

# SPRING CONVENTION ISSUE

ISSUE NO. 67

MAY 1964

## THE COUPLER

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



### MAY IS SPRING IN SPRINGFIELD Sheraton Motor Inn Headquarters on May 22, 23, & 24

The three most fabulous days this year for a model railroader will be May 22, 23 and 24. During these days, a hard working group from the Nutmeg Division N.E.R. will sponsor the Spring Convention at the Sheraton Motor Inn, 70 Chestnut Street, Springfield, Mass. Quality, Quantity and price are words that might describe this one best; plus activity, activity and activity.

And without taking any steam from the modeling activities, the convention has been designed as a delight to the staffside. Not only have they arranged a minimum of two special female type clinics but a three hour entertainment social and an especially conducted private tour of Springfield's famous Fine Arts Museum. In addition, any lady modeler is invited to enter her own model in any category and have it judged and exhibited among her own female division: Prizes are awarded

The place and time for this convention is really great, for not only does Springfield have the New Haven terminating there but also the facilities of the B & M and the tremendous New York Central (B & A.) There is more actual railroad prototype in Springfield than anyone can see in a weekend. Time too is most important, for a great feature of the convention is a planned trip to the Pioneer Valley Live Steam meet, held on these same three days.

The clinics are a modelers delight: Two every hour, with two workshops every hour. And that's only a minimum. Manufacturer's displays were selected for quality also: such as Unimat, in continuous operation; along with ASTRAC and many pet projects such as operational catenary, complete with a fully operational scale generator! It's amazing, but the quality, quantity and variety is in Springfield: but the cost is the lowest in years.

The Convention will cost only \$6.00!! (that's right, six) pre-registered, and only \$7.00 at the door. The lowest with the mostest in years. The Motor Inn also is reasonable, with all singles at \$7.50 and doubles at \$12.50. Family plan, so if you have children, no charge. They have extras too, such as an individual coffee pot in each room, free ice from machines on every floor, and they offer a continental breakfast, included in the low room charge. A good convention at a good motor inn. Free ice, free coffee breaks, free breakfast if you stay there; and more quality exhibits and activities than you can ever hope to have at one time.

Quality, Quantity, Variety with activity at the lowest cost. Even the Auction gets special treatment along with the social hour and the rest. A fabulous affair, even to the bull sessions after the day is done. Everyone is invited, if you are up late or want to stay up later. Refreshments are free, except, of course, the Rule G bit: You supply that violation if you want it!

This will be a full weekend, and if you don't get there you'll regret missing the wild one. Quality, Quantity and value at the minimum cost. This is the one for the modeler and too, for the wife that won't ever go. Take her to this one and convert her.



A scene from a Pioneer Valley Live Steam meet - featured at Springfield.

À nos amis Canadien et nos compatriotes d' Angleterre Nouveau de langue Français.

La Convention de Printemps de N.E.R. sera tenu chez le "Sheraton Motor Inn" Springfield, Mass., le 22, 23 et 24 mai, 1964.

Suivant est une échantillon des bonnes chose pour votre divertissement.

Le "Cotillion Railroad Theatre" - continuellement.

Trente-deux Cliniques, Ateliers, et Demonstrations des utiles et équipement. Aussi, un parade des manufacturiers.

Le Banquet sera de Boeuf Koti. Assez dîtes!

Suivant - une vente à l'encan de "l'Homme Pauvre" - vite et joli.

Pour les femmes - les "Raillettes" - un programme des Beaux - Artes.

Tout cela ne coute que \$6.00 chaque!

Vraiment - c'est une aubaine extraordinaire!

This issue of The Coupler is being distributed to all members of the NMRA who live in the Region. If this is the first issue of The Coupler that you've seen, we hope you will enjoy it. If you would like to receive it in the future, just fill out the membership application that is printed elsewhere in this issue.

For your \$1.00 membership fee you'll receive four issues of The Coupler, in addition to the other benefits of NER membership - conventions, fellowship and Division activities.

Your attention is directed to the news of our Spring Convention. It promises to be one of the best we've had in a long time and will also be inexpensive. You'll find a registration form included in this issue. If you want to join the Region at the Convention you may, or send your \$1.00 to the address on the membership application.

SEE YOU IN SPRINGFIELD!!!

### New York City to be Fall Convention site

New York City has been selected as the Convention site for the Fall. The meeting will be held on October 23, 24 & 25, 1964, at the Summit Hotel in the heart of New York. It's brand new and modern and complete in every detail. We will have special, low room rates, and all the meeting and function rooms we need will be available.

The Fan Trip will be most unusual, and one long remembered, regardless of your special interest in the hobby.

For the ladies, a fashion show is planned at a major Fifth Avenue store, TV show tickets will be available, and for the children the Central Park Zoo is only minutes away.

Unusual and entertaining speakers will be featured at the Banquet - ones you won't want to miss.

The committee is also trying to arrange to have a well-stocked model railroad store open on Sunday afternoon after the business meeting. The business meeting will feature election of officers for the coming year, and will affect every Region member.

The Convention will be held one week after the New York World's Fair closes. If you want to see the Fair too, write the Hotel for special rates, if available.

Set the dates aside now - plan to enjoy one of the best Conventions the Region has ever seen!!!

# THE COUPLER

Published by the  
NORTHEASTERN REGION

of the  
NATIONAL MODEL RAILROAD ASSOCIATION

Editor - Alfred Thomas Prange  
353 East 43rd Street  
New York, N.Y. 10017

Art Director Mike Pearsall

Features by

Operation- Donald S. Robinson  
408 Davis Street  
Greenfield, Mass., 01301

Trolley Sparks-Jerry Lawlor  
581 Connecticut Road  
Bridgeport, Conn., 06607

For the 'O'Gauger - Ken Hyslop  
125 Lordship Road  
Stratford, Conn., 06497

Cartoons by- Earl Smallshaw

## NORTHEASTERN REGION OFFICERS

President Donald S. Robinson  
408 Davis Street  
Greenfield, Mass. 01301

Vice President Jack Alexander  
111 South Street  
East Bridgewater, Mass.

Secretary Paul Hackett  
8 Jeffrey Court  
Manchester, Mass.

Treasurer Mrs. Dorothy Hyslop  
125 Lordship Road  
Stratford, Conn., 06497

Office Manager Kenneth Hyslop  
125 Lordship Road  
Stratford, Conn., 06497

Achievement Awards Chairman Earl Smallshaw  
Long Hill Road  
Middletown, Conn. 06457

Contest Rules Chairman Dr. W.R.F. Dohn  
210 Champaigne Drive  
Baie D'Urfe, P.Q. Can.

Membership Chairmen Bob & Marge Wescott  
220 Elm Street  
North Easton, Mass.

Public Relations & Advertising Chairman George Mc Causlin  
105 Ocean Avenue  
Allenhurst Post Office  
New Jersey 07711

Convention Chairman Walter Syrett  
29 Emerson Avenue  
Pittsfield, Mass.,

## DIRECTORS OF THE NORTHEASTERN REGION

Jack Alexander +  
East Bridgewater, Massachusetts

George Barclay =  
Mount Vernon, New York

Dr. John Dias =  
South Dartmouth, Massachusetts

Dr. W.R.F. Dohn +  
Baie D'Urfe, P.Q. Canada

Leonard Frankel \*  
West Englewood, New Jersey

Kenneth Hyslop =  
Stratford, Connecticut

Albert H. Gooding +  
Worcester, Massachusetts

Donald S. Robinson =  
Greenfield, Massachusetts

+Term expires 1965 = Term expires 1964

\* Ex-Officio

Entire contents © 1964, N.M.R.A.,  
N.E.R. Inc.

## The Hostler says:

A couple of pages back in this issue you'll find a letter to the Editor from George Fitterman, concerning a front page Editorial in the February issue of The Coupler: "Elections and the Region."

George, a past Director of the Region, devoted much of his time while a director to a study of the problem outlined in the editorial. His answer is thoughtful and has meaning to every member of the Region and the NMRA. And his words carry weight among those who know the problem.

"Elections and the Region" was intended to stir discussion, yet Mr. Fitterman was the only member who took the trouble to respond. One of the functions of The Coupler is to be a forum of discussion of things that affect the Region and all model railroading.

Frankly, this indicates an apathy on the part of the membership. Perhaps this is not the most important issue facing The NER. But it is important, and affects every member. Perhaps this is an indication of a reason for our continually declining membership. Your Editor dislikes some of the cliches that come with this hobby - "Every Member Get A Member" - "Model Railroading Is Fun" just because they are cliches. They do have meaning, though, and one of the most important is "Don't Just Belong - Participate."

Direct election of the Region's trustee to the National Board cannot be accomplished overnight. The NER Board recognizes this problem, and held a discussion of it at Weymouth on March 22. No one, least of all the Officers of the Region, wishes to be unfair to any interested model railroader, or member of the Region, or National member living in the Region.

Part of the problem will be solved if the National membership votes favorably on a question that will appear on the ballot in the next election. The question asks the membership to vote for a dues increase to \$5.00, effective September 1964. This question is tied to another: On September 1, 1965, the National will return \$1.00 of the National dues to the Region in which the member lives at the time he joins or renews, and separate Region dues will be abolished.

This will permit all members of the NMRA to participate in the Region's affairs, for they will be members of the Region automatically.

We feel that the dues increase merits your support-if you are a Region member it actually means only one dollar a year increase, since Region dues will be discontinued. It has been more than 15 years since there was a dues increase on the National level. During that period, although the membership level has been maintained, many costs have increased, and no amount of volunteer work can overcome them. We refer to printing, postage, stationery and the like.

If the dues increase is accepted, the National will provide each member, upon renewal, with a technical manual binder, complete with dividers, to keep the data sheets, RP's and Standards and other information published by the NMRA which has a permanent value. This alone would cost \$2.50 retail. It will be a valuable addition to any model railroad library, and in addition will keep much-needed material close at hand and in one place.

Your Regional Officers have given up some of their modelling time to help make this the best Region in the National. They can only do so with your help and suggestion. Let them know how you

feel about the Region - about its activities, The Coupler, the Divisions, the Conventions, so that they can help you get more from model railroading. If you don't let them know how you feel, they'll keep going in the same direction, or change to the direction that they feel is best for you. Let them hear from you. A member who doesn't renew because he doesn't like the way things are going isn't helping himself, model railroading or the Region.

The Director nearest you is listed in the column in the left.

THE DEADLINE FOR THE NEXT ISSUE OF  
THE COUPLER IS SEPTEMBER 8, 1964.

*J.M.*

## Actions of the Board

Editor's note: The following has been excerpted from the minutes of the BOD meeting held in Weymouth, Mass., at the home of Dave McDonald, on March 22, 1964. The material deleted is reported elsewhere in this issue.

Treasurer's Report: Receipts of \$588.62 since the last report. Expenses \$512.35 and Accounts Receivable \$93.57. Account balance \$1538.84.

The Garden State Division offered to host the Fall 1965 Convention. The offer was accepted.

Model Contest Committee: The following points were advanced to improve model contests: Selection of qualified judges and their acceptance; Adequate space for the display; Categories clearly marked and separated; Sufficient help for contest judges; Entry forms properly filled out; Certificates ready for presentation at banquet; Master list of winners properly filled out.

The Board voted to supply Divisions with any convention materials at cost.

A photo contest at Conventions was considered a desirable attraction.

The study of the change in method of election of Regional Officers by all NMRA members was tabled until after the Annual Meeting. The proposal for a mail ballot, and a change in the election date were also tabled.

The Garden State Division charter was issued, effective March 22, 1964.

The Allouette Division charter became official on April 8, 1964.

The meeting was adjourned at 2:54PM.

Live Oak, Perry & Gulf R.R.



NA - MAR Lines

Len Frankel

OO Gauge

NER NMRA



# DISPATCHER'S TOWER

Since this issue is going to all NMRA members in the NER territory I am going to attempt a bit of membership promotion. Of course, we would like to find a magic formula which could induce all those who have not yet joined NER to do so, but, lacking this, we can only hope to persuade you. I realize that the area of the NER is large and that those who live in the more remote sections would find it hard to attend the regional conventions. For them the main return for their dollar will be the four-times-yearly issues of The Coupler. The copy which you are now reading is typical; look it over closely and see whether or not you think it is worth 25¢ per issue. The big benefit to be derived from membership, however, is a closer fellowship among model railroaders than can be obtained from membership in NMRA alone. Even those who can not regularly attend regional conventions can partake of this for we now have four active Divisions - Alouette, Nutmeg, Hub and Garden State - and will gladly issue a charter to any ten NER members who wish to start another. These Divisions each have regular meetings and usually a one-day "Little Convention". We enjoy our membership in NER and believe that you would, too. An application blank is included for your convenience.

Congratulations are in order for NER Director Roy Dohn on attaining his Master Model Railroader certificate. Roy's HO Victoria Northern was a feature attraction of the 1962 National Convention at Montreal.

To Tom Prange, Editor of The Coupler, I offer my sympathy on his appointment as NMRA General Chairman-Promotions. We who serve under him will see that he is not allowed much time to rest.

Several improvements in the Achievement Program are expected to be put into effect this year. Now under final study are new requirements for qualification in Traction for Master Builder-Motive Power and Civil Engineer. Credits will be allowed for Divisional officers and contest judges toward Association Official and Association Volunteer. There may also be a reduction from three to two years in the requirements for Regional elected officers to conform with the term used in most of the Regions.

I will take this opportunity to wish all of you a pleasant summer. Please remember that if you want to visit railroad installations during your vacation that it is always best to obtain permission. Most companies will be glad to have you, and without it you are legally a trespasser. Railroad property is always a dangerous place, and the best advice I, as a professional railroader, can offer is to obey Rule 108 of the Standard Code which says "When in doubt take the safe course". The easiest way to do this is to remember the adage "There is always a train coming until you are SURE that there isn't". I will also remind you that railfans have been given a bad name in many places through the "requisitioning" of railroad equipment and ask that each of you refrain from any conduct which will reflect adversely upon the NMRA.

DON ROBINSON

**NEW YORK & WESTERN**  
RAILROAD COMPANY

The MANHATTAN MODEL  
RAILROAD CLUB  
NER NMRA  
HO

## From the Office Manager

National membership status in the NER:

Class	Quota	Actual
As of September 18, 1963		
Regular	2799	2597
Life	134	121
100% Clubs	10	0
As of March 20, 1964		
Regular	2799	2601
Life	134	122
100% Clubs	10	2*

\*Two additional 100% clubs have been added since 3/20/64 - Summit-New Providence and Manhattan.

Total N.E.R. Members:

September 18, 1963	846
March 20, 1964	799

Again, it is the new members that keep our number where it is. Renewals are not as they should be. The last issue of The Coupler contained a blank that should make it easier to renew as well as sign up a new member. At the end of the third quarter of 1963 (September) we dropped 62 members for lack of renewal, and at the end of the fourth quarter (December) an additional 62 dropped. Each of the latter has been given two notices and is about to receive a final notice. As of March 31, 1964 there are 165 members who have not renewed to date.

We wish that each club secretary - 100% or not, would send their name, location, visiting hours and the person to contact. We receive many inquiries about clubs from interested parties.

We mentioned duplicate mailing of The Coupler; more than one copy to a family when there is more than one NER member, in the family. A check of the rolls show that this occurs in only 30 cases. If you do get a duplicate copy in your family, why not pass it on to a prospective member?

That's all from the P.O.O.M. (Poor Old Office Manager.) Ken.

## "O" for the "O" gauger

column by /KEN HYSLOP

New item available: Aluminium Hopper Car Kit: from Baldwin Model Locomotive Works, 125 Lordship Road, Stratford, Conn.

A while back I asked the "O" Gaugers in the Region to "stand up and be counted." A typical response is printed below:

Dear Ken:

I am writing in response to your plea to "O" Gaugers to stand up and be counted.

I'm actually speaking unofficially for about 10 "O" Gaugers in the Montreal District. Recently, we all got together in an informal way to talk about what each of us has been doing, exchange ideas and in whatever way we can, help each other to enjoy our hobby more.

My chief interest is in model construction, having been in O scale for 20 years and scratch building for the whole time. My first car was scratch built from a Scalecraft plan given out as a "come-on" some 20 years ago. I've never turned back. I'm presently working on a Shay and although I've no set of plans for my next project there seems to be a lot of Climax data accumulating in my work shop.

Some of this group of ten are very interested in O gauge traction, what with the old M. & S.C. being somewhat of a favorite. Another three are building models of C.N. & C.P. prototype locos at the moment. Jimmy Shields is also amongst

us - he'll be remembered forever for his 3 passenger cars which took 1st, 2nd and 3rd prizes at Montreal in 1962.

Well, enough for now. I fully approve of pushing O gauge and would like to see a sub-group of O gaugers within the Region with a mimeographed directory and an indication from the individual as to what he would like to gain from such a sub-group and what he has to offer.

Hope you can read the writing. I started this at 9:30 P.M. and it's now after 2:00 A.M. I've delivered a baby and performed an emergency operation in the meantime.

Goodnight and Good Luck,

3/30/64

E.R. Townsend, M.D.  
5686 Queen Mary Road  
Montreal 29, P.Q.

### RAILETTE IDENTIFICATION PIN

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

Get your order in now to:

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



The Rallette Cookbook is now available at \$2.50 per copy. The book contains 123 pages of recipes - "probably not labor-atory tested, but their merit established by Church and Civic Groups and the most critical group of all - Husbands!"

"Rallette's Favorite Recipes" is available from Mrs. Lethia Payne, Whaley Road RR 3, New Carlisle, Ohio. Checks or money orders only, no cash, please.

The following recipe is NOT from the Rallette Cookbook, but is reprinted thru the courtesy of Good Housekeeping Magazine. The Editors of Good Housekeeping selected the title:

### MODEL RAILROAD ANNIVERSARY CLUB MEETING:

Apple Patisserie, ice cream, of course, California walnuts in the shell and lots of hot coffee.

#### APPLE PATISSERIE

1½ cups sifted all-purpose flour	¾ cup granulated sugar
½ teaspoon salt	1 teaspoon nutmeg
½ cup shortening	1 teaspoon cinnamon
cold water	¼ cup melted butter or margarine
3 cups thinly-sliced apples (about 3 medium)	1 teaspoon vanilla extract

Two hours before serving:

- Start heating oven to 400°F. Into medium bowl, sift all-purpose flour and salt. With pastry blender or two knives, scissor-fashion, cut in shortening until mixture is like corn meal. Now sprinkle mixture with 3 tablespoons cold water; with fork, form into smooth ball.
- On a sheet of wax paper, with stockinet-covered rolling pin, roll out dough into a rectangle about 12" by 10". Lay, pastry-side down, in 15½" by 10½" by 1" jelly-roll pan, peel off paper.
- In medium bowl toss together apples, sugar, nutmeg, cinnamon, 2 tablespoons melted butter or margarine, 2 tablespoons water, and vanilla. Spoon this apple mixture down lengthwise center of pastry. Now fold long sides of rectangle over to center, overlapping them and pressing gently with the fingers. Turn up each short end about ½-inch and press gently. (Apples are now covered.)
- Brush with 2 tablespoons melted butter or margarine. Bake 30 to 35 minutes or until golden-brown. Let cool slightly on wire rack, then serve warm, cut into 6 cross-wise slices. For the hearty eater add a scoop of French vanilla ice cream. Makes 6 servings.

# WELCOME

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

Canada

Prince Edward Island  
P.E. Sayers  
221 Boswell Crescent  
Summerside

Ontario

George E. Oliver  
71 Lappin Avenue  
Toronto 4

Quebec

Patrick Dorr, M.D.  
3825 Dupuis Avenue, Apt 4  
Montreal 26

Kenneth Ward  
43 14th Street  
Roxboro

F/C John Zirnheld  
Champlain Squadron  
College Militaire Royal  
Saint-Jean

United States

Connecticut

Joseph B. Siksay, Jr.  
3642 Black Rock Turnpike, R.D.F. #1  
Fairfield 06431

William K. Gray  
110 Charlotte Street  
Hartford, 06112

Stephen Solomon  
229 Fountain Street  
New Haven 06515

Stewart B. Fritts  
38 Shaw Drive  
North Haven 06473

Robert C. Miller  
11 Crofut Road  
Orange 06477

Mark A. Cowles  
80 Dulan Drive  
Stamford 06903

Edward J.J. Pasko  
63 Hoffman Street  
Torrington

John J. Boettger  
377 Reed Avenue  
Windsor Locks

Indiana

Gertrude E. Mc Ouat  
Indiana Baptist Home  
West 96th Street  
Zionsville 46077

Massachusetts

Thomas E. Crumm  
Dept. of Chemistry, Univ. of Mass.  
Amherst

John D. Stock  
11 Princeton Street  
Danvers 01923

Dirk Wrightson  
25 Villa Drive  
Foxboro

Harvey W. Robinson  
16 Sylvia Street  
Lynn 01904

Michael A. Litant  
76 Brush Hill Road  
Milton 02187

Lawrence E. Packard  
85 Massachusetts Drive  
Springfield 01109

Rita D. Lalime  
11 Rock Avenue  
Swampscott 01907

New Hampshire

David Tucker  
41 Elm Street  
Lebanon

New Jersey

Robert Howard  
74 Cromwell Court  
Berkeley Heights

Victor Kasmir  
594 Adams Avenue  
Elizabeth 07201

Robert G. Mayer  
75 Mohawk Avenue  
Ivorwood 07648

Lawrence Lyford  
12 Vanada Drive  
Neptune

E. Harrison Cornish  
158 Walthery Avenue  
Ridgewood

John A. Spangenberg  
141 Woodport Road  
Sparta

William Bate  
1214 Third Avenue  
Spring Lake

Arthur E. Parente  
8 Dohrman Avenue  
Teaneck 07666

New York

Dominic Schiavi  
183 Vine Street  
Batavia 14020

Jeffery Godsey  
88 Rocky Wood Road  
Manhasset 11030

Frank Horan Jr.  
143 Fourth Avenue  
North Pelham 10803

Arthur R. Milks  
1 Corchaug Avenue  
Port Washington

Bruce Alcock  
61-48 82nd Place  
Rego Park 79

James Chin  
63-53 Alderton Street  
Rego Park 11374

Charles Gerow  
390 Howton Place  
Staten Island 8

James D. Clokey  
723 Third Street  
West Babylon

Rhode Island

Francis T. Hughes  
42 Rancocos Drive  
Warwick 02888

## OPERATION

problem by  
DON ROBINSON

Sometimes you just can't win! Only a few days after the last issue was mailed along came Railroad Model Craftsman with exactly the same problem, including solution, appearing in Whit Towers' column. Of course, we both stole it from Cliff Robinson, but that is beside the point. The worst of it is that the others which I had on hand are rendered useless because Whit is planning to use them, too. Thus you can be sure that all future problems will be of my own devising - unless some of you would like to send one along.

Because of the double solution to the September problem I am one behind on the answers. First, then, I will give you the solution for December. This can be done in thirteen moves as follows:

- |              |                |
|--------------|----------------|
| 1. E+1 to D. | 8. 1+E+2 to S. |
| 2. E to F.   | 9. 1+E to G.   |
| 3. E to E.   | 10. E+1 to E.  |
| 4. E to P.   | 11. E+1 to P.  |
| 5. E+2 to E. | 12. E to E.    |
| 6. E+2 to A. | 13. E to A.    |
| 7. E+2 to D. | (Ready to go.) |

Although the February problem looks easier than the previous one it requires more than double the number of moves. No doubt most of you saw Cliff's 37-move solution in RMC, but John Dias was able to work out an answer in 31 moves. Here is the way John did it:

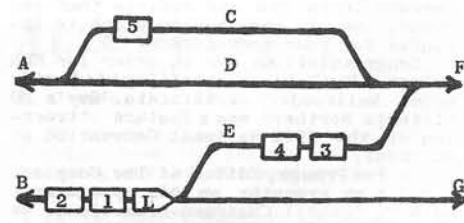
Operation continued

- |                 |                   |
|-----------------|-------------------|
| 1. L+2 to F.    | 17. L+4+3 to F.   |
| 2. L+1 to A.    | 18. L+4 to A.     |
| 3. L+1 to B.    | 19. L+4 to B.     |
| 4. L to A.      | 20. L+4+1 to A.   |
| 5. L to F.      | 21. L+4+1 to F.   |
| 6. L+2+3 to A.  | 22. L+4 to A.     |
| 7. L+2+3 to B.  | 23. L+4 to B.     |
| 8. L+2 to A.    | 24. L to A.       |
| 9. L+2 to W.    | 25. L to F.       |
| 10. L+2+4 to A. | 26. L+1+3 to A.   |
| 11. L+2+4 to B. | 27. L+1+3 to B.   |
| 12. L+2 to A.   | 28. L+1 to A.     |
| 13. L+2 to W.   | 29. L+1 to F.     |
| 14. L to A.     | 30. L to A.       |
| 15. L to B.     | 31. L to B.       |
| 16. L+4+3 to A. | (Ready for yard.) |

Before going on to the new problem I will acknowledge those who sent answers to the December and February ones. In the interest of conserving space the lists are combined. They were Michael Litant, Rudolph Morgenfruh, Normand Levert, John Dias, Theodore Dumais, Brandon Bayer, Arthur Ellis, Theodore Hahn, James Chin and one who forgot to sign his name.

Our new problem concerns the interchange between two railroads. The train is to leave Cars 1 & 2 at E and pick up Cars 3 & 4. Car 5 may be moved, but must be returned to C. I have worked this one in sixteen moves. Can you do better?

Don Robinson, C.D.



## 900 miles

I'm a walking down the track,  
I got tears in my eyes,  
Tryin' to read a letter from home.  
If that train runs right  
I'll be home tomorrow night,  
'Cause I'm 900 miles from my home,  
And I hate to hear that lonesome  
whistle blow.

I'll pawn you my watch,  
And I'll pawn you my chain,  
I'll pawn you my gold diamond ring.  
If that train runs right  
I'll be home tomorrow night,  
'Cause I'm 900 miles from my home,  
And I hate to hear that lonesome  
whistle blow.

If my woman says so  
I'll railroad no mo',  
I will sidetrack my train and go home.  
If that 10 wheeler runs right  
I'll be home tomorrow night,  
'Cause I'm 900 miles from my home,  
And I hate to hear that lonesome  
whistle blow.

An old folk song,  
(from Stan Bradley.)



Connecticut River Railroad  
HO Gauge  
Donald S. Robinson  
408 Davis St., Greenfield, Mass.

Rio Grande Pagosa & Northern (HO#5)  
Kilkenney Lumber Company (HO)



Germantown Railway Co.

Tom Prange

NMRA

GTN

NER

MANHATTAN



# letters to the editor

Editor, The Coupler:

I read with interest your editorial in the February issue entitled "Elections and the Region." I agree with much of it but question some of the arguments you advance against mail balloting for Region Officers.

1. That a mail ballot is expensive. It need not be if we send it with the mailing that precedes the Fall Convention or in the pre-Convention issue of The Coupler.

2. That the mail ballot gets a low response. You quote NMRA as getting 27% response to its mail ballot nationally and then indicate that 24% of the Region's membership was present at the last election in Kingston in October, 1963. If your figure of 24% is correct (you don't give your source for that figure) that would mean that 240 members were present--as on page 3 of the same issue the Office Manager gives the membership figure as 978. There may have been 240 people present at Kingston, but they certainly were not all members by a long shot. In any event the actual votes cast at the business meeting that Sunday ran about 95 to 100 depending on the office that was being voted for. So actually only about 10% of the Region's members voted.

There's no question that the present requirement of personal attendance at a Region meeting to be able to vote is a hardship and does cut down severely members' participation. I believe it is an important reason for the Region's low membership figures and low morale. It also encourages the idea that the Region is run by a select few to suit themselves.

Sure, this idea is all wet. But making it difficult for the average member to participate in elections is no way to discourage the thought. You then go on to say that a member need not lose his vote --he can always find someone who is attending the Convention to take his proxy or he can mail it to the Office Manager to cast for him.

The trouble with the proxy idea is that it is meaningless. Since nominations are from the floor at the business meeting, the member who wants to send his proxy cannot send instructions for voting it, because he does not know in advance who the candidates will be.

Furthermore, the present system would permit a relatively small group of proxies if they were in the hands of one or two men to swing an election so that they could nominate and elect a slate of their own. Just imagine what the reaction would be if this ever happened. And it is very much within the realm of possibility; that one or two clubs or one Division might put on a drive to collect proxies from its area and control the election.

The only fair and democratic way to hold Region elections, in my opinion, is to have a nominating committee from all parts of the Region put up a slate in advance. This should be for officers and directors so that members vote for their President -- not just for directors who will elect a President from among themselves. And the slate should contain at least two candidates for each office so that voters have some choice.

A constitutional amendment that will bring this reform under consideration now and will be up for a vote at the next business meeting. I hope that it will be voted in; the Region needs more participation from its average members.

Sincerely,

3/4/64 George Fitterman  
Whitestone, N.Y.

(A total of 203 persons registered for the Kingston meeting. Total membership on October 26 was 846. This is from the

Office Manager's report to the Board. This is actually 26.49% of the membership. In addition, several persons carried proxies. The only vote tallied was for the Board of Directors, and since there were more candidates than offices, the resulting split was probably the reason that the highest vote any individual received was about 140. The above figures are taken from the Convention Committee report and the official minutes of the Region. The membership report in the December issue was as of November 15, 1963. On page 3 of the October issue a list, submitted by the Nominating Committee -- together with an explanation, was published.)

Editor, The Coupler:

I would appreciate it if you would send me information about forming a Division of the Northeastern Region here in Brazil.

3/31/64 Thomas J. Vollmer  
Ex-Trustee,  
Tempest and Mine City  
Western Railroad,  
Rio de Janeiro.

Editor, The Coupler:

I have been interested in HO for several years. I have built my own 5' x 9' layout from Atlas plans. I am 50 years of age. I do not belong to any club. I do not know very much about wiring, lighting and related subjects. Nevertheless, I am interested. To whom do I turn to for the purpose of finding information that I can understand about model engine performance, about automatic coupling, and generally related subjects in running a realistic layout?

Don't ask me to wade through volumes of technical books or to go see my local model dealer. What can you advise?

3/31/64 Sincerely,  
Warren D. Nowak  
546 East 49th Street  
Brooklyn 3, N.Y.

(We suggest that you visit a local club. There are several of them near you, and any would be glad to offer you help and advise of the type you seek. You might even like the guys and end up joining them! The NMRA Yearbook lists clubs in Brooklyn, or check the Model Trains Annual club listings. Also, the Metropolitan Council of Model Railroad Clubs (Balfour Abrams, Manhattan Model RR Club, 62-59 108th Street, Forest Hills 75, N.Y. Secretary Club) might be able to help. Kalmbach Publishing Co. and Model Craftsmen Publishing Corp. both publish many books on the basics you mention, written in non-technical language that even your Editor can understand. You might try these too. Editor.)

## the pass exchange

The people listed below would like to exchange passes with you. Simply put one of your passes in an envelope and send it to any (or all) of the persons listed, and they'll send one to you in the next mail. Be sure you include your own name and address!

George W. Brown  
Middlesex Central R.R.  
24 Fuller Road,  
Cochituate, Mass. 01763

James Chin  
Pennsylvania R.R.  
63-53 Alderton St.  
Rego Park, N.Y. 11374

Arthur D. Fahie  
Tuxedo Junction Northern R.R. Inc.  
89 Manor Street,  
Plainview, L.I., N.Y.

Cy Fargo  
Wells Fargo R.R.  
42 Tracy Avenue  
Batavia, N.Y. 14020

Michael Fine  
Southside Connecting R.R.  
6 Beechwood Terrace,  
Poughkeepsie, N.Y.

T.E. Grandshaw  
West Ridge Rusty Rail  
425 Skiff Street  
Hamden, Conn. 06517

Francis La Prise  
Tower Central Rwy System  
70 Roslin Street  
Dorchester, Mass. 02124

Art Peck, Jr.  
Dead River R.R.  
R.R.#2, Box 1198  
Martinsville, N.J. 08836

Bradford Phillips  
Long Island Rail Road (H.O.-O Scale)  
173 Bayview Avenue  
Amityville, N.Y. 11701

Donald F. Philipp  
Long Branch & Southern R.R.  
14 William Street  
Long Branch, N.J.

Robert Kirkham  
Texas & Elsewhere R.R.  
Route 1, Box 537  
Montville, N.J. 07045

Dominic Schiavi  
The North-Vine R.R.  
183 Vine Street  
Batavia, New York, 14020

H. Louis Schwing  
Ohio Eastern (HO) R.R.  
86 Denver Drive  
Poland, Ohio. 44514

Jeff Semmel  
Yonkers Central Rwy.  
50 Old Jerome Avenue  
Yonkers, N.Y. 10704

Philip M. Williams  
Live Oak, Perry & Gulf RR  
63-53 Haring Street  
Rego Park, N.Y. 11374

**SPECIAL NOTE:** Phil Williams, who coordinated The Pass Exchange in this issue, has had to give up his activity because of business pressure. Thanks, Phil!

The new coordinator of The Pass Exchange will be

Clyde E. Rauschenbach, Jr.  
63 Thompson Road  
Manchester, Conn. 06044

If you would like to participate in The Pass Exchange, send your name, address, and zip code to Clyde, together with a sample of your pass. Your name will be listed in this column in the next issue of The Coupler.

Coming soon! "Pass of The Issue."



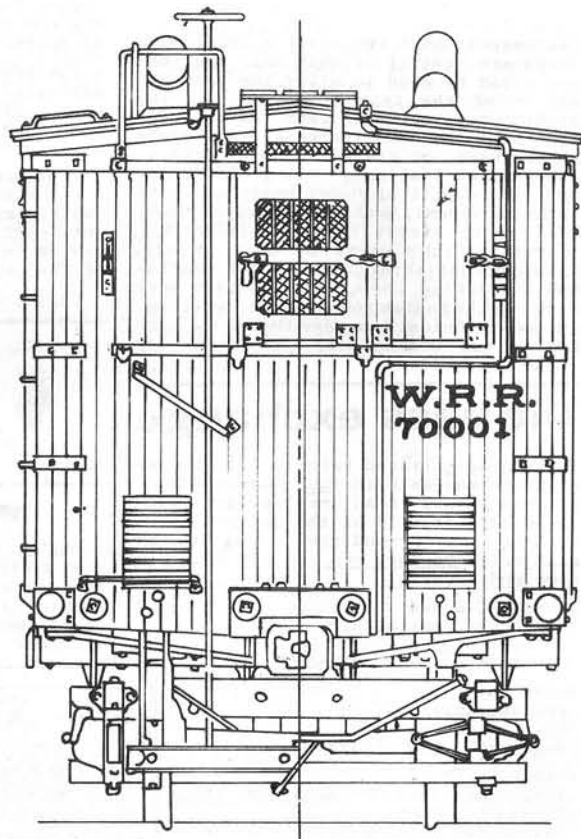
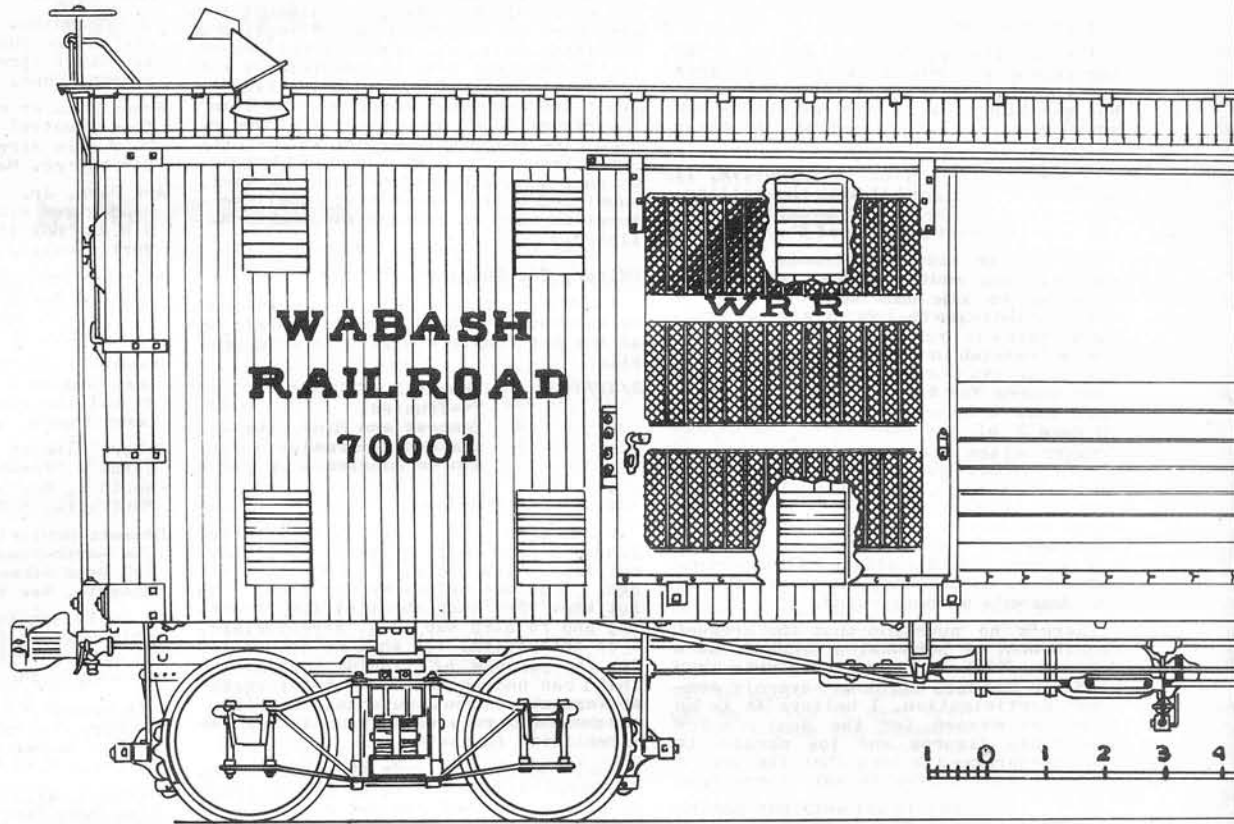
HOCKOMOCK RAILROAD CLUB  
The Swamp Line Route  
Meetings 1st Sunday of  
the month at 8:00 P.M.  
50 Elm Street  
North Easton, Mass.  
NER HO Gauge NMRA

## REWARD

The stockholders of the Tempest & Mine City Western Railroad offer a substantial reward for any information as to the whereabouts of their ex-trustee, one Thomas J. Vollmer, who has absconded with the treasury. **MANHATTAN**

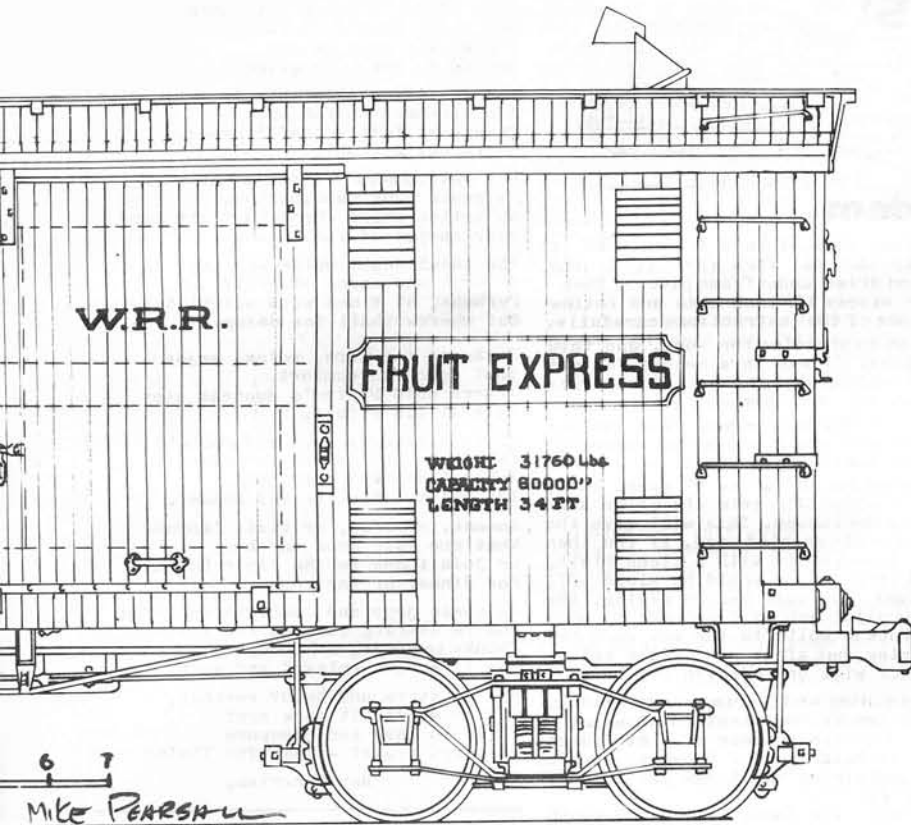
## Railroadiana

B & O 'CAPITOL' EMBLEM 1 7/8" DIA \$12.95  
DOOR KNOCKER LOCO WHEEL & COUPLER 8" DIA \$5.95  
PRR 'KEYSTONE' NUMBERPLATE \$18.95  
PLAQUES - OLDE TYME LOCO 13-23" CAST ALUM. \$7.50  
FOUR WHEEL CABOOSE 12-15" \$6.25  
LIMA 'DIAMOND' BUILDERS PLATE \$5.95  
GOLD SPIKE PAPERWEIGHT \$1.00  
POSTPAID - OHIO RESIDENTS ADD SALES TAX  
**VICART PRODUCTS**  
BOX 88 NEWBURY OHIO



VENTILA





#### VENTILATED BOX CAR - EARLY DAY REEFER

This type of car was in common use before the advent of refrigerator cars to haul fruit and other perishables. Even after reefers were in general use, ventilated boxcars were used to haul watermelons and were popular in the Southern region.

Very little is known about the car in the plan, except that it was built during the late 1880's for the Wabash Railroad, possibly by the American Car and Foundry Co., This type of car was called the "Atwater Patent Ventilated Car."

The car itself has many interesting details. Note the steamship-type vents on the roof pointing toward the front of the car.

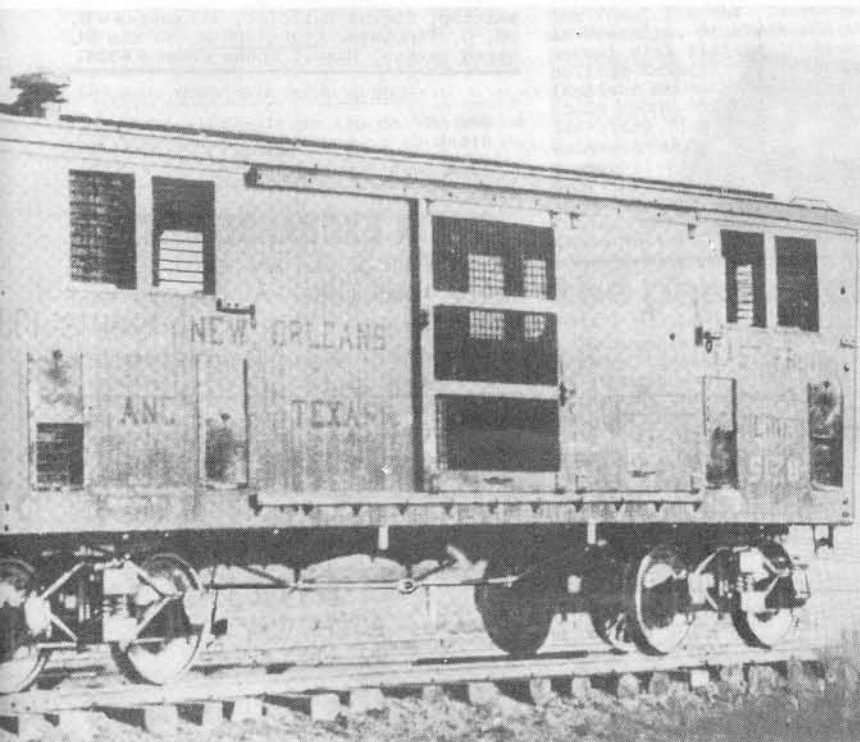
This might also be called the lazy modelers car, since it lacks the standard number of grabirons.

The car is similar to the Central Valley kit, which might make an excellent starting point in HO. Trucks are available in HO from several suppliers, and in O gauge from All-Nation.

The Photo shows a similar car of the Louisville, New Orleans and Texas RR, who called it a "Fast Fruit Liner."

Plan drawn especially for The Coupler by Mike Pearsall.

#### D BOXCAR - EARLY DAY REEFER





# SWAYBACK? TRY THIS!



**by Mort Fadem**

Once upon a time there was a model rail-roader who liked to build all kinds of nice little cars and engines - in fact all kinds of little things to enhance his railroad. Then one day, he and his friends decided to take a trip to a Model Railroad Convention. So they got into their automobiles and drove to Kingston, New York, where the Fall N.E.R. meet was held. And as the story goes, while there, after eating a delicious dinner at a most wonderful banquet-meeting someone called a number..lo and behold, it was mine! Joyously I danced up to the man who called my number and received a wonderful gift. It was a little cardboard box, and inside was a kit for a D. & R.G.W. narrow gauge gondola by Balboa Scale Models. Now, after receiving such a nice gift, I wanted to build it just a little bit different...when the idea struck me....a swayback gondola!!!

This is the way I built it:

First I read the instructions very thoroughly, then I proceeded to lay out a template (Plan a.) I then soaked the lumber for the sides and underframe; when still wet I pinned them in place on the template and let them dry overnight. I built my floor of individual boards. I purchased additional lumber, and cut the boards approximately 1/32" longer than the floor plan width indicates. Then I laid tape (any pressure sensitive tape will do) sticky side up, tacking it down with a small piece at either end. Using a ruler to line up the boards, I then placed each board on the tape, butting each firmly against the other. Lift the tape and let it hang between thumb and forefinger: If it forms a concave shape

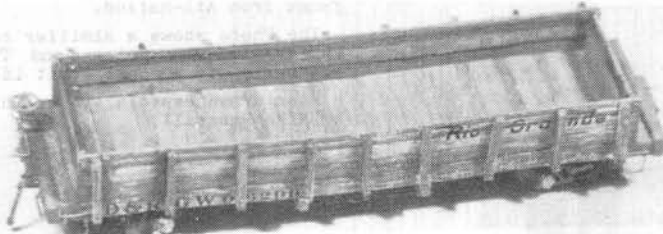
on the tape side, I know I have done it correctly and can then glue it to the formed and dried underframe pieces. Then trim the excess off each side and follow the balance of the instructions carefully.

It helps to precolor the wood, and this is my method. (I use this method for all my construction work.) When using individual boards, use lumber that you have pre-cut to correct size. Then lay out the color plus black, white and thinning agent in small trays about the size of a silver dollar and 1/4" to 1/2" deep. Then, using a "Q-Tip" dip into the color and wipe on to the lumber. This will give the effect of newly painted wood. If you then wipe it immediately with a clean cloth, most of the color would be wiped off. The longer you wait before wiping, the newer the paint job will appear. By applying black or white to the wet wood before wiping, but after adding the color, the effect will be improved further.

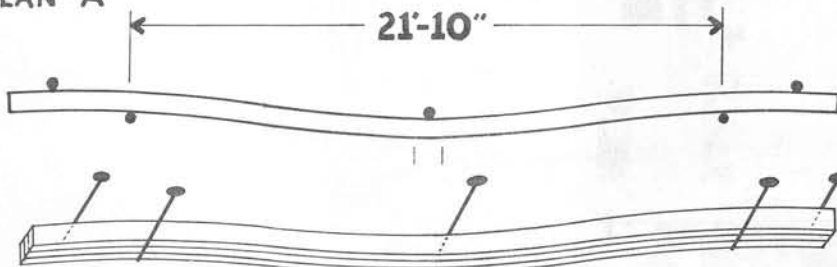
Milled siding or flooring can be aged in the same manner, but instead of using a "Q-Tip," try using a piece of cloth large enough to hold in your fingers, keeping dipping and wiping until you get the desired effect.

By the way, for those of you who would rather scratch-build the "gon" there is a construction article and detailed plan in the February 1961 issue of Model Railroad Magazine.

I hope that this article will be of some use to you; and if there are any questions on model building I would be happy to answer them through the pages of The Coupler. All correspondence received by the Editor will be forwarded to me.



PLAN "A"



# TAKE THE TRAIN

When winter's snows pile high  
And drift before the wind,  
Travel via road or sky  
Begins to feel the grind.

There comes a time when highways close  
And airports button up;  
Then very little traffic goes  
As things disrupt.

But wait, there's still a means at hand  
To reach your destination,  
No matter where throughout the land  
Your choice of visitation.

The local depot holds the key  
To ways and means of going.  
Perhaps, at times with slight delay,  
But wherewithall for doing.

So board the cars, relax, enjoy  
That spacious comfort.  
Ignore cold Winter's meanest ploy  
With little effort.

While blizzards rage and winds bite cold;  
As planes and busses flounder;  
Appreciate that cozy fold,  
THE TRAIN - that travel wonder.

Snooze, or read, or visit 'round,  
What're your mood may be:  
Or join those to the diner bound  
For dinner or for tea.

As these joys and comforts lull you  
You're tearing through the storm.  
Thanks to power, and thought, and know-how  
You'll arrive relaxed and warm.

So, in storm and balmy weather,  
Let me stress it once again,  
To go in ease and pleasure  
When you travel - TAKE THE TRAIN!

Rob Robertson

# 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

**COLUMBIA HOBBY SHOP**

Model Railroad Supplies  
Harry Leet, Rt. 6, Columbia, Conn.  
AC 8 9072

COAST TO COAST

**VICTORIA  
NORTHERN  
RAILWAY**  
HO - NER - NMRA

Head Office

210 CHAMPAGNE DR.  
BAIE D'URFE, QUE.  
TEL. 453-6002

General Manager

ROY F. DOHN

VISITORS: 2nd WEDNESDAY OF THE MONTH



GARDEN STATE CENTRAL  
MODEL RAILROAD CLUB  
160 BROADWAY,  
LONG BRANCH, N.J.  
Meetings 8PM Tues.  
100% NER NMRA  
HO HOH3

**GULF ALTA & TIDEWATER**

George Fitterman  
General Manager  
162-31 Ninth Avenue  
Whitestone, New York

NMRA MANHATTAN NER



# TROLLEY SPARKS

column by  
**JERRY LAWLOR**

This month I thought it might be interesting to review a few unusual prototype practices that might be adapted to model trolley lines. I would hardly suggest that anyone try to combine all of them on one line, but one or several of them in combination might prove interesting additions to a model line and might help to create some interesting operating problems as well. The ideas I'll suggest to you this month will be primarily adaptable to combination railroad and trolley systems. If you have a trolley operation without a railroad, you can make the railroad portions dummies without operation. If you have a railroad with no trolleys, these may help you find ways to add a small trolley line.

In adapting any of these ideas, always remember that the prototype line and its personnel attempted to solve a specific problem which faced them in the way they considered most economical and efficient consistent with the service they were offering. Most modellers are further restricted by the confines of the space in which they are working. If in our thinking we consider both aspects of the problem we can arrive at a solution which can best be covered by that old model railroading cliché, "You can find a prototype for almost anything."

The problem of crossing an existing railroad was one that frequently faced trolley line officials. It was solved in many ways. The obvious way was to lay a crossing right across the railroad tracks at grade level. If you do this on a model line always remember to add an inverted U shaped mesh guard over the trolley wire at the point where the line crosses the railroad. This mesh guard carried the same current as the trolley wire. Its primary purpose was to insure that if a pole came off the wire while a car was crossing the railroad line, the car would be able to continue under power and would not stall on the railroad line with the possibility of being struck by a train. A crossing of this type would also be protected by crossing gates if it were on a city street. In a more remote location, such a crossing would be protected by some sort of signalling system or even an interlocking system if the density of traffic warranted it.

There were many occasions when the trolley and railroad managements could not or would not agree to the crossing of a line at grade. You can readily imagine the variations possible in this type of situation. Chiefly, they consisted of a deviation of the electric line's grade level. Perhaps the most common way a crossing was made was for the electric line to climb a trestle or fill until it reached a height sufficient to carry the line across the railroad to a descending fill or trestle on the other side. The angle of the crossing varied from acute to obtuse. The bridge itself could take many forms but was almost always of light weight and spidery construction compared to railroad standards. Don't forget the guard rails on the bridge itself and guard rails on the curves leading to the bridge, especially if they are sharp.

Here in Connecticut we had more than one instance of the trolley and railroad line using the same right-of-way and even the same track! This could really give your dispatcher some headaches and could keep your towerman busier than several one armed - paper hangers if the services on the trolley line and the railroad ran on short headway. If you adopt this idea, remember to protect your railroad crewmen from the danger of contacting the overhead wire on the jointly operated track. Appropriate warning signs and operating

rules should forbid the riding of tops of freight cars in territory served by overhead power distribution.

These are just a few ideas that can be adapted from the prototype. There are many more. Perhaps if there is an interest in the type of idea, we can devote some space in a future column to them. If any of you would like to suggest ideas for use in this column, I'd be glad to hear from you.

## There's one in every crowd



## ACHIEVEMENT PROGRAM

Well, I'm back at the helm after a brief illness and I have a rather impressive list of new Achievement Award holders. Of course, this list has been accumulating since the December issue of The Coupler.

Congratulations to Ivon Preble and Roy Dohn upon receiving the Master Model Railroader certificate. Both of these fellows have given a lot to the hobby, and the NER and certainly earned the title Master Model Railroader.

With the addition of Ivon and Roy to the select group of MMR's, our Region goes out ahead of all other Regions with a total of four Master certificate holders. In my column in the October issue I tried to motivate some of the NER's members who have five or more certificates to attain the Master Model Railroader award. Among the four names I mentioned were those of Roy Dohn and Ivon Preble. So, I motivated 50%. I still have Don Robinson, Jim See and Lennie Frankel who can qualify with one or two more awards.

Ivon Preble, incidentally, is the only member of the NER who has attained all but one of the Achievement Certificates. He is working on that final one, Master Builder-Motive Power, and says he will have it "as soon as I scratch build a locomotive."

Well, judging from the list of new Achievement Award holders, it looks like the boys from Massachusetts have taken more than half of the certificates awarded. I attended the Hub Little Convention in March and excellent clinics were given by several expert modelers such as George Konrad, Dave Newcomb and John Pryke. Notice that their names head the Achievement Award list this month.

Which brings to mind that many who would be Achievement Award applicants might think that you must be an expert in a particular field to attain one of these certificates. This is far from correct. While you may not be able to build a locomotive or car, and you can't solder more than two wires together, this doesn't mean that the Achievement Award Program is beyond your reach. Association volunteer can be achieved by anyone. All it requires is service to the NMRA and NER. Ner is always looking for people to help in committees, etc. Even Contest Judging counts toward this award. If you become elected to a Regional or National office, this time can count toward Ass-

## Achievement Program - Continued

ociation Official. If you have a knack for writing, you can count material written for Regional papers toward Model Railroad Author. Cartoons count toward this award too.

Let's have more representation in our Region. If there are any questions about the program, I will be glad to answer them.

SEE YOU IN SPRINGFIELD!!

Earl Smallshaw  
NER Achievement Program.

## ACHIEVEMENT CERTIFICATES

### Master Model Railroader

Dr. W. Roy F. Dohn, Baie D'Urfe, P.O.  
Ivon S. Preble, Danvers, Massachusetts

### Master Builder-Motive Power

George Konrad, Cambridge, Massachusetts  
David Newcomb, Somerville, Massachusetts  
John T. Pryke, Brookline, Massachusetts

### Master Builder-Cars

Dr. W. Roy F. Dohn, Baie D'Urfe, P.O.  
David M. Newcomb, Somerville, Massachusetts  
Mike Pearsall, Astoria, New York  
Ivon S. Preble, Danvers, Massachusetts  
John T. Pryke, Brookline, Massachusetts  
James E. See, White Plains, New York.

### Master Builder-Structures

David M. Newcomb, Somerville, Massachusetts  
Ivon S. Preble, Danvers, Massachusetts

### Model Railroad Engineer-Civil

Walter Olevsky, Carlstadt New Jersey  
Ivon S. Preble, Danvers, Massachusetts

### Model Railroad Engineer-Electrical

Walter Olevsky, Carlstadt, New Jersey

### Chief Dispatcher

Theodore G. Hahn, Babylon, New York  
Walter Olevsky, Carlstadt, New Jersey  
Ivon S. Preble, Danvers, Massachusetts

### Association Official

George Fitterman, Whitestone, New York

### Association Volunteer

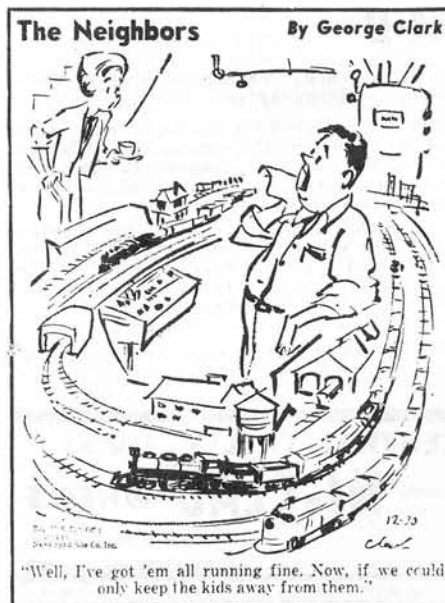
George Fitterman, Whitestone, New York  
Alfred Thomas Prange, New York, New York

### Model Railroad Author

Ivon S. Preble, Danvers, Massachusetts

### Master Builder-Scenery

Dr. W. Roy F. Dohn, Baie D'Urfe, P.O.  
Ivon S. Preble, Danvers, Massachusetts



## 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

The next meeting of the Division will be on Saturday, June 6, in Paterson, N.J. The meeting will take place at the YMCA of Paterson, at the corner of Prince and Ward Streets, and is scheduled from 1:00 to 5:00PM. The "Y" is in the heart of the downtown area and only two blocks from the Erie-Lackawanna station. The registration fee will be \$1.00.

As usual there will be a pre-meet luncheon at the Tree Tavern Restaurant 1 Park Avenue in Paterson, at 11:30AM. The restaurant is just one block from the E-L Station, and a cordial welcome is extended to all to attend. (Lunch is not part of the registration, naturally.)

The program will include a model display, with prizes awarded on the basis of popular vote, a railroad quiz, and the Ravenscroft film on "Operation."

Paul Mallory will give a preview of a clinic on "Bridges and Trestles" prepared for the 1964 National Convention in Philadelphia.

The highlight of the afternoon will be a 45 minute film by Hal Carstens, Editor and Publisher of Railroad Model Craftsman entitled "Steam and Abandoned Railroads of North Jersey." Hal will also provide the commentary.

Model Railroaders in the area are welcome, regardless of NMRA or NER membership status. Quite naturally there will be provision for accepting membership applications for the NMRA and the NER.

For further information about the Garden State meet on June 6, contact:  
Ernest Mikus  
1432 South End Parkway  
Plainfield, New Jersey

### HUB

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

The Division held its Little Convention at the East Weymouth Congregational Church in East Weymouth, Massachusetts, on March 21. Doors were open at 10:00AM and thru them passed over 150 persons.

Among the day's activities were clinics films and model displays. Included in the model display was the excellent 3/8" scale models from the estate of Professor Guy Vaughn of the Guggenheim University, reportedly valued at \$25,000.00

Excellent clinics were presented by George Konrad on "Cross Kitting Period

### HUB - Continued

Locomotives," "Weathering with an Air-brush" by John Pryke, "Casting with Cerrobend" by Bob Hayden, Jr., "Scratch Car Building" by Dave Newcomb and "General Scenery" by Dave Frary.

The hungry bunch of model rails assembled in the banquet hall at 6:00PM and consumed 100 lbs of roast beef, 100 lbs of potatoes, 10 gals. of vegetables, 400 rolls, 10 lbs of butter, 8 gals. of milk and 6 lbs of coffee. Dessert? 25 apple pies, and not a speck left at 7:00PM, at which time the Don Pierce Memorial Award was presented to Dave Mac Donald for meritorious service in the field of model railroading. The Don Pierce Memorial Award was donated by the Hub Division's Board of Directors in the memory of its late director and beloved friend.

Entertainment was provided by a local singing group called the "Hicks and Chicks" and a short business meeting followed. At the meeting, NER President Don Robinson spoke about the recent NMRA BOT meeting, and Tom Hayes described the upcoming NER Spring Convention. The meeting was closed after the election of the Board of Directors. C. Pres Merrill, Dave Mac Donald, Jack Alexander and Al Lalime were elected to serve two more years and Bill MacIver, Jr. was elected for one year. They will join the present Board of Al Hanson, Roy Sullivan, Al Gooding and Len Estes. Harold Clark remains Secretary-Treasurer

The day's events were concluded with an auction and movies. All this for only three bucks!!!!

The Hub Division wishes to thank the AAR for booklets, the Railway Community of New England, the Sante Fe and Fairbanks Morse for motion picture films. Also, the East Weymouth Congregational Church for the use of the building, and Mrs. Ann Toro and her Committee for the Roast Beef Dinner.

P.S. Anyone who did not get a Hub Division cloth patch may obtain one by sending 75¢ to Harold I. Clark, 3 Frederick Street, Worcester, Massachusetts.

(Editor's note: The Coupler's advertising rates are \$1.00 per line, fellas, - We'll overlook it.) (The patches are another Hub Division first.)

The Hub Division is sponsoring a Liberty Bell Special to the NMRA convention in Philadelphia, August 1964. Leaving at 10:10AM on Wednesday morning and returning at 12:14PM on Sunday afternoon

A post card to:  
William Mac Iver  
40 Brae Road  
North Weymouth, Mass., 02191.  
will bring full details.

### HUB - Continued



Al Lalime presents the DON PIERCE AWARD to Dave Mc Donald at the Hub Little Meet

### NUTMEG

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

The next meeting of the Nutmeg Division will be held at Ken Hyslop's house on May 2, 1964. Among the features will be operation on Ken's "O" Gauge layout and a series of photographs of "New York-Past and Present" along the right-of-way of the New York Central as it comes into midtown Manhattan.

### ALLOUETTE

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

The Division, having just received its Charter from the Region, on its way to becoming one of the most active in the N.E.R.

It is busily engaged in work on its proposal for a \$100,000.00 layout in "O" Gauge for the Canadian World's Fair, to be held in Montreal in 1967. In an undertaking of this kind much advance planning is required, and all the Alouette boys will have their hands full!

### THE NEW HAVEN RAILROAD Bridgeport Division O Gauge

125 Lordship Road  
Stratford Connecticut  
Visitation by Reservation  
Pot Luck on Drop-in Stops  
ED 7 9638 DR 8 5233



## 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. \_\_\_\_\_

**CENTRAL VALLEY TRUCKS**  
have **NI-CLAD WHEELS**  
Illustrated Catalog 10c  
"Finest HO Trucks You Can Buy"  
13000 SATICOY STREET NORTH HOLLYWOOD CALIFORNIA



# NEW! EXCITING *fabulous!* instant lettering® new way to letter models

NOT A DECAL—NO WATER—NO FUSS—NO MESS—goes on instantly—looks like the finest printing!

Far Superior in quality to decals — So much easier to use! — Priced as low as decals!

**Just rub - And it's printed!**  
**It's as simple as this....**



**1** Press sheet against the surface to be printed. Rub across the letter with a ballpoint pen or any rounded edge.



**2** Carefully lift away the sheet—and it's printed. Professional looking lettering instantly!

Available in 5 colors:  
**BLACK • WHITE • RED • GOLD • SILVER**

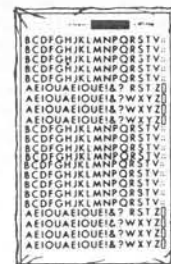
No.	V10 Railroad Roman .....1/16	No.	V24 Extended Gothic .....5/32
V11 Railroad Roman .....1/8	V25 Condensed Gothic.....3/16	V26 Old Timer .....1/8	V27 Old Timer .....1/4
V12 Railroad Roman .....5/32	V28 Extended Passenger ..1/8	V29 Extended Passenger ..1/16	V30 Car Stripes .....1/64
V13 Railroad Roman .....3/16	V31 Car Stripes .....1/32	V32 Car Stripes .....3/64	V33 Car Stripes .....1/16
V14 Extended Roman.....1/16	V34 Car Stripes .....1/8	V35 Slot Car numbers .....1/24	V36 Slot Car numbers .....1/32
V15 Extended Roman.....1/8	V18 Gothic .....1/16		
V16 Extended Roman.....5/32	V19 Gothic .....1/8		
V17 Extended Roman.....3/16	V20 Gothic .....5/32		
V18 Gothic .....1/16	V21 Gothic .....3/16		
V19 Gothic .....1/8	V22 Extended Gothic .....1/16		
V20 Gothic .....5/32	V23 Extended Gothic .....1/8		

1 size & color per package

**Actual Type Faces Shown**  
 Railroad Roman  
 AAABCEEEEF GHHI  
 Extended Roman  
 AAABCEEEFGHI  
 Gothic  
 AAABBCCDDDEE  
 Extended Gothic  
 AAAABCDDEEEE  
 Old Timer  
 AABCDEF GHIJKL MN OOPQR  
 Extended Passenger  
 AAABC

Order by number  
Be sure to state color desired

**PACKAGE OF 2 SHEETS ONLY 25c**



**COMPLETE ALPHABETS and NUMERALS  
CAR STRIPES  
SHARP-ACCURATE-OPAQUE LETTERING**

**ANDERSON TRACK PRODUCTS**  
 CODE 70  
 Switch Kits  
 #4 & #6 RH & LH.....\$2.25  
 Rail Joiners..... .50  
 Spikes.....\$1.00  
 Track Gauge..... .65  
 HO Ties, Black.....\$2.25  
 HO Ties, Black, Switch.\$2.25  
 Ballast, Grey..... .69

Code 70  
 Nickel Silver Rail  
 30 Feet...\$2.50  
 60 Feet...\$4.25  
 99 Feet...\$5.95

**DREMEL MOTO TOOL**  
 KIT #2  
 Reg. \$29.95  
 NOW ONLY \$24.95  
 Limited Quantity

**STRATHMORE CARD**

	3X5	5X10	10X10
1 Ply	.03	.06	.15
2 Ply	.05	.10	.25
3 Ply	.06	.12	.30

**ORDER BY MAIL... TODAY!**

Minimum Order \$1.00 No COD No Charges

Send Check or M.O.

Add 10% Postage For All Track Products

All Other Items Postpaid

**PARK'S HOBBY & SUPPLY**

P.O. Box 310 Asbury Park, N.J.



# FLAG STOPS

The Empire State Railway Museum is sponsoring the first fan trips on the "new" Vermont Railway on May 16 and 17. A 400 class diesel of Vermont will power the train over 250 miles of the scenic Green Mountains and Champlain Valley of Vermont. The trackage was once part of the Rutland Railway. The Saturday trip will leave Rutland at 9:30AM and run to Bennington and return. Picture stops will be at S. Wallingford, Manchester and S. Bennington. The train passes over the summit of the line at Emerald Lake. The lunch stop will be at Bennington.

The Sunday trip will also leave Rutland at 9:30AM, but will run to Burlington and return. Picture stops will be at Proctor, Middlebury and New Haven, and there will be a lunch stop at Burlington. Equipment of the Claredon and Pittsford RR will be on display at Proctor. The route goes along the shore of Lake Champlain.

There will be a special banquet at the Hotel Bardwell in Rutland on Saturday night. Tickets \$4.25 each. One day's ticket is \$8.50, or both days runs for \$15.00. Children half fare. Overnight accommodations are available at the Bardwell.

Full details and ticket order forms are available from the Museum, PO box 459, Wall Street Station, New York, N.Y. 10005. Mention The Coupler, and get a good seat.

The Metropolitan Council of Model Railroad Clubs held a most successful meeting on February 1. Exactly 106 persons attended, which is an increase over last year. Clinics were given by Tom Vollmer and Mike Pearsall of Manhattan (most of us are still trying to figure-out just what their subject was.) and John Johnson on trackwork and layout planning. Gene Wolfe rounded the session out with a clinic on locomotive detailing.

Roundtables for club officers were lead by George Mains and George Fitterman.

Dinner was provided by the Girl Scout Troop, and although the menu was in French it was very good roast beef..The even-

ing was topped off with a discussion of piggy back operations on the Pennsylvania Railroad by Mr. Pittman, which included a film. A little later a door prize drawing was held, and the new officer clubs were installed, with Ed Poeschel of the Bay Ridge Society of Model Engineers as President Club; Garden State Model RR Club, Vice President Club and for the third year, Manhattan Model RR Club as Secretary-Treasurer.

Alfred "Pete" Whitman of Marshfield, Mass., who operates the Union Pacific R.R. (Far East Div.) had a photo of his layout published in a local paper during National Model Railroad Week, and held open house. He reports that several people expressed interest in joining the N.M.R.A. as a result.

The N.M.R.A. will hold what is probably going to be the biggest pass exchange in the history of the hobby in Philadelphia in August. If you can't get there in person, you can mail 150 passes to Ken Kitson, 122 Garth Road, Oreland, Penna. (He must have them no later than July 8) You'll receive a pass for every one of yours sent, and get back any balance. Be certain to include return postage if you're going to mail them. If you go in person (and we certainly hope you will) you can deliver them to the registration desk (no later than August 20.)

There will be voting, and the best passes will receive awards.

In the "WELCOME" column you'll find a new member from Indiana. We don't know if this is the NER's only "Hoosier" member, but we do know a few other things about Miss Mc Outat; At 80 years of age, she's probably the Region's oldest member, and certainly the oldest female member. While not an active model railroader, she has shown her support of the hobby and the NER by joining. Miss Mc Outat is a retired bank executive and a life long Indianapolis resident. "How do we know? She's your Editor's Aunt.

Ride Down Memory Lane  
at BRANFORD TROLLEY MUSEUM  
- East Haven, Conn. -  
Trolleys run Sun. afternoons  
April thru November; also Sat  
and Hol. afternoons, May 30 to  
Labor day; and each weekday -  
from July 6 thru September 4.

The Manhattan Model Railroad Club has had brisk orders for its Turn-of-the-Century decals (See Dec. '63 Trade Topics in MR) and has had to reorder to supply its members.

One of the features of the Springfield meeting will be a display of all the winners of the Delaware Trophy, either the actual model or a photograph. All past winners have been located except the following:

- C. Terry - Spring '54 - Montreal
- C. Cieply - Fall '54 - White Plains
- J. Mac Gown - Spring '55 - Garden City
- J.E. Lancaster - Spring '55 - Mt. Savage, Maryland
- A.J. Sessa - Fall '57 - Albany
- W.A. Boucher - Spring '58 - Patchogue

If you know the whereabouts of any of the above, please ask them to contact Don Clerke, 132 Laurel Street, Wapping, Connecticut.

## BERKSHIRE MODEL R.R. CLUB

0 1416

670 TOWN OF VERMONT

784 TYLEE STREET

WE MEET IN MEMBERS' HOMES

ON ALTERNATE FRIDAYS AT 7 P.M.

## PITTSFIELD, MASS.

NER TO HAVE OWN MODEL CAR

The purchase of kits for a Northeastern Region HO car was approved at the meeting of the Board of Directors on March 22nd. Special sides will be designed for this car which will be made available early next Fall. The kit will be the standard wooden craftsman-type kit of a well-known manufacturer and will be sold for \$3.00 less trucks and couplers.

Advance orders for this car at \$2.75 each will be accepted until September 1. Checks or money orders should be made payable to the Northeastern Region NMRA, Inc. All orders should be sent to the Office Manager, 125 Lordship Rd., Stratford, Conn. Payment must accompany your order. Be sure to include your name and address.

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

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

125 Lordship Road STRATFORD, CONN. 06497

FIRST CLASS



ROBERT STROBEL,  
701 74th St.,  
NORTH BERGEN, N. J. 07049

(A)HC\*5Mb  
61  
4

REGULAR

4N03

AUG 1

# Railroad Modeler's Convention

## TIME TABLE

MAY 22, 23, and 24, 1964

SHERATON MOTOR INN

### FRIDAY NIGHT

- 7:00 Registration until 9:00PM  
Cotillion Railroad Theatre (see weekend theatre schedule at the Convention.)  
 9:00 Browser's Corner - Books, Records and Slides.  
 11:00 Connecticut Valley Club Car opens.  
Manhattan Limited Club Car opens.  
 (Soda and snacks provided. Rule "G" broken on your own.)

### SATURDAY

- 7:00 AM Manhattan Limited Club Car opens.  
 9:00 Registration until noon.  
Manufacturers' displays all day (including Unimat and ASTRAC in operation.)  
Contest Entries accepted until noon.  
Auction Material accept until noon.  
Operating Catenary demonstration until noon (Russ Cox and Bill Doran.)  
Clinic - Operations (Prototype and Model) Paul Mallery.  
Clinic - Photos of Prototype - An Aid to Modeling - Doug Smith.  
Cotillion Railroad Theatre - see weekend schedule.  
 10:00 Workshop I - Earl Smallshaw Makes Scenery (playing God with plaster and paint.)  
Workshop II - Bob Hayden's Kitchen Foundry (Cerro-bend casting in rubber molds.)  
Clinic - Track and Switch Construction - Bruce Bardes.  
Clinic - Car Scratch Building Techniques - The Hartford Workshop.  
Cotillion Railroad Theatre - see weekend schedule.  
Ladies Fine Arts Museum Tour - Special  
 11:00 Workshop I and II  
Clinic - A Century of Hartford Streetcars - Roy Melvin.  
Clinic - Weathering Locomotives with an Airbrush - John Pryke.  
Cotillion Railroad Theatre - see weekend schedule.  
 12:00 Workshops I and II  
Clinic - Model Railroad Design - Don Clerke.  
Clinic - Scratch Building, Painting, Weathering - One More Time! - Mike Pearsall and Tom Vollmer.  
Cotillion Railroad Theatre - see weekend schedule.  
Auction Material on display until 4:00PM.  
 1:00 Workshop III - Dave Newcomb demonstrates the crafts used in his 12 square foot bedroom workshop and some of the prizewinning models made there.  
Workshop IV - Dry Transfer Lettering - bring along a piece of unlettered rolling stock and get your private road name applied to it - Gladys and Irwin Lloyd.

### Saturday - continued

- Workshop V - Peter Samson with electrical gear from the Tech Model Railroad Club (M.I.T.)  
Clinic - The Distaff Side or Widow's Role.  
Clinic - Track and Switch Construction - Bruce Bardes.  
Clinic - A Century of Hartford Streetcars - Roy Melvin.  
Cotillion Railroad Theatre - see weekend schedule.  
 2:00 Workshops III, IV and V  
Clinic - Photos of Prototype - An Aid to Modelling Doug Smith.  
Clinic - Car Scratch Building Techniques - The Hartford Workshop.  
Cotillion Railroad Theatre - see weekend schedule.  
 3:00 Workshop III and V  
Clinic - Rebirth of a Feud - The Widow's Role  
Clinic - Operations (Prototype and Model) Paul Mallery.  
Clinic - Weathering Locomotives with an Airbrush - John Pryke.  
Cotillion Railroad Theatre - see weekend schedule.  
 4:00 Clinic - Model Railroad Design - Don Clerke.  
Clinic - Scratch Building, Painting, Weathering - One More Time! - Tom Vollmer and Mike Pearsall.  
Preparation - Coat inner tract for social hour.  
Cotillion Railroad Theatre - see weekend schedule.  
 5:00 Social Hour - High Iron in the Falstaff Tavern.  
 6:00 Banquet - Prizes, Awards and Entertainment smothered in Roast Sirloin of Beef.  
 8:00 Auction  
Cotillion Railroad Theatre until 11:00 PM.  
For Ladies Only - Box Car Social.  
 11:00 Club Cars Open - (at least 4 in consist) Soda and Snacks provided. Rule "G" broken on your own.

### SUNDAY

- 7:00 "Rise up so early in the morn!" - Breakfast - Continental Style - Free if you're a "hotel guest, or on your own if you ride the rods.  
 9:00 All Day Fan Trip - Hobo Style (Bum a Ride.)  
Pioneer Valley LIVE Steam Annual Spring Meet.  
Trolley Museum.  
 Springfield's tremendous yards and terminals, turntables, towers, lineside industries. New Haven, Boston & Maine, Boston & Albany.)  
 Details and map available at the Convention.

Save \$1.00!!! Clip and mail before May 13.

#### N.E.R. MODEL RAILROAD CONVENTION

To: Sheraton Motor Inn  
 70 Chestnut Street  
 Springfield, Massachusetts

Please reserve the following accommodations on the nights indicated. Expected arrival time \_\_\_\_\_ A.M. \_\_\_\_\_ P.M.

\_\_\_\_\_ Single Rooms at \$7.50 each  
 \_\_\_\_\_ Double Rooms at \$12.50 each

For Friday, May 22 \_\_\_\_\_ Saturday, May 23 \_\_\_\_\_

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

#### N.E.R. MODEL RAILROAD CONVENTION

Make checks payable to, and mail to:

Irwin Lloyd  
 44 Lincoln Drive  
 Glastonbury, Connecticut.

Enclosed please find check or money order for \$ \_\_\_\_\_ for \_\_\_\_\_ persons, at \$6.00 each. (This price valid to May 13, 1964. \$7.00 thereafter.)

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

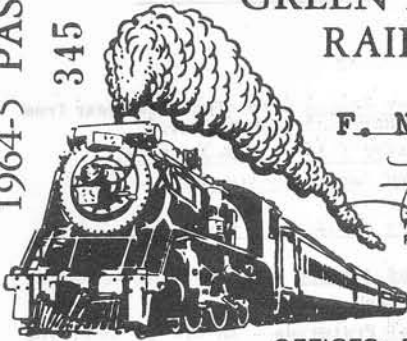
CITY \_\_\_\_\_ STATE \_\_\_\_\_

Please indicate if Fine Arts Museum trip is desired \_\_\_\_\_

THE NEWS IS OUT !

1964-5 PASS

345



## GREEN MOUNTAIN RAILROAD

F. Nelson Blount

*F. Nelson Blount*  
NELSON BLOUNT, PRES OR  
F. H. RICHARDSON, V. PRES

*Robt W Adams*  
ROBT W ADAMS SUPT

OFFICES: BELLOWS FALLS, VT.

No one can mistake this as anything but evidence of our new operation on the former Rutland Railroad between Bellows Falls and Chester, Vermont. And this is only one of the additions and changes for this season!

## STEAMTOWN USA

THERE WILL BE - A longer run: 26 miles round trip.

A more scenic trip: Three covered bridges for example.

Better food: A delicious chicken barbecue every day on the grounds.

10 more locomotives, making the collection in North Walpole, New Hampshire, the largest in the United States.

A caboose and locomotive cab open for inspection.

Plush seats in all closed cars.

A new price: Well, a little bit higher price.

THESE, ALONG WITH A NEW RAILROAD SHOULD MAKE STEAMTOWN, U.S.A.

A WORTHWHILE VISIT FOR YOU AND YOUR FAMILY THIS YEAR.

### Schedule

Opening day of Twin State Operation -- May 23 -- One trip only at 2:00PM  
Saturdays, Sundays and Holidays, May 29 to June 21, and September 12 to  
November 1, 1964, Trains will leave at 11 AM, 1 PM and 3 PM.

Daily, June 27 to September 7, Trains will leave at 11 AM, 1 PM and 3 PM.

Extra train on Sundays and Holidays at 4:30 PM.

Free Folder Available:

Steamtown, U.S.A.

Box 71,

Bellows Falls, Vermont.

Mixed train operation to Ludlow, Vermont, and return expected to commence  
sometime during the 1964 season.