THE COUPLER

Official Bulletin of the Northeastern Region

of the National Model Railroad Association

ALEXANDER ELECTED PRESIDENT

BELLOWS FALLS SETS MEET RECORDS

The Spring Meeting of the Region set several records:

291 people registered

347 people, including children, were on the fan trip.

270 people attended the banquet.

Because of the size of the attendance, and the area where it was held, the members stayed at one hotel and five motels in the Bellows Falls area.

The activities started on Friday night at the Women's Club, with slides, and adjourned to the Disco in the basement of the hotel, and many small meetings at the motels.

The model contest entries were submitted on Saturday morning, proir to the fan trip. Well attended and well delivered clinics, on common phases of the hobby, applicable to all scales, were held in the same room. Entries were judged by Dave Newcomb, Mike Pearsall and Don Robinson. (See separate list of winners.)

The fan trip, on The Steamtown, started from Riverside, and continued to Ludlow, and return - a total of 52 miles.

Following the fan trip, "Rule G" breaking hour preceded the banquet at the Elk's Hall, (which one wag described as the "World's Largest Rotisserie" because of the aluminium foil on the ceiling.) Because of the crowd, there was a delay in serving, but the time was consumed by awarding model contest certificates and door prizes.

Photo contest awards, sponsored by the Manhattan Model Railroad Club were presented to:

Glenn Wagner - Color Prototype Bill Brundage - B & W Prototype John Dias - B & W Model.

Following the banquet a short business meeting was held for the purpose of electing new Directors. (See separate article for details.)

Following the banquet, an auction was held in the Women's Club.

Those who stayed over spent Sunday at the Steamtown Museum, inspecting the large collection of equipment assembled there.

It was a good convention - everyone who attended has a good time, and there was plenty to do for all. A special effort to expand the women's activities, by Ann Hackett, in areas other than the usual model railroading activities, was most successful, and proved popular with the ladies.

FALL MEET IN NEWARK

The NER's Fall Convention will be held in Newark, at the Robert Treat Hotel, on October 29, 30 and 31.

Friday activites will include organized, layout visits (possibly the O Gauge Newark Model Railroad Club will be well enough along in their new quarters to be able to accept visitors - and provide a trolley ride in addition - see elsewhere for Newark Club news.) and movies at the hotel for those not wishing to see the layouts.

Saturday will feature clinics and the model contest in the morning. The fan trip will be on an Erie-Lackawanna milk train to Branchville, with lunch available on the train. The trip will return to Newark at about 7:00 PM, and the banquet will be at 8:00 PM. An auction will follow the banquet.

There will be a photo contest too.

The registeration cost will be about \$15.00.

More details will appear in the October issue of The Coupler, or contact Don Howd, 2236 Corlies Avenue, Neptune City, N.J. 07753, Phone 201-775-9015.

REGION STARTS PIKE REGISTER

A Pike Register, a most important service of any model railroad organization, will be undertaken by the Northeastern Region, for the benefit of its members.

Don Robinson has announced the appointment of Frank W. Skutsch of Garden City, New York, as Chairman of the Committee, and Frank, in turn, has appointed Ira Rothberg and Jim Clokey to his Committee.

The Register will be a permanent record of the Region, and will be based on the NMRA's Register, which was published in 1955, as part of the 20th Anniversary. Names registered in the latter take precedence.

Any member of the NER is eligible to register the name of his pike. Non-members must join the Region to register.

The Register will be prepared under the following rules, and all participants must adhere to them to be registered:

PIKE REGISTER - Continued on Page 3



OFFICERS AT THE BANQUET:
left to right - Paul Hackett, NER Secretary; Jack Alexander, president-elect; Don Robinson, president; Harold
Clark, Hub Secretary and Convention
Chairman for Bellows Falls and Dotty
Hyslop, NER treasurer. Dick Towle foto

A Special Business Meeting of the NER was held at Bellows Falls, vermont, for the purpose of electing members to the Board of Directors of the Region.

A total of 169 ballots were cast, and the following were elected:

Jack Alexander 2 years
Ann Hackett 2 years
Roy Dohn 2 years
Al Gooding 1 year
David Mac Donald 1 year

Ken Hyslop and Tom Prange continue on the Board for one more year. Don Rohinson who held an additional year term, resigned, but will remain on the Board as an Ex-Officio member.

All of the above offices take effect in October, 1965.

The Special Business Meeting was followed by a meeting of the Board of Directors. It was attended by Jack Alexander, Roy Dohn, Al Gooding, Ann Hackett, Ken Hyslop, Dave Mac Donald, Tom Prange and Don Robinson.

It was voted to include a membership list in the next issue of The Coupler, to be followed by a complete printing of the Constitution of the Region. (The original vote was to include both the membership list and the Constitution in one issue. Because of size and space problems, it has been decided to include the Constitution in the October issue.

The Pike Register, under the Chairmanship of Frank W. Skutsch is to be started. (Details appear separately.)

Director Prange moved that the Board approve all future Convention sites. This motion will have further consideration by the Board.

It was moved that all holders of Life Memberships in the NER, which have been awarded as door prizes, be notified that the memberships are valid only so long as the holder maintains his membership in the NMRA. Motion was approved.

The meeting was adjourned at 11:01 P.M.

THE COUPLER

Published by the NORTHEASTERN REGION of the

NATIONAL MODEL RAILROAD ASSOCIATION.

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Convention Chairman:

Walter Syrett 29 Emerson Avenue Pittsfield, Mass.

Nominating Committee Chairman:

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Donald S. Robinson, MMR, = 408 Davis Street, Greenfield, Mass., 01301

* - Ex Officio

+ - Term expires in 1965 = - Term expires in 1966

= - Term expires in 1966
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THE HOSTLER SAYS:

This issue of The Coupler may seem a little strange to you. It is larger than the average, but the bulk of it contains a complete membership list, as of June 30, 1965, of the Northeastern Region. The purpose of publishing it is the hope that it will help all members find other NER members in their neighborhood, and thus enjoy more of the fellowship of model railroading. It will also serve as a handy reference list when planning local events forming clubs and the like.

Because of space limitations, it was not possible to put the city heading before or above the name. It is arranged, alphabetically by Province or State, then by city or town, then by last name.

There are approximately 1100 names and addresses in the list. It took 26 8½"x 11" pages (two columns to a page) to complete. When the project was originally agreed upon, there were only about 850 members in the Region.

It has been carefully checked. Please accept our apologies if anything has misspeeled been.

In another part of this issue of The Coupler is a letter from Paul Mallery, Secretary of the Garden State Division, concerning a matter which should be of interest to anyone who is concerned about a bigger and better NER. For several years a group of persons from several parts of the Region have been asking for a mail ballot, so that all members of the Region will have a voice in its affairs, without attending a Regional business meeting or convention, or sending their membership card to the Office Manager, or instructing a friend to vote for him. When the Region's directors are elected, the Nominating Committee pre-pares a slate which it thinks are good, prerepresentative people, or lists names that have been submitted to it. This list is always published in The Coupler prior to the meeting. One flaw is this: Names of additional nominations are accepted, from the floor at the meeting. How does a proxy voter contend with this? May be there is a more qualified person named. The proxy voter has already given his list to his proxy - he cannot change it to meet a new condition. Is this fair to

There are motions brought before the meeting that really deserve more consideration by the membership - the full membership - not just the lucky few (usually less than 25%) of the membership that can afford to come to the meeting. Are we being fair to the majority?

We feel that the Region had better wake up to the needs and desires of a majority of its members.

The NMRA members who live in the NER -but do not or cannot belong to the Region, are not privileged to vote for the Trustee to the National that represents them. To correct this would require a direct mail ballot for the President's office, and not his election by the Board of the NER, as is the present situation.

We suggest the following ways to correct a situation that $\underline{\text{must}}$ be corrected;

1. A mail ballot for

a. Election of the Board of Directors, open to <u>all</u> NER members

b. Election of the President of the Region, whi is the National Trustee of area encompassed by the Region, open to all NMRA members who reside in the Region.

 Division of the Region into areas of approximately equal population. A Director would be elected from each of these areas (a division where one is active and representational of the membership. Hostler - Continued

As we write this, there is a group forming to investigate the feasibility of forming a new Region, that will more accurately represent the more than half of the present members of NER who live in areas that are under-represented on NEK's Board. There is no reason to suspect that the undertaking could not be successful.

This is not the time for a "Study Group," appointed by persons who are satisfied with the status quo. It is time for direct action by the Board of Directors, who can come up with a concrete plan in one meeting, for presentation to the membership. A recent request for such a meeting, by this writer, was rejected - The required three directors had not rerequested it, and even if three did, one key member would refuse to attend!

It is time to think - and make your thoughts known to those who represent your

MARGINAL NOTE:

The last issue of The Coupler (May) was collated, folded, addressed and stamped by George Mc Causlin and members of the Garden State Central Model Railroad Club, as they have done in the past. It was finished and delivered to the Post Office at about 1:00AM on Saturday, May 15. George then went off to a convention in Atlantic City, and the rest of the Club went home. A job well done. At least one person who didn't think so was George's wife, Jean. She got the call from the Asbury Park Post Office at 9:00 AM Saturday, advising her that every copy was 5¢ short on postage because it was too heavy, and if they were expected to go out that day, she'd better pick them up, add the additional postage and get them back to the Post Office by noon; Jean found \$40.00 for stamps, a couple of good friends, fought her way through Saturday traffic, and got them in the mail on time.

Thanks, Jean, from the NER. Aren't you glad your husband has a hobby you can share?

Tom Prange.

THE DEADLINE FOR THE NEXT ISSUE OF THE COUPLER IS SEPTEMBER Ist.

FROM THE OFFICE MANAGER

KEN HYSLOP July 5 1067

 Membership on July 5
 1067

 NMRA Membership in NER
 2565

 NMRA Quota
 2762

 deficit
 -197

In April we had 2758 - only 4 shy of our quota. Did you renew your NMRA membership?

We dropped many members at the end of March because of non-renewal. Each one was notified. If any of your friends are in this group, ask them to renew, and don't forget to check your membership card now for expiration date. If it is June be sure and drop a buck in the mail at

We still have a lot of NER items for sale. Send for a list.

Contact the fellows listed on the membership list included in this issue. They are fellows like yourself who built a good Region.

DISPATCHER'S TOWER

Because this issue is to be a large one I will not have as much room as I could use, but there are two things on which I feel it necessary to comment at

some length.

The first is a report on what is being done about the model contests. New forms and procedures have been prepared and were used for the first time at Bellows Falls. That they did not work as well as had been hoped was certainly not the fault of the committee members who had been working hard on this matter. Now the results are being studied and further changes will be made in order to obtain smoother operation at Newark. If you were disappointed in the latest results, please remember that we promised to improve the contests and at the same time advised you not to expect perfection on the first try. Some experimentation is absolutely necessary. Among the additional changes to be made is the limiting of the categories which will be judged at each contest. From now on we will accept Displays and Locomotives at the Fall conventions and Structures

and Cars at the Spring conventions.

The second matter is the results of our recent election. These left much to be desired, not because there is any question about the qualifications of those members who were elected Directors but because it is not good for the Region to have five of the eight from so small a portion of its area as Massachusetts. I portion of its area as Massachusetts. I personally do not doubt that these members realize that their responsibility is to NER as a whole and will govern themselves accordingly, but the situation still is not in the best interests of the Region. Already much ill feeling has been generated; even among many members who previously had seen no problem regarding the geographical distribution of the NEP the geographical distribution of the NER Directors. It is quite apparent, if one will stop and think, that these Directors could not have been elected by the pluralities that they were without the votes of members from outside of Massachusetts. of members from outside of Massachusetts. Nevertheless, there is now considerable sentiment for specifying the areas from which the Directors WILL BE elected. Al-though I have never favored this plan -and do not now - I concede that it would be better than allowing the present over-balance to recur. We can not alter the balance to recur. We can not alter the results of this election, but we should consider this another time. There are, I know, some who will say of the above, "Now ain't that just too bad. Everyone had his chance to vote." This attitude I do not share, for I fully realize that such a lopsided directorate could indeed be too bad for the future of NER. Even though it is not required there should be some reasonable spread of representation.

reasonable spread of representation.

In closing, I wish to leave with you a thought for the vacation season. Please be careful when visiting railroad property. It is a dangerous place where an accident can easily occur. The best advice I, as a professional railroader, can offer is to keep in mind the adage, "There is is to keep in mind the adage, "There is ALWAYS a train coming until you KNOW that there is not." Have your fun safely!

DON ROBINSON

- COAST TO COAST -

VICTORIA

NORTHERN RAILWAY

HO - NER - NMRA

Head Office

210 CHAMPAGNE DR TEL. 453-6002

General Manager

VISITORS: 2nd WEDNESDAY OF THE MONTH

PIKE REGISTER - Continued from Page 1

1. Four 3" x 5" file cards are to be submitted to the Chairman, at the address given below. Three of the cards must contain the following information, in the order indicated:

Name (Last name first) N.E.R. # N.M.R.A. # Street

City, State and Zip Code (Zip code is important to maintaining the register) Pike Name

The fourth file card will contain the same information, except that the Pike name will appear on the first line. (See samples.)

. Each member may register one pike name but any additional names may be registered at the nominal cost of 25¢ each. This is to cover the cost of a certif-

3. A stamped, self addressed envelope Must be included at the time the file cards are sent to the Registration Committee, to return the validated Pike name.

4.Prior usage of a name. The NMRA 20th Anniversary Pike Register will take precedence on an individual name. In the event that two of the same names are registered, the one with the earliest postmark will have prior right.

5. Any prototype railroad name, as listed in the Official Guide, must have a fictional division name added. Any diffreence in spelling will constitute a new name - i.e. XYZ Railroad, XYZ Railway, XYZ Lines are all different pikes. If the pike you register has already been spoken for - either from the NMRA Registcommittee, you will be notified by mail, so that an adjustment can be made.

6. A "temporary" certificate, along with a validation of the name you register, will be issued. As soon as the Board of the Region authorizes the expenditure to purchase the certificates, you will be notified, through The Coupler, to send an additional stamped envelope, and you an additional stamped envelope, and you will receive the appropriate certificate.

7. A separate set of four index cards must be submitted for each separate name to be registered, together with the required fee. If you are registering two or more pikes be sure that you send two or more sets of file cards and fees.

One of the things that will encourage the Board to authorize the printing of certificates will be a good response. If you do not have access to 3" x 5" file you do not have access to 3" x 5" 11e cards, use any heavy grade paper, but remember, the file cards are preferred. This Committee, like all NER Committees is a volunteer group, working in their spare time. To operate the Register efficiently and accurately they need your cooperation in senting them properly filled out cards as execution they need the remember of the senting them. cooperation in sending them properly filled out cards, as specified, the re-turn envelope with the stamp and your address. Your Zip code is important.

Send your pike registration information, file cards and stamped addressed envelope

> FRANK W. SKUTSCH, Chairman Pike Registration Committee 93 Suffolk Lane Garden City, New York, 11530.

A complete list of all pikes registered up to September 1, 1965, will be published in the October issue of The Coupler. Make sure your name(s) are there.



HOCKOMOCA RAILROAD CLUB
The Swamp Line Route Meetings 1st Sunday of the month at 8:00 P.M. 50 Elm Street North Saston, Mass. HO Gange NMRA PIKE REGISTER - SAMPLES - Continued

SAMPLE PIKE REGISTER CARD # 1

(Submit 3 like this)

Name: Flackwell, Rodney Q.

N.M.R.A. # 007 N.E.R. # 61/2

Address: 69 Wistful Vista Peyton Place, N.H. 035001

Pike Name: Montauk Point & Block Island Tunnel Railway, Ltd.

SAMPLE PIKE REGISTER # 2

(Submit 1 like this)

Pike Name: Montauk Point & Block Island Tunnel Railway, Ltd.

Name: Flackwell, Rodney Q.

N.M.R.A. # 007 N.E.R. # 61/2

Address: 69 Wistful Vista

Peyton Place, H.N. 035001

NA - MAR Lines

Len Frankel

NER NMRA

00 Gauge

Model Contest

The following are the winners in the Model Contest at Bellows Falls, Ver. May 22, 1965

Motive Power Steam - Scratch
1st - Dr. Darryl Townsend
2nd - Willis A. Livingston

Motive Power - Other 3rd - Robert A. Miller

Motive Power Steam - Kit 1st - Harold T. Horner 2nd - Harold T. Horner

3rd - Andrew Miller

Rolling Stock - Freight - Scratch 1st - Walter Olevsky 2nd - Bill Brundage

3rd - Frank W. Skutsch

Rolling Stock - Freight - Kit 1st - D. W. Messer 2nd John C. Gaherty 3rd - D. W. Messer

Rolling Stock - Passenger - Scratch 1st - Walter Olevsky 2nd - Arthur Sessa

3rd - Erwin C. Hughes

Rolling Stock - Passenger - Kit - Master 1st - James E. Johnson, Jr.

Rolling Stock - Passenger - Kit Craftsman

3rd - Mark D. Hall

Rolling Stock - Freight - Scratch - Master 2nd - Dr. Darryl Townsend

Rolling Stock- Freight - Scratch - Female 3rd - Ann L. Hackett

Structures - Scratch

1st - D. A. Clerke 2nd - James D. Frary 3rd - Robert C. Jones

Dioramas

lst - Albert Kalbfleisch 2nd - Richard S. Wade 3rd - Richard S. Wade

NER Freight Car Kit - Special - Male

1st - Peter Tuttle

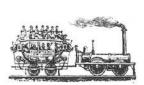
2nd - Alfred Thomas Frange 3rd - Paul W. Hackett

NER Freight Car Kit -Special - Female 3rd - Ann L. Hackett

BEST IN SHOW - DELAWARE TROPHY

Dr. Darryl Townsend

A LETTER TO THE EDITOR



To the Editor, The Coupler:

The answer to Watty House's question in the May Coupler whether our present method of election leaves the NER happy depends on whether your view is from Mass-achusetts or New Jersey. For two years the majority of elected Board members have been from Massachusetts. New Jersey, with about 500 NMRA members within the (approximately % the total in the NER, (approximately % the total in the NER) has had no representation. From an objective viewpoint, can such a concentration of representation be sound? The M.E.R. makes an effort to secure Directors from throughout the Region. The Garden State Division attempts to secure wide representation on its Board. In both cases this is done not only to be equitable, but also to strengthen the organ-izations. Even within a Division it is difficult for a Director to be well aware of the special problems of other areas.
It is even more difficult for someone from Boston to appreciate the special problems of New Jersey.

The reason for equitable representation is not to avoid hurt feelings, but to produce strong government. Perhaps Ted Kennedy could represent New Jersey, but we prefer our own Senators. However, when large numbers are excluded from representation while another group has representation far in excess of their numbers unfavorable opinions will develop. The hurt feelings, which are completely unjustified yet in evidence are those of over-represented areas to any suggestion that representation be equitable.

Two courses are open to equitable representation. The Board can implement a system which will guarantee Region-wide representation or nonrepresented areas, such as New Jersey can try to force their way onto the Board by a proxy fight. This latter course would probably be a temporary solution at best and certainly would general ill feelings.

Nothing in this letter is to imply that the present imbalance is due to deliberate action. Rather it seems a problem which arises in organizations when one group becomes particularly active and no system is in effect to guarantee representative government. The particular problem of New Jersey may well be geographical. Once NER New Jersey was a mere suburb of New York City, but now it has become a center in itself and this trend is continuing at an increasing rate. New York City has become a barrier between New Jersey and the rest of NER.

This problem is not unique or new. The Lone Star and Sunshine Regions were once parts of larger Regions and separated for geographical reasons. This is the course strongly urged by an increasing number. Nevertheless, as a NER member for 17 years and one of its Directors for four, I feel a strong effort should be made to unite the Region as it stands. As a minimum, some system to guarantee equitable and representative government must be adopted.

Sincerely,

Paul Mallery

94 Oakwood Drive Murray Hill, New Jersey 07971

Ed. Note: Paul's reference to Ted Kennedy is amusing. In New York we have young Bobby - and so far about the same result.

TROLLEY SPARKS

column by/ JERRY LAWLOR

This month, your editor requested a short column to conserve space for the membership list. I found this to be a tougher assignment than writing a column of standard length because of the difficulty of developing an idea fully in a restricted space. This month I would like to mention two ideas to you, so here goes:

As this is being written on a hot June night, it is only natural to mention to you that this is the ideal season to get out of your workshop and visit your local trolley museum or nearest operating system Now is the time to unlimber your eye, camera, tape measure and sketch pad and pencil. If your modeling activities fall off at this time of year, you can use your free time to advantage to accumulate information that can help you when you start modeling again.

By the way, I think you'll find the ride down the local museum's track in an open car is a pleasant way to cool off on a hot summer day. Our grandfathers and fathers used to cool off this way before the days of air conditioning, when trolley systems were in their prime.

I would also like to suggest that you review your NMRA Standards and Data Sheets in preparation for your forthcoming modeling. Many of the general sheets can be applied to your specific uses; however, the following specifically apply to traction work. RP-60 lists recommendations related to pole bases, wire height and curvature. D4a describes various types of current collectors. D6v..01 - .04 provide details of trolley overhead structures. D9a .3 - .6 is a guide in silhouette form to types of traction cars.Review all; I'm sure they'll help you. If you are missing some, by all means write to Bob Bast, NMRA Office Manager for a price list, and complete your file.

Enjoy your hobby during the summer, and have a pleasant vacation.

MEMBERSHIP NOTES

Dick & Andy Towle

It is with great pleasure that your membership committee can report to you that NER has over 1100 members. Office Manager Ken Hyslop gave us the good news just prior to the Banquet at Bellows Falls.

In our column for May The Coupler we invited you to seek us out and fire your questions away at will. Well, many thanks to those of you who had questions, and to those of you whom we didn't see, we will hope to see you this fall.

Your committee is in the process of evaluation of the current system of membership promotion and shortly we hope to be able to announce some plans of a different system of recruitment and promotion. President Don Robinson, V.P. Jack Alexander and Ken Hyslop are presently grinding out plans and ideas for the future.

We are also at this time looking for a listing of volunteers from each state province we serve to be members of the expanded membership committee when it comes into being. As of this date we have several people in mind as possible members and one offer of help from Jerry Howard of Wethersfield, Connecticut.

If any of you want to join us, please drop us a note at 8 Allen Avenue, Man chester, Mass., 01944. The ladies are

MEMBERSHIP NOTES - Continued

also being asked to aid our enlistment program, so gals let us know if you want to give us a hand.

As a parting request this summer, will each and everyone of you as NER members do your Region a good deed? Will you really try to locate one person who is not a member of NER and urge him to join proir to Labor Day. It is to your advantagebecause if we boost our membership, then you, the P.O.M. becomes the winner. You will get a bigger and better "Coupler" at no increased cost, and bigger and better conventions at less cost. As every business man knows, volumn brings the price down.

Have a wonderful summer, and let's keep those model railroads humming!!

ACHIEVEMENT PROGRAM

by/Earl Smallshaw

With the record breaking attendance at Bellows Falls, I was able to meet quite a few new members and acquaint them with the NER's Achievement Program. Since the Spring Convention my mail has increased too, and many new certificates are now being processed.

One letter in particular was from an O gauger in New Jersey. This model rail has been in the hobby for 20 years and has yet to qualify for any of the program's 10 achievement certificates. He wondered why he, after 20 years in the hobby, couldn't meet the requirements for at least one certificate, while other people have acquired several certificates in only a fraction of the time.

He went on to state that he has built many locos, cars and structures but none are scratchbuilt. Since his father built all the scenery, this eliminated all the craft categories in the Achievement Program . Further, he has volunteered much time to clubs, etc., but nothing in connection with the NMRA. He has never written articles or columns for model railroad publications. This, then ruled out the service categories: Association Official, Association Volunteer, and Model Railroad Author, Chief Dispatcher was ruled out because he has never operated by timetable and doesn't intend to.

This left us with Model Railroad Engineer-Civil and Model Railroad Engineer-Electrical. With a little clarification of the rules and more emphasis on parts of the requirements, this O gauger will be able to qualify for these certificates.

The reason for bringing out the points of this letter are for the benefit of both the old timer and the new comer alike. First, lenght of time in the hobby is, for the most part, unimportant when meeting achievement requirements. It is what one does with this time that is important. The only categories that are dependent on time itself are Association Official and Association Volunteer.

A model railroader could probably spend an entire lifetime in the hobby without participating in the Achievement Program and probably enjoy every minute of it. However, through the Achievement Program a model railroader can get even more fun out of the hobby by trying new ideas he might never have tried.

For instance, I have been in this hobby for about 20 years and I have never scratchbuilt a locomotive or intricate trackwork, nor have I operated by timetable. As a matter of fact, there are many things listed in the Achievement requirements that I have never attempted, but, through the Achievement Program, I will try out new ideas in qualifying for an Acheivement Certificate. This is why the Achievement Program is referred to as a "Blueprint for Model Railroading. "Through this program you get more out of model railroading.

Achievement Program - See Page 15

MEMBERSHIP LIST

The list of Northeastern Region members that follows was carefully prepared from the Office Manager's master list, and is correct to June 30, 1965. Every precaut-ion has been taken to assure its accuracy but neither the Region or the Editor can be responsible for errors.

The asterisk (*) denotes a life member.

CANADA British Columbia

Norman J. Willinovsky

5611 Olympic St., Vancouver

Newfoundland

J. C. Noble Apt. 407D, Fort Pepperrell, St. John's

Prince Edward Island

Pete Sayers 221 Boswell Crescent, Summerside

Dr. W. Roy F. Dohn 210 Champaign Drive, Baie D'Urfe

Marcel Turgeon 847 Rue Toussaint Blvd., Boucherville

F. C. Boucher 924 Ninth St., N., Charny

Kenneth R. Freeman 200 Sardinia Ave., Chateauguay

Leonard Stern

10 Belcourt Road, Dollard Des Ormeaux C. Tiessen 9 Liebersan Cresent, Dollard Des

W. Grandin 212 Rockcliffe Ave., Dorval

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

Allen Woolley 242 Wright Crescent, Dorval

Werner Lerch 305 Eugene St., Labreville

G. Parker 345 Fifty-Third Ave., Lachine

Romeo Benoit 7505 Lasalle Blvd, Lasalle Andrew H. Kennedy Box 258, Laval Islands

Normand Levert Cote St. Phillipe, Mascouche

Lewis M. Blau 6300 Lennox Ave., Apt. 502, Montreal

Maurice Bleau 2569 Blvd. Rosemont, Montreal

Sgt. C.T. Chrismas
4th Fighter Wing, R.C.A.F.
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| Kenneth Hyslop, Office Mana Northeastern Region, Nation 125 Lordship Road, Stratford, Connecticut, 064 | al Model Railroad Association | |
|---|--|--|
| | one year membership in the Northeas road Association. New Renewal | |
| Name | NMRA# | |
| Address | | |
| | | |

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

Achievement Program - From Page 4 For the old timer and the new comer alike I urge all of you to write if you think you now qualify or expect to qualify for an Achievement Certificate. Although the requirements are stiff, there is sure to be one category of model railroading in which you excell. I will be glad to clar-ify the rules and I now have a small supp-ly of the latest rules and regulations concerning the program.

FOR THE "O" GAUGER

column by/ KEN HYSLOP

Summer is a time for visiting - if you get into my neck of the woods, be sure and stop in, but call first - I may be out visiting too.

The art work is being done for NER car sides, which we hope will be ready for Fall. Order yours now! There was one entered in the Bellows Falls contest - guess who?

From the ads in the model magazines, & adavnce information, it looks like there will be plenty of new items this fall even Lionel is returning to model railroading.

There's no room in space for model rail roading, so put it in your basement and LET'S OPERATE!!!!!

NER CAR KIT





There are still a few NER Car Kits available - we were almost cleaned out at Bellows Falls, and there will be an item in an issue of The NMRA Bulletin about special Region Kits. There has always been a great interest among collectors for limited edition kits and this could clean us out. No further run is planned at this time, ORDER NOW!

This is a good quality kit, prepared for us by Main Line. Complete, easy-to follow instructions make it simple for either the old-timer or the beginner to build. Yet, it will fit any HO lay-out.

The complete kit, less trucks/couplers is just \$3.00, post paid. Order direct from the Office Manager, Kenneth Hyslop 125 Lordship Road, Stratford, Conn,06497

A limited number of car sides only are available too, at \$1.00 per set. These can be used to make a car in just about any other gauge from 000n2 to 12" to 1'. (Ken Hyslop entered an O gauge car at the Bellows Falls meet - he expanded them by soaking for several days in the following solutions;

Water (with 2 pinches of oregano) Fusil Oil

Rubber Cement Seagram's 7 Crown

Connecticut River water (as delivered

Marble chips in H₂SO₄ This took care of the width. The length was extended by alternating green bamboo shoots with the wood slats, which grew overnight to the proper length. He then weathered it with tomato paste and some przyprawy (najlepsze zimne.)

Seriously, if you would like 0 gauge sides write to Ken - see "For the 0 Gauger".

GARDEN STATE MODEL RAILRCAD CLUB, INC. 575 HIGH MT. ROAD NORTH HALEDON, N. J.

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OPERATION

problem/

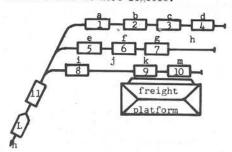
by ROB ROBINSON

The Operating Problem in the May issue did not reproduce well. We are therefore repeating the May Operating Problem, and also presenting the July Problem.

This month's problem is to find out how you'd do in a crowded classification yard. Cars 3 and 11 must be moved to positions "k" and "m" at the freight platform, and the loco with car 6 must be at position "n" on completion. There are no restrictions on where the other cars may be left. All four spurs have a capacity of four cars each. Assume that the loco is one car-length long and that adjacent cars are coupled.

Please send your solutions to Robert Robinson, 1285 Levine St., St-Laurent 9, Quebec, Canada.

I apologize for the condition of the diagram in the last issue. This time the labels should be more legible.



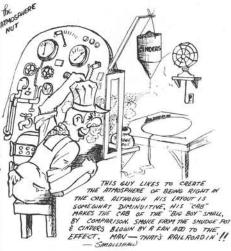
Thanks to the following people whose solutions I received to either the Octo-ber or December problem (or both): Watty House, Ivon Preble, Lincoln Winton, John Kuhn, Ld Scott, Rudolph worgenfruh, wark

Hilmantel, Normand Levert, Wayne Roundy, Thomas Cunniff, and william Gray. Because of Mark Hilmantel's diligence --he sent three solutions to the October problem--I'll use one of his.

| 1. | L to G | 13. | O-L to F |
|----|--------------|-----|----------|
| 2. | L to H | 14. | L to H |
| 3. | L to A | | L to A |
| 4. | L-1-2-0 to K | 16. | L to G |
| 5. | L to B | 17. | L to F |
| 6. | L to A | 18. | L-O to H |
| 7. | L to K | 19. | L to G |
| 8. | O-I to A | 20. | T. to A |

There's one in every crowd

by/Earl shaw Small



May Operation - Continued

| 9. | U-L to G | 21. L to K | |
|-----|----------|------------------|--|
| 10. | L to A | 22. 1-2-L to A | |
| 11. | L to H | 23. 1-2-L to H | |
| 12. | L to G | 24. U-1-2-L to A | |

The December problem was quite easy; most solutions were variations on the theme which follows:

| 1. | L to A | 9. | L-3-1 to A |
|----|------------|-----|------------|
| 2. | L to B | 10. | L-3-1 to F |
| | L-3 to A | | L-3 to A |
| 4. | L-3 to E | 12. | L-3 to D |
| | L-3-4 to A | 13. | L-3-2 to A |
| 6. | L-3-4 to B | 14. | L-3-2 to E |
| 7. | L-3 to A | 15. | L-3 to A |
| 8. | L-3 to D | 16. | L-3 to D |

July Operation

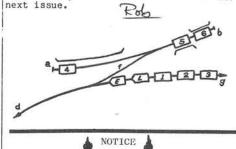
the to some experimental difficulties the Operation Problem column in the last issue left much to be desired in legihility. So this issue there are 2 prob-loms as I am reprinting the directions for the last one.

The diagram for this problem will be The diagram for this problem will be found on page 4 of the May 1905 Coupler. This problem is to find out how well you can operate in a crowded classification yard. Cars 3 and 11 must be moved to positions "k" and "m" at the freight plate. form, and the loco with car 6 must be at nosition "n" on completion. There are There are no restrictions on where the other cars may be left in the yard, except that all 3 spurs have a four-car capacity. Assume long and that the loco is one car-length

that the adjacent cars are coupled.
The new problem this issue is the result of some quick thinking in order to meet the deadline that I had forgotten. It is constructed on a simple switchback It is constructed on a simple switchback track arrangement where d-g is an indefinitely extending main line. Spur "a" of the switchback has a capacity of 3 cars; sour "b" serves two industries and holds two cars, as shown. The connecting track at "f" can have two cars left on it, with at "f" can have two cars left on it, with no fouling of switches at either end. I've given you two locos (E & L) because I could find no way to solve this problem with only one. (But I didn't try for very long, so if anyone else can, send it in. After all, this is a "best-the-editor column anyway.) The problem is editor column anyway.) The problem is to set out cars 1 and 3 at "a" and car 2 at "b", while leaving car 5 where it is. (It may be moved, but must be returned.) Cars 4 & 6 are to be placed between the locos and the caboose on the main line, ready to leave. Both locos are one carpength long and may be used independent. length long, and may be used independent of each other. As the result of a fast run-through to see if it was possible, I be a better and easier way.

Gend your answers to: 1285 Lepine St.

Montreal 9, Quebec, Canada. Best answers to the two problems will be shown in the



The Tempest & Mine City Western Railroad, Inc

Το βούκαν το σπήτη άπτον τρενον: στην Αθηνα, εχίας. Οπίδυς Θερη να το μοβάρηπήσο να δόση τον καταμουρό τον Οκτομέριο 1946. 1965. TTOS TOU EXCUOIS TOPAS? TETPA MET TTETPA?

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DIVISION NEWS ALOUETTE

John Saunders, 403 Nortlake Avenue, St. Lambert, P.Q.

THE ALOUETTE DIVISION LIVES!!!!

It seems that we have been negligent in forwarding news, but things have changed and we hope to keep you better posted.

Meetings have been held regularly but the number has been increased to monthly except July and August.

We now have a program chairman, Bill Grandin, doing an excellent job; at the last meeting there was a three part clinic on scratchbuilding; painting rolling stock and operation. The clinics were given by J. Shields, winner of 1st, 2nd and 3rd at the Montreal National (scratchbuilding,) F. Lewis - owner of the CPR locomotive pictured on the cover of

Alouette - continued

Model Railroader (we don't mind mentioning a competitive publication - Ed.) a ew months back. Operations was conducted by Roy Dohn (Not a dental operation - Edu)

At a previous meeting movies were shown by a railroad traffic department, and there was also a door prize.

The Division worked hard to get a large (\$1 million) model railroad display for 1967 World's Fair, but were turned down. There were no sponsors, although the idea would probably have returned about 10% on the investment.

The Division is planning construction of a %" scale sectional and operational layout over the next 12 months. It will eventually become part of the Canadian Railroad Historical Association Museum, due to open to the public this summer.

The new President of the Division is: Dr. Darryl E. R. Townsend of Montreal.

GARDEN STATE

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

The first meet held in the North-west part of the Division area was at Dover on June 19th. It is Division policy to rotate its Saturday afternoon meets among the various parts of the Division. The Annual Little Convention, however, is held at a central location each year.

The Dover meet was attended by 46 and featured a slide talk by Walter Appel, the High Iron columnist of the Newark News, on the railroads of Viet-Nam and Thailand. Gene Wolfe of the West Essex Club presented an excellent clinic on detailing locomotives. The meeting ended at the E-L station to see the arrival of the Phoebe Snow, The Twilight and several local trains.

The next meeting will be Saturday, September 25th at 1 PM at the Allaire State Park. The feature is a narrow-gauge railroad with its Shay under steam. This meet is planned as a family outing, so all are encouraged to bring a picnic lunch. All facilities will be available. There will be no registration fee for this event, but all attending are requested to register for the record and to up-date the mailing list. The meet chairman is Don Howd, 2236 Corlies Avenue,

Because of the Division being host to the NER Convention in October, there will be no November meet. The following Division meet will be in January.

HUR

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

The Hub Division Board of Directors voted to hold its Annual Meeting at the Congregational Church Social Hall, Jackson Square, East Weymouth, about Septmeber 18. A definite date will be set when Dave Mac Donald has confirmed the arrangements for the use of a meeting room.

Plans have already been started for our new Little Convention to be held in the first or second week of April, 1966. The location will be different, but we promise you a good time!!!! More Later as our plans are completed.

NUTMEG

Harry Leet, Route 6, Columbia, Conn.

The following are gratings from the Nutmeg:

The Nutmeg's annual picnic is scheduled for Lake Compounce, Bristol, Conn., on Sunday, July 25, 1965 - rain or shine. A covered picnic area was reserved, recreation fields available and reduced rate tickets may be purchased from Harry Leet. A special feature to be a "fantrip" around the lake on the Gillette Castle railroad, which was moved to Lake Compounce when the State of Connecticut converted the historic castle into a State Park.

Members of the Board of Directors, at their last meeting, decided to review the mailing list in the interest of keeping the postage bill down. Notices of the July picnic will be the final notices sent to members who did not attend either the January or May meeting, unless they attend the July picnic or send a written request to be kept on the list, to Harry Leet. (Address above.) Any NER members who reside in the area and wish to be added to the Nutmeg list should also write Harry.

We wish to publicly acknowledge the contribution to our Little Convention last March by Bill Doran and Russ Cox, who went to considerable trouble and expense to bring Bill's operating display to Columbia on that date. Mention of their effort was completely overlooked when the article was written for the last issue of The Coupler.

THE COUPLER

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

125 Lordship Road STRATFORD, CONN. 06497

