

SPRING CONVENTION ISSUE

ISSUE NO. 70

MAY 1965

THE COUPLER

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



BELLOWS FALLS & STEAM!

The Hub Division Board of Directors, Committee for the Spring NER Convention, to be held in Bellows Falls, Vermont, and nearby Steamtown on May 21, 22 and 23, paid a flying visit to the locale of the coming meet on April 3rd.

On this particular day the skiing was reported as the best it had been in the area all winter, but none-the-less the Committee, after being interviewed and mugged by the local press (not the police,) went into executive session with Mr. Robert O. Snow of the Chamber of Commerce, to iron out the final details of the Convention.

Persons attending the Convention will be able to roam all over the Steamtown area on either Saturday or Sunday, sweep out the engine house if they wish to, and take pictures of the many locomotives, so be sure to bring plenty of film. Try to get some extra long film, since the little BIG BOY is awful L---O---N---G. What a hunk of machinery!

Friday night, for early arrivals,-- there will be a slide show held in the rooms of the Women's Club from 7:00 to 9:00 PM. After that, you will have a chance to renew old friendships or arguments, and we are trying to arrange for a model railroad layout visit - 'though it will mean a drive of about 30 miles round trip to see it. Nothing exists locally. The Registration desk will be open at the hotel from 7:00 to 9:00 PM.

Saturday morning, registration will be open from 9:00 AM to 12:00 Noon. All Auction material and Model Contest entries must be turned in between 9:00AM and 12:00 Noon, at the store across the street from the Hotel Windham.

There will be clinics from 9:30 AM to 11:30, and will cover Mining Railroads, Logging Railroads and Photography. One other clinic is being made up in the yard.

For the ladies, there will be a Prototype Clinic and a Hospitality room (with coffee, yet!) See details elsewhere in this issue.

The steam fan trip will leave from Riverside at 1:00 P.M. Riverside is located about 5 miles north on Route 5 from the Hotel Windham. There will be photo stops at Bartonsville, Chester, Gassetts, Proctorsville and Ludlow. We will turn the train around at Ludlow and expect to return to Riverside at about 4:30 PM. You'll also see covered bridges a waterfall and a lot of beautiful Vermont countryside.

The Banquet will be held at 6:30PM in the Elk's Hall, a few doors from the Hotel Windham, and just across the street



The HUB Division's Convention Committee relaxes during a planning session for the Spring Convention at Bellows Falls, May 21 to 23. From left to right Front Row - Al Lalime, Hub B.O.D; Dick Towle, NER Membership Chairman; Dave Mac Donald, Hub B.O.D; Second Row - Al Gooding, Hub and NER B.O.D; "Pres" Merrill, Hub B.O.D; Jack Alexander, Hub B.O.D; N.E.R. B.O.D and Vice President; Harold Clark, Hub Secretary; Bill Mc Iver, Hub B.O.D. Top Row - Roy Sullivan, Hub President; Dick Wentzell - and the gentleman about to clamp Mc Iver on the head is Len Estes, NMRA Traffic Manager. Photo by Andy Towle.

from the Women's Club. We will have roast beef, the usual fixings and a new convention dessert. After eating, we will have a short business meeting and then go across the street for the auction, which will last until??? After the auction you are on your own.

Sunday nothing is planned, but this is the time to see the Steamtown museum if you have not been there before.

Room reservations should be sent to: The Bellows Falls, Vermont Chamber of Commerce or the reservation coupon of

the flyer. Convention reservations should be sent to Irwin F.B. Lloyd, 44 Lincoln Drive, Glastonbury, Conn., 06033. Be sure to make checks or money orders payable to NER Convention.

There will be four guest firemen, chosen from the advance registration, so get yours in early. Don't put it off.

DO IT NOW !!!!!

THE COUPLER

Published by the

NORTHEASTERN REGION

of the

NATIONAL MODEL RAILROAD ASSOCIATION.

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key:

* - Ex Officio

+ - Term expires in 1965

= - Term expires in 1966

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THE HOSTLER SAYS;

Your Region has recorded another membership record - and in the same direction - **THE DEFICIT SIDE!**

There is no reason to repeat the benefits of membership in the Region here - they have been outlined many times. But this does not solve the problem:

WHERE DO WE GO FROM HERE?

Next year, the NER will celebrate 20 years as a Region of the NMRA. The NER is strong, but could be stronger.

Most of the individuals and organizations (clubs, councils, etc.,) use the benefits of the NMRA without belonging to or supporting it, through membership.

Most of us have heard of "The Clique." Sure, there is one. This is a much discussed subject: If you review the history of the NER, as reported in past issues of The Coupler, you will find many of the same names appearing again and again in different capacities and jobs. Many held appointive jobs; some held elective office -

There are several things to remember here:

Why does the Clique exist?

For money? - **NO** - It costs.

For glory? - **NO** - When a good job is done the individual is often abused for not including an individual's personal desires or wants.

For power? - **NO** - an elected officer who cannot measure up will soon be drummed out and replaced, in an election. An appointed officer must of his job to the satisfaction of the Board, or be "disappointed" in short order.

Why do they do it? The answer is simple:

These people year after year, have tried to make the NER better for you. Sure, there have been some failures, but on the whole they have been successful in bringing more fun and enjoyment to model railroading for you.

Now that you know what's involved, you can join the Clique - it's easy.

If you have something special to offer either because of your modelling ability or your professional experience, the Region can use your help. It won't cost you money, really. But it will cost you some of your modelling time. The Reward? The simple satisfaction of knowing that you've helped someone enjoy the hobby more, and making it better for you in the process.

The NER does not have a personnel director: If you would like to help build a better Region, contact your President, Don Robinson, or any of the Directors or Committee Chairmen, telling them what you'd like to do to help. They'll be very glad to hear from you.

SEE YOU IN BELLOWS FALLS!!!!!!!!!!!!

Tom Prange.

THE DEADLINE FOR THE NEXT ISSUE OF THE COUPLER IS JULY 5, 1965



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

Rio Grande Pagosa & Northern (HO#3)
Kilkenney Lumber Company (HO)

DON'T FORGET PHOTO CONTEST

The Manhattan Model Railroad Club, which sponsored the Region's first Photography Contest at the Fall 1964 Convention, announced that there will also be one at the Bellows Falls meet.

The four categories, as last time, are:

Black & White - Model

Black & White - Prototype

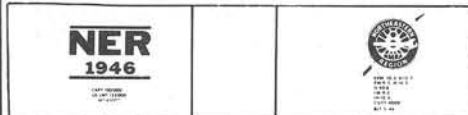
Color - Model

Color - Prototype

Any individual may enter up to three photographs in any or all categories. There is no limit on the size of the print entered, but slides will not be accepted.

A Certificate will be awarded for the best in each category.

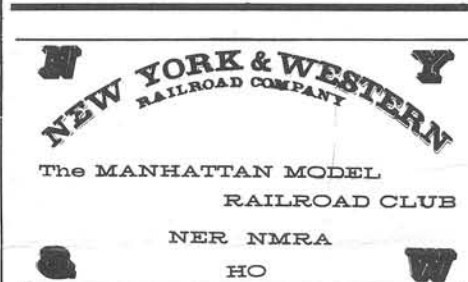
NER CAR KIT CONTEST



Don't forget that there will be a contest at the Bellows Falls Convention for builders of the new NER Car kit.

There's still time to order one of the kits from the NER Office Manager, Ken Hyslop, 125 Lordship Road, Stratford, Connecticut, 06497. The cost is just \$3.00, postage paid.

It's a real craftsman type kit, produced for the NER by Main Line Models, and comes complete, less trucks and the couplers.



THE NEW HAVEN RAILROAD
Bridgeport Division
O Gauge

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



G GTN

Germantown Railway Co.

Tom Prange NMRA
GTN NER

MANHATTAN

ELECTION NOTICE

Please note that there will be a special meeting of the Northeastern Region, to be held on Saturday evening, May 22, after the Convention Banquet, for the election of Directors. The Directors elected will take office at the Annual Fall meeting of the Region.

A total of five Directors will be elected, instead of four, as Don Robinson, MMR now President and Director, has announced that he will resign at the Annual Meeting. Don's term would expire in 1966. Three Directors will be elected for two year terms, and two for one year terms.

Remember, you do not have to be present at the Special business meeting to cast your ballot. You may give your membership card to anyone you know who is attending, and ask him to act as proxy for you - either with your instructions or you may allow him to vote for whoever he pleases. If you do not know anyone who is going to attend, you may send your membership card to the Office Manager, Ken Hyslop, 125 Lordship Road, Stratford Conn., 06497. You may instruct Ken on the persons to vote for, or allow him to vote at his discretion. Be sure to allow time for the mail to reach Ken.

Your proxy - either a personal friend or Ken Hyslop, must have your membership card, as proof of paid-up membership, in order to get a ballot in your behalf.

The following have been nominated for re-election to the Board:

- Ann Hackett, Manchester, Mass.
- Dr. Roy Dohn, Baie D'Urfe, P.Q.
- Jack Alexander, E. Bridgewater, Mass
- Al Gooding, Worcester, Mass.

The following members have been nominated for election to the Board:

- L. Jeff French, Bloomfield, Conn.
- Gerald Lawlor, Bridgeport, Conn
- Walter Olevsky, Carlstadt, N.J.
- Donald P. Howd, Neptune City, N.J.
- David Mc Donald, E. Weymouth, Mass.
- Dr. John Dias, South Dartmouth, Mass

Bruce Meulendyke was nominated, but was unable to accept at this time.

Please send any further nominations to me at my new address, 48 Glenmere Circle Reading, Mass, 01867. Nominations from the floor will, of course, be accepted at the Convention business meeting.

David M. Newcomb
Chairman,
Nominating Committee.

April 9, 1965.

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 P.M.

PITTSFIELD, MASS.

NOTICE!

Any person or persons doing business with the Germantown Railway Company, or using locomotives purporting to belong to said Company is liable to per diem charges not exceeding 0.67¢ until Vollmer returns his uniform.

The Trustees, New York, New Haven & Hartford, - Tempest & Mine City Western Railroad, Inc.

Where is the Engine House, Tom?

MANHATTAN

A LETTER TO THE EDITOR



To The Editor, The Coupler:

This is my personal opinion of the criticisms of our present method of electing Directors and Officers, listed in para. 4 of your editorial. They seem largely theoretical - would not gain anything of importance (probably) - and so be of no practical importance.

1. Most of the NMRA - only members are not interested in being active in the Region or National. Few would know the nominees, even by name - even if they did vote. NER has always tried to spread representation on the Board through the various areas of the Region. In general, the nominations and elections have done pretty well. The current Board of Directors have always - and should - run NER, and plan for capable successors and future officers. This group keeps changing as it should. In summary, our present method has worked effectively and successfully.

2. We have just ended with a deficit budget. If we do not have the money, how can we have a mail ballot at much extra cost? If the mail ballot will not bring added effectiveness, why should we spend the money - even if we had it. Couldn't we use that extra money more effectively for our members?

3. The question of the election of officers by the Board or by the members is less important. It can be done either way - with probably the same result. Our method has worked satisfactorily, so far as I know. So long as it works to the satisfaction of our members, should we change just for the sake of doing something?

4. As you say, NER allows any member to attend BOD meetings and be hard. This seems fair and reasonable. Is there any objection by members on this? When we have more Divisions - or if present Divisions are hurt by not having a member, actually on the Board (I don't mean hurt feelings,) then we may have to have a larger Board and pro-rate nominees between Division and non-Division areas. Are we effective and happy now?

With no disrespect to the NMRA GRO Committee, who have done a fine job of collecting confusing statistics, we have hashed this over for 2 or more years, and agreed that our present method has worked and is working well for NER. Let's table the subject until our method starts to creak and groan.

Yours for Model Railroading,

/s/ Watty
W. Watson House
34 Birch Road
West Hartford, Conn.

January 16, 1965.



HOCKMUCK 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

DISPATCHER'S TOWER

It is my pleasure to announce that the NMRA Board of Trustees at their recent meeting in Chicago unanimously passed a motion designed to prevent a repetition of the National Dues/Regional Rebate fiasco of last year. The precise wording is too long to quote here, but in essence the Trustees will no longer consider or act upon an initial motion concerning a question to be placed on the ballot unless it has appeared in the agenda or been presented to them in writing prior to the start of the meeting. Provision was allowed for handling emergency business not meeting these conditions by following a specified procedure. The main purpose was to eliminate the element of surprise which was responsible for the trouble over the dues and rebate. This motion was presented by myself as Trustee from the Northeastern Region. From it a by-law will be framed for action by the Board at the Vancouver meeting in August.

In a continuing effort to correct the model contest problems the new NMRA tape-slide clinic on contest judging was shown to the NER Directors and others attending the Board meeting at Columbia, Conn., on March 21. This same clinic will again be scheduled during the Spring convention at Bellows Falls. Also, a questionnaire was recently sent to all Achievement Certificate holders in the Region, and the results to date indicate that nearly all are willing to share in the job of judging provided that they are not asked to do it at every convention (this includes the writer of this column). In addition, a couple of changes in the judging procedure will be given a trial at Bellows Falls. I cannot promise that what we are doing will provide the answer to our problems, only that we are doing our best to find the answer.

If anyone has knowledge of the whereabouts of the NER banner, the information would be appreciated. The last time it was displayed was at the convention at Kingston, N.Y., in the Fall of 1963, and it has been missing since then. I assume that it was inadvertently left behind and was picked up by someone who has not been able to attend a convention since. Postage will be paid for its return to Convention Chairman Walt Syrett, Office Manager Ken Hyslop or myself.

DON ROBINSON

There's one in every crowd

by/ Small Earshaw



THE RANK BEGINNER. I WONDER HOW MANY OF US CAN RECALL OUR F.I.R.'S DEL! - Small Earshaw

OPERATION

problem/
by **ROB ROBINSON**

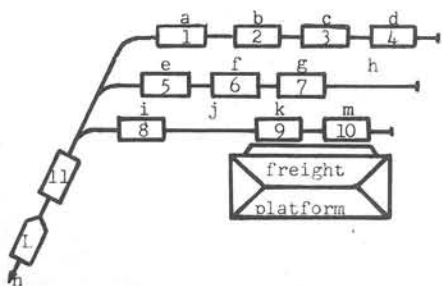
Always to use following words in our section. I received to other the following of member names for not-renewed memberships, 1964-1965, London Winter, Woodburn, J. Scott, English Greenrun, Westhillmated, Edward Levert, Wayne Kohnly, Edward Schuff, and William Ray. Because of Mark Alexander's diligence we sent three notices to the October problem--all use one of the:

- | | |
|-----------------|------------------|
| 1. 1-10 F | 13. 1-10 to F |
| 2. 1-10 H | 14. 1-10 H |
| 3. 1-10 A | 15. 1-10 A |
| 4. 1-1-2-3 to A | 16. 1-10 B |
| 5. 1-10 B | 17. 1-10 F |
| 6. 1-10 A | 18. 1-10 to H |
| 7. 1-10 F | 19. 1-10 B |
| 8. 0-1 to A | 20. 1-10 A |
| 9. 1-1 to B | 21. 1-10 K |
| 10. 1-1 to A | 22. 1-2-1 to A |
| 11. 1-1 to H | 23. 1-2-1 to H |
| 12. 1-1 to F | 24. 1-1-2-1 to A |

The December problem was quite easy; but solutions were variations on the theme which follow:

- | | |
|---------------|----------------|
| 1. 1-10 A | 7. 1-3-1 to A |
| 2. 1-10 B | 8. 1-3-1 to F |
| 3. 1-3 to A | 9. 1-3 to A |
| 4. 1-3 to B | 10. 1-3 to B |
| 5. 1-3-1 to A | 11. 1-3-1 to A |
| 6. 1-3-1 to B | 12. 1-3-1 to B |
| 7. 1-3-1 to C | 13. 1-3-1 to C |
| 8. 1-3-1 to D | 14. 1-3-1 to D |

I apologize for the confusion of my diagram 1. The diagram should be the following:



FROM THE OFFICE MANAGER

KEN HYSLOP

Membership to date: 845

Over 175 former members, whose dues expired in December, 1964, have not renewed and will not receive this issue of The Coupler. If you know any of these fellows, ask them to renew! Also, those of you whose memberships expired on March 31, 1965 are due to renew now - look at your membership card, and if you're one send that buck along.

Final notices do not go out until after 90 days have passed from your expiration date, as we hope you renew in time, and save the Region the postage for this. It's small, but a very important detail.

To clear up an area where there seems to be some misunderstanding: This office does not keep records of Division membership. If you want to be on your Division mailing list, it is up to you to contact the Division Secretary. His name and address is listed at the top of the Division News column in The Coupler, or I will forward your request to the proper person for you. A lot of the Nutmeg area people missed a wonderful Convention in Columbia Connecticut in March because of Harry Leet no having names and addresses. Also, when you move, be sure and let the Division Secretary know, in addition to the Office Manager. We would like to be able to maintain Divisional mailing lists but there just isn't time to handle everything. Remember, there are no Divisional dues, and a 4¢ postcard puts you on their list, with many more benefits of membership to enjoy.

All in all, NER is still the top NMRA Region in membership, with 2763 of which 845 of you are NER members. Dick Towle is ready and willing to add the other 1900 of you to the rolls. Help him by getting your fellow model railroaders to join. We have something for everyone. Remember, in 1965, let's be alive! Whatever you enjoy in model railroading is probably because of some past effort by the NMRA / NER.

For Father's Day the Region still has some railroad jewelry, pins and other supplies for sale. Or give yourself a Treat!

Hoping to see a lot of you at the Spring Convention,

As Ever,
Ken
Your P.O.O.M.

For The "O" Gauger (continued)
Hopper cars are at George Zanes, and I have some also. If anyone wants to make his own NER box car, I have about a dozen assembled wooden bodies with scribed sides that can be completed into a nice car. The cost is \$1.50.

New construction in O gauge is still on the up, and much of it is in nickel silver rail, with Kemtron switches being used.

ACTIONS of the BOARD

Minutes of the meeting of the Board of Directors of the Northeastern Region, March 21, 1965.

President Don Robinson, MMR, called the meeting to order at 10:26AM at Columbia, Connecticut. Directors present were D. Robinson, J. Alexander, H. Clarke (proxy for A. Gooding) A. Hackett, K. Hyslop, and T. Prange. R. Dohn was absent.

The Treasurers report was submitted by D. Hyslop and showed the comparative balances between the current date and last October. It did not include the returns from the Fall Convention nor the advance to the Spring Convention Committee. She stated that the complete report would be submitted as the Annual Fall report.

The President's report was given by D. Robinson. The first part dealt with the recent National B.O.T. meeting in Chicago, and he discussed the various decisions made therein. The second part concerned the Regional Model Contests and changes to be made at the coming Spring Convention. He read a report by Bill Livingston on the recent survey of Achievement Certificate holders for future judges of model contests. Most award holders responded favorably.

A discussion followed on the new judges forms which should be ready for the Spring Convention. This will be a four-part form so that each judge will be able to evaluate the entries independently. The three ratings will be tabulated later and the winners recorded on master lists.

The new Membership Chairman, R. Towle, gave his first report and outlined his plans for recruiting new members.

Plans for the coming Convention were outlined by H. Clarke (Hub Division) and A. Hackett (Chairman of Women's Activities.) They stated that plans were progressing satisfactorily.

T. Prange gave a report as The Coupler Editor. He said that a list had been received of National Officers who would like regular copies of The Coupler. It was decided that Tom would make the final decision as to who would receive copies on a complimentary basis.

President Robinson outlined his plans for a group of Regional Estate Appraisers, in line with the new system introduced on the National level. It was decided that volunteers would be asked for in the coming issue of The Coupler.

K. Hyslop gave his report as Office Manager. The report showed a total decline in membership of 212 to a present figure of 768. He suggested that we again use the reminder cards that were dropped some time ago. J. Alexander stated that he would oversee this phase of the recruitment plans.

On a motion by J. Alexander, seconded by A. Hackett, it was voted that the Region pay the dues of the Office Manager and Treasurer. All in favor.

On a motion by T. Prange, seconded by J. Alexander, it was voted to adjourn the meeting at 12:28 PM. No dissent.

Paul W. Hackett, Secretary.

FOR THE "O" GAUGER

column by/
KEN HYSLOP

Along with Spring comes another manufacturer who can make car sides in O. Developments with him for making some O gauge Northeastern Region car sides are under way, and we would like to have about 50 orders. The price will be between \$1.50 and \$2.00 per set. Perhaps you will favor me with a reservation, and this will guide me as to how many to order.

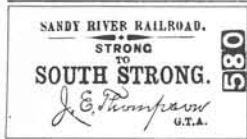
Bad news again: Another O gauge club has been forced to move, and faces dismantling, and a storage problem. The Newark Model Railroad Club, which was a big and dandy club. So here in the East, we have New York S.M.E., Stamford Railroad Club and the New Haven S.M.E. as the only big clubs left in O gauge. There are some smaller ones, and I would like to hear from all of them for the files.



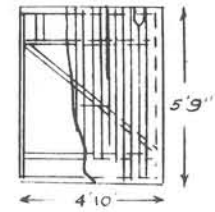
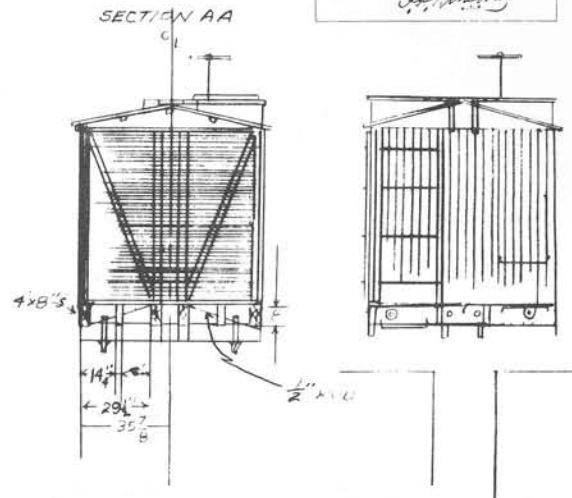
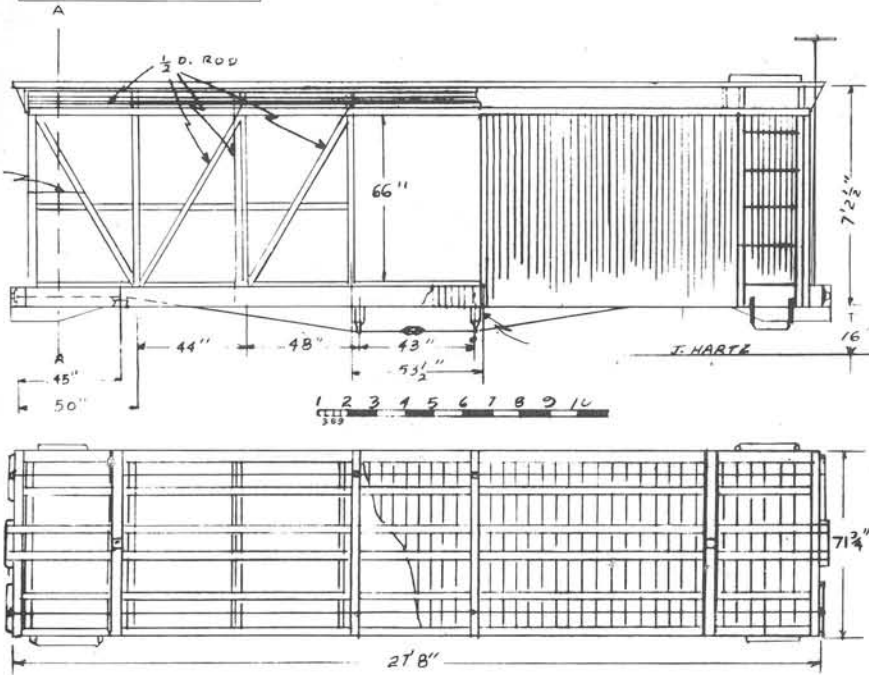
GARDEN STATE
MODEL RAILROAD CLUB
160 BROADWAY,
LONG BRANCH, N.J.
Meetings 8PM Tues.

GULF ALTA & TIDEWATER

George Fitterman
General Manager
162-31 Ninth Avenue
Whitestone, New York
NMRA **MANHATTAN** NER



Sandy River 2' gauge Boxcar no. 63



- Deadwoods - 3"x8"x19"
- Endbeams - 3 1/2"x8"
- Truss Rods - 1 1/2" Steel Rod
- Tie Rods - 1/2" Steel Rod
- Queen Posts - 4"
- Floor - 1 1/4" thick
- 2"x6" shiplap

Looking for a "New Frontier" in model railroading? Then why not examine the possibilities of 2' gauge modeling. At the present time, On2 and HOn2 are like HOn3 and On3 was 10 years ago. Back then, it was considered a minor miracle to get a pair of trucks—but look at HOn3 and On3 today! 2' gauge modeling may never achieve the popularity of 3' gauge, but with a little interest - who knows?

Right now parts are scarce, although Kemtron offers such parts as truck side frames and locomotive parts. The Narrow Gauge Shop in Texas also offers parts plus plans. Most 2' modelers have had success adapting standard HO parts to On2.

The Northeastern Region is the "home base" for some 2' gauge modelers, as well as the prototype.

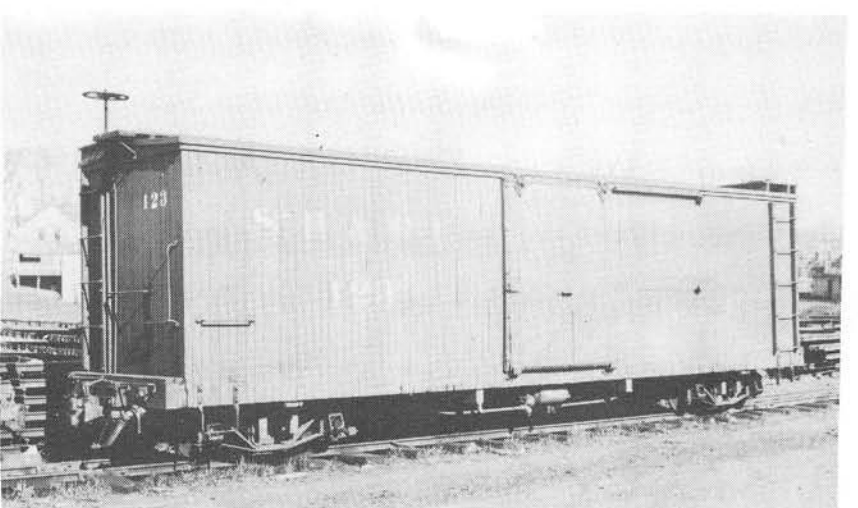
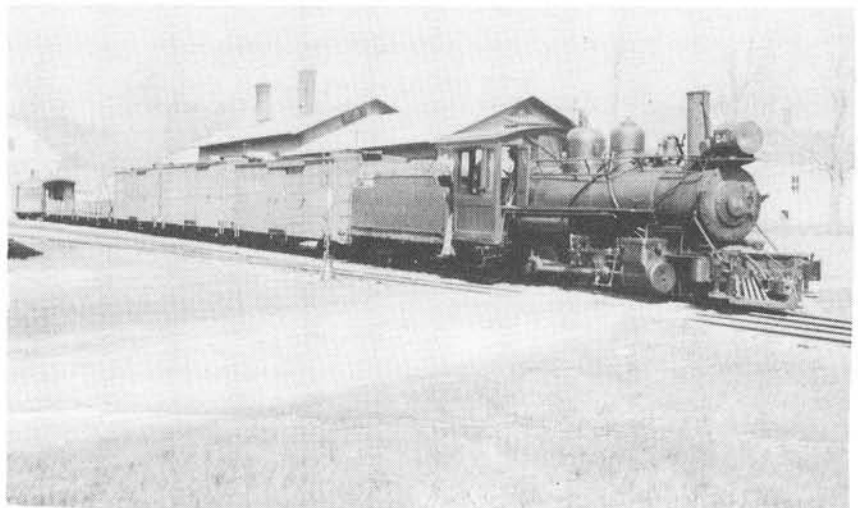
The most popular prototype for 2' gauge modeling is the Sandy River & Rangley Lakes R.R. For a complete history of this colorful little railroad as well as the other 2' gauge lines in the State of Maine check Linwood Moody's brilliant book on the subject.

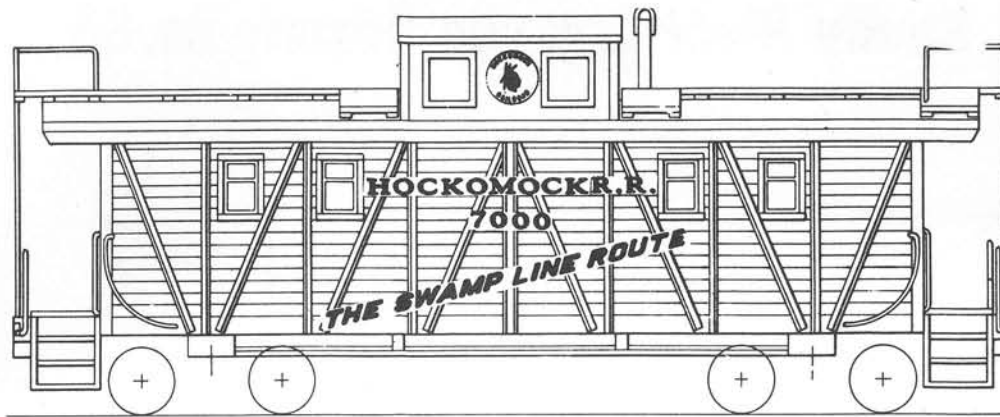
For the plan of SR&RL box car number 63 we are indebted to John Hartz, of Bergenfield, New Jersey. John, along with such modelers as Al Hanson, have done much to promote the cause of On2 and HOn2 modeling

The Sandy River had several different classes of boxcars. The photo shows one class, the plan another. However the detail was about the same. John informs me that number 63 was one of the smaller classes of boxcars. In the photo of engine 24, you'll notice that the boxcar next to the tender is slightly smaller in height than the two in back of it. This car appears to be similar to number 63.

Building date of boxcar 63 is unknown but John thinks it might have been built about the time the smaller 2' railroads around the Rangley Lakes Region were consolidated into the SR&RL system (1908.)

Notes and photos from Mike Pearsall.





OUR PURCHASING DEPT. WENT WILD ON THE LAST ORDER FOR

CABOOSES

BOY, HAVE WE GOT CABOOSES

WILL SELL SURPLUS AT \$4.00 EACH

WILL DELIVER DISMANTLED, PACKED IN BOX AND PAY FREIGHT

THE DISMANTLING AND PACKING WILL BE DONE BY

NORTHEASTERN SCALE MODELS, INC. FOR THE HOCKOMOCK R.R.

WILL INCLUDE DECALS CHOICE OF BLACK OR WHITE

CALSCALE FITTINGS

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TROLLEY SPARKS

column by / JERRY LAWLOR

In checking past issues of The Coupler I noticed that we have not devoted any attention to trolley or interurban freight. As I thought about this I tried to recall the number of trolley freight operations I have seen in model form. I am sure there may be some trolley freight operations in existence on the model layouts in our Region, but I don't recall having seen any. I would like to hear from any of you who have an operating trolley freight system. I am sure our readers would also be interested to hear what you have done.

Please let me state that I have seen trolley freight or package cars operating on individual layouts, but I can't recall having seen them run in a prototypical manner. As you can easily guess prototypical operations covered a wide gamut. You could, I am sure, find a prototype for almost anything.

Operations ranged from carrying a package or two and perhaps a bundle of newspapers on the platform of a city car or an interurban, through the use of specially designed box motors to the hauling of special trailers or even standard railroad cars by electric locomotives.

Many years ago the electric railways enjoyed a monopoly and provided the only frequent rapid transit between many cities and smaller surrounding communities and between the smaller communities themselves. A package handling business often grew out of the development of passenger services. When this grew to such proportions that the service could no longer be provided with the space available on the platforms of the cars, the traction companies built cars especially designed for package handling. Many of them were similar in appearance to regular passenger cars; however their most distinguishing feature was the lack of windows along the sides and, of course, there were no passenger steps at the platform ends. Another prominent feature of this type of car was the large sliding door at the center of each side of the car. Most of these doors looked like baggage car doors.

With the appearance of these cars, package car schedules were published and other facilities for freight handling were provided. Small pickups and deliveries could be handled as the car stood on the local street trackage, but it soon became convenient to develop small package depots at convenient locations. These depots were usually located off the street and were serviced by small sidings which could accommodate one or two cars.

Establishment of these depots meant that shipments between certain points on the system could be consolidated. This enabled the traction company to make more efficient use of its equipment. It also provided a building in which inbound shipments could be held until called for. This meant that persons or business not on the traction line could use its services conveniently without finding it necessary to wait on the street for a particular car to come along.

In many cases, as business expanded, the package cars towed trailers which could be loaded to intermediate points and were dropped at the appropriate depot along the way. These cars were usually coupled with a long drawbar similar to the link and pin arrangement used by the railroads. This enabled the coupled cars to negotiate curves encountered in city street running with a minimum of difficulty.

The heavier interurbans employed locomotives to haul trains of package cars,

Trolley Sparks (Continued)

and some standard railroad cars when the traffic, clearances and curvatures warranted this type of operation.

For an unusual operation, try organizing and operating a trolley freight service! It won't take much space, a car or two, several short sidings with small package depots, and some imagination will put you in the package and freight business. Don't forget to erect billboards and put dasher signs on your passenger cars to tell the shipping public how good your service is. The traction companies did. You can have fun with trolley freight: Try it.

REGIONAL ESTATE COUNCELLING PLANNED

In an effort to help survivors of model railroaders establish a fair value for model railroad equipment for either estate or disposal purposes, The National organization is attempting to set up a network of appraisers, who will be able to visit the home of a departed model railroader and help establish a fair value for the property.

There is a great deal of misunderstanding as to the value of many items, both on the low and high side, caused by lack of understanding of model railroading.

It is hoped that by having impartial appraisers at hand, who can easily visit the survivor's home, will help correct this situation.

If you feel qualified to judge costs and values of various types of model railroad equipment, or even just one particular type of equipment, please contact Don Robinson, MMR, President, NER, 408 Davis Street, Greenfield, Mass.

NEW MEMBERSHIP CO-CHAIRMEN APPOINTED



President Don Robinson, MMR, has announced the appointment of Richard and Andrea Towle as Membership Chairmen, replacing Bob and Marge Wescott, who have resigned because of personal reasons.

Dick and Andy live at 8 Allen Avenue, Manchester, Mass., 01944, and have been in the hobby since 1948, when Dick built an English Yardbird to operate on his father's pike. Andy joined the hobby through marriage.

Dick is a professional free-lance photographer, and a call firefighter. He is also one of the three official photographers of the Steamtown.

The Towles operate the Massachusetts Bay Lines (HO) which includes Dick's Cape Ann Division, (Boston & Maine prototype) and Andy's Shore Division. The

Membership Chairmen (continued)

pike is a partially completed 10' x 17' layout with 15 engines.

Their other interests include Boy and Girl Scouting, in advisory and leader capacities, and they like to camp and hike, but these activities have been temporarily curtailed while awaiting an addition to the family.

Dick is also active in local town government, currently as a member of the Conservation Commission, and is the official town photographer.

We welcome Dick and Andy to the official NER family, and wish them the best in their new and important capacity.

MEMBERSHIP NOTES

column by / Dick & Andy Towle

The Northeastern Region has a problem-Membership!

The problem isn't the members we already have, it's the ones we've lost, or the National members that don't enjoy the benefits of Regional membership because they don't know what our Region is.

They don't know because they haven't been told about the Conventions, the social fellowship that can be found or the good reading that can be found in The Coupler - for only a buck.

This is where you, the NER member can come in. Pick up your 1965 NMRA Yearbook and look up the NMRA members living in your area. Call them, write them, or visit them, whichever you prefer, and talk up NER. If they are already members, then tell them of the up-coming convention at Bellows Falls. If they aren't, then ask them to come anyway, and let the Convention activities sell NER for you. Attendance at a Convention is not restricted to NER members, or for that matter to NMRA members. We will welcome anyone, old or new to the hobby.

Here is an idea that works in boosting our hobby: We held several small "open" houses, on an invitation basis. Invited were both NER and non-Region members, plus non-members of the NMRA. We have pike operation, movies or slides, and a general bull session, and naturally refreshments. Also very important in this program is the idea that women are IN on the same activities as the men. There is no separation here because our experience has shown that most of the gals are just as interested in the hobby as their hubby's if given a chance to enjoy it.

One last thing on these open houses - we have started inviting non-model rails and are letting the bug of our hobby bite, then suggesting NMRA - NER affiliation. Hard selling of our Association will produce one-year members and nothing more. Sometimes it is easier to hand out five bucks than to listen to the same old record over and over again. So talk up the NMRA and NER, but don't talk it out!! One Convention later and we bet your prospective member will be just as enthusiastic as you are and he or she will be boosting us even higher, in the same way you did earlier.

We hope to see all of you in Bellows Falls on the 21-23 days of May. Days of "real railroading." If you have any ideas or criticisms, please tell us then. Our job is to help the Region, and with your help too, we can do it.

NA - MAR Lines

Len Frankel

NER NMRA

OO Gauge

ACHIEVEMENT PROGRAM

by/Earl Smallshaw

Since the last issue of The Coupler, the following have received Achievement Certificates:

Master Builder - Cars

Albert Kalbfeisch, E. Hartford, Conn

Master Builder - Scenery

Walter Olevsky, Carlstadt, N.J.

Model Railroad AuthorWillis A. Livingston,
Yorktown Heights, N.Y.Association Volunteer

Jack Alexander, E. Bridgewater, Mass.

It seems that the Achievement Certificates are well distributed this time, with a good portion of the NER represented - area wise at least. I hope to be able to present these and other awards at Bellows Falls in May.

Although participation during the last quarter has been small, I have learned that NER narrowly missed out on first place in percentage of members now holding Achievement Certificates. This denotes that more and more individuals are taking part in the Achievement Program, rather than a few members holding many certificates.

I receive several letters each month from NER members asking about the Achievement Program and how to apply. I am sure there are probably many more people who might have heard of the program but are hesitant to write and ask questions. For all of these people I urge you to write me for the rules and applications. I will be glad to answer any questions you have about the program. If you plan to be in Bellows Falls in May, I'll be glad to talk to you then.

It seems that we have another Master Model Railroader in the making with Walter Olevsky obtaining his sixth Achievement Certificate. Seven is the Magic Number, and I am certain that Walter will enter this select group before the year is out.

SEE YOU IN BELLOWS FALLS!!!

US GIRLS

With the Spring Convention coming up soon - May 21, 22 & 23, a last minute reminder that it is not too late to build a model for the contest. As I mentioned in the last The Coupler, there will be a special contest for both the men and women centered around the new NER car kit - they are still available through the Office Manager, Ken Hyslop. If for some reason you cannot enter the NER Kit in the special contest, don't let that stop you from entering the women's division of the regular model contest.

REMEMBER, THIS IS THE FIRST TIME THE WOMEN HAVE BEEN INVITED BY THE PRESIDENT OF THE NER TO PARTICIPATE, SO PLAN ON ENTERING EITHER OR BOTH CONTESTS.

As for the rest of the Convention, plans have been made for a hospitality room - supplied by the Convention Committee - complete with coffee and hostesses. For those of you who have never been to an NER Convention, the hospitality room is a great place to meet new friends or renew old acquaintances. It is also just the place to show off any railroad handicraft (knitting, painting, embroidery, etc.) you may have.

For activities in the railroad line, there will be a clinic in the engine house at Steamtown on a real engine, given by one of the engineers, and he is willing to answer any question you have. After

Us Girls (continued)

the clinic there will be an open discussion on the hobby in general in the hospitality room where you can ask any question you may have about the hobby or bring out any complaints or suggestions you would like to make about the conventions.

For those of you who plan on attending the convention but do not want to go on the fan trip, Mrs. Alice Hawks, Chairwoman of the BFWC Heritage Committee has set up a number of tours to the various places of interest in and around Bellows Falls. There are quite a few too! As for shopping or just browsing, directions will be available to all the antique and handicraft shops. Also a leathercraft shop which is just fantastic! - full of handbags and other leather goods, all this within a few minutes ride of the Hotel Windham. For those mom and dads that plan to bring the kids, arrangements hope to be made for babysitters for Saturday evening, if they are wanted.

It will be greatly appreciated if the details of the women's activities as listed in the flyer are returned to me by May 17 at the latest, so that definite arrangements can be made.

With these activities this looks like a great convention, so let's see everyone at Bellows Falls this Spring.

Anne Hackett
Director and Chairlady,
Women's Activities,
8 Jeffery Court
Manchester, Mass., 01944

WELCOME

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

CANADAQuebecGilles Lalonde
5581 Maurice Duplessis, MontrealVictor Latremouille
Box 1294, Sta. B, Montreal 2Gabriel C. Nolin
4607 Blvd. Rosemont, MontrealGordon Proudfoot
3679 St. Famille St., Apt. 19,
Montreal 18E. Lambert
7248 Champlain Blvd., Verdun 19ConnecticutWayne H. Hixon
76 Wellington Hgts Road, AvonCarl C. Hoff
48 Burr Road, BloomfieldElwood R. Tschopp
15 Seaview Avenue, East Norwalk, 06855Carl E. Peschel
12 Prospect Street, Glastonbury, 06033Mrs. Pat Bettinger
52 Devon Drive, ManchesterFrank Johnson
47 Linmore Drive, Manchester, 06044E.S. Duncan
Box 209, Old SaybrookRaymond Walker
4 Pleasant Street, RockvilleCharles Dunn
64 Rowayton Avenue, RowaytonDonald J. Coyne
999 Hopewell Road, S. GlastonburyRobert B. Maxwell
33 Van Buren Avenue, West Hartford

Welcome (continued)

Dotty S. Howard
1 Kelly Avenue, WethersfieldJoseph F. Whalen, Jr.
23 Bain St. WillimanticMaineA.R. Iburguen
Box 524, West Farmington, 04992MassachusettsRobert Sinclair
100 Pleasant Street, AshlandRonald Adcock
2 Bourne Avenue, AttleboroDavid Olson
3 Genetti Circle, Bedford, 01730Carl F. Knopp
Baldwin Road, Billerica, 01821Robert M. Pineau
10 Tyler St., BrocktonRobert H. Clark
Marilyn C. Clark
7 Show Place, FoxboroRay Schofield
Dedham Street, CantonHerman G. Duvall
108 Lincoln Street, FranklinJames P. Murphy
492 High Street, Holyoke, 01040Philip Marr
Joyce Marr
45 Summer Street, Manchester, 01944James R. Shuster
154 Church Street, Mansfield, 02048Stanley A. Jackson
66 Old Plain Street, Marshfield, 02050Martin Visnick
690 Cummins Highway, Mattapan, 02126William S. Parker
16 Coniston Road, RosindaleJoseph Stuart
43 Montclair Avenue, Rosindale, 31Lyman Hurter
36 Marshall Street, Somerville, 02145Edward R. Horne
43 Mobilehome Way, Springfield 01119Thomas R. Lanorigan
24 Proter Road, Waltham, 02154Wilfred P. Harrison III
3 Chandler Road, West Medford, 02156David E. Feight
47 Town Hill Street, West QuincyNorman E. Saley
60 Pleasant View Avenue, WeymouthJoseph F. Black, Jr.
73 Downing Street, Worcester, 01610MichiganGeorge C. Cromer
1685 Derby Road, Birmingham 48008New HampshireWilliam P. Strongren
31 Cottage Street, KeeneWilliam E. Mendham
Lyndeborough 03082C.B. Headley
Millville Lake, Salem, 03079New JerseyJohn Werner
R.D. 1, Butler 07405Ronald Mc Elrath
12 E. Coleman Avenue, ChathamJames Gerlach
68 Gould Street, Clifton, 07015Mark Hammer
18 West Parkway, CliftonLouis Ramm
55 Washington Place, East RutherfordFred P. Goering
5-23 Bryant Place, Fairlawn, 07411

Welcome (continued)

- William G. Hartzell
6 Deerfield Drive, Florham Park
- Charles D. Fermier, Jr.
143 Ardmore Road, Ho-Ho-Kus, 07423
- Frank X. Flynn
56 Monroe Street, Keyport
- Edward C. (Ted) Kavenagh
14 Riker Hill Road, Livingston, 07039
- Larry Lyford
Vanatta Drive, Neptune
- Howard Eckerson
622 Passaic Avenue, Nutley 07110
- Carl P. Wiederhold
43 Seton Hall Drive, Oakland, 07436
- John C. Emolo
231 East 22nd Street, Paterson, 4
- Donald N. White
29 Third Street, Pequannock
- Al Westerfield, III
106 Statesir Place, Red Bank,
- Bryan T. Sammartino
502 Lincoln Avenue, Ridgefield 07657
- Olev Taremae
265 Walthery Avenue, Ridgewood
- Jeffery Gabriel
71 Mahan Street, Tenafly
- Peter A.R: Campagna
623 Thirteenth Street, Union City
- Edmund M. Diaz, Jr.
643 South Chestnut Street, Westfield
- Peter N. Hugger,
812 Prospect Street, Westfield
- Chuck Freiburger
415 South Chestnut Street, Westfield
- Tom Jones
125 Benson Place, Westfield
- George O. Cicio
219 Watchung Avenue, West Orange
- Bruce Stalcup
65 Fuller Terrace, Albany 5

New York

- Daniel J. Allen
4293 Martha Avenue, Bronx 10470
- Paul Fellrath
1734 Flatbush Avenue, Brooklyn 10
- Jack Gombeg
1214 Fortieth Street, Brooklyn 11218
- John M. Hayes
594 Sixth Street, Brooklyn 15
- Sheldon P. Weinberg
1800 Ocean Parkway, Brooklyn 11223
- Wm. J. Neureither
32 Tuckahoe Avenue, Eastchester 10707
- Frank T. Lutz
Box 26, East Quogue, 11942
- Ian M. Shivack
101-06 67th Drive, Forest Hills, 11375
- Donald DiBello
21 Vagele Lane, Glenmont
- J.A. Gregory, Jr.
65 Cold Springs Road, Huntington
- David Dodds
37-41 85th Street, Jackson Heights
- Paul Schrottke
68 Balaton Avenue, Lake Ronkonkoma
- Robert C. Sturm
216 Cartwright Blvd, Massapequa Park
- Sherman G. Pratt
131 - 3 South Highland Avenue,
Ossining
- William Sommer
2019 Harman Street, Ridgewood, 11237
- George C. Henglein
325 Beach 88th Street, Rockaway Beach
- John Valente
24 Birchwood Park Drive, Syosset
- Robert J. Labas
87-42 86th Street, Woodhaven, 11421

Welcome (continued)

Vermont

- Robert C. Jones
45 Clymer Street, Burlington
- Charles H. Thorpe
46 Harrington Terrace, Burlington
- Robert Gibbs
RR 1, Black Pond Road, Fair Haven

Virginia

- Jesse E. Weeks
448 Pepper Mill Lane, Norfolk, 23502

THE DREAMLINER

LAST CHANCE TO RIDE THE DREAMLINER!!

The rare opportunity to ride the "Dream liner" to Vancouver for the National Convention is fast approaching. It leaves Windsor Station of the Canadian Pacific in Montreal on August 18 at 8:05PM.

When you return you will be able to tell your friends that you have stayed at the Banff Hotel and slept in the Chateau at Lake Louise, have visited the Valley of Ten Peaks with its surrounding mountains of magnificent grandure; Have seen the Spiral Tunnels where the trains turn themselves around inside the Mountain, and glacial ice thousands of years old;

That you have had a ride of 456 miles over the Pacific Great Eastern Railroad through the heart of British Columbia, where the scenery is outstanding; That you have been to Jasper Park and have stayed overnight at one of the Lodges, where the mountains, lakes, rivers and hot springs hold your attention.

We return from Jasper station over the Canadian National Railroad to Montreal, arriving on September 3 at Central Station.

Full particulars and costs have been published in the January 1965 NMRA Bulletin.

Remember, the deadline for reservations is August 1st. Make your reservations with:

Len Estes
NMRA Traffic Manager
18 John Street
Newport, R.I. 02840

Every Friday 7:00PM

CLASSIFIED?



OPPORTUNITY for person or persons interested in rail transportation business. Scenic, fairly level route between Wellsboro and Williamsport, part of which is in beautiful Pine Creek Gorge. Area rich in high grade lumber, minerals, ore and Pennsylvania crude oil. For information, call Am 4 3482.

The above ad is one which might appear in the classified pages of a Williamsport Penna., newspaper. Don't get excited and make a foolish long distance call, because the New York Central already has a line between Wellsboro and Williamsport through Pine Creek Gorge. The ad refers to the model railroad I am building. At the present time there are beautiful tree covered mountains, a small lake, Pine Creek and its beautiful gorge and the canyon road, a part dirt, part paved auto road which winds through the canyon, crossing Pine Creek at one point on a covered bridge. Now this road is not very good, so the area is in need of a better means of transportation, like a railroad. Thus the above ad.

There is at present a switch-back branch line which climbs from Cedar Run by a series of switch-backs containing five switches to Summit, then proceeds to run through the upland country with a branch to the lumber-rich country surrounding Angels Flight. The only difficulty with this line, which is called the Virgin Pine Railway, is that it has no connections with the outside world. Now if a line were built through the canyon between Wellsboro and Williamsport it would provide an excellent connection for the Virgin Pine at Cedar Run. Needless to say the area would experience tremendous growth. There would be ample freight traffic which would increase with the opening of new mines and the industrial growth the area would probably experience. Tourists would supply a need for passenger service, and of course, we can't overlook the needs of the local citizens, who would use the railroad to get to work shop and so forth.

Bill Piccot, Jr.

Railrodiana

- B & O 'CAPITOL' EMBLEM 5 1/4" \$12.95
 - DOOR KNOCKER COUPLER 6" DIA \$5.95
 - PRR 'KEYSTONE' NUMBERPLATE \$18.95
 - PLAQUES - OLDE Tyme Wheel 13.23" CAST ALUM. \$7.50
FOUR WHEEL CABOOSE 12.15" \$6.25
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NORtheastern MEMBERSHIP APPLICATION

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

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

Name _____ NMRA# _____

Address _____

City _____ State _____ Zip _____

I do not belong to the NMRA. I enclose \$6.00 for membership in both organizations. _____

OUTSTANDING HOBBY SHOPS

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Model Railroad Hobby Supplies

Harry Leet, Route 6, Columbia, Conn

Phone Ac 8 9072.

 DRY TRANSFER LETTERING custom made with your own railroad's name, herald and reporting marks. SAE for details.

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06497 Mail Order - All Gauges Fast

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TILL 9PM Ken & Dorothy Hyslop

DIVISION NEWS

At the beginning of each Division News column is the name and address of the person to contact for more information, and membership details.

NUTMEG

Robert K. Boyden, Buff Cap Road, R.F.D. #2, Tolland, Connecticut.

In spite of a first-day-of-spring snow storm, the 1965 Little Convention sponsored by the Nutmeg Division was pronounced a success by all who attended. The Convention was held at Columbia, Connecticut, on March 20, and was highlighted by what many people described as an excellent banquet. Region President Don Robinson, MMR, and others who attended had "seconds" which testified to the quality of the food, and one 12 year old had two complete dinners, including salad

Division News (continued)

(Editor's Note: A 12 year old named Ken, Hyslop, who sometimes masquerades as the NER Office Manager also had two complete dinners. In Robinson's case, I'm sure I saw him have a fourth, and he took three dinners back to his hotel room for a midnight snack.)

Mae Lawlor and Gertrude Benson were the hostesses who manned the registration desk throughout the day. Each wore a dress she had made from the same material which featured a railroad print. We were pleased to see a large number of ladies in attendance.

Railroad movies were shown all afternoon by Clark Benson. Feature film of the afternoon was "Journey to Yesterday" the new Rio Grande film on the Silverton narrow gauge trains.

Clinics were presented by the Rev. Richard Thomas on Prototypical Operation of a model railroad, by Don Clerke of the Hartford Workshop on trackwork and by Bruce Meulendyke on electrical wiring, and by Cliff Boynton who discussed operations on the New Haven RR at Columbia from the days when it was an active junction featuring 40 passenger trains a day to the present.

The evening session featured a performance of the Buster Keaton version of The Great Locomotive Chase. Even those who had seen it before laughed heartily at this classic railroad comedy. An auction and an estate sale followed the movie.

Throughout the day there was ample time for sociability, proving once again that Model railroaders are friendly people. The committee reports it heard much praise for the affair and no unfavorable comment.

President Dick Horning announced that members of the committee deserving special thanks for their part in making the affair a success include Harry Leet Gertrude and Clark Benson, Ken Hyslop, Don Clerke, Cliff Boynton, Rev. Richard Thomas, Mae and Jerry Lawlor, Bruce Meulendyke and Harold Clarke of the Hub Division who served as auctioneer for the evening. He also extended thanks to all those who in any way helped make the convention a success, and especially to those who came from great distances, e.g. Coupler Editor Tom Prange and many members of the Hub Division who didn't let the snow stop them from attending.

All in all it was a great meeting, and the group looks forward to its next convention in two years. We hope all of you

Division News (continued)

who were unable to attend will be with us next time. You missed a good one this year!

GARDEN STATE

Paul Mallery, 94 Oakwood Drive, Murray Hill, New Jersey, 07971.

The meet on March 27 at the Garden State Central Club in Long Branch was a great success. 65 attended. In addition to visiting the club, a clinic and an auction were held. At a short business meeting, the Division Constitution was amended to make the Annual Meeting in March or April instead of the January meet as before.

The next Division meet will be at the Dover YMCA on June 19. There will be clinics, movies, model contest and visits to the E-L towers at Dover and Denville. The usual pre-meet luncheon, individual checks, will be at 11:30AM at the Dutton Hotel. Registration for the meet, \$1.00. For information, contact J.J. Pauer, 1 Washington Avenue, Morristown, N.J. The September meet will be to the narrow gauge steam line at Allaire. There will be no November meet this year due to the NER Convention in October in Newark.

HUB

Harold Clark, 3 Frederick Street, Worcester, Mass., 01605

The Hub Division is up to its ears in the Spring Convention at Bellows Falls, and in essence, their report appears on page one of this issue.

The Peekskill & Mahopac RR, of Forest Hills, New York, is sponsoring a trip on the Staten Island Rapid Transit System, on June 12. The trip will start at the St. George's Terminal (next to the ferry slips) and run to Totenville and back. There will also be a tour of the shops. The cost for the entire trip will be \$1.50.

For further information and reservations, contact Gary Post, 75-38 Grand Central Parkway, Forest Hills, N.Y. 11375

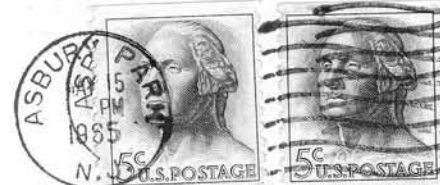
BELLOWS FALLS & S TEAM!

THE COUPLER

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

125 Lordship Road STRATFORD, CONN. 06497

FIRST CLASS



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