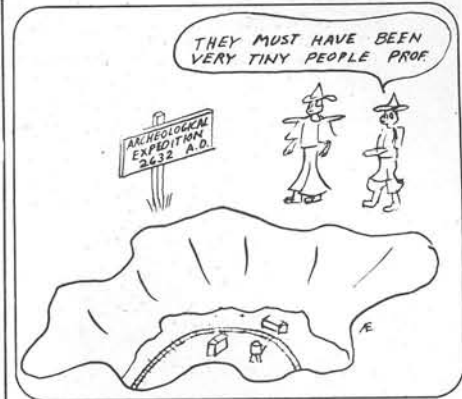
Coincident with my leaving the office of Editor it seems that I have found the magic formula for getting people to write; just give them a chance to tell you that you are all wet. A total of thirty-two solutions were received for the problem in the April issue, and nearly all of them had sixteen moves compared with my twenty. One member wanted to know how I managed to "featherbed" the four extra moves. In self-defense I can only plead that I lacked the time to try it more than once, and it just happened to come out that way. However, my pleasure from receiving so many replies more than offsets any embarrassment at being shown up.

Solutions to the problem came from all sections of the Region. Those who sent answers were O. E. Stamm, Thomas L. Cuniff, Frederick H. Payne Jr., Donald E. Eckerle, John Allen, Edward Morris, William C. Ridgway III, Normand Levert, Rudolph Morgenfruh, Philip Williams, Jim Reed, Glenn N. Pizer, Theodore G. Hahn, Philip Anderson, Stephen Solomon, Stephen E. Record, Lincoln Soule, John F. Dias, Patrick H. Bowen, Walter M. Matuck, A. DuMais, Hayden Smith, E. C. Daniels, Elliott Fishbein, Henry Mees, Russell L. Houghton, Joshua Coran, Arthur Ellis, Wayne Roundy, Mark Hilmantel, and E. D. Dasset. Many thanks to all of you for your expressions of interest.

Since John Allen is one of the best known operators I will use his solution which is as follows:

1. Eng to X, couple to A
2. Eng+A to Y
3. Eng+A to Z, uncouple A
4. Eng to Y, couple to B
5. Eng+B to X
6. Eng+B to R, uncouple B
7. Eng to X
8. Eng to Y
9. Eng to Z, couple to C+A

Cartoon by Arthur Ellis



Operation - continued

10. Eng+C+A to Y
11. Eng+C+A to X, uncouple C
12. Eng+A to Y
13. Eng+A to Z, uncouple A
14. Eng to Y
15. Eng to X
16. Eng to S (End of problem)

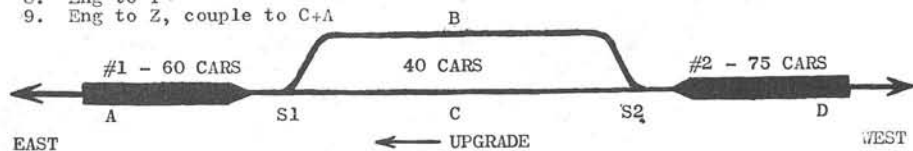
There is still a bit of confusion about what constitutes a move. Remember, every stop or reversal of direction marks the end of a move. Coupling or uncoupling must be done at a stop although it may be included as the end or beginning of a move (see solution above). Coupling to a car and continuing to move - even though it is in the same direction - and flying switches are definitely C-U-T.

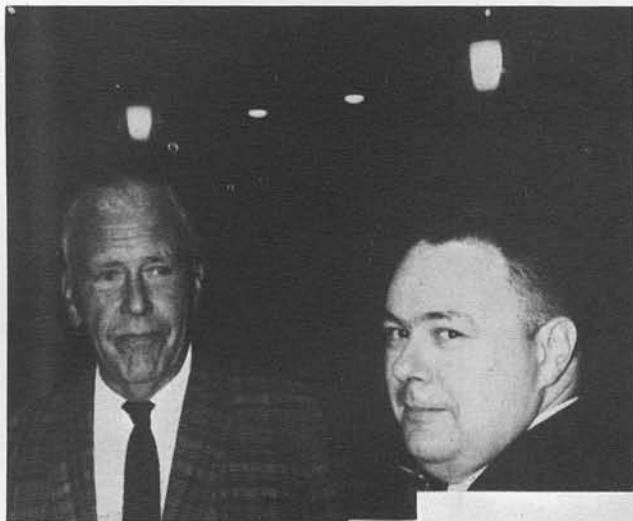
The problem in this issue is based on a question asked of me by Russ Houghton. He wanted to know whether it ever happened that two trains met at a siding which was too short for either one. This does occur occasionally - usually because an inferior train is delayed and can not go to a longer siding as expected. Such we will consider to be the case here; with the following conditions:

1. Engine #2 can not start his whole train on the grade; therefore Train #2 must be pushed out after the track has been cleared.
2. Engines #1 & 2 together can not start more than 90 cars upgrade.
3. Engine #1 can not start more than 20 cars upgrade.
4. Caboose are included in the number of cars shown for each train.
5. Capacity of tracks between switches allows for one engine in addition to cars.
6. The cars in each train must be in the same order on departure as on arrival.
7. Any number of cars may be handled downgrade by either engine.

Actually there are two entirely different solutions possible for this problem depending upon whether you consider that Train #1 or Train #2 arrived at the siding first. Try it both ways if you have time. Train 2 is superior by direction and entitled to hold the main line. All of you bettered me the last time; can you do it again? My solutions required 25 moves if Train #1 was first and 36 if Train #2 arrived first. Incidentally, this operation is called a "double saw-tooth".

Because of the short time before the deadline for the December issue the solution to this problem will appear in the February issue. You have until December 21 to send your answers. Address all mail to the Operating Problem Editor, Donald S. Robinson, 408 Davis St., Greenfield, Mass. 01301.



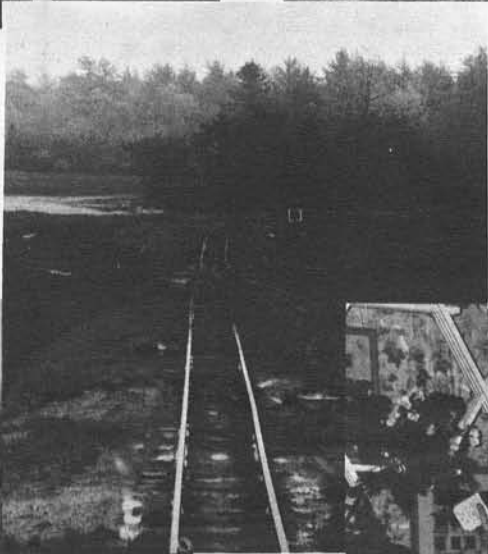


"..You told us the same joke last year. We didn't laugh then, either-remember?" Watty House and Donald Robinson observe your Editor.....

How do they keep it on those little lumpy rails?



ex B & H #8 fires up for the trip



"How much am I offered for this tag?"



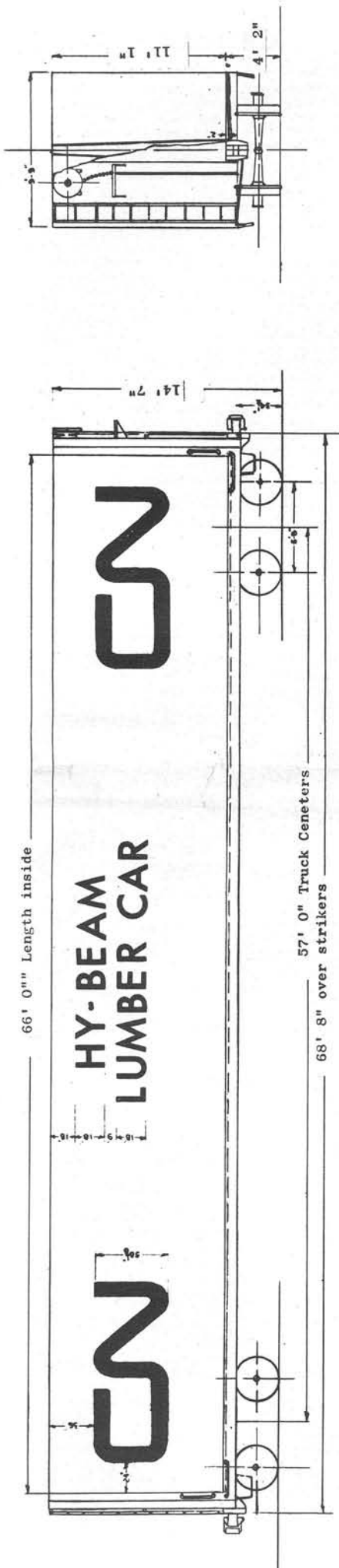
Count Dracula returns to his castle



"Margaret, why did you send Jim to his room? Just because he put an umbrella up in the coach on the fan trip?"

"I told you - my blouse isn't in the auction!"





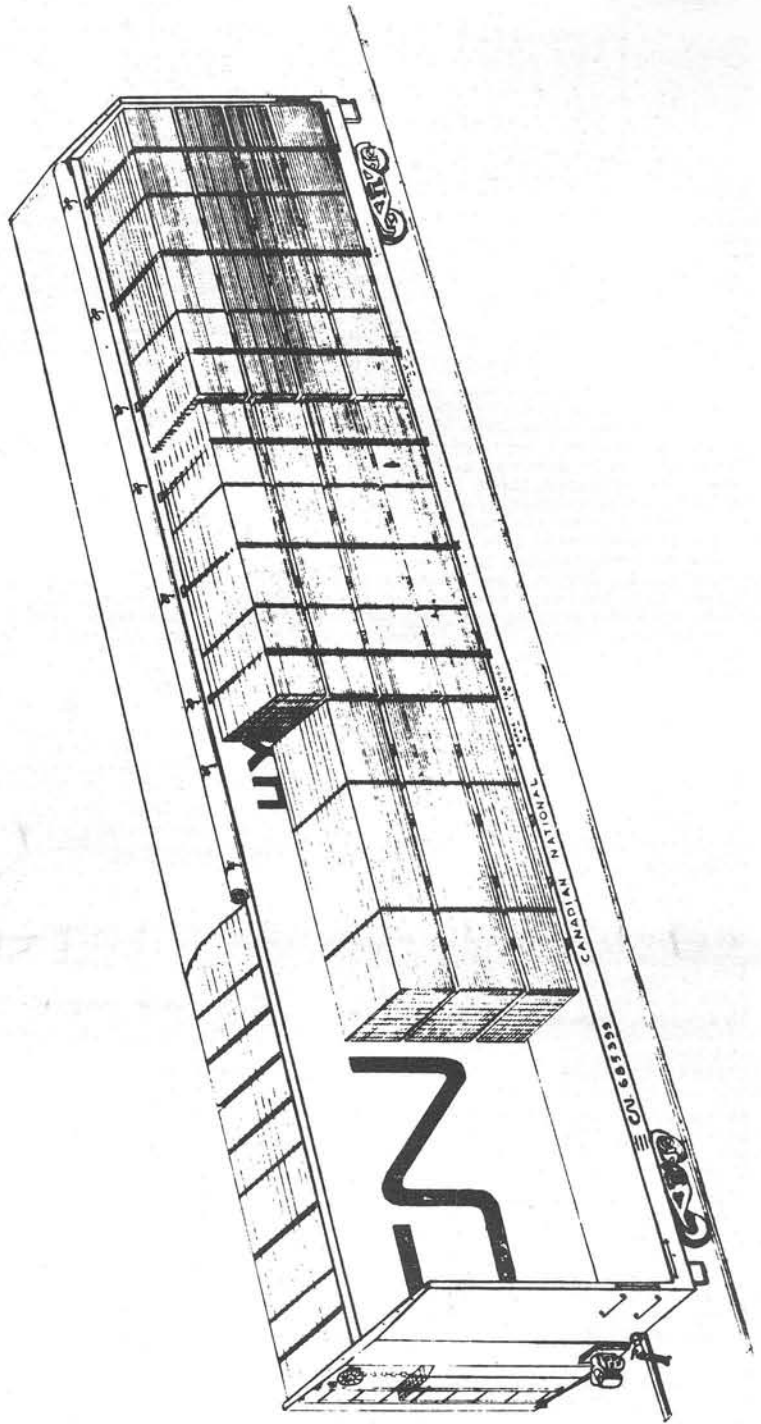
Loading Capacity 1,000,000 lbs 245,760 sq. ft.
Proposed Loading 32 bundles 30" high x 48" wide x 16' 0" long

Through the efforts of Rob Robertson, our Poet Laureate, and Frank H. Taylor, Supervisor of Car Equipment, Canadian National Railways, Montreal, P. Q. Can, The Coupler is proud to present a car plan that has not been published to date.

The car is basically a flat, with ends much like a box car, and a spine down the middle, which supports the ends and divides the car in half lengthwise. A plastic or canvas cover rolls out from the center spine to cover the load.

The car is designed to haul cut lumber in pre-packaged units. It should make a very unusual addition to your roster.

You can scale to your gauge from the dimensions indicated on the drawing.



LETTER TO THE EDITOR

Editor's note: The following letter was written by a member who has devoted a good deal of time and interest to the Region, and represents his opinions on several matters of importance to your Region. Your comments will be appreciated, and will receive equal attention.

To: The Editor of The Coupler:

NER is going to have to make decisions on several important matters in the near future. An increase in dues is the next item on the agenda, but decisions are going to have to be made on a mail ballot, on whether Divisions shall be political or social, and on whether the nominating procedure should be changed. It would be well for all members to give some thought to these matters, discuss them with other members of the Region, and come to conclusions as to what will be best for the Region. Any final actions must take place at the Annual Meetings, but hasty and ill-considered actions would be disastrous. The Pros and Cons below are not all that is to be said on either side of these subjects, but my own personal opinions, and I should suggest that any members with strong ideas on the subjects do something about it -- write The Coupler, or communicate with your Officers, the Secretary or the Office Manager.

INCREASE IN DUES

PROS - Dues have been the same for many years, but costs have gone up tremendously. With The Coupler requiring three-fourths of the dues dollar, and 15¢ devoted to getting renewals and new members, there is little left for general expenses -- less than a hundred dollars a year, and the Directors have had to cut corners. Only the fact that, luckily, conventions in general have been profitable has allowed making ends meet. The one convention that lost money ran \$180.00 in the hole, about 20¢ per member.

It is not at all certain that the NMRA will include Regional dues in the National dues. They are reluctant to increase the cost of membership too!

The increase does not have to be two dollars. The advisory vote at Brockton set a limit, and any lesser amount could be legally voted at the Annual Meeting (after due notice, of course). But coins are difficult to mail, and are apt to be lost unless a special mailer or instructions are furnished.

CONS

It is hard to get renewal of membership now, with something like a 20% turnover each year. An increase in dues would make it still harder to get renewals and new members. Almost certainly there would be a decrease in membership.

If NMRA includes Regional membership in the National dues, the Region would receive twice as much as it does now, & the cost of membership solicitation would be eliminated.

Advertising in The Coupler has made up for part of the increase in costs, without increasing the dues.

Doubling the annual dues is too much anyway.

Many members claim that they cannot attend the conventions because of the expense. Could they stand an increase in dues?

MAIL BALLOT

PROS - A mail ballot would increase interest in elections, since those members who cannot attend the conventions could vote by mail.

A mail ballot would be more democratic than the election of Directors at the Annual Meeting.

It is often impossible for a member to find someone going to the Annual Meeting to carry his card for a proxy vote.

The Niagara Frontier Region changed their election procedure to provide elections every other year, to cut the cost of the mail ballot.

CONS - A mail ballot would cost the Region about \$100.00 a year, but past experience, both of the Region and of NMRA shows that only about 25% of the membership will cast ballots by mail. About 10% of the membership in good standing are present at any given Annual Meeting, but these are the most active and best informed members of the Region. A mail ballot would dilute this informed voting with a goodly number of uninformed votes at a cost of about 60¢ per additional ballot.

A mail ballot would not be possible without an increase in dues.

The nomination procedure would have to be changed to furnish at least two nominees for each office to be filled, and the Nominating Committee already finds it hard to find 5 good men to nominate.

There is already a provision in the Constitution for absentee voting.

CHANGE IN NOMINATION PROCEDURE

PROS - The changes necessary for a mail ballot have been touched on above.

Assuming that the mail ballot is defeated, the Nominating Committee feels that it is very difficult to come up with four GOOD nominees who are properly distributed around the Region and that requiring it to make a fifth nomination upsets the balance that it is trying to achieve and may force it to nominate a fifth man not as worthy of election as the other four.

The Committee feels that it should have the right to nominate only the number required to fill the vacancies and to specify who is nominated for a one year term and who is for a two year term. However, nominations from the floor invalidate these specifications, and another solution would be to elect four directors for two years each, thereby increasing the membership of the Board of Directors by one.

CONS - The present set-up of five nominations to fill four vacancies was adopted in an effort to solve the problem of three Directors to be elected for a two year period, while one was to be elected for a one year term, since if there was no nomination from the floor there would probably be a tie vote for the four nominees. The Directors discussed several other possibilities, and felt this was the best solution.

POLITICAL vs SOCIAL DIVISIONS

PROS for political

Many members feel that the NER should be organized along the lines of the NMRA with subregional organizations (Divisions represented on the Board of Directors. Few have expressed their opinions in these many words, but insistent demands of certain Division representatives that Divisions be represented on the Board amounts to the same thing. Such additional voting Directors would make the Board larger and unwieldy, and would, in effect give NER members belonging to Divisions two votes -- one thru the regularly elected Director and another thru the Division representative. Therefore, the Directors should be elected by subregions designated Divisions, and the Officers should be elected at large instead of by the Directors. This would require that the Region be divided into subregions of approximately equal membership and that

Divisions have definite boundaries. Since only NMRA members may belong to NER, this arrangement would prevent Divisions from accepting non-NMRA members, and the number of Divisions would have limited, though they could be made up of still smaller groups, which have been designated "Roundhouses" by one Division.

PROS for social

If Divisions are to be social organizations, and not political, there is no need to restrict the number of Divisions nor is there any need of "Roundhouses", since any small group can organize its own Division. This was the attitude of the Board of Directors when they voted that any ten members of NER may organize a Division, and that Divisions should have no boundaries. Such Divisions would have the right to send non-voting representatives to meetings of the Board of Directors, to present matters to the Board of Directors and participate in discussions. While this would increase the attendance at meetings, the number of votes would not be increased, and the business of the Region would be carried on by the Directors elected at large by the general membership, and not be representatives of local groups.

Sincerely, for the good of the Region,

/s/ John F. Dias, M.D.

(Parliamentarian, Constitution study group and committee on rules for the formation of Divisions.)

FLAG STOPS...Continued

bers and experts in various areas of the Railroad's operation. All requests that the New Haven gets for information will be referred to the NHRTIA for reply.

Annual dues are \$3.00, which provides the member with four bulletins a year, containing the latest technical information on the Railroad, plus data sheets and photo lists, and a membership card.

Persons wishing more information are invited to send a 10¢ stamp or a stamped #10 envelope to NHRTIA, c/o Paul Boivin #319 South Orange Avenue, Livingston, New Jersey, 07039.

The Brooklyn Society of Model Railroaders, formerly Sheepshead Bay Model Railroad Club, located at 285 Linwood Street, Brooklyn 8, N.Y., has a limited number of new memberships open. The club now has more than 75% of its layout (HO scale) in operation, and those interested in membership are invited to the club any Wednesday evening after 8:00PM. For further information call Robert Good at La 5-0487 or Arthur Hitchcock at Es 3-1543.

The Manhattan Model Railroad Club has elected new officers, effective August 1, 1963. They are George Fitterman, Pres., Franklin Lang, Sect., and Arthur Kalfas Treasurer.

The club has also produced a turn-of-the-century car data decal in HO scale, containing, in addition, several number assortments in old time faces, and several private road names. There is enough on each sheet for at least two freight cars, and plenty to spare. The club has agreed to make them available to other turn-of-the-century modellers at \$1.00 per sheet. White, Black & Bronze-Gold are available. Address orders, including remittance, to the Club, Box 717, Radio City Station, New York, N.Y. 10019.

The club continues to be active in NER and NMRA - it is a 100% club in both organizations, and numbers among its members a Region Director, (George Fitterman) the Tape-Slide Dispatcher, (Balfour Abrams) the Club Aids Chairman, (George Fitterman) the Yearbook Art Director, (Mike Pearsall) a Club Aids Committeeman, (Bob Kirsh) and your Coupler Editor,

GARDEN STATE

There will be a meeting of the Division on November 16 at the Moose Lodge, 45 Washington Street, Irvington, New Jersey from 1:00PM to 5:00PM.

Tape-Slide and Live clinics will be featured, together with a model display with awards to the top models. There will be facilities for 35mm railroad slides, so bring yours along for viewing!! No admission fee.

For additional information, contact Gene Wolfe, 316 Glenwood Avenue, East Orange, New Jersey. Phone Or 6 8498.

HUB

The next meeting of the Division will be held at the Congregational Church in East Weymouth, Mass., on March 28, 1964.

The Annual Meeting was held on June 7th at the Leon E. Abbott Post 57, American Legion Hall, Swampscott, Mass.

Incumbent Directors are Al Lalime of Swampscott; C. Pres Merrill of Braintree; Bill Mac Iver of North Weymouth & Dave Mac Donald of East Weymouth, Mass.

Elected for two years were Allen Hanson of Swampscott, Roy Sullivan of Arlington, Al Gooding of Worcester, Mass., Len Estes of Newport, R.I., and for one year Jack Alexander of East Bridgewater, Mass.

The Board of Directors then elected Al Lalime as Chairman, Allen Hanson as Vice Chairman and Harold Clark of Worcester to the post of Secretary-Treasurer.

Father Kieran Cassion, NMRA member, was guest speaker at the meeting, and he brought along some railroad films to show the group. Father Choo-Choo, as he is more familiarly known in railroad circles, then gave a short talk about the problems of a priest with a great love of railroading and model railroading, but is short of the where-with-all to support it.

HUB also held a picnic on August 4th at Steamtown, U.S.A., North Ludlow, NH, for 47 interested members. The Division had an Official trip, starting at 2:00, with a stop at Black Jack crossing for a photo run-by. On the return trip, additional stops were made to view the Connecticut River Valley. The weather was perfect, and everyone had a good opportunity to inspect the various engines, and wander about the roundhouse.

After the trip, there was a short Directors meeting to start plans for March meeting.

TROLLEY SPARKS

column by **JERRY LAWLOR**

In the last column we discussed adding a trolley to an existing layout. This month I would like to talk about starting a trolley layout from scratch. Before one line can be put on drawing paper, the designer of a trolley layout should do some pointed thinking and maybe even some soul searching.

Will the proposed layout be a city trolley line? Will it be a side-of-the-road interurban line? Will it be a heavy duty interurban line? Will it be an all passenger line or will freight be carried? If freight is to be carried by the line, will it be hauled in express motors or will it be hauled in standard railroad freight cars pulled by an electric locomotive?

These are the important questions which require answers before other decisions can be made. The answers to them determine the basic pattern of the line to be built. Of course, space available and the finances of the builder will also loom large in determining some of the physical characteristics of the line.

Other decisions can then be made. Will the line be powered by catenary or single suspension overhead? Will it be laid out as double track or single track with passing sidings? What period will be modeled? Will equipment be single or double trucked, old or new? How much equipment will be needed to serve the line adequately? How many operators can be kept busy operating line?

Some of the positive advantages of planning and building a trolley or interurban line now begin to make themselves felt. We all know that sharp curves look normal and natural under this type of equipment. I don't have to elaborate much on that point, for the average model railroader is always compromising, it seems, between scale length of equipment and rarely gets a chance to build scale radius curves.

On a trolley or interurban line we can call one car a train. Think of the advantages that offers in terms of station size alone! The short train length also means that we can plan for steeper grades, when it is necessary to change elevations in the course of planning a layout.

There are those who will tell you that it is not easy to string overhead. I will not say that it is easy, but neither is laying rail with a track gauge on individual ties or scratch building equipment; I have assembled some kits that I found more difficult than the stringing of overhead!

There are also those who will tell you that there is not much variety of equipment available. This is far from true. In the next column we will discuss the availability of traction equipment and supplies. I do not pretend to know all the answers in this area, but I will cover those sources with which I am familiar.

Before closing, I would like to mention that I received a request from R.B. Fair 236 Richelieu St., St. John's P.Q. Can. who is looking for a source of HO scale girder rail. I know that either he or I would appreciate hearing from anyone of you who has any ideas on where this item might be obtained.

Jerry Lawlor.

NATIONAL MODEL RAILROAD WEEK

January 18 to 26, 1964

Achievement Awards

Interest in the Achievement Awards program, like most phases of model railroading, has slackened during the summer months. But, now that Fall is with us again I hope applications for Achievement Awards will come in with renewed "vigah."

To date, NER ranks second in the number of awards granted in the NMRA. The Mid-Western Region, with 69 awards, is the only Region that surpasses NER's total of 58. While these totals may give you the impression that NER is making great progress in the program, let us take a look at the percentages.

As of July, 1963, 25 people hold NER's 58 awards. This gives us 2.3 awards per individual. These award recipients represent just 2.08% of NER's membership of approximately 1200. Now, comparing NER's progress with other Regions, we find that NER ranks fifth!

These figures quite obviously indicate that, although NER has a large total of awards issued, these awards are held by relatively few people. It appears that the same people are applying over and over again for Achievement Awards. Even more surprising is the fact that 32 of the 58 awards are held by only 6 people! This is 55% of the total.

While I am not trying to enter NER in a race with other Regions for Achievement Awards, I do feel that we should have a larger percentage of individual members taking part in the program. Since NER has the largest membership in the NMRA, we should, by the same token have the greatest number of qualified people eligible for Achievement Awards. The award categories cover practically every facet of construction, operation, and service in model railroading. Why not study the rules and see of you can qualify for one or more awards?

And a final word to the select six members I mentioned previously who hold 4, 5 and 6 awards. Can't you qualify for the additional awards that will give you seven awards for the Master Model Railroader title?

I have the applications and answers to questions you may have. For any questions I can't answer, I will quickly get interpretations on the rules from the National Directors.

Let me hear from you.

Jack Kirby Taylor, National Chairman of the Achievement Awards program, received the following letter from Wm. K. Walthers, after Jack had awarded MMR Certificate # 6 to him. Bill Walthers is one of the founders of the NMRA, and although he cannot hold office because he owns a model railroad business, has done much for the NMRA and model railroading.

"Dear Jack: I want to thank you for encouraging me to apply for Achievement Awards. My first reaction to this program was not too favorable, but after carefully reading the rules its merits were apparent. Here certainly was a challenge to every model railroader to prove his capacities and abilities in his hobby.

"These awards can be likened to the degree system used by the craft guilds to advance the workman from apprenticeship to master craftsman. In those days they had no pins or certificates, but the apprentice, the fellow and master could be recognized 'by the way they wore their apron.'

"Model railroaders who enter their models in contests are often frustrated and discouraged by disappointment. While not all can win a coveted contest award, certainly every model railroader can work for and get a Merit Award. Once he has sunk his teeth' in the program he will not be content until he is acclaimed a Master Model Railroader.



Railroadiana

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LIMA 'DIAMOND' BUILDER PLATE \$5.95
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FLAG STOPS...Continued

The Hockomock Railroad Club is already planning their Annual Show, to be held January 19, 1964, at 4 Day Street, North Easton, Mass., with free admission, free coffee and donuts - and a most enjoyable day if it is anything like last year. For information, please contact Robert D. Wescott, Jr., 316 Mansfield St., Sharon Mass., 02067

"When I received my Master Model Railroad certificate at the Racine Convention, I was as thrilled and honored as if I had won the Nobel prize. As a manufacturer of model railroad merchandise I am disqualified under the constitution to serve in any elective office and this of course prevents me from obtaining certain forms of recognition. However I can assure you that the MMR award is a worthy substitute and one I will always deeply appreciate.

"I want to wish you success in promoting this program. I hope every NMRA member will accept the challenge and win whatever recognition his abilities entitle him to.

Sincerely Yours,

W.K. Walthers,
NMRA Life Member #1"

The following persons have won Achievement Awards since the last issue of The Coupler was published:

Master Builder - Motive Power

Allen W. Hanson, Swampscott, Mass

Master Builder - Cars

George Konrad, Cambridge, Mass
John A. Young, Keene, New Hampshire

Model Railroad Engineer - Electrical

Douglas S. Smith, Bloomfield, Conn.

Association Official

Allen R.D. Woolley, Dorval, P.Q. Can.
R. H. Huebenthal, Schenectady, N.Y.

Model Railroad Author

Robert F. Cushman, Huntington Station
New York
Charles R. Mischke, Flushing, N.Y.
Glenn Wagner, Delmar, N.Y.

Master Model Railroader

W. Watson House, West Hartford, Conn
Earl Smallshaw
Achievement Awards

MODEL CONTEST WINNERS

BROCKTON, MASSACHUSETTS

MAY 18, 1963

Master

00 and smaller - Scratchbuilt

Other Cars

1st - David M. Newcomb, Somerville, Mass.

2nd - David M. Newcomb, Somerville, Mass.

3rd - David M. Newcomb, Somerville, Mass.

Dioramas

1st - Robert L. Hayden, Jr., Swampscott, Mass.

Craftsman

S & larger - Scratchbuilt

Other Cars

1st - The Hartford Workshop (Earl Smallshaw, Middletown; Donald A Clerke, Wapping; Richard Ehman, Hartford; Scott Nielsen, Wethersfield, Conn.)
Also Best in Show and the Delaware Trophy.

Dioramas - Female

1st - Anne Hackett, Brighton, Mass.

00 and smaller - Scratchbuilt
Passenger Cars

1st - Paul Bertam, Batavia, N.Y.

2nd - Paul Bertam, Batavia, N.Y.

3rd - James See, White Plains, N.Y.

Other Cars

1st - John A. Young, Keene, N.H.

2nd - Robert L. Hayden, Jr., Swampscott, Mass.

3rd - George Konrad, Cambridge, Mass.

Structures

1st - Eugene Wolfe, Jr., East Orange, N.J.

2nd - Morton Fadem, Corona, N.Y.

3rd - Robert L. Hayden, Jr., Swampscott, Mass.

Dioramas

1st - James Frary, Swampscott, Mass.

2nd - D.L. Galanie, Jamaica Plains, Mass.

Steam Locomotives - Kit

1st - David M. Newcomb, Somerville, Mass.

2nd - Morton Fadem - Corona, N.Y.

3rd - David M. Newcomb, Somerville, Mass.

Other Locomotives - Kit

2nd - Roger F. Jenkins, Brockton, Mass.

If this copy of The Coupler is stamped in red, it's your last copy until you renew your membership. Help us save on membership renewal costs. Send \$1.00 to the Office Manager, 125 Lordship Road Stratford, Conn., 06497
Include your ZIP CODE.



Connecticut River Railroad

HO Gauge

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

Rio Grande Pagsosa & Northern (HO&3)
Kilkenny Lumber Company (HO)

BERKSHIRE MODEL R.R. CLUB

HO GAUGE

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Tom Prange

NMRA

GTN

NER

MANHATTAN



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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.

COAST TO COAST

VICTORIA NORTHERN RAILWAY
HO - NER - NMRA

Head Office

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BAIE D'URFE, QUE.
TEL. 453-6002

General Manager
ROY F. JOHN

VISITORS: 2nd WEDNESDAY OF THE MONTH

NA - MAR Lin

OO Gauge

NER NMRA

Len Frankel



THE COUPLER

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

125 LORDSHIP ROAD, STRATFORD CONN.

Robert Strobel
701 74th St.
North Bergen, N.J.

