

AUTUMN IN NEW YORK!

ISSUE NO. 68

OCTOBER 1964

THE COUPLER



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

John Allen to Give Clinic at NY

by/George Fitterman

The appearance of John Allen, well-known president of the Gorre & Daphetid Railroad, of Monterey, California on the program of the Fall Convention of NER was announced recently. He will give a clinic on "Color and Lighting of Layouts and Equipment" illustrated by his color slides. John is an acknowledged master of the art of designing and creating a model railroad as evidenced by his articles and photographs which have appeared in the model railroad publications.

Other highlights of the Convention include a clinic on "Rapid Transit: An unexplored facet of Model Railroading" by Leigh and Paul Matus of Brooklyn and a photo contest for black-and-white and color photos of model and prototype equipment and scenes.

This contest is a new feature for NER and is sponsored by the Convention's host The Manhattan Model Railroad Club.

Another program highlight is the fan trip to be held on the Hoboken Shore Railroad. This short line is really short; its right of way is only 0.9 miles long and trackage totals 8.75 miles. But in its small compass is included complicated trackage, car float operation, tight sidings, slip switches (seven in a row at one point) tracks down the middle of a busy street with trolley type turnouts, short radius curves (about 12" in HO scale.) We will ride over the entire line in low side gons, hauled by a genuine M&W type General Electric 44 ton steep-le-cab diesel. We will even have an Erie caboose with us and will be allowed to enter and examine it.

The tour will be accompanied by the President & General Manager and Assistant General Manager of The Hoboken Shore Railroad, Mr. J.H. Lerbs and Mr. J.M. Craig, who will explain every activity and answer questions. At one point on the trip the train in which we will be riding will be moved on and off a car float and a demonstration of how it is "pinned" to the dock will be given. The trip will include a talk by the Railroad's auditor on how car records are kept and charges made.

As the Hoboken Shore is a freight-only transfer switching road, this trip is very definitely a special event and the sort of fan trip that is rarely, if ever available to railfans. It will be an intimate look at actual railroad operation.

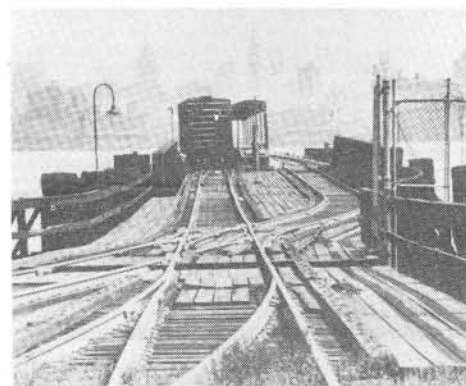
Other notable innovations in the program include arrangements that have been made for tours of the NBC Television Studios on Saturday (women only) and Sunday and for the Ed Sullivan Show Dress rehearsal. In addition, there will be

countless opportunities for those attending the Convention to sample the many entertainment and shopping features that are within a short walk of the Summit Hotel, located at the corner of Lexington Avenue and 51st Street, in the heart of New York City.

The Fall Convention gives every sign of being one of the finest every staged by the Northeastern Region.

Robert Kirsh, Convention Chairman, states that there are early indications that members of the Region who live in the New York area will attend in great numbers and that there will be a surprisingly large attendance from outside the Region. There is a definite possibility that this Convention may be an early sell-out and that late registrations may not be accepted. The host club therefore urges you to make your reservations early. Registration forms may be obtained by writing Bruce Lindsay, 40 - 50 Denman St., Elmhurst, N.Y. 11373

As Ed Sullivan says, "It's going to be a really big SHOE"



The lead onto the Hoboken's car float bridge - part of the NY Convention Fan Trip, Metropolitan Life Building and the New York Life Building in the background (in Manhattan, across the river.)

NECROLOGY

We pause a moment in memory of our fellow model railroaders who have departed this Earth.

David S. Styles, Stamford, Conn.

Horace R. Boyd, Binghamton, N.Y.

Dr. Charles W. Stephenson, South Hero, Vermont.

Our sincere sympathy to their families.

The 1964 Spring Meeting

by/Stan Bradley

The Northeastern Region has completed another in its long history of successful conventions. Tom Hayes and his committee handled Springfield in line with the high standards we have previously established, and they are to be highly commended for the outstanding results obtained. There was not a dull moment during the entire May 23rd weekend. A series of most interesting clinics were repeated at intervals so that each member would be able to cover them all. The Railroad Theatre had constant movies and taped slides going on as a fill-in, which proved to be very effective.

An unusually large number of models were entered in the model contest, creating quite a task for the judges because all were so outstanding in quality. At the same time, there were a number of commercial displays and several operating switching problem layouts. The banquet was climaxed by the Award period, which the same time, there were a number of commercial displays and several operating switching problem layouts. The banquet was climaxed by the Award period, which included a presentation to Walter Olevsky of the Delaware Trophy. This was followed by an exciting auction sale, enabling every one to purchase needed equipment at low cost. It is interesting to note that this function brought in almost \$50 additional revenue to help defray convention expenses.

While all this was going on, there were several outside activities as well. Springfield's extensive railroad yards and facilities of the New Haven, Boston and Albany and Boston and Maine were open for visitation and photography. The Pioneer Valley Live Steam Association held its annual meet on the same weekend, and a large number of our members paid a visit to their "larger" model layout. STEAMTOWN U.S.A. was not too far away, and their equipment was spotted for photo fans. The Trolley Museum at Warehouse Point was also open, with 3 nicely refurbished trolley cars in operation, bringing back nostalgic memories of days that are gone.

Everyone returned home a little happier and richer in knowledge, for a well-spent weekend. If we could only get the message across to the many model railroaders who for one reason or another fail to attend these meets, as to the wonderful experiences and advantages to be gained from their attendance, and the stimulation of old interests, we could make these affairs even more worth while. Why not resolve to be at New York, and see for yourself!

THE COUPLER

Published by the
NORTHEASTERN REGION
of the

NATIONAL MODEL RAILROAD ASSOCIATION

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*Term expires 1965 = Term expires 1964
* Ex-Officio

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The Hostler says:

It is pleasing to note that we reported in the May issue a total membership of 799, and with this issue we have reached 878 members. However, last year at this time we had 976 members, so although we are better off than we were last May, we are still 98 members off last year - and THAT IS MORE THAN 10% LESS MEMBERS!!

Each of us who wants to see the Northeastern Region a successful operation should do all they can to bolster our membership. With the recent defeat of the Region dues "rebate" by the National membership, coupled with the overwhelming vote in favor of the National dues increase is going to make our job just that much harder. The greater our membership, the less it costs per member to service. The Region now has a precarious financial position. The previously discussed Region dues increase was tabled, pending the outcome of the National vote, since the Regional membership seemed to feel that the "rebate" would carry. Now that the National dues have gone to \$5.00, many of us, your editor included, feel that it would be disastrous to increase the Region's dues now. BUT that doesn't help our present situation.

There are 2700 + NMRA members residing in our Region. The NER offers more activities than most other Regions - the publication offers more pages than most others - the dues are lower than many, and no higher than any (except Midwest). Our Divisions are active, and offer many interesting meetings each year. There is no real reason that we don't have more of the NMRA members with us - I'm sure they would be with us if we could only get to them - to explain the advantages of Regional membership. Next time you meet a non-member, explain the advantages and fun of belonging to the NER. If he sounds interested, tell him you'll be glad to send his \$1.00 membership fee to the Office Manager. This is important: It'll only take you a minute to drop it in the mail, and you'll be sure he won't forget to do it later. The office address is 125 Lordship Road, Stratford, Connecticut, 06497.

See you in New York!

J.M.

The DEADLINE FOR THE NEXT ISSUE OF
THE COUPLER WILL BE NOVEMBER 7, 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

GULF ALTA & TIDEWATER

George Fitterman

General Manager

162-51 Ninth Avenue

Whitestone, New York

NMRA

MANHATTAN

NER

OFFICIAL REGION NOTICES

At the Annual Meeting of the Northeastern Region NMRA, Inc., to be held in New York, N.Y., on October 25, 1964, a vote will be taken to amend the Constitution as follows:

MOTION: To change the time of the election of officers to correspond with the date of the Spring Convention effective in 1965, said election to take place annually thereafter at the Spring Convention or by a mail ballot which shall close on the date of the Spring Convention.

COMMENT: Please note that this does not affect the present Fall Convention date for the installation of the officers. There are two principal reasons why approval of this change is recommended. First, and most important, it will allow a period of five months for each officer to prepare to assume his duties. This will permit a much smoother transition from one administration to another than is possible at the present time when the officers are installed immediately. A second benefit to be derived is that the names of the new officers will appear in the Yearbook concurrently with their term of office instead of not appearing until nearly a year later and remaining for a year after they have been succeeded.

NOMINATIONS

REPORT OF THE NOMINATING

COMMITTEE CHAIRMAN

Incumbents for re-election:

Donald S. Robinson, Greenfield, Mass.

George Barclay, Mt. Vernon, New York.

John Dias, South Dartmouth, Mass.

Kenneth Hyslop, Stratford, Conn.

Nominated by Regional members:

Paul Mallery, Murray Hill, N.J., by
Summit-New Providence RR Club and
Don Houd, Garden State Division.

A. Thomas Prange, New York, N.Y., by
Mike Pearsall and others.

Further nominations are requested by me and will be accepted up to business meeting time at the N.Y.C. Convention. At that time nominations from the floor will be entertained.

Submitted 12 Sept. 1964
David M. Newcomb
124 Josephine Avenue
Somerville, Mass. 02144

There's one in every crowd
by/Earl Smallshaw



er--dispatcher's tower--dis

The recent national convention was a most enjoyable - though definitely tiring - event. When the "to bed at 3, up at 7" schedule of a regional meet is extended over a five-day period it is a wonder that anyone survives. The program was excellent and extensive; indeed it would have been impossible to attend all of the scheduled and optional events provided.

My congratulations are extended to the fourteen members of NER who were awarded a total of twenty-three prizes in the several contests. Could you have seen the competition which they faced you would realize fully how much these really mean. A complete list of the winners appears elsewhere in this issue.

Many items of business were placed before the BOT at their meeting on Wednesday, and I will now give you a brief summary of those of general importance. Of course you all are aware by now that the dues increase was approved but the rebate to the Regions was not. It is perhaps unfortunate that the proposals were not presented together in order to insure the approval of both or neither, but this was not done and we must now live with the result. While the job of selling National memberships may have been eased a bit because we can promise more services, we all shall have to work harder to obtain the additional dollar for NER. The rebate question has now been referred to a study committee, but we can expect no change before 1966 at the earliest.

In other business a motion to require the nomination of at least two persons for every elective office was vetoed. A motion to require liability insurance for national conventions was approved as was a proposal for the NMRA to self insure national conventions against theft or fire. The extension of the latter coverage to regional conventions was referred to committee for study. A proposal for an annual "Official Guide of Model Railroads" was tabled. If any of you would be interested in such a publication on a subscription basis, please let me know.

Now that the Summer is over our model railroading activity will be on the increase. Editor Tom Prange will be looking for notices of your events for publication in The Coupler. Please keep me informed also of your meetings and other programs so that I may arrange to attend whenever possible.

The NER HO box car is now in production and has been promised in time for the Fall Convention. It will be a 42-foot wooden car by Main Line and will have blue sides with gold lettering. Advance orders at \$2.75 each may be placed with Ken Hyslop. We hope that you will be at the convention to pick it up in person, but if this is not possible it will be sent to you postpaid. After October 17 the price will be \$3.

Please pay particular attention to the notice of the constitutional change which is to be voted upon at the Annual Meeting. If you are sending a proxy, be sure that he is instructed as to the way in which you wish your vote recorded.

DON ROBINSON



100% NER NMRA HO Hon3
GARDEN STATE CENTRAL
MODEL RAILROAD CLUB
160 BROADWAY,
LONG BRANCH, N.J.
Meetings 8PM Tues.

From the Office Manager

Ken Hyslop

In answer to some inquiries as to why all NER members did not receive a copy of The Coupler, May issue. As this issue was voted to be mailed to all NMRA members who reside within the NER area, we request mailing labels from the National business office, where the files on all NMRA members are up to date, monthly. You NER members whose NMRA dues were past due at that time were not in good standing, therefore your file card was in the inactive file, thus no label for you, and no Coupler. We normally correlate the National listing with our own NER files, as your National status may have expired, but your NER status may still be good. This is partly due to the monthly termination of the National, versus the quarterly termination of the Region. Another reason is that NER members who reside outside the NER area are not listed with the National as NER. This was our oversight as the time between the arrival of the labels and mailing time for The Coupler was too short to permit our double check. We lost some of our good image on this, but promise to do better hereafter. All of this should get to you the idea of renewing when you should - both National and Regional. Your Region card has a date on it. This is your expiration date. Please renew before that date. It will save my limited time and your Region's money, and keep our membership up where it should be.

The practice of stamping Couplers in red as a means of notifying when dues are due has been discontinued. While it was designed to reduce postage and inform you along with the news, this was too often noticed and then laid aside with The Coupler and promptly forgotten. The renewal rate on this means of notification was very low and was resented. The majority of members wanted a more direct notice, so that it was separate from all other matter and therefore be treated as a bill. I have done this with the quarterly expirations of this March and June, and the return has been wonderful. However, it does consume time and money which could be saved if you would do your part and notice your expiration date and renew when you should. As the guy who is now being spoken of as "P.O.O.M." (Poor Old Office Manager) I thank you for doing so. I also believe that mailing the membership cards back to you first class mail has assured a 100% delivery.

There are over 2700 NMRA members who reside in the NER area. Our goal is 99% of these. We never will get the other 1%; There are too many "reasons why" to write here. We have a good start on obtaining new NER members from these 2700 NMRA members. The problem is the renewal or drop-out.

As you all know, you must be an NMRA member in good standing to also be in good standing with the Region. I have been asked several times if a person can drop out of NMRA and still be an NER member. The answer is no. The total dues for the year now are \$6.00. Five for the NMRA and one for the Region. This actually amounts to 50¢ a month for all the fellowship, standards, information, conformity of manufacturers and a thousand and one other personal reasons for sticking with the NMRA and signing up a new member. Wait 'til you see the new binder you get on or after September, when you renew or join-up. We must remember that NMRA isn't made for you. It's you that makes it, and so far you have done a good job.

Have you ordered your new HO car kit yet? Don't forget jewelry for Christmas extra patches for cars and shirts and badges - do it now, in time.

September 5, 1964 membership is 858.

"O" for the O gauger

column by/
KEN HYSLOP

Another summer, and back from the National Convention in Philadelphia, and I'm going to call it the O Gauge Convention. We up here in the NER area are many in number, but in the Philadelphia area they were there, but good. I mean O Gaugers, of course. A goodly portion of the Manufacturers exhibits were in our size. Of course there were some from around the country, but the local interest and those within reasonable driving distance of Philadelphia, who paid a daily convention visit.

At the BLMW Booth, I spoke with over 100 interested, active O Gaugers. It took me from 9:00 AM to 9:00 PM to arrange the locomotives and cars for our display as I was constantly and pleasantly interrupted by fellows with the 1000 and 1 questions. As has been said by many, I'd rather talk railroading, O Gauge size than eat and this is what I did. Never left the booth Thursday and Friday from 9:00AM to 9:00PM. This bears out the observation that O Gauge participation is definitely greater than it was a few years ago. Also Dr. Gordon Fessler, of Rising Sun, Indiana, interested in operating New Haven Box Cab EP 3's on his layout and George Dizcki of Pittsburgh happy with a new cab forward on a Pennsylvania prototype Road. So, it isn't what you have, or where you live that counts, it is the availability of equipment that is present at a manufacturer's booth that counts, and only by attending a convention do you get to see "what's up"

I like to report either new O Gauge layouts under construction or mention additions to presently operating layouts. As is usual for the summer months, no one has written, telling me of their layouts. I would like you to make note of the Fall Exhibition of the New Haven Society of Model Engineers, 90 Court Street, New Haven, Conn., the first three Friday nights and Sunday afternoons in November. This is where I consider the nicest and largest O Gauge pike in the East. It is also where the men and the others separate, the HO being in the upstairs room but seriously, this HO pike is growing and at last reports is taking over all the upstairs clubroom. Not to be left out is an excellent O Gauge trolley or taction part of this wonderful O Gauge Club.

The home layout is going to get some work done on it! Visitors are starting to notice small changes such as: I've cleaned up the layout, new road bed on the table, waiting to be put down. This will be my reversing loop, then the roundhouse which is on the inside of this loop. The locomotive shop has just added a Max Gray 4-8-4 Pennsylvania J to the pool. This is going to alternate with a GG-1 in pulling my "Broadway Limited."

Now: Let's hear from you as to what you are doing, if only dreaming. Some day I hope it will come true for you.

NOTE: As you have read, The Region is going to have an HO car kit, which will be a Main Line kit with our side. At the Philadelphia Convention I bought an HO car kit of the Mideastern Region, just to help the cause, and also to enrich my collection of NMRA names. However, the nicest development took place after the kidding the O Gauge fellows received. And as usual, O Gauge being the foremost in interest, the question was raised: Why not these sides made in O Gauge size? My own order was the 35th one. I don't know how many were taken after that. This brings us to NER O Gaugers. Do you want a set of our NER car sides in our size? If so, speak up. If NER can do it, so can NER!

WELCOME

The following persons have joined us since the last issue of The Coupler was published.

Connecticut

Lincoln S. Young
Ayrshire Lane, Avon

Bert Johnason
35 Milbrook Drive, East Hartford

Al Kalbfleisch
94 Wickham Drive, East Hartford

Willard B. Crawley
37 Spring Garden St, Hamden 17

Thomas F. O'Connor III
48 Tremont Street, Hartford, 06105

George K. Wisner
63 Stone Street, Hartford 06106

Charles Slate
168 Wooster Street, New Britain

Jeff Van Wageningen
14 Juniper Road, Newtown 06470

Earl C. Cooper
70 Ulrich Road, Stratford

Henry N. Keroack
35 Prospect Street, Norwich

Donald H. Slate
55 Cooke Street, Plainville

Randy W. Thrall
13 Mountain Drive, Shelton 06484

Ray Hubert
515 Park Avenue, Torrington

George M. Dabbs
67 Strobel Road, Trumbull 06611

Massachusetts

William R. Veno
348 Commonwealth Avenue
Attleboro Falls

Donald C. Foley, Jr.
18 Olean Road, Burlington

Miller D. Robb
1763 Massachusetts Avenue, Cambridge

Homer L. Simmons
34 South Worcester Street, Chartley

Richard J. Breton
4 Beaudoin Court, Chicopee Falls

Alva Morrison
Musigetaquid Road, Concord

Eugene F. Clark
31 Centre Street, Danvers 01923

Edmund J. Kuhn
29 Alpena Avenue, Dedham

Richard L. Brown
50 Lawson Road, Egypt, Scituate 02066

Wilbur D. Radford
19 Jenness Street, East Lynn 01904

John J. Kuhn
37 Lee Street, Jamaica Plains

John Muise
403 King Street, Littleton

Brad Craig
10 Chatham Road, Longmeadow 01106

Pearl E. Whitman
Grandview Avenue, Marshfield 02050

Alfred M. Whitman
Grandview Avenue, Marshfield 02050

Peter M. Whitman
Grandview Avenue, Marshfield 02050

Robert M. Morse
288 Orchard Street, Millis

Alan W. Blied
190 Broadway, North Attleboro 02760

Jack E. Philo
27 Anthony Road, North Reading

John F. Kane
Christmas Tree Lane, Rutland 01542

Colin G. Chisholm
21 Warner Street, Somerville 02144

André Laferrière
100 Richview Avenue, South Hadley 01075

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Ronald Clough
12 Gilman Road, Waltham 02154

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245 Oakland Street, Wellesley Hills

Douglas E. Carpenter
15 Drexel Drive, West Chelmsford

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27 Belmont Street, Weymouth 02188

New Hampshire

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R.F.D. # 2, Concord 03302

New Jersey

William P. Pelley
20 B Street, Avenel 07001

Stephen Schmidt, Jr.,
34 Mea Drive, Berkeley Heights 07922

Kenneth H. Shotwell
670 B Palisade Avenue, Cliffside Park

C. Thomas Dolan
432 Myrtle Avenue, Fort Lee 07024

Alfred Bertellotti
205 St. Nicholas Avenue, Hillsdale

R.W. Hendricks
83 Couth House Place, Jersey City

John D. Fitzgerlad
26 Shelley Road, Kendall Park 08824

K.G. Smack
836 Wyoming Avenue, Maywood 07607

Edward H. Mallouf
48 Essex Street, Milburn 07041

E. Colburn
1010 Lambert Drive, Mt. Holly 08060

Richard Gittleman
36 Ethan Drive, Murray Hill

Vernon Mathews
81 Oakwood Drive, Murray Hill

Gary R. Lipton
137 Osborn Lane, New Brunswick 08904

Robert H. Lindley
33 Briar Lane, Nutley 07110

Joseph C. Lacey
203 East 9th Street, Plainfield 07060

R.C. Patterson
917 Carnegie Avenue, Plainfield

Seymour Wegbreit
97 Marion Avenue, Port Reading 07064

John G. Wells
167 North Walnut Street, Ridgewood

Jack Gleeson
272 Cedar Lane, River Vale 07675

John M. Johnson
116 Eighth Avenue, Roebling 08554

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378 Evergreen Blvd., Scotch Plains

William A. Kessinger
2241 Lyde Place, Scotch Plains

Thomas C. Madden
1527 Front Street, Scotch Plains

Walter C Bringsauf
Forest Place, Towaco

Robert Mohowski
1 Geranium Place, Wallington

Harvey C. Winter
87 Beechwood Drive, Wayne 07471

Paul E. Barbour
48 Second Avenue, Westwood 07675

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Jack C. Schramm
28 Leto Road, Albany 12203

J. B. Mason
200 Bayview Avenue, Amityville, LI

Ugo Vincent Re
21 - 11 23rd Drive, Astoria 11105

Alanson F. Wick, Jr.
900 Thomas Avenue, Baldwin, LI 11510

Edward J. Krael
642 Provost Avenue, Bellport, LI

Fred W. Bradley
Box 63, Mill Street, Bridgewater

F.J. Fiederlein
3207 Hull Avenue, The Bronx 10467

Daniel Milone
2451 Fish Avenue, The Bronx 10469

R. Stewart Wilson
3539 Decatur Avenue, Apt. 203,
The Bronx 10467

William G. Deutsch
754 Bronx River Road, Bronxville

Albert J. Manley
771 Mc Donough Street, Brooklyn 11233

Fred E. Baden
1693 Putnam Avenue, Brooklyn 11227

Charles M. Beatty
303 Westminister Road, Brooklyn 11218

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2365 East 13th Street, Brooklyn 11228

M. Lee Robins
451 - 78th Street, Brooklyn 11209

Armand Choiniere
48 White Street, Cohoes 12047

Raymond E. Anderson
224 West 3rd Street, Deer Park, LI

Harold G. Machiz
144 - 38 69th Road, Flushing, 11367

Samuel P. Woodhouse
Box 833, Linden Hills Station,
Flushing 11354

Harold E. Miller
124 Harrison Avenue, Freeport, LI

Lionel A. Tottel
65-22 Parsons Blvd., Fresh Meadows

Frank W. Skutsch
56 Commander Avenue, Garden City

John Keene
406 North Main Street, Gloversville

James Earl
99 - 33 - 164th Avenue, Howard Beach

Robert Hesse
85 - 24 - 125th Street, Kew Gardens

Lawrence Conlon
43 Wyant Avenue, Lake Ronkonkoma LI

R. Perilli
31 - 64 - 34th Street, Long Island City

Edward A Ackley
20 Randall Drive, Massena 13662

Walter J. Neuman
149 Clark Blvd., Massapequa Park

Pat Fattibene
62- 04 - 78th Street, Middle Village

Richard Kumemund
25 Short Hill Road, New City

Douglas E. Weaver
36 Continental Drive, New Windsor

M/Sgt Verne Goodwin
44th Ordinance Co. APO 166, New York

Ervin B. Angell
Box 141, Northville 12134

Charles H. Brommer
152 North Lincoln Street, Pearl River

Richard Barry Schreiber
65-64 Ellwell Crescent, Rego Park

Arthur L. Dunkelmann
95 - 11 130th Street, Richmond Hill

George Nelson
104 - 71 - 128th Street, Richmond Hill

George Schwarting
129 - 24 - 95th Avenue, Richmond Hill

James E. Siegal
601 Kappock Street, Riverdale 63

Terry Finger
10 Prospect Street, Saugerties 12477

John Giancaspro
119 - 17 - 111 Avenue, South Ozone Park

Roy E. Collins
225 Bidwell Avenue, Staten Island

James Johnson, Jr.
45 Warren Street, Apt 5A, Staten Island

Welcome - continued

Henry J. Statkowski
336 Calhoun Avenue, Throgg's Neck
Willard Caughey
R.R. # 2, Tully 13159
Kenneth A. Smith
Tompkins Avenue, Upper Nyack 10960

Walter Tatersall
94 - 32 - 85th Road, Woodhaven

NOTE: The following persons, addresses listed above, are all members of the WESTBRIDGE & WESTERN MODEL RAILROAD CLUB James Earl, Robert Hesse, R. Perilli, Pat Fattibene, Arthur L. Dunkelman, George Nelson, George Schwarting, John Giancaspro and Walter Tatersall. Looks like we have another 100% club!!!!

Rhode Island

Arthur Marchotte
48 Middle Street, Ashton 02805
David Walker
133 Pequod Trail, East Greenwich 02818
Michael Antoni
37 Knowles Drive, Warwick
William E. Malm
43 Aberdeen Avenue, Warwick

Vermont

George A. Palanties
73 Main Street, Burlington 05401
John Parker
165 Elm Street, Springfield

Canada

Quebec

G. R. E. Tucker
22 Vinet Avenue, Dorval

Richard W. Jewkes
5700 Esplanade Avenue, Montreal 14

Robert Robinson
1285 Lepine Street, St. Laurent 9

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5611 Olympic Street, Vancouver

Illinois

Marion G. Brasher
109 West St. Paul Street, Spring Valley

Virginia

George H. Tetlow
4816 Backlick Road, Annandale 22003

Michigan

Waldo H. Kingston
35085 Carlbro Drive, Mt. Clemens 48043

an Easterner might be common place to a Midwesterner.

I spent several hours looking over a large amount of somewhat dimly remembered material. In the background were queries from my oldest daughter (age 12) who wanted to know if she could help write the column. Interspersed with these and the background noises of the TV playing in the other room came periodic comments from my wife who kept wondering when I was going to stop reading and start typing.

Reluctantly I admitted to myself that editor Tom might be unhappy if he did not receive the column by deadline time, so off to the typewriter I trudged and here is some of the information I was able to find.

Michigan Railways #802 was a unique car. She was one of seven baggage-coach-parlor observation cars built by the St. Louis Car Co., in 1914-1915. The cars in this series were among the heaviest interurban ever built. They weighed 70 tons. They were of all steel construction, but the sides were scribed to represent wood sheathing. This you may remember was a technique recently employed by the D & RGW when they built several new cars for the narrow gauge Silverton Line.

I understand that these cars were designed for high speed limited service and were sometimes run in multiple service, with each car collecting its own power.

Power collection was also unique. Pick-up was by outside third rail shoe, trolley pole or pantograph. Obviously a model of this car would be quite adaptable to operation on many pikes and would make a good one to take with you when you are visiting other trolley modellers.

Those photos I have seen indicate that the overhead was for the most part of catenary construction. The trolley pole would indicate that the cars might have run under single suspension wire in some urban areas, but I have a photo which appeared in the June 1945 Railroad Magazine which shows a train of two of these 800's using poles to collect power from a catenary.

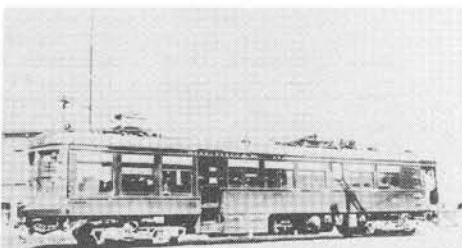
The Detroit United car would appear at home on almost any style of trolley or interurban line. The Detroit United System was an extensive one. It resulted from a combination of many lines already in existence in the early 1900's. Types of operation varied from limited service over well-ballasted rights-of-way to side of road lines built with light rail and little ballast. City Street running was also included.

If any of you build a model of one of these cars, I am sure that our editor would be pleased to see a photo of your model. (Right! ed.)

MICHIGAN RAILWAY COMPANY #802

Notes and Plan

by Richard D. Miller



The Michigan Railway Company operated two widely separated divisions in the Southern portion of the state. The Bay City-Flint Division operated through cars

to Detroit via the Detroit United Railway. The Western Division opened in 1914, consisted of a 50 mile 2400 volt, third rail, high speed line between Grand Rapids and Kalamazoo, and an electrified branch of the Michigan Central Railroad Battle Creek to Allegan. The latter two divisions intersected at Montith Junction. Connections with The Michigan United Traction Company made possible through interurban service to Jackson and Detroit, as well as to St. Joseph, Holland and Lansing.

The Grand Rapids - Kalamazoo line was constructed to railroad standards, with a maximum grade of 1% and 3 degree maximum curves. Eighty pound ASCE rail was used throughout. All bridges and trestles were of concrete or steel construction. The line was located on a private right of way through its length, with the exception of a few blocks in Kalamazoo.

Among the largest and heaviest cars placed into interurban service were the 9 passenger and express cars built in 1915 by the St. Louis Car Co. for the Michigan Railway Company. They were designed to collect power from 2400 volt third rail and overhead wire, as well as the 600 volt city systems. A storage battery, long a hallmark of St. Louis built equipment was provided for the lighting. The cars could be operated in trains when traffic demanded it. These behemoths weighed in at 142-000 lbs. Sheathed in fluted steel, they were built on a fishbelly underframe, having a maximum depth of 26 1/2 inches, necessary to simplify the framing for the side entrances and for the large windows in the parlor section. Cross members were 4 inch channels, connected to 8 inch channel side sills.

The modeler may duplicate the fluted steel siding by using commercial scribed wood or by scribing styrene sheet or brass sheet. Baldwin trucks having an 8 foot wheelbase are available from William K. Walthers, as it a suitable power truck.

The cars may, of course, be modeled in brass. The author's preference is two plies of Strathmore, well shellacked and glued together, then bonded to a Plexiglas sheet backing. The plies may be painted before they are glued together. For rivet detail, a thin sheet of gloss finish paper stock is embossed by means of a fine "Grifhold" pounce wheel. Place the sheet with the finished side on wood, or Homosote, so that the rivet impressions will "take." This sheet is then glued to the outer layer of Strathmore. The ends are made up in the same manner, using white glue, which dries rigid, so that the shape of the ends will be maintained. This glue should not be used on the sides, where it will cause warping. Instead, use "Pliobond" or "Ambroid" which is flexible.

Commercial sideframes and couplers for this car are available from Kemtron. Suydam or Kemtron power unit & poles may be used. Underbody parts are sold by Model Tranyway System. The pilots may be built up from brass flat wire, since no commercial pilot is presently available. Pantographs may be purchased from International Models, and the ever popular Kemtron "trolley" pilot may be soldered to the side frames. See plan on Page 6

TROLLEY SPARKS

column by JERRY LAWLOR

Shortly before I started to write this column, I received a post card from our editor, Tom Prange. He mentioned that he planned to include two traction plans in this issue of The Coupler. Naturally, I was pleased. Tom mentioned the possibility of a tie-in between the plans and this column.

Because we always accept the suggestion of an editor, and because I was curious about the cars he planned to feature, I did some research work. That opened up the possibility of several hundred thousand more words on the subject of trolleys.

I went up to the attic and rummaged around among the old magazines, books and file folders full of clippings that seem to have accumulated over the years. The first thing I discovered was something that I thought I already knew. There existed in the country, during the era of trolley operation, a fascinating variety of rolling stock. Many of these trolleys were quite distinctive in their appearance, and what looked strange to

Technical NYNH&H Railroad Data for Model Railroaders

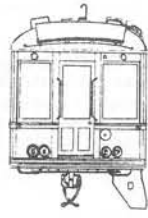
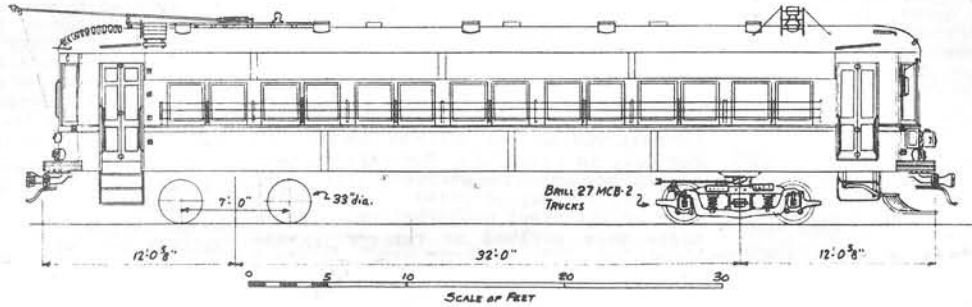
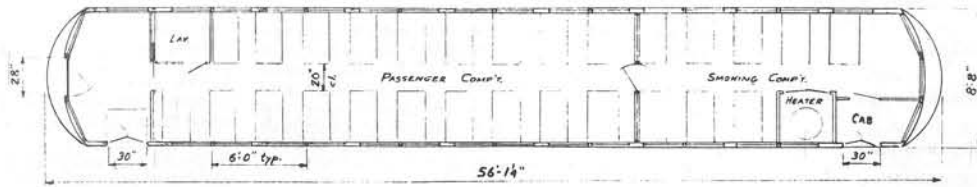


ARE YOU INTERESTED IN BUILDING SCALE MODELS of NYNH & H RAILROAD EQUIPMENT?

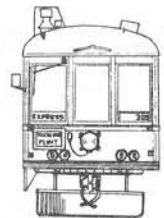
Then the NHRITA should be of interest to you.

Send 10¢ or a 10¢ stamped envelope to:

NHRITA c/o Paul B. Boivin Jr., 319 South Orange Avenue Livingston, N.J. 07039



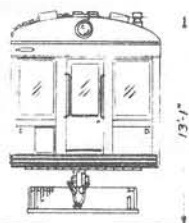
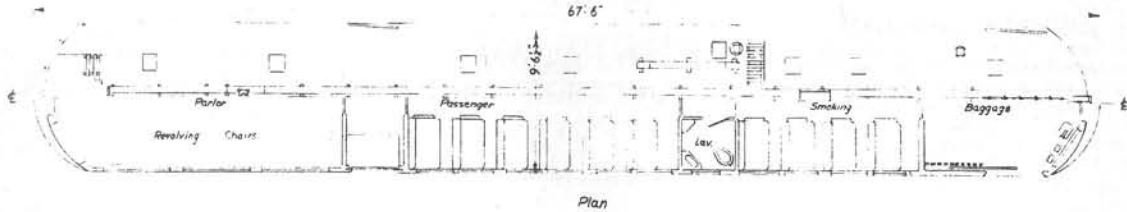
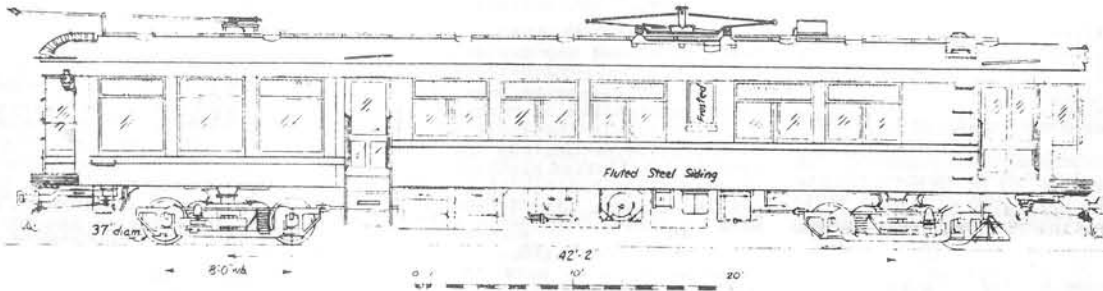
REAR ELEV.



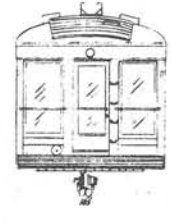
FRONT ELEV.

NOTE: CARS 7551-7555
BUILT WITH TRAIN DOORS
BOTH ENDS.

DETROIT UNITED RAILWAYS
EASTERN MICHIGAN RAILWAYS
INTERURBAN PASSENGER CARS 7546-7555
FLINT DIVISION
ST. LOUIS CAR COMPANY 1924
MOTORS - FOUR G.E. 275 A (60 HP)
CONTROL - PCSK BRAKE - WEST. AMM
CAPACITY - 54 WEIGHT - 63,000 LBS.
R.D. MILLER 7-3-58
OAK PARK, IL. DWG. M-2



No. 1 End



No. 2 End

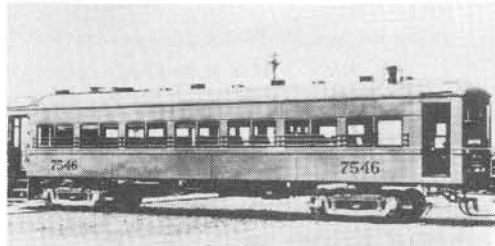
RDM

Michigan Railway Company
Combination Baggage, Smoker, Coach and
Parlor Car.
Numbers 802,4,6,8,10,14,16.
St. Louis Car Company 1914-1915
Motors - G.E. for full speed operation
on 1200, 2400 or 600 volts.
Weight 142,000 lbs.
Drawn by Richard D. Miller

DETROIT UNITED #7546

Notes and Plan

by Richard D. Miller



The Detroit United Railway, predecessor of the Detroit city transit system, operated an interurban network serving most of the major towns of Southeastern Michigan and nearby Ontario. Comprising seven separate divisions having a total of over 600 miles of interurban trackage, the company at one time had 1,400 closed passenger cars, 260 open cars and 84 freight cars.

During the 20's and early 30's, through coach and parlor car service was run between Detroit and Cleveland and Cincinnati over the lines of the Lake Shore Electric Railway and the Cincinnati and Lake Erie System.

The last passenger cars delivered to the Highland Park shops were ten handsome steel single end, 63,000 lbs limiteds built in 1924 by the St. Louis Car Co. These cars were described as "among the finest ever built," by the Electric Traction Magazine. The car interiors were finished in mahogany, with wide bench seats spaced 3 feet apart. There were later replaced with the then popular bucket seats. The cars were delivered in the D.U.R. orange livery. In later years these, as well as most other through cars on the system, were painted in the striking light gray, vermillion and ivory combination. Several of the cars were given names of American Indian derivation.

See plan on page 6

OPERATION

problem by / DON ROBINSON

With this issue a new editor is taking over the Operating Problem. This in itself may present somewhat of a problem as the new man's name is also Robinson which means that it will be necessary to remember to send solutions to the right person. (Editor-in-Chief Tom Prange is already thoroughly confused. He now has two Robinsons and a Robertson contributing to The Coupler!)

Your new OP editor is a Canadian, but please don't let this stop you from sending him solutions. It costs no more to mail a letter to Canada than to any point in the U.S. His name and address are:

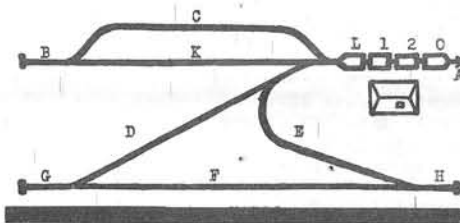
Robert Robinson
1285 Lepine St.
Saint-Laurent 9
Quebec, Canada

Ten answers were received for the May problem. These were from Watty House, Ivon Preble, Arthur Parker, Larry Kemp, Mark Hilantel, Theodore Hahn, William Gray, John Dias, Arthur Ellis and Robert Robinson. Since Watty is a well-known advocate of prototype operation - and beat me by two moves in the bargain - I will give you his solution.

- | | |
|-------------------|----------------------|
| 1. 2-1-L to E | 8. L-2-1 to F |
| 2. 2-1-L-4-3 to F | 9. L-2-1 to C |
| 3. 2-1-L-4-3 to D | 10. 4-3-L-2-1 to A |
| 4. L-4-3 to F | 11. 5-4-3-L-2-1 to C |
| 5. L-4-3 to C | 12. 4-3-L-2-1 to F |

- | | |
|-------------|--------------------|
| 6. 5-L to A | 13. 4-3-L-2-1 to E |
| 7. L to D | 14. 4-3-L to B |

The problem for October was contributed by the new editor, Rob Robinson - who as a result found himself being asked to take over the column. It represents a branch line terminal at which a passenger train has just arrived (on A). The locomotive (L) and observation car (O) both must be turned and be in their proper positions in the train for the return trip. Coaches (1&2) need not be either turned or reversed although one or both of these may be done if it will help in reducing the number of moves required. The only tracks of restricted length are B which will hold two cars and G & H which will hold one car each (locomotive may be considered as one carlength long). All other tracks may be considered as holding at least four cars. Rob's original solution required 27 moves while I was able to do it in 24. Who can improve on us? DSR



FLAG STOPS

"All the News That Fits we Print"

John Nelsen, of the NMRA's Prototype Information Committee, 71 Humphrey Drive Syosset, New York, advises that the Prototype Indexing Committee is preparing a list of railfans who are able to supply other members with various bits and pieces of railroadiaria. John, who is Eastern Representative of the Committee, asks for members to supply information to him, and should any member need help, to write to him for aid that is already available.

The Metropolitan Council of Model Railroad Clubs toured the Pennsylvania Railroad's TOFC terminal on June 6. There was a good turnout to view the Truc-Train facility. The third annual convention to be held in February 1965, will have a planning meeting on October 7. The Council reports two new member clubs, which shows a steady growth since its founding nearly four years ago.

The New Haven Railroad Technical Information Association will hold a general membership meeting on October 4, 1964 at the NYNH&H Y.M.C.A. 140 South Orange Street, New Haven. The Railroad Y is across the street from the general office building of the NH Railroad, and within walking distance of the passenger depot. Meeting gets underway at 1:30PM, and features discussions on most aspects of the New Haven Railroad. Interested model railroaders and railfans are invited to attend. For further info, do not contact the Y or the Railroad, but C.A. Benson, 99 Edison Street, Stratford, Connecticut, 06497. Phone 375 0603.

The Newark Model Railroad Club, 325 - 16th Avenue, Newark 3, N.J., an outside 3rd O Scale club, will hold its Fall Exhibition of the year on October 23, 25, 30; November 1, 6 and 8 at its club quarters. (Address above) Hours are Fridays 7:30 to 10:00PM and Sundays 2:30 to 6:00PM. NER Conventioneers in New York City are welcome. Club can be reached by taking Public Service bus #1 (20th St.) from Penn Station, Newark to end of the line. Layout is on second floor over Green Lantern Inn. Features lots of steam loco models and introducing a trolley line. Admission free; donation bowl. Children

under 12 years must bring an adult.

An entire issue of "TT Today" was devoted to the Elmwood Model Railroad Club of Syracuse, operators of the Beaver Valley Railroad. This is quite an impressive layout, and anyone thinking that TT is devoid of detail should take a look!

The New York Times of September 12 notes that the State of Vermont has purchased the 23 mile section of the Rutland Railway (deceased) running from Ludlow to Rutland, and will lease it to F. Nelson Blount for freight operations. Mr. Blount, an Honorary member of NER, is better known to us as President of the Green Mountain Railroad, -(Steamtown, U.S.A., that is!)

Russel Eastwood of Pittsfield, Mass., notes that the Berkshire Model Railroad Club is still going strong. There are 15 members - some with completed layout and others with just the gleam in the eye. They picked up three prizes at the Springfield meet of the NER.

The Vancouver Convention Committee, (NMRA) is very active - with just a little less than a year to go. In addition to planning a most interesting convention, the committee points out that the Vancouver area is a wonderful vacation land, and the committee has set up a special department to help you plan your vacation in Vancouver before and after the Convention. Better make plans now! Ivon Preble, the NMRA's traffic manager is working on a Dreamliner to leave from the East, and in consideration of the new Canadian Railroad vacation travel prices, you can't afford to stay at home! Start that kitty now!!

Michael E. Fine, of Poughkeepsie, has sent The Coupler a plan for a most unusual New Haven double track 2 way flanger car. We'll try to get it in an early issue.

Mike also note that the NYNERA has been formed; New York, New England Railroad Association. Anyone desiring information may write Merle K. Pierce, 21 Duke Street, East Greenwich, Rhode Island. Dues are \$1.00. Mike's work is to be commended - he's 14 years of age.

The New York Society of Model Engineers announces that it has Senior memberships open, as well as a limited number of Junior memberships. (Seniors over 21 and Juniors are 16 to 21.) Those interested may contact Walter Olevsky at the Society's headquarters, 341 Hoboken Road, Carlstadt, New Jersey.

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

BERKSHIRE MODEL R.R. CLUB
HO GAUGE
C/O KIRK'S HOBBY CENTER
784 TYLER STREET

WE MEET IN MEMBERS' HOMES
ON ALTERNATE FRIDAYS AT 7 PM.

PITTSFIELD, MASS.

POUR NOS MEMBRES CANADO-AMERICAINS DE
LE NOUVELLE ANGLETERRE ET DU CANADA.

La convention d'automne aura lieu à
l'hôtel Summit, dans le centre de
Manhattan, durant le 23, 24 et 25 d'
octobre, 1964.

Voici quelques idées du programme:

Train de plaisir sur le chemin de fer
"Hoboken Shore Railroad," avec une dé-
monstration d'une barge à char ou voiture
en opération, et la manière qu'ils sont
chargés. Aussi, un "séminar" sur la
manière de rapport de chaque ou voiture,
le "per-diem" et autres choses financiers,
et encore, un tour des facilités de loco-
motive. Nous irons en voiture ouverte
et en "caboose" - prier de porter des
vieux habits.

Très bonne clinique par le fameux JOHN
ALLEN, sur "l'illumination et la pein-
ture de votre "layout" et votre équipage".

Aussi, un autre clinique sur le "métro"
(subway) - sous terre et sur terre.

Un tour des studios NBC, gratuits.

Concours de modèles.

Concours de photographies - la pre-
mière fois pour le NER !

Banquet au bifteck, suivi par une en-
chère et des prix de porte.

Elections et assemblée le dimanche
matin, suivant le déjeuner.

- et beaucoup d'autres activités!

Venez voir vous mêmes! Vous ne serez
pas désappointé!

(P.B. Boivin, Jr.
membre de le NER)

G

GTN

Germantown Railway Co.

Tom Prange

NMRA

GTN

NER

MANHATTAN

the pass exchange

column/by

Clyde Rauschenbach, Jr.

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 you one in the next
mail. If you would like your railroad
listed in the column, drop a pass in the
mail to me:

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

Which ever way you do it, be sure to in-
clude your own name and address.

George Wm Brown
Middlesex Central Railroad
24 Fuller Road
Cochituate, Massachusetts

Richard L. Brown
Richmond & Concord RR
50 Lawson Road
Egypt, Massachusetts

James Chin
Pennsylvania Railroad, (Queens Div)
63-53 Alderton Street,
Rego Park, N.Y. 11374

Eugene F. Clark
Lulubelle Railroad
31 Centre Street,
Danvers, Massachusetts

Armand Choiniere
C. B. And O. R.R.
48 White Street,
Cohoes, New York
Carl E. Ellis
Texas and Washington R.R.
5 Melrose Place
Middletown, New Jersey, 07748

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

Cy Fargo
Wells Fargo Railroad
42 Tracy Street
Batavia, New York

Michael E. Fine
Southside Connecting Railroad
6 Beechwood Terrace
Poughkeepsie, New York, 12601

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

Bob Kirkner
Texas & Elsewhere R.R.
Route 1, Box 537,
Montville, New Jersey

Francis La Poise
Tower Central Railway System
70 Roslin Street
Dorchester, Massachusetts 02124

Bradford Phillips
The Long Island Railroad
173 Bayview Avenue
Amityville, New York.

Donald F. Philipp
Long Branch & Southern R.R.
14 William Street
Long Branch, New Jersey

Dominic Schiavi
The North Vine Railroad
183 Vine Street,
Batavia, New York

Alfred M. Whitman
Union Pacific Railroad
Grandview Avenue
Marshfield, Massachusetts 02050

(Underscore indicates new listing.)

Before I announce the Pass of the Issue
I would like to explain how it was sel-
ected. When choosing the pass we tried
to select one that was most like one that
would be issued by a 1' = 1' line All of
the passes were extremely well done and
the choice was not easy but the winner
is now on record as:

Donald F. Philipp
Long Branch & Southern R.R.
14 William Street,
Long Branch, New Jersey.

See you next issue, and keep those passes
coming.

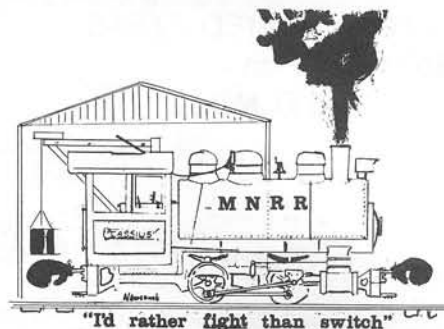


the Finest HO CAR
roll on . . .

CENTRAL VALLEY TRUCKS

Illustrated Catalog 10c

13000 SATICOY STREET NORTH HOLLYWOOD CALIFORNIA



NMRA NEW MEMBER DRIVE STARTS NOVEMBER 1, 1964

The N M R A Bulletin will announce,
in the next issue, a new member drive,
that will bring a cash benefit to you!

Very simply, every new member you sign
up between November 1 1964 and February
28, 1965, will bring you a coupon worth
75¢, good at your local cooperating hobby
shop for model supplies, for subscrip-
tions to Model Railroader and Railroad
Model Craftsman, and for NMRA supply ~~1/2~~
items (jewelry, Tech Paks, etc) or even
dues payment!

75¢, good at your local cooperating hobby
shop for model supplies, for subscrip-
tions to Model Railroader and Railroad
Model Craftsman, and for NMRA supply
items (jewelry, Tech Paks, etc) or even
dues payment!

Each new member will receive all the
regular benefits of a member - the new
Tech Manual Binder to hold your NMRA
Standards, Recommended Practices and
Data Sheets, in addition to the regular
publications issued each year.

To make it easier for you, the NMRA
now has a new membership application. It
contains a fuller description of the
Association's activities, and in addition
is in the form of an envelope, already
addressed to the National office. Just
insert the check or money order and add
a stamp!

Here's a chance to help the NMRA and
bring a little extra benefit to yourself.
Go to it!

NER CAR KIT IN HO AVAILABLE THIS MONTH

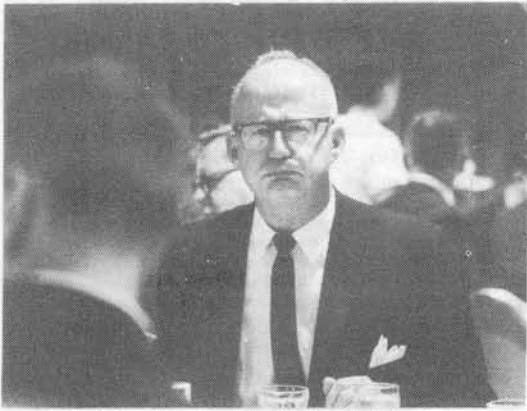
You can still get your NER car at the
reduced price of \$2.75 - if you order by
October 17! After that, the price will
be \$3.00.

The kit is produced by a well known
manufacturer, and features a blue back-
ground with gold lettering. It comes less
trucks and couplers. The Region expects
to have the kits available at the Fall
Convention at New York, but to take ad-
vantage of the discount, get your order
in now.

Check or money order payable to the
Northeastern Region, NMRA, Inc, and sent
to Ken Hyslop, Office Manager, 125 Lord-
ship Road, Stratford, Connecticut, 06497
will bring you one as soon as they are
available. Be sure to include your name
and address.

O Gaugers: If you would like a set of
these sides in your scale, see Ken Hy-
slop's "For the "0" Gauger" Column.

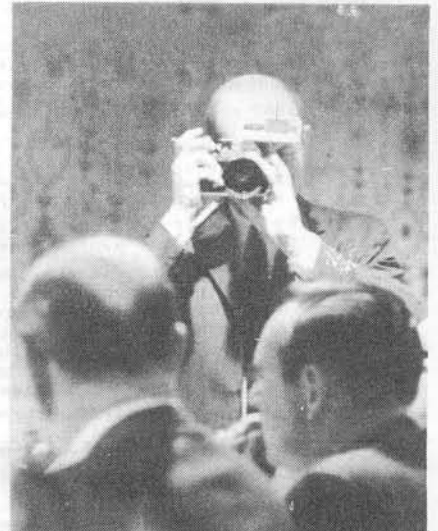
SPRINGFIELD CONVENTION PICTURES



Irwin Lloyd looks as if he had just found a bone in his Jello. Doug Smith photo.



Part of the cast of "Painting and Weathering - One More Time." Clayton Samson and Dick Miller



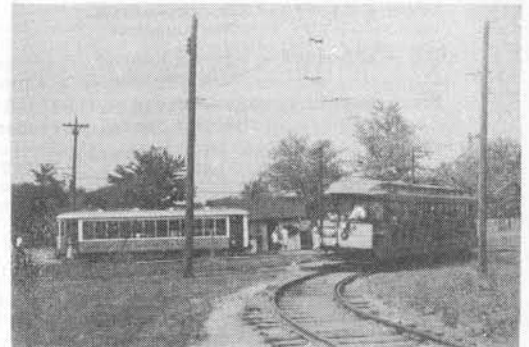
Doug wondered if the cigaret burned your Editor. No, but he got sunburn from the reflection from George Fitterman's head! Doug Smith photo.



The serious business of running a Region - Doug Smith photo.



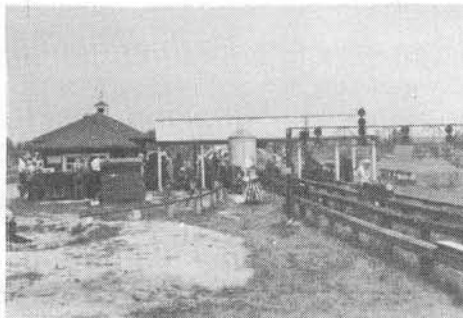
The effects of dust, snow and rain begin to show on Lionel Cyr (Clayton Samson) as Tom Vollmer and Mike Pearsall weather a car.



N.E.R. goes traction at The Warehouse Point Trolley Museum. Stan Bradley photo.



John Hartz, Walter Olevsky, Robert Mohowski and George Mains (l to r) of The New York Society of Model Engineers, Inc.



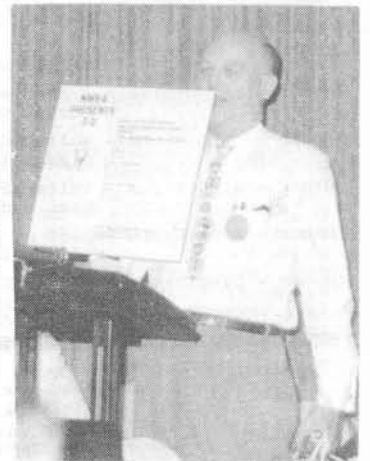
We sampled live steam, too! Activity at The Pioneer Valley Live Steam meet. Stan Bradley photo.

"Huebe" Huebenthal, National Treasurer and Chairman, Electrical and Electrical Circuits of the NMRA give a preview of "2-D" the new signal circuit system.



A lively auction winds up the Saturday schedule - Forbes Hauptman and Stan Bradley at the throttle. Doug Smith photo.

N.E.R. Meets are family affairs. Some of the small fry engrossed in the proceedings. Doug Smith photo.



NER SWEEPS NATIONAL MODEL CONTEST IN PHILADELPHIA

Even though NER's territory is very close to Philadelphia, and we had a good attendance, the Region did an outstanding job of walking away with prizes in the model contest at the National Convention.

Of the 189 entries, The NER'S members won

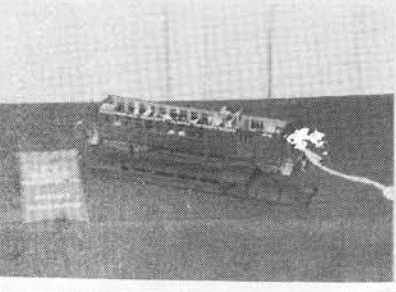
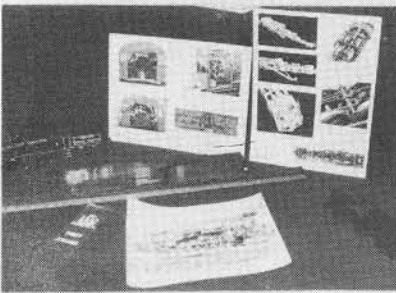
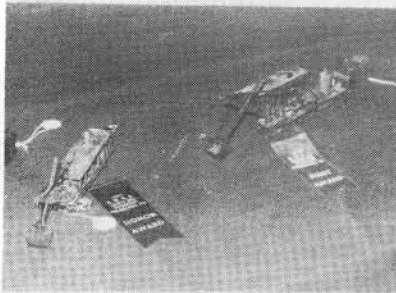
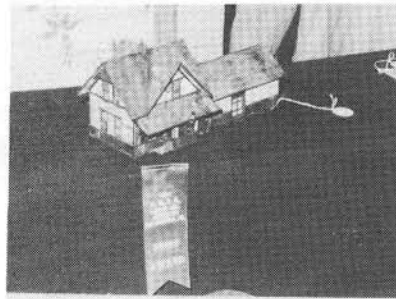
- 5 First Prizes
- 2 Second Prizes
- 5 Third Prizes
- 12 Honor Awards

A total of 24 Awards of the 52 given, or 46.15% of all the awards made!

In one category - Structures - The Region took the first three prizes, and 3 of the 6 Honor Awards. In two categories, Freight Cars and Caboose (or is it Caboose?) we walked off with 2 of the top three prizes and in Honor Awards, three of six in the combined categories.

Pictured at right are first prize winners

- 1st - Steam - John Pryke, N.H. 4-8-2
- 1st - Other Loco - George W. Hockaday, Monon Alco 420
- 3rd - Passenger Cars - George Konrad, MP&W Railbus
- 2nd - Freight Cars - John A. Hartz, Pulpwood Car
- 3rd - Freight Cars - A Kalbfleisch, D&RGW Stock Car
- 1st - Caboose - George Konrad, MP&W Caboose
- 3rd - Caboose - George Konrad, MP&W Caboose
- 1st - Maint. of Way - David M. Newcomb, Marion Shovel & Tender
- 1st - Structures - Mike Pearsall, Ophir Station
- 2nd - Structures - Gary Kreger, Barn
- 3rd - Structures - David M. Newcomb, Bucket Coaling Station
- 3rd - Traction - Walter Olevsky, Switcher
- Honor - Steam - Eugene Wolfe, WP&N 0-8-8-0
- Honor - Steam - Frank S. Lewin, CP 4-8-4
- Honor - Freight Cars - John A. Hartz, Box Car
- Honor - Caboose - George Konrad, MP&W Caboose
- Honor - Caboose - Allen W. Hanson, SR&RL Caboose
- Honor - Maint. of Way - David M. Newcomb, Vulcan Steam Shovel
- Honor - Maint. of Way - Mike Pearsall, D&RGW Derrick
- Honor - Structures - Earl Smallshaw, Engine House
- Honor - Structures - Walter Olevsky, Signal Tower
- Honor - Structures - Walter Syrett, Coal Bunker
- Honor - Displays - Daniel J. Donnellan, "E1" Station
- Honor - Displays - David M. Newcomb, New Bridge at Konrad Creek.



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Len Frankel

Model Contest Winners

Here are the winners of the Model contest at Springfield, May 24, 1964.

BEST IN SHOW - DELAWARE TROPHY

Walter Olevsky

MASTER CLASS

Scratchbuilt - 00 & Smaller

Freight Cars

- 1st - Mike Pearsall
- 2nd - R. Adler
- 3rd - Scott Nielsen

Structures

- 1st - Earl Smallshaw
- 2nd - Mike Pearsall

Passenger Cars

- 2nd - Paul Bertan

Other Cars

- 2nd - Donald S. Robinson
- 3rd - Walter Syrett

Scratchbuilt - S and Larger

Other Motive Power

- 1st - Walter Olevsky

Other Cars

- 1st - James Johnson, Jr.

Kit - 00 & Smaller

Steam Locomotives

- 1st - John Pryke
- 2nd - John Pryke
- 3rd - David Newcomb

Female Division

- 3rd - Ann Hackett

CRAFTSMAN CLASS

Scratchbuilt - 00 & Smaller

Passenger Cars

- 1st - Robert Mohowski
- 2nd - Robert Mohowski

Structures

- 1st - Robert Mohowski
- 2nd - Paul Hackett
- 3rd - Charles Douds

Steam Locomotives

- 1st - A. Kalbfleisch
- 2nd - J. Atkinson

Freight Cars

- 2nd - John Pryke
- 3rd - A. Kalbfleisch

Diorama

- 1st - David Newcomb

Scratchbuilt - S & Larger

Structures

- 1st - Walter Olevsky
- 2nd - Walter Olevsky

Freight Cars

- 1st - John A. Hartz
- 2nd - John A. Hartz
- 3rd - John A. Hartz

Kit - 00 & Smaller

Steam Locomotives

- 2nd - John C. Gaherty

Other Locomotives

- 3rd - John Atkinson

Freight Cars

- 3rd - William Bennett

Structures

- 3rd - Leonard Frankel

Diorama

- 2nd - Richard Wade

Passenger

- 1st - David Messer
- 2nd - Robert Mohowski
- 3rd - Clifford Syrett

Female Division

- 1st - Sue Dischert

Kit - S & Larger

Passenger Cars

- 2nd - George Mains
- 3rd - T. King Haswell



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

Elko Grande Pagosa & Northern (HO N3)
Kilkenney Lumber Company (HO)

ACHIEVEMENT PROGRAM

by/Earl Smallshaw

Well, your old AA Chairman (and I don't mean Alcoholics Anonymous) is back from the NMRA Convention at Philadelphia and burning with enthusiasm!

First off, congratulations are in order for the NER's President, Don Robinson, for becoming the 13th Master Model Railroader in the NMRA. This brings NER's total of MMR's to five. Don received the Master Model Railroader's Plaque at Philadelphia, as did past MMR's Doug Smith, Watty House, Ivon Preble and Roy Dohn. The plaque is a handsome one, and should serve as an incentive to those who are near to joining the select ranks of Master Model Railroader.

Included in this column are the names of fellows who have met the requirements and have been granted certificates. It seems that the boys in New Jersey and Massachusetts have cornered the market this time. These certificates will be formally awarded at the Fall Convention in New York City.

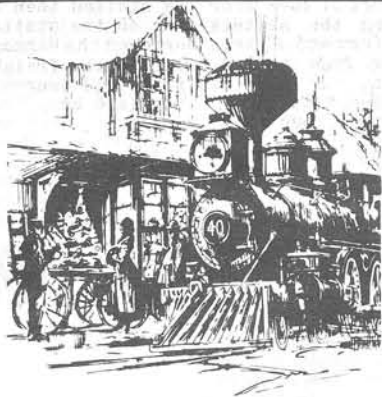
Looking over the rather diminitive list of Achievement Certificates for the past six months brings to mind a letter I received from the National Chairman, Jack Taylor. In the letter was a breakdown of all Regions and the total Achievement Certificates held by a Region. The Northeastern Region ranks a close second in the number of Achievement Certificates issued, but ranks fourth in the relation of number of certificates versus the number of members in our Region. This clearly points out that while NER has a number of certificates issued, they are held by relatively few members. The same members are applying over and over again as they qualify.

While I am happy to receive applications from the relatively few, I know that this isn't the true picture of the Northeastern Region. From members I have talked to and from judging several Region contests, I know that there are a score of fine craftsman and experts in their respective fields in NER. Why is it that only a few apply? Can it be lack of confidence or motivation? Can there be anyone who isn't aware of the Achievement Program? If the latter is so, write to me for rules and applications.

Bob Hayden, Jr., one of the award recipients listed, asked if people are aware that a model entered in a Regional contest need not win 1st, 2nd or 3rd prize in order to meet contest requirements for Master Builder - Motive Power, Cars, and Structures Achievement Certificates. Bob was referring to Honorable Mention and Merit Awards. Any model, if it achieves a total of 70% of the total points needed for a perfect score, can receive a Merit Award. Merit Awards do not count as much as a "prize" award, but any combination of National, Regional or Merit Awards can add up to the contest requirements for any of the craftsman type categories of the Achievement Program.

Merit Awards can be awarded to those members who cannot attend Regional Conventions, and yet build models of contest calibre. In this instance, I can assign two competent judges to visit the member's home and judge his models there. The judges fill out merit applications and send them to me. If enough points are earned, a Merit Award is granted.

For those members who would like to meet the requirements of Association Volunteer or Model Railroad Author, the time units required can be easily obtained. Tom Prange, our Editor, can always use interesting articles for The Coupler. If you have a construction article which might make interesting reading, submit it to the Model Railroader or Railroad Model Craftsman magazines. Volunteers are needed for much of the committee work done throughout the NMRA and the Region. All you have to do is ask.



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Specimen card with envelope will be mailed on request and remittance of 25¢. State series desired.

Series 3: Golden Days

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The three series are beautifully drawn with meticulous attention to prototypical detail. U.S. and Canadian prototypes. Printed in rich sepia on high quality cream stock. You will be delighted (as will your friends) with these handsome cards.

Send name and address with remittance, stating quantity desired per series. (Cards sold in two dozen lots with envelopes per series only.) \$3.25 per TWO DOZEN lot, postage prepaid.

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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 \$6.00 for membership in both organizations. _____

Speaking of volunteers, Walter Olevsky of Carlstadt, New Jersey wrote to me some time ago, volunteering his services for the Achievement Program. He has since become the NER advisor for the Chief Dispatcher Award. Walter is well qualified for the job, too. Not only has he met the requirements for the Chief Dispatcher Award, but he also earns his livelihood as a towerman for the Erie-Lackawanna Railroad. All Chief Dispatcher applications will be looked over by Walter and sent to me for processing.

Well, with the advent of the new model railroading season, I expect to see mountains of applications coming in. I'll be glad to answer any questions concerning the Achievement Program and will send application and rules on request.

ACHIEVEMENT CERTIFICATES

Master Builder - Motive Power
Walter Olevsky, Box 64
Carlstadt, New Jersey

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

Master Builder - Cars

Robert L. Hayden, Jr., 21 Shaw Road,
Swampscott, Massachusetts

John A Hartz, 32 VanValkenburgh Ave.
Bergenfield, New Jersey

Robert Mohowski, 1 Geranium Place
Bergenfield, New Jersey

Model Railroad Engineer - Electrical

John F. Dias, M.D., 129 Elm St.
South Dartmouth, Massachusetts

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Donald S. Robinson, 408 Davis Street,
Greenfield, Massachusetts.

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DIVISION NEWS HUB

The Hub Division held a picnic on July 26th at Steamtown N.H. and Riverside Vt. Fifty - five Hub Division and visiting Nutmeg Division members were present. The group left on the 11:00A.M. trip, from Riverside Vt. to Chester Vt. We had a photo run-by and stop at one of the two covered bridges located along the line, arrangements made by Prexy Don Robinson so the picture fans had a chance for a railroading shot and a picture of a disappearing New England subject, a covered bridge.

Arriving at Chester, we disembarked, supervised the engine moves, took pictures of the engine and train and saw it off for the return trip to Riverside.

We sort of took over the station then by moving the settees out on the station platform and we even borrowed the baggage truck, from the lad painting the freight house, for a picnic table and everyone proceeded to put on the feed bag. Some of the group went across the road and had their lunch on the village green. After lunch the group did a little track walking down the line to one of the converted passenger cars set out on a siding, where the Hub Division held a short meeting.

NUTMEG

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

Some gratings from Nutmeg:

The Annual Nutmeg picnic on July 12th brought 60 members (20 more than last year) out to Lake Compounce in Bristol, Conn. Surprising enough, it didn't rain!

Attention, Nutmeg members:

Your BOD is very much interested in the type of program you would like to have at our meetings, since our crystal ball isn't working very well we plan to pass the gripe box among you at some of our meetings. We feel that this approach may give you a program more suited to your liking, not what your BOD thinks you want. Our goal? Another outstanding year for Nutmeg Division.

The November meeting will be on November 21st at the New Haven Society of Model Engineers, 90 Court Street, New Haven, Connecticut, at 8:00PM.

GARDEN STATE

John Decker, 174 Shunpike Road, Madison, New Jersey.

The next meeting of the Division will be held at the West Essex Model Railroad Club, 23 Green Village Road, Madison, N. J. (Rear Entrance) on Saturday, November 14th at 1:00PM.

The meeting will be in two parts: First will be operation of the club pike by visitors, followed by a visit to the railroad museum and library of Mr. Tom Taber, which is very close to the club headquarters. Mr. Taber will discuss the history of New Jersey Railroads.

The usual pre-luncheon meeting will be held at 11:00AM, at a place to be announced later.

For further information, contact the Chairman of the meet: Eugene Wolfe, 70 School Avenue, New Market, New Jersey. Phone 201 752-2261.

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