

# SEASON'S GREETINGS

Issue No.69

December 1964

## THE COUPLER

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

# ROBINSON RE-ELECTED PRESIDENT

At the Board meeting following the annual Business meeting of the Region, Don Robinson, MMR, was reelected President by the Board of Directors. In a similar action, Jack Alexander was re-elected Vice President. Don announced that all current appointments would continue.

Other actions at the Annual Business meeting included approval by the membership to change the date of the election of Officers to the Spring meeting of the Region, rather than the Fall as it had been in the past. This will not change the effective date of assumption of office. It is pointed out that this action will permit newly elected officers five months to familiarize themselves with the duties of their offices, to plan their programs and be ready to go into action after the Fall Convention. Another advantage will be that the correct officer's names will be listed in the NMRRA Yearbook (Directory) which is issued each Fall. This will make it easier for new members to contact the Region, for membership and other purposes.

In another vote, the motion to elect Officers by means of a mail ballot was tabled. Among other comments from the floor was the feeling that it would not increase participation in voting, based on past experience; that the cost of a mail ballot would be too high; that the results could not be tallied in time to include the information in the Yearbook (Directory).

The Treasurer's report showed income of \$1,656.15 and expenses of \$1,759.22, resulting in a net operating deficit for the year. It was pointed out that \$500.00 was expended for the new NER car kits, and that the sales of the kits would be reflected in next year's income.

In reports from various committees, Walt Syrett, Convention Committee Chairman reported that the next two conventions had been lined up (Bellows Falls, Vermont in the Spring and somewhere in the Garden State Division next Fall.)

The Office Manager, Ken Hyslop reported that membership stood at 883, with 103 whose memberships had expired on June 30, 1964 not renewed or heard from.

In the President's report, Don Robinson MMR, stated that the report on duties of Officers and committees was in preparation for action to include them in the Region's By-Laws. He further stated that an auction committee would be appointed to oversee Convention auctions.

General dissatisfaction over the handling of the model contest was noted in a petition signed by 13 members, asking that immediate steps be taken to secure qualified judged and to generally have better order at model contests. President Robinson stated his agreement with the

position in the petition, and announced that action would be taken as soon as possible to correct this most important part of our Conventions.

Elections for the Board of Directors were held, with the following result:

Don Robinson, MMR,	2 year term
Ken Hyslop,	2 year term
Tom Prange,	2 year term
Anne Hackett,	1 year term

Jack Alexander, Roy Dohn, MMR, and Al Gooding remain on the Board for a period of one year. Anne will be the first lady director of the NER, and it is hoped that she will be able to stimulate interest on the part of our lady members and wives. You will remember Anne, who won an award as "Best Female Structure" at the Kingston meet. It was for a model structure that she entered in the contest.

## NEW YORK MEET A SUCCESS!

A large group turned out for the Fall Convention held in New York at the Summit Hotel. Not only were the three days packed with model railroading activity of all sorts, but many of the Conventioners took advantage of the "World of New York's" many other attractions.

Friday evening's activities included a hospitality hour, movies and slides and layout visits. An information booth, where visitors could get information, about layout locations, places to visit and points of interest was very popular, and well handled by Charles Gerow.

Saturday morning saw an unusual clinic on Rapid Transit - most fitting for New York - delivered by two specialists in the field, Leigh and Paul Matus, the proprietors of Silver Leaf Rapid Transit followed by John Allen, who used his famous color slide to illustrate "The Color and Lighting of Model Layouts and Equipment." Audible "Ooohs" and "Aaahs" greeted John's great camera work, and many came away with a much better knowledge of techniques that can improve the appearance of their layouts.

The Fan Trip busses left promptly for the trip on the Hoboken Shore Railroad. One hundred and thirty-eight persons were in attendance for the trip which used the entire motive power of the Railroad (both locomotives, that is,) and rode in gondolas borrowed from the Erie Lackawanna. Everyone received a map of the Hoboken's route, and one lucky person was awarded a "system pass" to the entire railroad. (All 0.9 miles of it!) A short discussion of per-diem and car accounting was held, and those among us who try to operate as the prototypes do

have a much better understanding of the problems of railroad financial operations as a result. Honorary memberships were presented to Mr. Lerbs, President and Mr. Craig, Assistant General Manager. The Committee presented Mr. Lerbs with an O gauge box car, painted in the railroad colors. Aside from their snow sweeper, it's the only item of rolling stock that the Hoboken owns!

The comment that the Hoboken was just like a model railroad was most appropriate, because their car float bridge which they had hoped to run the entire train on, wouldn't work. It works fine, except when visitors show up. A combination of low tide in the Hudson River and a leak in the float of the bridge made the rail-gap too large for safety. The weather was wonderful, and everyone had a wonderful day - and a great view of the New York skyline from New Jersey.

Following a well-attended cocktail period, 168 persons entered the Ballroom for a sliced steak dinner. Following dinner, brief remarks by George Fitterman introduced the guests, and then the model contest awards were made. (See list elsewhere in this issue.) An unusual feature of this Convention was the first Photo Contest, sponsored by The Manhattan Model Railroad Club. A total of 108 photographs were entered in the four categories, the most popular being black & white prototype with 68 entries. The winners were Vincent V. Vasta for the best color model photo, Don Robinson, MMR, for color prototype, Glenn Wagner for black & white model and Alfred R. Jaeger for black & white prototype.

The Best-in-Show Award, The Delaware Trophy, was once again won by Walter Olensky. This time, an engine, donated by Pacific Fast Mail, accompanied the Award.

Presidents' Awards were given to Kenneth Hyslop, the NER's hard working Office Manager, and to Jerry Lawlor, for his column "Trolley Sparks," which appears each month in The Coupler.

After the drawing for door prizes, the decks were cleared for the auction, which ran to the wee hours of the morning, and netted the Region \$36.25. Don Robinson and Charlie Gerow were the auctioneers.

Sunday morning, after the breakfast, the Business meeting was held. (See separate report on page one.)

After the meeting, the participants dispersed - to see more layouts, to visit the NBC Studios and to attend the Ed Sullivan rehearsal (those that could get in.)

The Columbia Broadcasting System apologized for "over-ticketing" the show. It seems that everytime Sullivan has a rock

# THE COUPLER

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\* - Ex Officio

+ - Term expires in 1965

= - Term expires in 1966

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## THE HOSTLER SAYS:

The action by the members of the Region at the Business meeting in New York to again table the decision on a mail vote seems to us to again indicate a desire to avoid a decision that must be made if the Region is to continue to be a representative body of model railroaders in the Northeastern area of the United States and Eastern Canada. At the February 1963 BOD meeting, it was voted to poll the membership by mail on the subject. The response was good, and the vote was in favor of a mail ballot.

Since then, there have been a number of delays in setting this in motion.... some for good reason, and others - well we doubt that some are in good faith, for whatever the reason. Among the items mentioned at the New York meeting were the cost and the deadline of the Yearbook (Directory) being too close to properly tabulate the vote in time for inclusion. Another good reason is the fact that the Region dues-rebate will again appear on the National's ballot, and hopefully this time it will win, thus, any decision should be withheld until then, since a favorable vote will automatically give not only all members of the Region a chance to vote, but all members of the NMRA who reside within our boundaries.

The latter is not guaranteed, however, since to our knowledge, no requirements have been set or were set by the National to assure this.

The major criticism of our present method is that it does not permit the member who cannot for some reason, attend the Annual Business Meeting; that the NMRA members who do not belong to NER do not have a voice in the selection of the Region's trustee at the National. That a small group, the elected directors, select the President and Trustee; that a small group who attend the Business Meetings control the Region to their liking, etc;etc;etc.

In answer to some of these objections it is pointed out that anyone can send an instructed proxy to the Business Meeting - either with a friend or to the Office Manager, who will cast the ballot. This only costs the postage and the time it takes to drop the POOM the note. The names of the nominees are published in The Coupler in advance; The NMRA members who do not belong to the NER are not disenfranchised - they can appeal to the area Vice President - also a member of the Board of Trustees - who will voice their opinion at the National, and represent them; That the election of the President by the Board is a long established practice in American business and has proven quite successful there, and provides a continuity of leadership that we would not otherwise have.

Don Warjon, Chairman of the General Regional Organization Committee of the NMRA - a committee set up to help the Regions solve various problems, has provided us with a volume of information as to what other Regions do in this situation:

There are 16 Regions -  
11 have a mail ballot  
5 elect at the Annual meeting  
5 hold elections once every two years

The Region Trustee is elected by:  
3 Regional Boards  
10 Regional members only  
2 NMRA member in the Region  
1 by those attending the meeting.

Only one Region provides for mail ballot for election of Directors.

Five require attendance at the Annual meeting, including proxies.

Another point that has been raised - both in the past and currently, is the representation of Divisions on the Board.

for each Division to have a representative on the Board, any member, and this includes Division members and officers, may attend BOD meetings and be heard. Not all of the Region is represented by Divisions, and this means that those members who do not live in an organized Region would not be represented on the Board. What is the practice?

Eight Regions have Divisional representation on their boards, with Directors-at-Large appointed by the President to cover un-organized areas. The Division heads are elected by the Division members. It seems that the NER is not unusual here. All of the Regions who provide for Divisional representation have six or more Divisions. Five Regions have no Divisions at all. The balance have four or less Divisions, and do not provide for Divisional representation.

This subject deserves some thought by all members of the NER who are interested in the welfare of the Region. Your comments are welcome, and will be published in the next issue of The Coupler.

*Jom.*

THE DEADLINE FOR THE NEXT ISSUE OF  
THE COUPLER IS APRIL 10, 1965.

## THE COUPLER ISSUE DATES TO BE CHANGED

With the change in the date of election of Officers of the NER to the Spring meeting, The Coupler will revise its issue dates so that the members will be informed more promptly of the results of the election. The new dates will now be October, December, May and July of each year. This will provide for an issue to be sent just prior to each of the two Conventions, and to provide quicker news of the happenings. The July issue replaces the February one.

Deadlines for each issue will be announced in the preceding issue, after the "Hostler" column.

It is hoped that this change will provide better service to the members.

## US GIRLS

At this past convention, President Don Robinson, MMR, extended to all of us an open invitation to join in the hobby of model railroading.

Don suggested that not only men but also us girls build the new N.E.R. box car kit and enter it in the special contest at Bellows Falls. An award will be given for the best male entry and also for the best female entry.

I know that there are many of you who have built models in the past and are still building them. Well, now is our chance to show them off, not just the NER car kit but also any models you have built.

This is probably the only open invitation we have received, so let's take advantage of it. Plans for other activities at the Spring Convention have not been announced as yet. If you have any suggestions or ideas of things you would like to see or do at these Conventions, please forward them to me on a post card and as a member of the Board of Directors I will bring them to the attention of the Committee.

Anne Hackett  
8 Jeffery Court  
Manchester, Mass. 01944

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tower--  
dis

Because of its overwhelming importance this entire column will be devoted to one subject; the model contests.

As those who were present know, and many more of you have no doubt heard by now, the judging of the model contest in New York was horrible. Since I could not explain what happened exactly, and to try to do so would only sound as though I were making excuses, I will not attempt it. Action is what is needed; and action, I promise, there will be.

My first proposal is to make the selection of the judges the responsibility of the Region rather than of the local committee. It was originally given to the local groups with the expectation that they would choose the judges in advance, but last-minute selection was partially responsible for the difficulty in New York so the desired result has not been obtained.

The problem of selecting qualified judges is not new; it has been with us for many years. Until this last convention we have been lucky and fared well, but now it is obvious that something different must be done. Therefore I also propose that a list be compiled of those NER members who have earned Achievement Certificates in the four construction categories, to which would be added the names of any others who may be considered qualified to judge. From this list would be chosen, in advance of each convention, three judges and one alternate. The one thing which has yet to be worked out is how to insure a rotation so that the same ones will not be called upon every time.

Although the Achievement Program now allows service credits for judging Regional model contests, I believe that there should be some further compensation for doing this job. For this reason my third proposal is that the judges be permitted to purchase their convention tickets for the package price less the individual price of the event which they will be required to forego. Should there be no interference between the judging and a ticketed event, then the dinner would be deducted.

Every qualified member of the Region, and particularly those who agreed when applying for Achievement Certificates to assist others in obtaining these, should be willing to serve occasionally as a model contest judge. In the past, however, a few willing-horses have been asked again and again, and reluctantly agreed, to do this job and at the same time pass up events which they would have liked to attend as much as anyone else. It is no surprise that some of them have finally requested a respite. Therefore, I call upon each and every one of you who may be asked to judge to take your turn.

There you have my proposals for correcting NER's model contest difficulties. They are not, of course, in finished form, but what I have written will give you an idea of how I expect to accomplish this. Whether or not these will work I do not know, but I do know that your cooperation will be needed to make anything work.

If you like what I have said, tell me. If you don't like what I have said, tell me. If you have any suggestions, send them along. I will do all within my power to see that we have model contest judging of which we can be proud, but I can not do the job alone. I must have YOUR help.

DON ROBINSON MMR

ACTIONS  
of the  
BOARD

Meeting of the Board of Directors of the Northeastern Region, N.M.R.A., Inc., on October 23rd, 1964.

Treasurer's report was read and accepted. (See page 1 for detail.)

No minutes were read due to the absence of the Secretary.

Paul Mallery gave a report on behalf of the Garden State Division, of the plans being formulated for the Fall 1965 Convention.

Al Gooding, for the Hub Division, reported on plans for the Spring Convention, to be held at Bellows Falls in the Spring of 1965. (See page one for detail.)

Honorary memberships in the Region were voted for Mr. J.H. Lerbs and Mr. James Craig, of the Hoboken Shore Railroad for their part in arranging the fan trip for the New York Convention.

Paul Mallery asked that definite rules be established for participation of dealers at NER Conventions, noting that certain dealers had had unpleasant experiences in the past. The Permanent Convention Committee will study the situation and make a recommendation.

The Board voted to accept the NMRA 75¢ Credit Coupon, being issued for the new member drive, for Regional purchases, dues and supplies. The NMRA will return a full 75¢ to the Region for each coupon the Region submits.

Action approving the change in The Coupler's issue dates was made, contingent on approval of the change in date of Regional elections. (See page one for detail.)

Meeting of the Board of Directors of the Northeastern Region, N.M.R.A. Inc., on October 25, 1964.

The Board re-elected Don Robinson, MMR, President, and also re-elected Jack Alexander Vice President.

President Robinson stated that all appointed officers would continue in their offices.

A discussion was held concerning the attendance at conventions of non-NER members. This was resolved with the statement that non-members could attend as guests of members.

The matter of a portable layout for use at conventions, which had been tabled, will be discontinued, due to lack of interest.

The matter of election of Regional trustees was tabled.

John Dias discussed the model contest judging cards, and suggested a new format for them in the future, as supplies of the old ones have run out. This will be handled in connection with the revision of the handling of model contests. (See lead story and Dispatcher's Tower, for detail.)

FROM THE  
OFFICE  
MANAGER KEN HYSLOP

Membership as of November 10  
National 2552 members  
Quota 2762 members

Many fellows did not renew as of September 30, so we again drop in total. This is reflected back on our NMRA membership as of a month ago.

I know that a lot of this is due to forgetfulness, as I personally know two good NMRA members who just forgot to renew.

We still have a good supply of NER Car kits at \$3.00 post paid, jewelry, pins, and patches which make nice Christmas Gifts, along with NER/NMRA memberships.

We will start the year off in good financial condition and a real good Spring Convention in the offing. See you there!

FOR THE "O" GAUGER

column by/  
KEN HYSLOP

Almost missed the November 7 deadline. From Convention time, October 26 to deadline is a short two weeks. Our HO car kits arrived Friday morning, but no O gauge sides will be available as of now.

Many fellows at the Convention expressed a desire to have an O gauge side if they can be made available. And as a plug for S gauge, several members in this gauge want them also. The hopper car bodies of Baldwin Locomotive Works will be available December 1st, 1964 and will retail at \$7.95. All cast aluminum five part body, with hardware and couplers.

By the time you read this, the New Haven and Stamford, Conn. O gauge clubs will have had their Fall shows. If you missed them we are sorry. We here in Connecticut have about the only two O gauge clubs in New England. They would appreciate your support and membership if you care to join. New Haven gained one new member, now that they found where he lives; Corning Rawles of Madison has become active. The Stamford Club has gone two-rail and because of plenty of "to do" I haven't been able to get down and see the new addition. Will have a report for the next issue. N.E.R. lost a member who is O gauge and thinks NER is for HO gauge fellows only. I think that gauge shouldn't enter into membership reasoning. I personally make it known that I'll never give up O gauge, and take quite a lot of kidding on it but it is still the gauge with the detail interest. Almost forgot to mention, Main Line Models is about to release one of their former O gauge reefer kits. Can anyone help me obtain Pittman DC-91 motors?

In the past two months I helped to get two new modellers started in O gauge. They are both in the rail laying stage, as well as building freight car kits. I am extending an invitation to you fellow O gaugers to write a column for the next issue. Roy Sullivan, Hub Division Chairman, missed the Convention because of an illness affecting the heart muscles. He is feeling better now, but has to relax more often.

Live Oak, Perry & Gulf R.R.

HO GAUGER  
N.M.R.A. NER

PAID TO A.T. FRANGE  
BY THE COUPLER  
DATE 1963-64

PHILIP M. WILLIAMS  
62 - STERLING ST.  
REGO PARK 74, N.Y.

No 316



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

# TROLLEY SPARKS

column by  
**JERRY LAWLOR**

My sincerest appreciation and most humble thanks to our President, Don Robinson, MMR, for the President's Award he announced for this column at the New York Convention. I am pleased and honored that my efforts prompted Don to make the award, and I would like to take this opportunity to thank him for it publicly.

It was at the Pittsfield Convention that I heard Don, who was then Editor of The Coupler, ask for a volunteer who would be willing to write the column. It had been running in The Coupler prior to that time, and I had enjoyed reading it. I volunteered to try it and have enjoyed it. My only reason for mentioning this is that I firmly believe that this could also be true for a large number of the readers of The Coupler. While not all of us enjoy writing, but some of us are good model builders and can contribute ideas, kinks, etc., which can help make the pages of The Coupler more interesting for all its readers. Others of us are photographers and can help your Editor out by contributing pictures. I am sure that Tom Prange can use all the help and all the news he can get from a wide cross section of our membership. Don't be afraid to send an idea or offer of help to Tom. You will get satisfaction from having done it, and you will be helping to make The Coupler the best Regional publication in the NMRA.

I seem to have strayed from the title of the column so I will end the lecture, and get back to the business of making more sparks - Trolley Sparks, that is.

The New Haven Society of Model Engineers show is on as this is being written. As some of you know, this is a well established club. They have an O gauge layout and an HO gauge layout. Each of the layouts has a trolley line. There the similarity ends, & that was what inspired this particular column.

There is a basic difference in philosophy between model railroaders who choose O gauge and those who choose HO gauge. Especially in trolley modelling. It isn't always a matter of dollars and cents or is it a matter of space available. Never have I seen it more dramatically illustrated than in the case of the two New Haven club layouts. The trolley operations associated with the O gauge layout are impressive in size and scope, the layout has been designed with multiple car operation in mind. The track and wire work are impressive and the equipment operates flawlessly. The models which I saw were all excellent examples of craftsmanship and they were loaded with extra details. Most of them could have been used as display models.

Track and wire work on the HO gauge trolley line was also excellent. The models were smaller and mostly imports or made from available kits. For the most part they were not loaded with extra details, but they operated smoothly. The emphasis placed on the HO gauge group, however, was one of attempting to achieve a superior overall effect. While this layout is not as complete as its O gauge counterpart, the evidence was there that this group had paid considerable attention to such things as the use of people in logical positions along the streets, extensive use of cars and trucks to simulate traffic, and even such things as a dog sniffing a fire hydrant.

Never was it more apparent. In O gauge you can appreciate individual details on the model enough to make it worthwhile to reproduce them. In HO gauge the operating model is generally not so finely detailed; The effect is more important here, and the modeller tends to spend his time in adding details to the surrounding landscape in an effort to add realism to the entire scene.

The choice is yours. For realism of the individual model O gauge is the logical choice. For a more realistic overall scene in a given space the modeller can do more with the smaller gauge. A large variety of equipment and parts is available in either size. My personal observations indicated that the O gauge models are more appreciated by members of the modelling fraternity, but I think the general public at this show tended to be more impressed by attention to small details on the HO gauge layout. Building a trolley line can be fun no matter what gauge you choose. Why don't you try it? You'll enjoy the challenge.

Happy Holidays!

## STEAMTOWN & BELLOWS FALLS IN SPRING

The Hub Division invites you to spend a weekend in the North Country in the Spring of 1965, when the next NER Convention will be held on May 21, 22 and 23 in Bellows Falls, Vermont, at the new home of the Union Pacific Big Boy. You have seen pictures and movies of it, and now is your chance to take your own pictures and movies of it and see it in person.

On display in the Steamtown Museum, in addition to the Big Boy will be 40 other locomotives, and you will have the opportunity of inspecting them on Saturday and Sunday.

We will have a 52 mile Steam trip where you will see 3 authentic covered bridges. We will make a photo stop at one of them, you will see a 120 year old railroad depot and view the spectacular Brockway Mills Gorge.

Of course we will have the usual Awards Banquet, Auction, Model Contest and clinics, in addition to the Special NER Car Kit Contest. (See elsewhere for details.)

This Convention will have an innovation because the Headquarters hotel has limited facilities. We will register at the Hotel, hold the Banquet in another place and the auction in still another place. So who can't walk a block? Get up, man, stretch your legs - it will do you good.

Rooms will be available to you at the Hotel and 3 motels with singles \$3.50 to \$6.00, doubles \$5.00 to \$12.00. Room reservations will be handled thru the Bellows Falls Chamber of Commerce and you will be assigned rooms according to your choice in price. Everything is within 5 minutes driving time!

There will be a surprise for everyone which will be another Hub Division and Region first. We are trying to plan some other surprises as well.

One surprise that we can't hold back is that you'll be able to buy the package until May 17th for \$9.00. After May 17, it will cost you more. Final details later. See you in Bellows Falls in the Spring of 1965.

**P.S. YOU'D BETTER BE THERE!!!!!!!!!!!!!!**

## the pass exchange

column by

Clyde Rauschenbach, Jr.

This month I'm afraid that I must report that as of deadline only one reader has sent his pass to be listed. With this sort of response I feel that maybe something is lacking in this column. If it is I wish someone would drop me a line and tell me what. We can't have this pass

column fresh and alive without trans-fusions of passes coming thru the mails. Send me your pass along with your name and address to:

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

The one lone railroad of this issue is:

J. T. Mc Aniff III

The Warren, Archer, Gordon and Stewart  
59 Sunnyside Terrace  
East Orange, New Jersey, 07018.

## NMRA NEW MEMBER DRIVE

The New Member Recruiting Drive rules printed on the last page of the October Bulletin got mixed up in the shuffle - and we are printing the changes here:

Please substitute the following for the paragraph numbers on the last page of the Bulletin.

Rule 6. The individual in each NMRA Region with the highest total of new members at the end of the Drive shall receive additional Coupons EQUAL to those he has already received.

Rule 7. The individual in all of NMRA with the largest total of new members recruited when the Drive ends shall receive additional Credit Coupons equal to Three times the total he has already received. The individual with the second highest total will receive additional Credit Coupons equal to twice those already received. The individual with the third highest total shall receive additional Credit Coupons equal to those he has already received.

Rule 8. The 100% NMRA Club that, at the end of the Drive shall have recruited the most new members shall receive additional Credit Coupons equal to twice the total it has already received. The 100% club placing second shall receive additional Credit Coupons equal to those it has already received.

Now's the time to get started, when your friends and neighbors are just getting started in the hobby at Christmas. Bob Bast, The NMRA Office Manager will be glad to send you a quantity of the new envelope application form, making it easy to mail those you sign up to him. Drop him a card at Box 1328, Station C, Canton Ohio, 44708.

Remember, the Credit Coupons are as good as cash in most hobby shops, and in addition can be used to order Kalmbach and Craftsman Publications, and NMRA memberships and office supplies.

The Coupons may also be used to order Region supplies or pay Region dues.

They're as good as cash, and they don't cost you a cent!!!!

The contest ends February 28, 1965. Start now before someone beats you to it.



The MANHATTAN MODEL

RAILROAD CLUB

NER NMRA

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### NER PRESIDENT'S AWARDS

The list of recipients of the NER President's Awards has been lost. All who have received a President's Award are requested to send their name to Donald S. Robinson, MMR, in order that this record may be kept intact.

# OPERATION problem/ by ROB ROBINSON

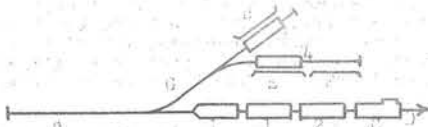
Only a relatively small percentage of the membership of the NER respond to this column. I would like to know if others do the problem, but don't bother to send their solution in. Perhaps those in this category could write and let me know if this feature is appreciated (Be sure to enclose your solution when you do!)

When this column was inaugurated, it was hoped that it could be made into a contest of sorts. This still seems like a desirable objective to me, so I would like to know how the members-at-large feel.

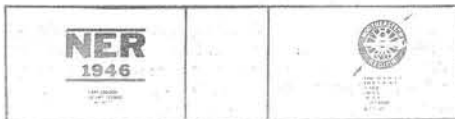
For anyone who hasn't tried operating problems before, a few words of introduction: They are fun to do. Most problems require little thought in order to devise a satisfactory solution, but they are not too time consuming. NMRA Data Sheet D8c.1 describes the basic moves of switching which are an integral part of operating problems. The notation system given on this sheet is NOT recommended, however.

This issue's problem involves way-freight switching. Train L-1-2-c has to set out cars 1 and 2 at F and E respectively, pick up car 3 and move car 4 to B. Spur capacities are as follows: A - 3 cars G - 1 car, B - 1 car, EF - 2 cars. Locomotive is one car length long.

All solutions, comments, suggestions, criticisms, contributions and anything else you care to send along will be gratefully received at: 1285 Lepine Street, Saint-Laurent 9, Quebec, Canada. The best solutions to both this and the October problem will be published in the next issue.



## NER CAR KIT CONTEST



The new NER car kit, now available from the Office Manager, Ken Hyslop, 125 Lordship Road, Stratford, Connecticut, 06497 for just \$3.00 postpaid, will be the subject of a special model contest at the Spring meeting at Bellows Falls. There will be separate prizes for men and women.

The car may be built as either a box car or a reefer (the kit comes as a box car,) and may be built "as is" or modified, as the owner desires.

For those of you who were not able to attend the New York Convention, where the kits were first available, and were well received, a brief description is in order:

\*This is a craftsman-type kit produced by a well known manufacturer.

\*The sides are 410 M Box Car Green, and the NER Herald & reporting marks are in Dulux Gold.

\*The kit is complete, except for trucks and couplers.

\*It is precision made of the best materials.

Here's your chance to add an unusual car to your collection of rolling stock. Many people collect Region cars - there are four or five now available and other Regions are planning them.

The contest will be an interesting one - here's your chance to show your skill in coming up with an unusual version of a standard design - HOn3 - operating hand and/or air brake - there are many possibilities here!

A check or money order to the Office Manager will bring one in the return mail. Be sure to include your name and address.

Don't forget to order some for Christmas gifts.

# WELCOME

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

### Connecticut

George E. Ross, Jr.  
Box 292, RFD # 4, Coventry, 06238

Donald N. Hess  
270 Preston St., Apr C-5, Hartford, 06114

Richard W. Pomeroy  
20 Cooper Lane, Hazardville

Lionel DaCosta  
268 Welches Point Road  
Milford, 06460

### Massachusetts

Rev. Kieran Cassion O.F.M.  
100 Arch Street, Boston 02107

Albert L. Courtemanche  
3 Skinner Street, Brockton 02402

Frank A. Braman  
50 Alpha Road, Dorchester, 02124

John J. Kuhn  
37 Lee Street, Jamaica Plains, 30

### New Hampshire

Carl P. Christopherson  
Box 573, Marlboro 03455

### New Jersey

John Phillips  
44 Emerson Lane, Berkeley Hgts,

Bernie Didario  
331 Lake Avenue, Colonia

Robert O. Condit  
42 Crescent Road, East Orange 07017

Robert T. Pool  
2 Lowe Avenue, Fair Lawn, 07410

James H. Anders  
194 Shunpike Road, Madison

Thomas De Nora  
46 Fabgan Place, Newark

Charles R. Borgman  
30 Fairfield Avenue, Oceanport

Thomas J. Kearney  
64 Trenton Avenue, Paterson, 07513

Donald R. Meng  
68 N. Van Dien Avenue, Ridgewood

### New York

Willie J. Gaignaud  
2065 Belmont Avenue, Bronx, 10457

Harry Wagner  
249 Clermont Avenue, Brooklyn 11205

Lou Wozniak  
426 Brooklyn Avenue, New Hyde Park

John L. Guy  
Sailors Snug Harbor, Staten Island

Robert A. Nelson  
66 Rovencrest Road, Yorktown Heights

### Rhode Island

W. Edward Meeker  
25 Marlborough Avenue, Providence

John H. Malm, Jr.  
Box 2043, Edgewood Station  
Providence, 02905

### Canada

#### Province of Quebec

James E. Duffy, Jr.  
Det 6, 425 M.M.S., Val 'D' Or

### Ohio

Lethia Payne  
1028 Whaley Road, Rt. 3, New Carlisle

### Pennsylvania

James P. Sciubba  
326 Collins Drive, Springfield, 19064

A.P. Palmer  
325 Albert Street, Turtle Creek, 15145

### Texas

Rosella Nash  
6750 Crosswell, Houston

Ivon Nash  
6750 Crosswell, Houston

## National Model Railroad Week January 16 to 24, 1965

Plan now for National Model Railroad Week!

Here's your chance to show off your layout, interest others in our hobby and add a little cash to the cookie jar.

If you belong to a club and it's to be a club effort, you've already gotten a promotion kit from the Chairman, Russ Rauch. If not, write him at 18 Rosewood Terrace, Middletown, New Jersey, 07748.

If you're planning to open your private layout during the "Week" see the outline that appears in the November issue of The Bulletin - there are many good suggestions included there - proven to work - to get a larger crowd to your layout and show them the fun of model railroading.

It will also be a good time to sign up new members for the 75¢ Credit Coupons that the NMRA is offering in its membership Drive.

THE NEW HAVEN RAILROAD  
Bridgeport Division  
0 Gauge

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



**Railroadiana**

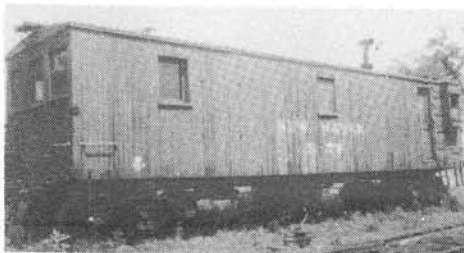
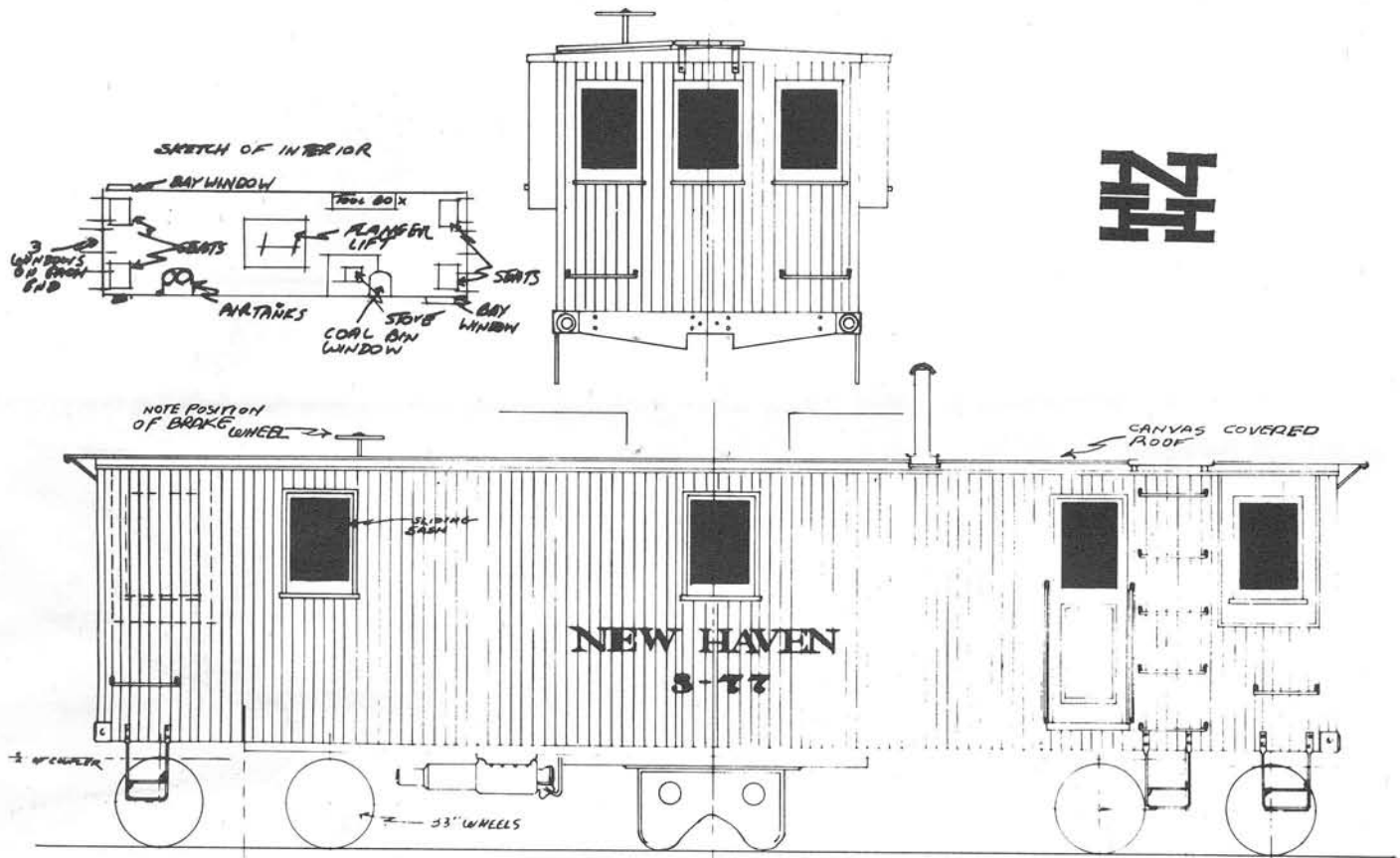
1120

PRR KEYSTONE NUMBERPLATE  
AUTHENTIC REPLICA  
FULL SIZE \$18.95

LIMA 'DIAMOND' BUILDER PLATE \$5.95  
NUMBERPLATES CPR 1927 PAINTED \$14.95  
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POSTPAID - OHIO RESIDENTS ADD SALES TAX  
VICART PRODUCTS  
BOX 88 NEWBURY OHIO

# DOUBLE TRACK TWO WAY FLANGER CAR



The car shown in the above plan was suggested by Michael Pine of Poughkeepsie, N. Y., who supplied the basic data for the car.

The Plan was drawn by Mike Pearsall, who notes that there are several details missing from the plan, most notably in the flanger area. If anyone has more dimension or information on this feature of the car, please advise The Coupler, so that it may be published, in a supplementary plan.

The car dimensions are as follows:

- Series - S-57 to S 84
- Built - NH Shops at E. Hartford, 1928
- Wgt. of Body - 31,800 lbs
- Wgt. of Trucks - 12,200 lbs
- Total Weight of Car - 44,000 lbs
- Type of Trucks - Arch Bar
- Journal Sizes - 4 1/4" x 8"
- Draft Gear - Miner A-79-X
- Roof - Canvas on wood
- Air Brake - KC 8-12 with 8x12 Brake cyl.
- Length over running board - 38' 5 1/2"
- Truck Centers - 27' 9 3/4"
- Over Striking Plates - 37' 9 3/4"
- Over Coupler Pulling Faces - 40' 3 3/4"
- Underframe - Steel
- Wheels - 33"
- Axle Centers - 5'2"
- Rail to center coupler - 34 1/4"

- Rail to top of roof - 11' 3 13/16"
- Rail to top of running board - 11'6 5/16"
- Length over end sills - 36' 11 1/4"
- Body Outside - 9' 1" Wide
- Body Outside - 10' 7 3/4" Wide at Bay Window
- Body Inside - 8' 3 3/4"

Car S-77 is kept at the Poughkeepsie yard, and used to cover the following lines: Campbell Hall to Danbury and Hopewell Junction to Beacon. Nos. S74 to S76 are assigned to Danbury.

TAKE ADVANTAGE OF THE NMRA MEMBERSHIP DRIVE! YOU GET 75¢ FOR EACH NEW MEMBER YOU SIGN UP - UNTIL FEBRUARY 28 1965!

## GTN

Germantown Railway Co.

is proud to announce that it has retained THOMAS J. VOLLNER as its General Manager, effective January 1, 1965. Mr. Vollmer has contributed several locomotives to the GTN's power roster..

Mr. Vollmer's record of success as the head of the Tempest & Mine City West-ern Railroad Company has prompted this move.

The GTN thanks F.B. Lang, Sherife, Sao Paulo, Brazil, for releasing Mr. Vollmer so promptly, in spite of the lack of reward, and for advancing his rail fare to Germantown. Tom Prange

NER GTN  
NMRA MANHATTAN

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

# 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.

**COLUMBIA CENTRAL HOBBY SHOP**

Model Railroad Hobby Supplies  
Harry Leet, Route 6, Columbia, Conn  
Phone Ac 8 9072.

\*\*\*\*\*HO MODELERS\*\*\*\*\*  
Coming soon--Private line box car sides and kits. Sides are scribed wood and painted with your own railroad's name (silk screened). Send SAE for complete details.

PARK'S HOBBY & SUPPLY CO.  
P.O. BOX 310 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

## ACHIEVEMENT PROGRAM

by/Earl Smallshaw

Three members of the NER have attained Achievement Certificates since the last issue of The Coupler:

- Master Builder - Cars  
Jack Alexander  
East Bridgewater, Mass.
- Master Builder - Structures  
Mike Pearsall  
Astoria, New York
- Association Official  
Jack Alexander  
East Bridgewater, Mass.

There are several new names in the list of model contest winners - come on guys! and get your application forms in to qualify for the Achievement Program.

Do you hold an Achievement Award? If so, please write me - tell me what you feel the benefits of the program are.

Maybe we can stimulate others and encourage them to apply. After the sweep the NER made of prizes at the Philadelphia Convention, we know that there are many qualified!

## DIVISION NEWS

### GARDEN STATE

Following the example of the Hub and Nutmeg Divisions, the Garden State Division will hold an Annual Little Convention, which replaces its January meet.

The four other Saturday afternoon meets in March, June, September and November will continue.

The first Little Convention will be held on Saturday, January 23 at the 1st Presbyterian Church, Grove St. and Berkeley Terrace in Irvington Center. This is just off the Garden State Parkway and Springfield Avenue. The formal program opens at 1:00PM, but the traditional pre-meeting luncheon will be held. There will be a model display (bring some), several clinics, election of Directors, and a banquet. The package deal for all events except the pre-meet luncheon is \$4.00 in advance, \$4.50 at the gate. Children \$2.50 in advance, \$2.75 at the gate. For further information, contact Little Convention Chairman, Paul Mallery, 94 Oakwood Drive, Murray Hill, New Jersey. 201 464-5315.

(Your Editor attended the November 14 meeting of the Garden State Division, held in Madison, New Jersey and hosted by the West Essex Model Railroad Club. In addition to an interesting operating session at the Club, the Division members visited the library and railroad museum of Mr. Thomas Taber, located in the Madison Station of the Erie-Lackawanna RR. Mr. Taber is a most colorful and interesting person, who has travelled widely and always sought out railroads in the process. He has had excellent cooperation for the British Railways, and many of the more interesting and unusual items in his collection are from overseas. If you are in the area, it is worth a visit. Please call in advance for an appointment.

(Two private cars, formerly property of the New York and West Virginia RR, were discovered on a siding just East of the Madison Station. Both are pre-1900, and although in rough shape now, will be restored and converted into cocktail

lounges! A third private car, the Ad-metus, formerly property of the Live Oak, Perry & Gulf RR is now at Convent Station, fully restored and operating as - yes - a cocktail lounge! Lucius Beebe wouldn't believe it!)

## NUTMEG

The Division held a meeting at the New Haven Club, with 74 members attending.

The important news is the up-coming meet at Wapping, Connecticut, in January. For details write to Bob Boyden or Ken Hyslop.

COAST TO COAST

## VICTORIA NORTHERN RAILWAY

HO - NER - NMRA

Head Office  
110 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

MEET IN MEMBERS' HOMES

ON ALTERNATE FRIDAYS AT 7 P.M.

### PITTSFIELD, MASS.

NOTICE!

FOR SALE

One Empty Engine House

(What did you do with the locomotives, Tom?)

MANHATTAN

THE STOCKHOLDERS, TEMPEST & MINE CITY WESTERN RAILROAD, Inc.

PARTICIPATE IN THE NMRA MEMBERSHIP DRIVE! YOU GET 75¢ FOR EACH NEW MEMBER YOU SIGN UP!

## National Model Railroad Week

Jan. 16-24

FIRST CLASS



## THE COUPLER

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

Robert Strobel  
1203 89th St.  
North Bergen, N.J. 07047