

# THE COUPLER



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

## NEW OFFICE CREATED

Don Robinson has announced the appointment of Joseph F. Mc Donald, 85, 26, 125th Street, Kew Gardens, New York, 11415, as Chairman of the Executive Duties Committee.

The purpose of the new office will be to define the duties of each of the elected and appointed officers and chairmen of the Northeastern Region. With clearly outlined definitions of duties and areas of responsibility, it will be easier for the members of the Region to turn to the proper persons in answering questions and obtaining help in various aspects of model railroading without delays in referring to proper officials.

It will also help newly elected and appointed officers to become more familiar with their responsibilities to the Region quickly, and be readily acquainted with their duties from the start. Thus they will be able to function efficiently in the beginning.

As an additional benefit, it may be easier for the Region to recruit volunteers for committee work, as the prospect will be able to see "just what he's getting in to" before accepting a job, and will know from the outset what is expected of him.

Anyone wishing to assist Joe in his work, which will consist of obtaining outlines of duties from current office holders (this part of the project is already underway) analysing them and preparing a report, are invited to contact him at the above address.

An interim report is expected in March, and a full report will be delivered to the Board of Directors at the Fall 1964 Convention.

## ELECTIONS AND THE REGION

Recently, several members of the National's Board of Trustees have raised a question about the method some Regions use to elect a President, who automatically becomes a Trustee of the National, representing all NMRA members in his Region.

Many Regions, including yours, permit only members of the Region to vote for Board members, who subsequently elect a Region President. Some permit mail ballots for election of Regional officers, including direct election of the President. We do not know of any Region, (other than the non-dues paying Midwest Region, who considers all NMRA members in their

territory to be Region members) that allows all NMRA members to vote for their Regional Trustee.

The problem has several aspects:

1. Are we denying the right to be heard to the NMRA member who lives within our boundaries because he does not belong to the NER?
2. Should we, who have joined the NER allow those who do not have interest in the Region to have a hand in our affairs?
3. The Eastern, Southern, Central and Western Vice Presidents, all of whom have a vote on the National Board of Trustees are elected by all NMRA members - including those who do not belong to a Region, and thus they have an opportunity to express themselves through these officers.

In further analysis and discussion, these thoughts occur:

The NMRA member who does not take advantage of the opportunity to join the Region should not be given the further opportunity to express himself in Regional affairs. Cost is not a factor, as there are very few among us who cannot afford the additional \$1.00 for NER membership and still belong to the NMRA and participate in the hobby.

The current method of election of officers requires the voter (Regional member or not) to be present at the Annual Meeting either in person or by proxy. While the cost of joining the Region is small, the cost of attending an Annual Meeting could be large - especially if it is a great distance away. Proxies are available.

A mail ballot for the election of the board, and the direct election of officers was proposed and discussed at the October meeting. Among the objections were:

A mail ballot is expensive, especially at a time when Region finances are low and it is hard to make ends meet.

A mail ballot usually gets a low response (27% in the National election,) and 24% of the membership of NER was at Kingston for the last election.

Nearly all NER members know of, or can find a person in their area who will represent them by proxy in the election. Also, the Constitution provides that the Office Manager will vote a proxy on receipt of membership card and voting instructions.

Those who have joined the Region, and thus expressed their interest in it, and who also vote in the National mail ballot election have in effect, two votes - one by the Regional Trustee and one by the area Vice-President (Eastern, Central etc.,) - if they express themselves to the officer. Should those with the more intense interest not have this small advantage in making themselves heard?

The Region needs members - to support activities. If we dilute the advantages we can offer prospective members - including the Regional election of officers permission to attend our meetings, free distribution of our publications and other participation, what have we left to offer? Why should those who support

the Regions with dues and active participation in Region affairs see their efforts diluted by the casual interest or lack thereof of others.

This should not be considered selfishness - we must preserve what we have built, and add to it in the best interest of the members of the Region.

ATP.

## SPRINGFIELD SET FOR SPRING

Late word from the Convention Committee indicates that the Spring meeting will be held in Springfield, Mass., on May 22, 23 and 24, 1964.

Be sure and set these dates aside now!

The Sheraton Motor Inn will be the headquarters, and the rates will be very good, the Committee promises.

The same crew that was responsible for the New London, Stamford and Hartford meetings will arrange this affair, which will be a real model railroading convention, with plenty of clinics, demonstrations and the like.

The Sheraton can handle the crowd, and is convenient to all.

The Pioneer Valley Live Steamers are meeting the same weekend, which will give many a chance to investigate something that is new to the "juice" boys.

The committee also promises that the cost will be held down, while not skimping on the program.

Full details will be included in the next issue.

Don't forget to advertise your pike in The Coupler - four issues for just \$5. Ad should be 4" wide by 2 1/4" deep.

### TRAIN IN THE NIGHT

There's a certain something about  
a train  
That does things to me I can't explain,  
A whistle, a roar - and a streak  
of light  
Goes plunging headlong into the night,  
Hurling along those gleaming trails  
Picked out by headlight upon the rails,  
Just a "whoosh" in its passing, front  
to rear  
And I'm watching the markers disappear.

There's an aching something,  
away inside  
That's longing to ride, and ride,  
and ride,  
With the rattle of gravel against a tie  
And the clackety-clack as the cars  
whizz by;  
And the musical toll of a crossing bell  
Flung back on the wind as we race  
pell-mell  
Toward some vague, far place  
in the inky black -  
Ah, it's lonely here by the railroad  
track

Stan Bradley

# THE COUPLER

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of the

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## The Hostler says:

Your attention is directed to the Office Manager's report in this issue.

Again, we show a lack of drive in Regional membership. The Northeastern Region covers a large area; Better than 25% of the population of the United States resides within its boundaries. A large proportion of Canada's population is in the Northeastern Region - yet we have less than 10% of the membership of the NMRA.

We do not imply that the NER should have 25% of the NMRA membership - although it would be most desirable.

The membership problem can be solved:

Everyone knows a fellow modeler who does not belong - ask him to join.

Is your club 100% NER? It may be that some of your members have strong feelings about membership, but this doesn't mean that a majority shouldn't belong - and a few well chosen words of explanation will bring the reluctant few around.

Are the Divisions doing all they can to promote NER membership? All Divisions should require NMRA-NER membership as a condition in its own membership, after a reasonable period of time; A Division is part of the NER, just as the NER is a part of the NMRA. If the NER cannot accept as members those who are not NMRA members, how can any Division justify the lack of a requirement for NER membership? With a little persuasion, those interested in Division membership will join the NER as active members.

New York's Metropolitan Council of Model Railroad Clubs represents about 200 modellers - The NER, through the Coupler, has supported Council activities - how about a little reciprocity? How many 100% clubs do you have? The NER will be glad to work with you in a recruiting drive.

Modellers who belong to clubs, Divisions and the Council obviously seek out and enjoy the social aspects of model railroading - the interchange of ideas with others - the clinics, the auctions, banquets, model displays, contests and fan trips - which the NER holds twice a year. The larger the attendance, the greater the enjoyment, and the more that can be done.

The object is not to be the largest Region - we need interested, dedicated modellers - Not just those who will throw a buck in the hat, but people who want to participate in the Region's activities and gain something more than a membership card and four issues of The Coupler each year.

The train is in your block - deliver it ahead of schedule.

Tom

THE DEADLINE FOR THE NEXT ISSUE  
OF THE COUPLER IS APRIL 15, 1964



HOCKOMOCK RAILROAD CLUB  
The Swamp Line Route  
Meetings 1st Sunday of  
the month at 8:00 P.M.  
50 Elm Street  
North Easton, Mass.  
NER HO Gauge NMRA

## TROLLEY SPARKS

column by/  
JERRY LAWLOR

Operating model trolleys is supposed to be fun. It can also be challenging. Have you thought about some of the possibilities?

Perhaps one of the most important problems you face when trying to plan an operating layout is space. One way to solve it might be to try treble O. If, however, you want to model in one of the larger gauges, a trolley line can certainly be fitted into some surprisingly small spaces.

It is obvious that a trolley line can be operated with double ended cars, thereby eliminating the need for reversing loops; tight radius curves are prototypical. Couple all this with the fact that one car can be considered a train and you have the advantages of building a model trolley line summed up in a neat package.

A variety of equipment is available today, in both kit and ready-to-run form, but many serious model trolley fans would rather be able to run equipment which looks familiar to them on their model lines. Prototype equipment came in a wide variety of body types. Often what looked typical in one section of the country seemed strange in another. For this reason, it is difficult for a manufacturer of trolley equipment to supply enough models of all types to please all of us.

Two solutions immediately suggest themselves. One answer to the dilemma of how to get old number 1923 that used to run down Main Street in your home town is to build it yourself, or have it custom built to your order. The second answer is to check the commercial market to see what cars are offered which bear a resemblance to your favorite prototype. If you can find such a car, you then proceed to make enough alterations in its appearance to satisfy yourself that the car looks like old 1923.

A change of fenders, a change of headlight style or position, a change from arched windows to more modern style, changes in door and step styles, modification in roof and underbody details, changes in body sheathing - any one or several of these changes can turn a standard ready-to-run or kit car into a model of your favorite prototype. Try this approach. I'm sure you'll be pleased by the results.

The final and most important way in which the appearance of a car can be changed is in the painting. Choice of color scheme and care in the application of the finish are the final steps in completion of a model you can be proud of. If you are freelancing, your color scheme is limited only by your imagination.

Build a model trolley line; it's a fascinating branch of our model railroading hobby.

## GULF ALTA & TIDEWATER

George Fitterman

General Manager

162-31 Ninth Avenue

Whitestone, New York

NMRA

HO

NER

NA - MAR Lines

Len Frankel

OO Gauge

NER NMRA



# DISPATCHER'S TOWER

It seems to be getting on toward deadline time again so here is another bit of deathless prose.

At this time I would like to thank all who sent me congratulations on my election to the office of President. I will do my best for NER and for you. Fortunately I have a smooth-functioning group of fellow officers and committee chairmen with whom to work. With their help NER will make considerable progress.

On March 7th, I expect to attend the meeting of the NMRA Board of Trustees in Chicago. While you will be reading this after my written report has been sent I will be happy to take with me any items for verbal presentation which are sent to me by March 2nd. The next meeting of the NER Board of Directors will be held on March 22nd in the quarters of the South Shore Model Railroad Club at East Weymouth, Mass. The BOD meetings are always open to members who may wish to observe the workings of their Region. Any items of business to be placed on the agenda for this meeting should be in my hands not later than March 9th.

There are two questions I want to ask concerning The Coupler. The first is about its contents; should it be more social or more technical? I have had comments both ways, as well as that it should be reasonably balanced. Frankly my preference is for the third choice. We never will succeed in satisfying everyone completely, but in this manner we at least can provide something of interest for most of our members. What do you think? Are any of our female members interested in reviving "The Distaff Side" which was once a regular feature? The second question has to do with saving a bit of our money. Two members have suggested that where more than one person in a family belongs to NER we send only one copy of The Coupler, and other mailings, for both. The reduction in expense will come mostly from the lower postage bill although we will also save some on the cost of paper and printing. Rather than adopt this as a policy of NER, I will ask that those who feel the same way notify the Office Manager. He can make the changes in the mailing list. Let me emphasize that you will lose nothing by this. Each member will still be a full member, and it will be your privilege at any time to request a return to the present arrangement or your own copy of any item mailed. In this way we may be enabled to postpone further discussion of increased dues indefinitely. Please give it some thought.

Once again we are entering the season for the many annual club shows. Before this issue of The Coupler is distributed those of the Hockomock Railroad Club and the Summit-New Providence HO Model Railroad Club will be history. Unfortunately my regular working hours, which are anything but "normal", will prevent me from attending all but a very few of these shows or meetings of the Divisions. I am not in a position to be able to take time off without loss of pay, and I work all day, on both Saturday and Sunday. I will probably use up all of my vacation time on the several conventions and find it necessary to take some additional days besides. Therefore, I will take this opportunity to extend to all my best wishes for a successful year.

DON ROBINSON



Connecticut River Railroad  
HO Gauge  
Donald S. Robinson  
408 Davis St., Greenfield, Mass.  
Rio Grande Pagosa & Northern (HO#3)  
Kilkenney Lumber Company (HO)

## From the Office Manager

Thanks to all you good members who renewed promptly upon noticing the RED stamp on your copy of The Coupler. Also many thanks to George Mc Causlin's wife Jean, for taking the copies of the last issue of The Coupler direct from the printing place, preparing them and getting them in the mail directly. It cut down the mailing time by about a week.

We are still under our 1000 membership, 978 to be exact, but every day brings in either a renewal or a new membership. See that friend of yours.

There are still birthdays and other occasions for giving our pins, patches and buttons. Prices are printed in previous issues of The Coupler.

You notice we have a membership committee, consisting of Bob and Marge Wescott who will welcome your suggestions on how to obtain new members and retain current ones.

Please note Don Robinson's item in The Dispatcher's Tower about duplicate mailing of The Coupler to one family. Please take a moment to drop me a note - a post card will do nicely - Previously, we had several wives request their own copy as it is part of their membership, so they were sent to all wives, but it now turns out that many feel that one copy at home is enough, and this will help reduce the cost of running the Region. We can retain all of our \$1.00 dues. A wife's membership still gives her all the other benefits of membership.

Our National status, as of January 3 1964, is as follows:

	Actual	Quota
Total NMRA membership	2579	2799
Life members, NMRA	121	134
100% Clubs, NMRA	0	10

Your postal ZIP Code number would be appreciated. Why not mail it in today, along with some dues. Thanks to all of you who did.

Ken Hyslop

Live Oak, Perry & Gulf R.R.

MANHATTAN

NEW YORK & WESTERN RAILROAD COMPANY

The MANHATTAN MODEL RAILROAD CLUB

NER NMRA HO

G GTN

Germantown Railway Co.

Tom Prange NMRA

GTN NER

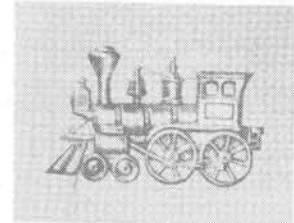
MANHATTAN

### RAILLETTE IDENTIFICATION PIN

Silver with safety catch and the cost of each is \$2.00.

Get your order in now to:

Rosella Nash, ROC Raillette Chairman  
6750 Crosswell,  
Houston, Texas - 77017



## "O" for the O gauger

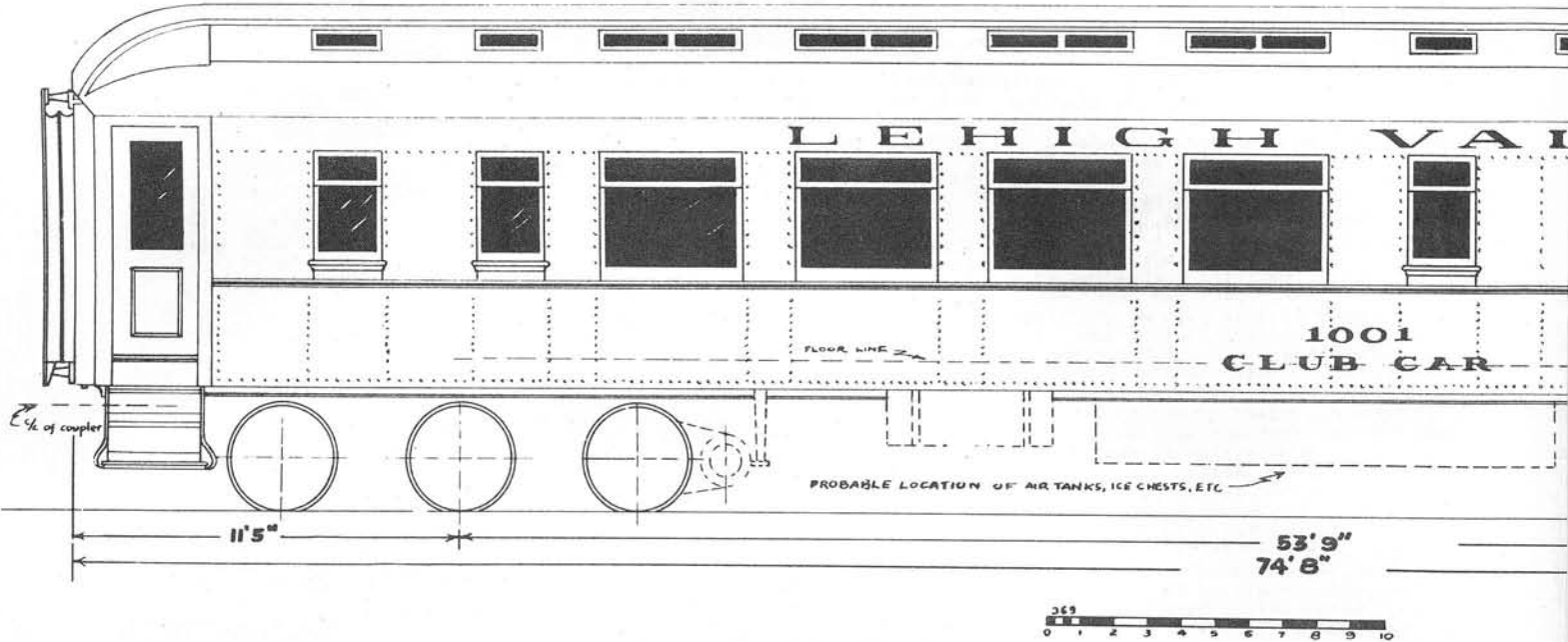
column by /KEN HYSLOP

The show of hands called for in the last issue did get response from Sidney Colburn of Dover, Mass. and Sanford S. Wittun of N. Syracuse, N.Y. wrote in giving many details of their O gauge roads.

Please note that The New Haven Club, 90 Court Street, operators of the largest O gauge railroad and trolley lines in the East are having their spring show starting February 14. This means the last three Fridays and the last two Sundays in February and the first Sunday in March will be the show dates. Also, a good HO railroad and trolley line are set up on the second floor.

Show time like this is where you meet friends you see only once in a while, and it is good to exchange notes on what each of us are doing in our own basements. Times like these also bring back memories of group gatherings at each other's homes for an evening of railroading or bull sessions. This is what made the region what it is today: The need and desire for companionship in this wonderful hobby. Anyone of us has yet to visit some where and not come home without learning something different that you can do or add to your rike. The most pleasant thing to me is that many fellows find out that you don't have to have a ranca home with a high basement to enjoy O gauge railroading. There is Joe Adams in New York City, with only two apartment rooms, yet when his cabinet walls unfold, there is a double track main line, completely around the walls of the living room, where some of the finest workmanship on track and locomotives perform to the enjoyment of Joe and his visitors. Then there is the fellow with a wall shelf type O gauge road on one side of his basement; a beauty of a switching yard, no main line, but with plenty of action. We have Corning Rawle of Madison, Connecticut, who likes to build, but has no place to run. So he goes back into O gauge, joins the New Haven Club and is again back in railroading.

So, as suggested by one write-in, lets list the names of all O gauge members and start some sort of group within the NER to exchange ideas on O gauge. At the little Convention in Manchester, Connecticut last March, many S gaugers found brotherhood among themselves just by a show of hands. Many ideas were found and new friendships made that day.



## LEHIGH VALLEY COMBINATION CLUB & BAGGAGE CAR

This car was built by The Pullman Company, in 1910-1911 from "Specification B-321" for two steel Combination Baggage, Library and Buffet cars, Number 1000 and 1001. They weighed 130,000 pounds, and were originally fitted with Westinghouse LN 1812 Air Brakes, with high speed reducing valves, Ward Steam heat. The side framing was 1/8" steel below the belt line and 3/32" above. The roof was all steel and the floor was corrugated steel plates with Flexolith covering in the passenger end, and Flexolith covered with 3/4" yellow pine in the baggage room. The cars had Ajax canvas diaphragms with Forsyth buffers. The cars had electric lights, using United States Lighting and Heating Company system. The dynamo was suspended on the truck; however, the car also carried 9 candle brackets of light statuary bronze. There was one "Duner & Co. wet hopper located in the saloon" with side wall pull, in addition to 12 Pullman standard loaded bottom cuspidores that were part of the equipment. The floor of the buffet was covered with interlocking rubber tiling, and the smoking room was "carpeted with the best Wilton carpet."

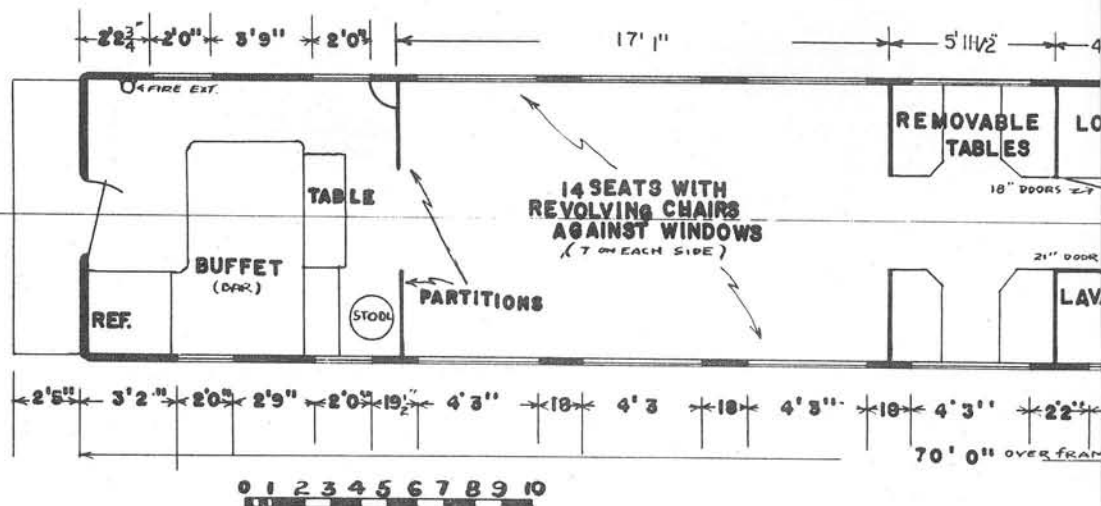
In 1930, the cars were converted into all-club cars, and in 1939 they were modernized with a redesigned bar and fluorescent lighting. We hope to publish plans of these cars in future issues of The Coupler.

Those who may wish to build this car will find that La Belle clerestory roof material is suitable, and Northeast plain flooring and center sills do the job. Central Valley T - 21 passenger trucks, with slight modification are very close to the original specifications.

The plan was drawn by Mike Pearsall, from original erection drawings, courtesy of H.P. Mac Donald, Mechanical Engineer, Lehigh Valley Railroad Company.

The car has tuscan red sides and ends, with black roof and underbody.

For underbody details, see December 1962 and January 1963 Model Railroader.



# WELCOME

THE FOLLOWING MODEL RAILROADERS HAVE JOINED US SINCE THE LAST ISSUE OF THE COUPLER WAS PUBLISHED.

**Canada**

**Quebec**

Neil Clitheroe  
1040 Vanier Street, St. Laurent 9

**United States**

**Massachusetts**

Wayne Stoddard  
277 Washington Street, Braintree 02184

**New Hampshire**

Dr. Alfred Van Wagenen  
P.O. Box 526, Henniker, 03242

Wilfred L. Pelouquin  
83 Davis Street, Keene

**New Jersey**

Charles J. Pitts  
100 Worth Street, Iselin, 08850

Bert Decker  
176 Cedar Road, Montville

Robert L. Kirkman  
Route 1, Box 537, Montville

**New York**

Donald E. Schend EM#3 USN  
U.S.S. Cadmus (AR-14)  
c/o F.P.O., New York

Thomas M. Shade  
4338 Carpenter Avenue, New York 10436

## the pass exchange

The Coupler is pleased to announce that effective with the next issue, it will carry a Pass Exchange as a regular feature. This was suggested by Walter Matuchm, of Springfield, New Jersey.

The exchange of pike passes has always been an interesting sidelight of the model hobby, and The Coupler is glad to help in this service to the Region's members.

The first of several volunteers to coordinate the Exchange was Phil Williams, 63, 53 Haring Street, Rego Park, N.Y. Zip code 11474.

The Pass Exchange will operate this way:

1. Send your name, address (and Zip code) to Phil.
2. Include a sample of your pass.
3. Your name and address will be listed in the next issue of The Coupler, along with the pike name from your pass.
4. Persons interested will send you their pass, and you will be obligated to send them one in return.

Your name will be listed once. If you want a second or additional listing you must ask for it. See page 2 of The Coupler for the deadlines.

Persons who request a listing, but do not reciprocate in the exchange will be noted.

When a reasonable sample of passes has been received, Phil will form a committee to select a "Pass of the Issue" which will be reproduced in The Coupler.

Don't miss this chance to obtain new and unusual passes for your collection! Deadline for listing is April 15, 1964.

## OPERATION

problem by DON ROBINSON

The reproduction of my last column was, to say the least, poor. I thought that it was the result of using a worn ribbon, but Tom tells me that it was because the ink has a bluish cast. Well, I have put in a new ribbon so we shall see what happens. It shows that the column is of some interest that a number of you took the trouble to read it.

Answers to the double-saw-by problem were received from Arthur Parker, Theodore Hahn, Stanley Decker and Theodore Dumais. This was a real hum-dinger of a problem and had, as you will remember, two possible solutions. Now that it is all over, I will admit that it was not until the very last minute, after the drawing had been made, that I suddenly realized that there would be two answers.

When Train #1 arrives first the solution is fairly simple:

1. T1 stop 80 carlengths East of S1.
2. E1+C1-20 to B.
3. T2 run through to A, couple to C21-60 of T1.
4. E1 to D.
5. E1 to A, couple to rear of T2.
6. All back to B, couple to C1-20.
7. All back to D until C21-60 are between S1 and S2 on B.
8. C1-20+E1+T2 back on D to clear S2.
9. E1 push T2 out (Note that E1 can not hold onto C1-20 as this will exceed 90-car limit).
10. E1 return to D.
11. E1 to B.
12. E1+C21-40 to D.
13. E1+C21-40 to C.
14. E1 to D.
15. E1 to B.
16. E1+C41-60 to A, uncouple at least 25 carlengths East of S1.
17. E1 to D via B.
18. E1 to C.
19. E1+C21-40 to A, couple to C41-60.
20. E1 to D.
21. E1+C1-20 to C.
22. E1 to A.
23. E1 to D via B.
24. E1 to C.
25. E1+C1-20 to A, couple to C21-60.
26. T1 pump air and depart.

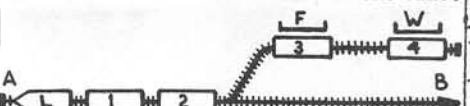
You will notice that the last move does not put all of Train #1 East of S1, but there is no necessity for this being done. The only room required is enough for the engine to run around C21-40 and C1-20.

If Train #2 arrives first the situation becomes more complicated. Thirteen extra moves are then required:

1. T2 stop 110 carlengths West of S2.
2. T1 stop 80 carlengths East of S1.
3. E2+C1-40 to C.
4. E1+c1-40 to B.
5. E1 to D, couple to C41-75.
6. E2+C1-40 to D, couple to E1+C41-75.
7. E2+C1-40+E1+C41-75 to C.
8. E2+C1-40+E1 to A, couple to c41-60.
9. c41-60+E2+C1-40+E1 to B, couple to c1-40.
10. c41-60+E2+C1-40+E1+c1-40 to D.
11. c41-60+E2 to C, couple to C41-75.
12. C41-75+c41-60+E2 East to clear S2.
13. E2 to D.
14. E2+C1-40 to B.
15. E1 to C, couple to c41-60+C41-75.
16. E1+c41-60+C41-75 West to Clear S1.
17. E1+c41-60 to D.
18. E2+C1-40 to A.
19. E2+C1-40 to C, couple to C41-75.
20. E1+c41-60 to B.
21. E1 to D.
22. E2 to C, couple to rear of T2.
23. T2 depart; E1 pushing.
24. E1 return to D.
25. E1 to B.
26. c41-60+E1 to A.
27. E1 to D.
28. E1+c21-40 to C.
29. E1 to A.
30. E1 to D.
31. E1 to C.
32. c21-40+E1 to A, couple to c41-60.
33. E1 to D.
34. E1+c1-20 to C.
35. E1 to A.
36. E1 to D.
37. E1 to C.
38. c1-20+E1 to A.
39. T1 call in flag and go.

For my own sake, I think this will be the last time I will try to present quite so complicated a problem. Tom is likely to thank me, too, for not using so much space. The solution to the December problem will appear in the April issue.

The new problem is a simple one. Just swap Car 1 for Car 3, and Car 2 for Car 4. Note that the switching lead will hold only two cars and locomotive at one time.



## HELP WANTED

[male or female]

column by

Bob & Marge Wescott

ONLY CONSCIENTIOUS PERSONS MAY APPLY. NEED IS FOR SOMEONE TO FIND NEW APPLICANTS FOR THE NORTHEASTERN REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION.

APPLY BY SENDING NAME AND ADDRESS OF APPLICANT TO MR. OR MRS. ROBERT D. WESCOTT, JR., 316 MANSFIELD STREET, SHARON MASSACHUSETTS.

THERE IS NO COMPENSATION, BUT YOU WILL BE HELPING TO PROMOTE MODEL RAILROADING AND THIS SHOULD BE MOST IMPORTANT TO YOU! WHO NEEDS MONEY ANYWAY?

YOU MUST APPLY! ALL OF US ARE DEPENDING ON YOU!!!!

## OUTSTANDING HOBBY SHOPS

TRAINS - Bought, sold or exchanged. Repairing; Custom Building. All gauges - S, HO, O, Tinplate. LINDSTROM'S, 50 Elm St. North Easton, Mass., Phone Cedar 8 6224.

**ASBURY BIKE AND HOBBY**

50% off on all Aristo-Craft Locos in stock by presenting this ad.

1401 Main Street, Asbury Park, N.J.

**TRAIN EXCHANGE CENTER**

3636 Main St. STRATFORD, CONN. 06497 Mail Order - All Gauges Fast Repair Service - OPEN FRIDAY NIGHTS 'TILL 9PM Ken & Dorothy Hyslop



GARDEN STATE CENTRAL  
MODEL RAILROAD CLUB  
160 BROADWAY,  
LONG BRANCH, N.J.  
Meetings 8PM Tues.  
100% NER NMRA  
HO HO#3

**THE NEW HAVEN RAILROAD**  
Bridgeport Division  
O Gauge

125 Lordship Road  
Stratford Connecticut  
Visitation by Reservation  
Pot Luck on Drop-in Stops  
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COAST TO COAST  
**VICTORIA NORTHERN RAILWAY**  
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Head Office  
210 CHAMPAGNE DR.  
BAIE D'URFE, QUE.  
TEL. 453-6002

General Manager  
ROY F. DOHN

VISITORS: 2nd WEDNESDAY OF THE MONTH

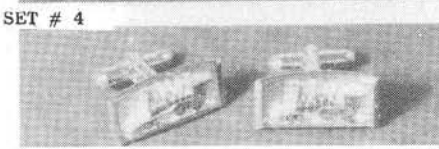
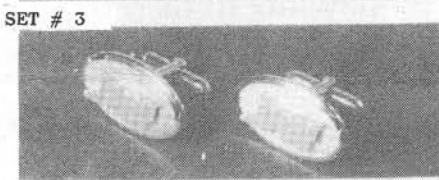
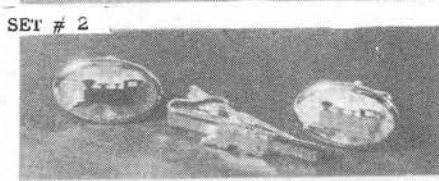
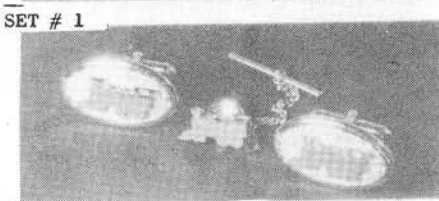
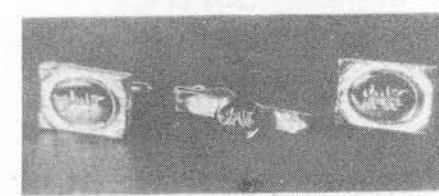
LEGAL NOTICE!!!  
The Tempest & Nine City Western RR Co.

The whole \*\*\*\*\* thing to be bankrupt.  
Thomas J. Vollmer, Ex-Trustee,  
MANHEATTAN

has purchased the assets of the Eureka Mining Company, which, it has been found,



# NER Jewelry



SET # 5

- #1 - Cuff Links and Tie Bar - Gold 4-4-0 on simulated Amethyst background with Golden surroundings. Set \$3.50 + .35fet Total, postpaid, \$3.85
- #2 - Cuff Links and Tie Tac with safety chain, Silver color. 4-4-0 Engine. Set \$3.50 + .35 fet. Total \$3.85
- #3 - Cuff Links and Tie Bar, motif similiar to above, in Golden color. Set \$3.50 + .35 fet. Total \$3.85
- #4 - Cuff Links only, silver color with 4-4-0 Engine, similiar to #2 above. Set \$2.50 + .25 fet. Total \$2.75
- #5 - Cuff Links. Very detailed 4-4-0 - in Golden color - different from others Set \$2.50 +.25 fet Total \$2.75

The Northeastern Region has arranged with the Swank jewelry people to make men's Railroad Motif Cuff Links, Tie Bars and Tie Tacs available at a reduced cost!

The NER will make a small profit on each set sold - even though they're being offered at a dollar or more under the normal retail prices.

Each item is pictured above - They are good quality, and each set comes in a gift box.

# Actions of the Board

The next meeting of the Board of Directors of the Northeastern Region will be held on March 22, 1964, at the South Shore Model Railway Club, Central Square East Weymouth, Mass.

All members of the Region are invited to attend.

This is a good opportunity to attend the Hub Convention, which will be held the day before, and stay over to see the Board in action. See Division news for details of the Hub meet.

# letters to the editor

Editor, The Coupler:

I note with some concern the loss of NER members. This is only constructive criticism but I wonder if it is caused by The Coupler such as the one I just received? #65

There are no photos in which any of the members can be seen and at least 30% of the printing is illegible.

Don't know who is at fault and blame no one but it might be something like this that would discourage new members.

Sincerely,  
Irving N. Blackburn  
Woburn, Mass.

12/18/63

Editor's note: Perhaps you are correct in assuming poor printing to be a reason for the decline in membership. Your editor wasn't pleased with the last issue either.

Editor, The Coupler:

I note with considerable surprise the purported resolutions of October 27th as reported in The Coupler. Reading them together, they just don't make sense; and I do not recall at all their having been approved in that language.

The first resolution says that Direct-

Mr Leonard Frankel  
711 Rutland Avenue  
West Englewood, New Jersey, 07667

Please send me the following N.E.R. Jewelry sets:

- #1 at \$3.85 each, total \$ \_\_\_\_\_
- #2 at \$3.85 each, total \$ \_\_\_\_\_
- #3 at \$3.85 each, total \$ \_\_\_\_\_
- #4 at \$2.75 each, total \$ \_\_\_\_\_
- #5 at \$2.75 each, total \$ \_\_\_\_\_

Check or Money order enclosed for \$ \_\_\_\_\_

If # \_\_\_\_\_ set is not available, please substitute # \_\_\_\_\_.

Do not substitute. If set ordered is out of stock, return my remittance. \_\_\_\_\_

Send to:

Mr. \_\_\_\_\_  
Mrs. \_\_\_\_\_  
Miss. \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip Code \_\_\_\_\_

If you wish, order on a separate sheet of paper, giving the information above. Prices include postage..

### LETTERS TO THE EDITOR - Continued

ors of the NER shall be nominated at the Spring Convention, and elected "as soon as practical thereafter".

The second one says that the election shall be by mail ballot, in time for inclusion in the current NNERA Yearbook.

During the past few years the issue date of the Yearbook has been juggled around so much that no-one has ever really known when it is coming out and what the deadline will be. A new scheme has been tried by the National this year, changing the issue date, but without too much success insofar as listing the new officials is concerned.

Actually, NER has no control whatsoever over the Yearbook, and who is to know when the mail ballot must go out in order to bring returns in time to meet someone else's deadline?

It seems to me that if we are going to intelligently provide for a mail ballot our bylaws must specify when the ballots must be mailed and when the returns are to be closed. For example, let's say that they must be mailed out within 30 days after the nominations, and the polls close 30 days after the mailing date.

In that way, we would have the procedure clearly laid out, instead of some vaguely thought out resolution which will only plague us later. I do not believe that leaving the details of an election to the discretion of some undisclosed person's judgement, as the reported motion #2 seems to infer, is either wise or legal.

Cordially,  
Stanley W. Bradley  
Tenafly, New Jersey

1/9/64

Editor, The Coupler:

It was bad enough when that bald-headed guy sold me the ad, I mean the stockholders were yellin' about spendin' \$auouu and all.

I wodna minded if it were a little schmeered or a word or two mispeeld, but UPSIDE DOWN, 10A!

Please cancel my subscription.

Angry Reader, Trustee  
Tempest and Mind City  
Western Railroad.

1/15/64

Editor, The Coupler:

I would like to say that this issue (December) is about the best I have read in the short time I have been a member (1962.) It just seemed to have a little bit of everything in it. The members responsible for completing this issue did not a good job - but great. Keep up the good work and maybe have more renewals among our membership.

Sincerely,  
Edward L. Zucker  
Brooklyn, N.Y.

12/16/63

the Finest HO CARS  
roll on . . . .

**CENTRAL VALLEY TRUCKS**

Illustrated Catalog 10c

13000 SATICOY STREET NORTH HOLLYWOOD CALIFORNIA

**Railroadiana**

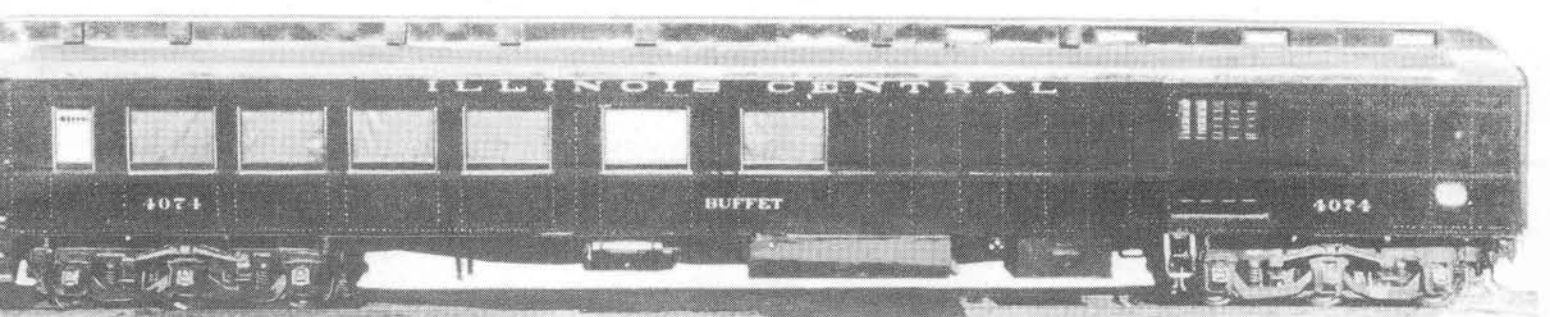
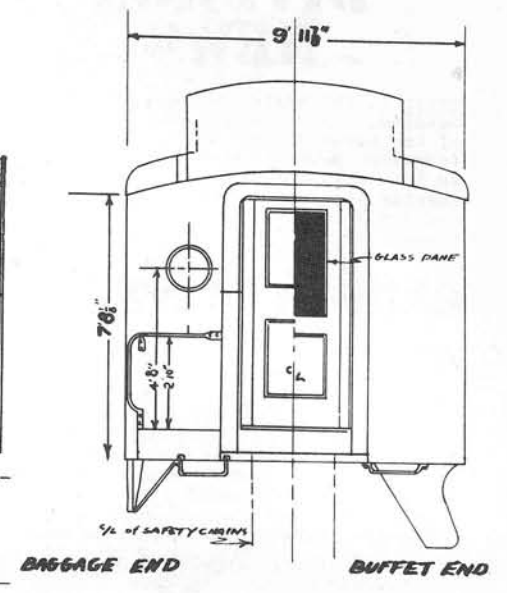
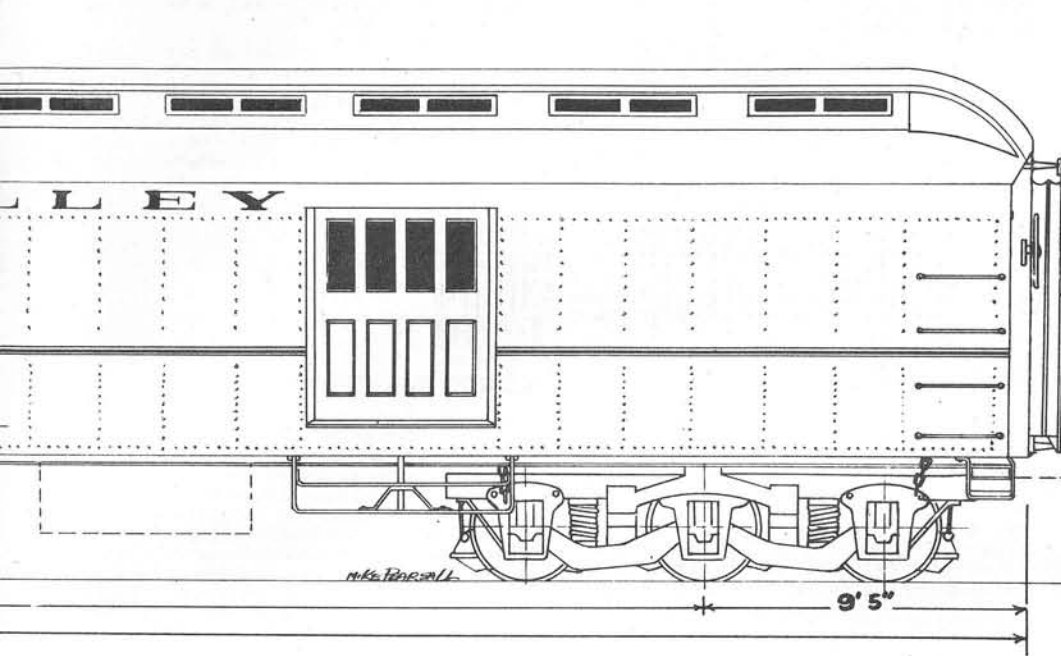
1120 PRR KEYSTONE NUMBERPLATE AUTHENTIC REPLICA FULL SIZE \$18.95

LIMA 'DIAMOND' BUILDER PLATE \$5.95  
NUMBERPLATES CPR 1087 PAINTED CNR 0152 REPLICAS \$14.95

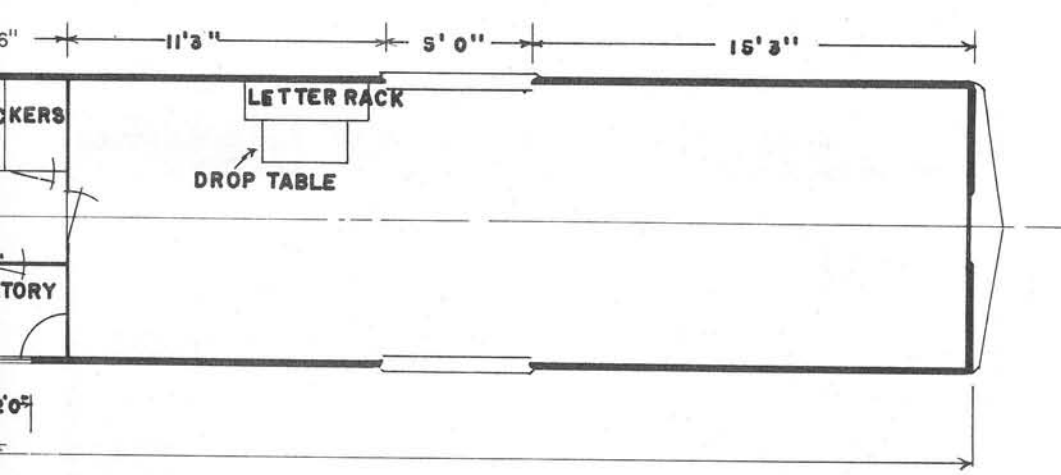
GOLD SPIKE PAPERWEIGHT \$1.00

POSTPAID - OHIO RESIDENTS ADD SALES TAX

VICART PRODUCTS  
Box 88 NEWBURY OHIO



photograph of the original Lehigh Valley car was available. The photograph  
 ve is of a car that is very similiar. Only the window configuration must be  
 used.



## DIVISION NEWS

**Note:** At the beginning of each Division heading, there is the name and address of the person to contact for further information about the Division. If you live in the Division's area, and are not receiving news about their activities, or would like information about the Division activities, please contact him. He'll be glad to hear from you.

### GARDEN STATE

John Decker, 186 Linden Avenue, Springfield, New Jersey

A well attended meeting of the Garden State Division was held on January 11th at the Monmouth - Ocean Model Railroad Association, located in the Elberon Station of the New York & Long Branch RR. The activities included slides, a model display and a short business meeting, including election of officers.

The new officers are:

Chairman - Donald W. Howd  
2236 Corlies Avenue  
Neptune City, 07753

Vice-Chairman- Ernest Mikus  
1432 South End Parkway  
Plainfield

Secretary - John Decker  
186 Linden Avenue  
Springfield

Board Members- Joseph J. Paver  
1 Washington Avenue  
Morristown

William F. Biller  
7 Lansdowne Road  
East Brunswick 08816

Eugene Wolfe  
70 School Avenue  
New Market 08854

Paul Mallery  
94 Oakwood Drive  
Murray Hill 07971

George Mc Causlin  
105 Ocean Avenue  
Allenhurst 07711

Vince Waterman  
12 Barker Street  
Somerset

All addresses above are New Jersey.

The Division schedules five meets per year, in January, March, June, September and November. The next will be on Saturday March 21 at the Summit - New Providence HO RR Club, 94 Oakwood Drive, Murray Hill. The usual pre-meet Luncheon (individual checks) will be held at Suffy's Steak House, Scotch Plains, at 11:30AM. The meet starts at 1 PM at the Club, with the regular model display, with prizes awarded on the basis of popular vote. An operating clinic will be held, followed by an operating session on the Club's layout, to put ideas given in the clinic to practice. Those attending will take turns as dispatcher, engineers, brakemen and towermen.

Starting with this meet, a registration fee of \$1.00 will be charged to cover Divisional operating expenses, such as the reproduction and mailing of its paper The Whistle Post. Present plans call for starting small, informal groups within the Division, which may be called Roundhouses. The Whistle Post will carry information on the location, dates and subjects of their meeting. For further information on the March meeting, contact Herman F. Tjaden, Crest Lane, Scotch Plains, Ad - 2 - 8904

### HUB

Harold I. Clark, 3 Frederick Street, Worcester, Massachusetts 01605

The Hub's next meeting will be at the

Congregational Church Social Hall, Jackson Square, East Weymouth, Mass. A long and interesting day is planned. First & Foremost: LADIES ARE INVITED. The program will start at 10:00 AM, and will include a model display, clinics, an auction, a visit to the South Shore Model Railroad Club, "arm chair sessions" movies and slides, a country style supper (this is famous) and a short business meeting to elect some new directors. The total cost is just three dollars per person.

Reservations must be in one week in advance (March 14) Make your check payable to Harold Clark (see address above.)

The NER Board of Directors will meet the next day at the South Shore Club. Make a weekend of it and see your Board in action.

### NUTMEG

Robert K. Boyden, Buff Cap Road, RFD #2 Tolland Connecticut.

At the Nutmeg Annual Meeting on January 18, in Cheshire, Conn., Harry Leet of Columbia was elected President. The meeting was attended by 57 people, and featured a showing of "It Happened to Jane" which featured, among other things the last operation of New Haven steam.

A sell or swap table was in operation, and there was operation on the layout of Art Smith, in whose home the meeting was held.

Each person attending was requested to bring his own chair, which is understandable, since the meeting was held in a private home. Art: Do you plan to open a used furniture store with those left behind?

(Your editor was advised that several members took exception to what was intended to be a humorous remark about the relation of the dates of Nutmeg activities and The Coupler's deadlines, the former always seemi ng to be a couple of days after the latter. Our apologies.)

### ALLOUETTE

Jim Thomson, P.O. Box 33, Montreal 28, R.Q. Canada.

The third meeting of this new Division was held on November 18, 1963.

One of the most important items discussed was the Division's participation in the Canadian World Exhibition. A proposal to build, equip and maintain an O scale layout at the exhibition, costing in the neighborhood of \$100,000 has been presented to the authorities.

The Division would be interested in hearing from readers of The Coupler who have ideas or proposals on designings, operations, ect., which could be of assistance to us in planning the layout

for the 1967 Worlds Fair. We would also like to receive bids or estimates from locomotive builders for CN and CP prototypes in 1/4" scale.

All comments and suggestions pertaining to this or future activities should be addressed to N.E.R. Allouette Division Box 33, Montreal 28, P.Q.

If you would like to join the Division send \$1.00 to the above address, and your membership card will be in the mail.

More news will be forthcoming on the 1967 World's Fair and our general activities in future issues of The Coupler... Meanwhile, back to the drawing boards, et Bonne Chance!!!

### PUBLIC RELATIONS

column by George McCauslin

In the December issue of The Coupler I asked our members to solicit advertising from their local hobby shops and to let me know what results they obtained I promised to publish those results in this column this month. I didn't expect a tremendous amount of response to this request, but I had hoped to hear from at least one person. If any hobby shops were called on, the information was not sent to me, so I am presuming that none were made, at least not successfully.

The overwhelming response to my request brings another matter to my mind. When I joined NER, not too many months ago, I heard about the "clique" which ran the Region. I was led to believe that the plain old member was on the outside looking in, and had no chance of breaking into the "clique." Being a P.O.M. myself, I decided to find out if this was the true situation. So I did a little bit of investigating on my own, and guess what?? THERE IS A CLIQUE RUNNING THE NER!!!! It is composed of a small group of "regular" members dedicated to the belief that the NER and NMRA are worthwhile organizations, and through them model railroading can achieve far greater heights than otherwise possible. They are willing to back up their beliefs by offering their services to the organization, even though in so doing they give up much of their valuable model railroading time. Yes, there is a clique running the NER, and if you want to join them, why don't you volunteer your services? The clique will gladly welcome you to their ranks!

National Model Railroad Week for 1964 is now history. Did you or your club participate? If you did, won't you drop me a line and tell me about it? I would like to keep a record of what the Region has done, so that we can pass the information on to other clubs and individuals in the years to come.

Continued next page

## NER MEMBERSHIP APPLICATION

To: Kenneth Hyslop, Office Manager  
Northeastern Region, National Model Railroad Association  
125 Lordship Road,  
Stratford, Connecticut, 06497

I enclosed \$1.00 for a full one year membership in the Northeastern Region, National Model Railroad Association, Inc. New  Renewal

Name \_\_\_\_\_ NMRA # \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

I do not belong to the NMRA. I enclose \$4.00 for membership in both organizations. \_\_\_\_\_



## Public Relations - Continued

I would also appreciate your sending me information about coming events - Regional meetings, club showings, etc., so I can prepare news releases for the trade magazines, newspapers and radio and TV stations in your area. The information should be sent to me as early as possible. Some publications have copy deadlines far in advance of publication.

## SWAPS

Send your lists to Dave Mc Donald, 19 Fairmount Avenue, East Weymouth 89, Mass.

From Peter Copp, 15 Barton Road, Mountain Lakes, New Jersey.

## Trade or Sell

## HAVE:

Comstock Mining & Miners (book)	\$ 7.50
Hoot, Toot & Whistle (hard cover)	2.50
Gem tender canopy (unpainted)	3.20
PFM HO3 Shay (unpainted)	41.00
Kemtron HO3 Nev. Co. 50' wood grained box car kit	3.20
Campbell mine shaft kit	2.00
Atherne Crane r-t-r	3.50
Revell 50' flat w/ logs r-t-r	1.50
" cattle car r-t-r	1.50
" flat car r-t-r	1.00
Tyco flat car r-t-r	1.00
Ambroid baggage car kit	3.20
LaBelle RPO & express car kit HO-7	5.20
Ken Kidder IC Harriman coach (unpainted)	5.00
Central Valley T-21 6 wheel passenger trucks 4 pairs ea.	2.20

## WANT:

LaBelle HO-4 day coach kit  
 Ambroid B&M coach  
 LaBelle CM&StP box car kit HO-41  
 LaBelle Toledo & Western box car kit HO-45  
 Gem 2-4-4-2 tender trucks only  
 Central Valley T-25 passenger car trucks (three pairs)  
 Kemtron "S" scale rule X-180  
 Binkley tank car kit HO 151  
 Railroads in the Woods by Labbe & Goe  
 Rio Grande-Mainline of the Rockies by Lucius Beebe  
 CP and SP Railroads by Beebe  
 Kemtron 1907 Thomas Flyer kit (not the deluxe version)  
 Pictorial Supplement to Denver, South Park and Pacific by Kindig, Haley & Poor.

From David G. Townsend, 353 East 79th Street, New York, N.Y. 10021

## Trade or Sell:

## HAVE:

Akane Allegheny 2-6-6-6 (HO) professionally painted and decaled for the C & O Total running time about 10 minutes on a test rack. Perfect condition.

## WANT:

New Max Gray SP 4-10-2 or new Max Gray UP 4-8-4 w/ smoke lifters.  
 Used: United D&RGW 2-8-8-2  
 Max Gray D&RGW 4-6-6-4 Challenger  
 Max Gray SP 2-8-8-4  
 Akane SP 2-8-8-4

or any combination of unpainted brass locos of 1930 - 50 vintage or Tenshodo diesels. Sticking to Western roads exclusively.

### BERKSHIRE MODEL R.R. CLUB

NO. CAUSE

C/O KIRK'S JOBBY CENTER

784 TYLER STREET

WE MEET IN MEMBERS' HOMES

ON ALTERNATE FRIDAYS AT 7 P.M.

PITTSFIELD, MASS.

## THE STEAMER'S RETURN - 1963

The steamers' ranks are thinning fast; Few remaining active. While we who bear in mind the past Become more restive.

The C.N.R. and fans, to ease the strain In Fall of '63, Ran a special steam-powered train For all to see.

The 4-8-4, black paint ashine, Led off the string. Twelve cars rolling along behind Made memories ring.

A happy throng joyfully filtered aboard, Gramps to babes in arms, To savor the fun these trips afford 'Midst railroad charms.

The tape recorders established up front, Engine sounds to gather. Every last hiss, rattle, blast and grunt Must be on platter

Throughout the train all ages roam, Seeking friends. Jovial greetings incessantly boom; Joy descends.

The time is near for a photo run; Cameras get ready. This is a major part of the fun; Nostalgic, heady.

We stop on a curve, by a bridge. What a site! Cameras adorn every gully and ridge. Check that light!

Now here she comes, black plume aloft, Headlight gleaming; Trailing snowy steam exhaust, Whistle keening.

Cameras grind, shutters click, positions shift. Frantic action To catch the last slow, stopping drift Without distraction.

Then back on board, reload for repeat, With anticipatory gleam; Visit around, compare notes, a bite to eat; A moment to dream.

A water stop calls for the local brigade, Hose lines throbbing; Temporarily putting the steamer to shade, Camera fans probing.

Coaling up, passes, meets, running repairs Avidly followed. Every activity of railroad affairs Religiously tallied.

So the day goes, the buffs at white heat Opportunity shines To capture the pleasure, though tinged with regret, Of bye gone times.

Rob Robertson



ALFRED THOMAS PRANGE  
 333 East 43rd Street  
 NEW YORK 17, NEW YORK

A rubber stamp, similar to the one above is available to any NER member.

The stamp, including the NER Herald and three lines for name and address is available from

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

for just \$3.00, postpaid. Additional lines for 50¢ each.

Here's a good way to make your model railroad stationery at a low cost. The Region receives a small royalty on each stamp sold.

## FLAG STOPS

Rev. Russell D. Smith of Saint Sacrament Rectory, Bolton Landing, New York, suggests that a membership blank be included in each issue. One is printed on page 8 - how about passing it on to a non-member?

The Metropolitan Council of Model Railroad Clubs will have held its little convention by the time this is printed. A full program was planned: Three clinics, two roundtables for club officers on administration and layout building; a roast beef dinner; ASTRAC demonstration and door prizes. An ambitious program for one afternoon and evening.

Rob Robertson, who keeps The Coupler advised of Canadian railroad activities, writes that on the same weekend as our October convention that there was an 11 hour steam trip behind CNR No. 6187, a 4-8-4 that was brought down from Toronto for the occasion. The trip was sponsored by the C.R.H.A.

A couple of weeks earlier the CNR sponsored a promotion in Dorval, which included 4-8-4 No. 6153 (which hauled the Montreal NMRA fan trip) 4-4-0 No. 40, English Teakettle No. 54 and a full modern diesel train. Rob reports it drew quite a crowd. It's good to hear about this kind of activity in steam. It's getting scarce in these parts, and any steam operations that do exist deserve our support.

The Canadian Railroad Historical Association has a pamphlet offering 4 books about Canadian rails and an annual publication. Those interested in the Canadian operations can write the CRHA at Box 22 Station B, Montreal 2, P.Q.

The Empire State Railway Museum, which was featured at the Kingston Convention advises that they will have a new rail-gas car in operation this summer, and a new caboose. They've spent part of the winter cutting the brush along the right-of-way, for better viewing. For further information about their spring and summer activities, write the Museum at Box 459, Wall Street Station, New York, N.Y. 10005

Earl Smallshaw's cartoon and the Achievement Awards column are missing from this issue. Earl has been in the hospital for a few days, but should be out by the time you read this. Hope it was nothing serious, Earl. Those of you that have an idea for his cartoon series, "There's One In Every Crowd", be sure to send them along to him (not the Editor) and don't forget to get those Achievement Awards applications in to him.

The New York Society of Model Engineers, will hold its 32nd Annual Exhibition at 341 Hoboken Road, Carlstadt, N. J. from April 3rd to April 19th, inclusive.

Weekdays 7 to 10 PM, Saturdays 1 to 10 PM, Sundays 1 to 6 PM. Admission: Adults, 50¢; Children ages 6-12, 25¢.

Visiting model railroad clubs welcome Sunday April 12, from 9 to 12 noon.

The Garden State Model Railroad Club will hold its Annual Show on April 3, 4, 5, 10, 11, 12 and 17, 18 and 19, at 575 High Mountain Road, North Haledon, New Jersey. The hours are Friday 7-10PM, Saturday, 2-10PM and Sunday 2-6PM. Admission by donation. For further information contact Rene Flory, 148 Cedar Avenue, Hawthorne, New Jersey. Phone 201 Ha 7 4025.

Thomas M. Shade asks about conventions: The Region tries to hold them in different parts of the Region, so that all will be able to attend one close by occasionally. They're held twice a year - spring and fall. Fan trips are usually a highlight of a meet, but they're getting scarce and more expensive.

Flag Stops - Continued

New member Robert L. Kirkham, of Montville, New Jersey asks if there are any active junior members of NER in his area - Bob is 14. See the item below, Mr. Kirkman; we think they had you in mind. And just 15 miles away.

The Summit-New Providence HO Railroad Club, Incorporated, of Murray Hill, N.J. has authorized the formation of an auxiliary for model railroaders 12 through 17 years. The auxiliary members will receive NMRA and NER membership cards after paying four months dues. They will meet on Saturday afternoon at the Club, from 2 to 5 PM, under the supervision of a senior member. Club member Henry Gross, 1170 Wyoming Drive, Mountainside, N.J., is acting Chairman of the group. This is another step forward by a very progressive club.

Also to be noted is T.S.-N.P.H.O.R.R.C.L.'s 10th Annual N.M.R.A. meet and the Garden State Division, N.E.R. meet to be held March 21. On February 15 the Club will celebrate its 15th Anniversary; and their December 7 Auction was attended by about 60 persons.

The South Shore Model Railway Club in East Weymouth, Mass., is expanding to new quarters adjacent to their present space, and are looking for new members with ambition and "scratch." They will feature a larger layout, with revisions to the old one. Plans call for over 1000 feet of main.

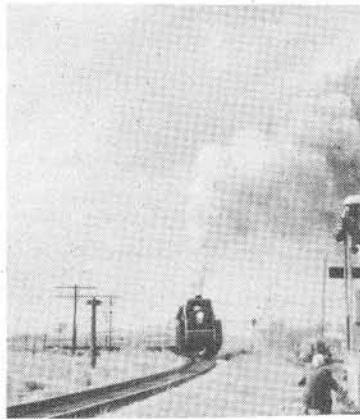
The Hockomock Railroad Club held a very successful 3rd Annual Show on January 19, in North Easton, Massachusetts. Mr. Linn Westcott, guest speaker at the affair was enthusiastically received as he spoke on Model Railroading to a large audience.

Many clubs were represented, including M.I.T., Suburban Middlesex and Eastern Coast Lines. Spectators were able to enjoy continuous movies, as well as viewing numerous displays and layouts set up by clubs and manufacturers such as Ambroid, Trakside Industries, Etc. Also, many people participated in an auction.

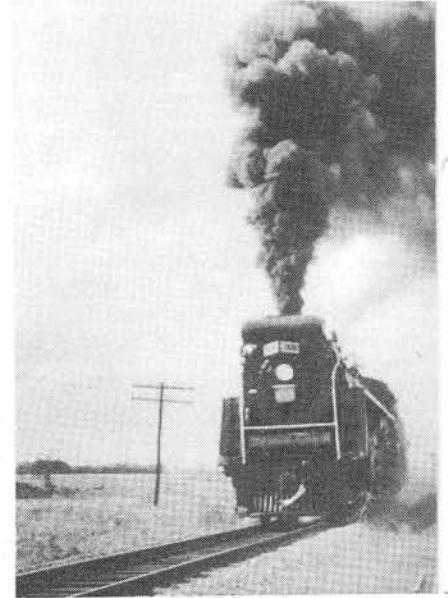
Several V.I.P.'s were on hand to lend importance to the show. In addition to Mr. Westcott, Don Robinson, President and Tom Prange, Editor - NMRA - NER were in attendance, as was the famous "Father Choo-Choo," who brought along his wonderful movies.

Between 900 and 1000 persons attended, showing how popular this annual show has become to the general public as well to Model Railroaders.

Your Editor, who is long on photographic equipment but short on photographic ability, nevertheless has some favorite photos from the few years he's been in the hobby:



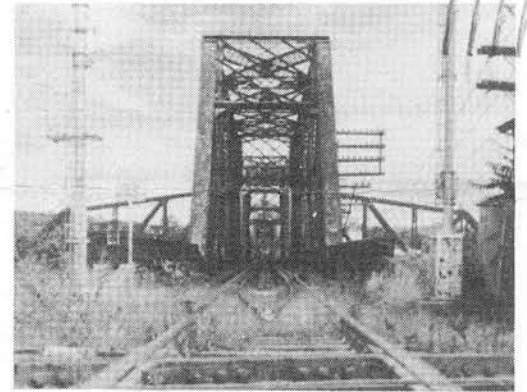
CN # 6153 loses its footing during photo runby - Montreal NMRA Convention, August 1962.



Footing regained - At speed.



Ancient Waybill Box - Middletown, New York. A good weathering job. October 1963, Kingston NER meet.



Bridge Entrance - Middletown, Connecticut. Span is left open, except for special order traffic. NER Nutmeg Fan Trip, September, 1963

IF THIS ISSUE IS STAMPED IN RED IT IS YOUR LAST UNTIL YOU RENEW YOUR MEMBERSHIP. SEND \$1.00 TO THE OFFICE MANAGER AT THE ADDRESS BELOW:

THE COUPLER

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