

THE COUPLER



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

NEWARK SET FOR FALL MEET

Garden State Division Host

Plans for the Fall Convention in Newark are nearly finalized! Headquarters will be the Robert Treat Hotel, and the dates are October 29, 30 and 31, 1965.

The Calendar of Events is as follows:

Friday Night:

The Registration Desk will be open at 7:00 PM, and will stay open as long as necessary. At 8:00 PM a bus will leave the Hotel for visits to the West Essex Model Railroad Club in Madison, and then to the Summit-New Providence Club in Murray Hill, New Jersey. Both of these clubs are well known in the area for fine workmanship and good operation, with many technical, mechanical and engineering advancements. The bus will return to the Hotel about midnight.

Films and slides will be shown at the Hotel for those arriving too late, or don't wish to see the layouts, and there will be a switching layout from the Alexandrian System of Forest Hills, N.Y.

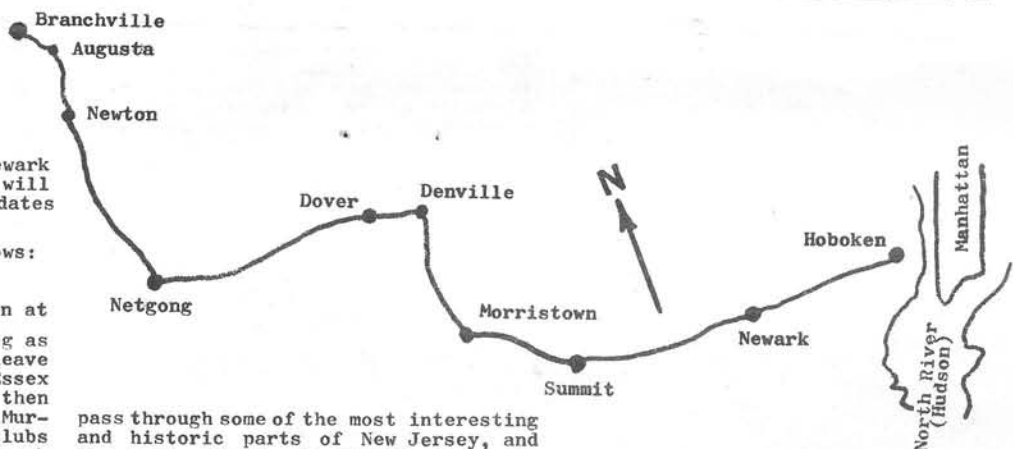
Saturday:

The Registration Desk will be open from 8:00 AM until 12 Noon.

Clinics will begin at 9:00 AM, and will include the following:

- Colorful Operation - Paul Mallery.
- U.S.R.A. Locomotives and Their Model Applications - Rix Beals.
- Custom Locomotive Building Techniques for the Scratch Builder - Jan Lorenzen.
- The Other Side of the Fence - Conducted by people in the manufacture of model railroad equipment. This will give you a chance to learn the views of the people concerned with getting our material and equipment to us - and also give you a chance to voice your opinions and wishes.
- Model Contest Registration - \$100 AM to Noon. The contest is limited to Displays (Dioramas) and Locomotives at this meeting. Nothing else will be accepted. (Structures and Cars will be judged at the Spring Meet.)
- Photo Contest - 9:00 AM to Noon. Four categories: Black & White Model and Prototype; Color Model and Prototype. Prints only - no slides, please.

The Fan Trip, (see map above) will be on a regularly scheduled Erie-Lackawanna Railroad Milk Train, from Newark to Branchville, New Jersey, a distance of 70.5 miles in each direction. The trip will



pass through some of the most interesting and historic parts of New Jersey, and the cool Autumn air should add to the enjoyment of the trip. The schedule is:

- Lv. 12:58PM - Broad St. Station, Newark, This part of the trip is on suburban electrical equipment.
- Lv. 1:15PM - Hoboken, having transferred to the Milk Train.
- Arr. 3:55PM - Branchville, N.J.
- Lv. 4:10PM - Branchville
- Arr. 5:33PM - Dover, where we change to suburban electric equipment again, for the run to Newark, Arriving at Broad St. Station.

LUNCH WILL BE PROVIDED ON THE TRAIN AND IS INCLUDED IN THE FARE

The Banquet, to be held in the Hotel, will begin at 8:00 PM. During the Banquet the awards will be presented. Following the Banquet, Stan Bradley will take up the gavel, and hold forth at the auction. Here's your chance to dispose of unwanted equipment, and pick up some bargains in the process! (Auction entries will be accepted on Saturday from 9:00 AM to Noon.

On Sunday, there will be the Annual Meeting of the Region at 10:00 AM, following breakfast. (not included in the registration package.)

Sunday afternoon there will be an opportunity to visit some of the steam that is running in New Jersey (since it will be late in the season, some of the following schedule may be shut down - a notice will be posted at the Convention.)

- Flemington, N.J.: Black River & Western Railroad (New this year.)
- Morrystown, N.J.: ex-Southern 2-8-0 is run over the Morrystown & Erie R.R.
- Middletown, N.Y.: The Empire State Railroad Museum operates on the Middletown & New Jersey Railroad.
- Allaire, N.J.: In a State Park about one hour south of Newark, there is a de-

Approx. ROUTE OF FAN TRIP

serted village reconstruction, and a 3' gauge Shay in operation. Other steam is on display.

The registration package is \$12.50. Advance reservations should be sent to Mr. Irwin Lloyd, Convention Committee Treasurer, 44 Lincoln Drive, Glastonbury, Connecticut 06033.

More details will be included in a Convention brochure, to be sent separately to all NMRA members who live in the Region.

HOPE WE'LL SEE YOU THERE!!!!!!!

OFFICIAL REGION NOTICE

The Annual Meeting of the Northeastern Region of the National Model Railroad Association, Inc., will be held on October 31, 1965, at 10:00 AM at the Robert Treat Hotel, Newark, New Jersey. All members are urged to attend or send proxies as provided in the Constitution of the Region.

Among other items on the agenda of the meeting is the approval of a conformed Constitution, which is printed in this issue of The Coupler.

There will be a meeting of the Board of Directors of the NER at 1:15 PM on Saturday, October 30, while on the Fan Trip. There will also be a meeting of the Board immediately following the Annual Meeting on October 31, 1965 at the Robert Treat Hotel, Newark, New Jersey.

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;

There still has been no action taken by the Region's Officers to effect a more equitable, geographical distribution of Directors within the N.E.R.'s boundaries so that the members are proportionally represented. We still have 5 Directors from Massachusetts, representing 270 members, while the remaining 860 members are served by just 3 Directors.

In June, when the writer, a Director, requested an immediate meeting of the Board, to consider a method to correct the inequity, the request was refused because the required three Directors, (as provided in the N.E.R. Constitution,) had not called for the meeting, and I was further advised that even if three Directors made the request, certain of the other Directors would not attend and there would be no quorum. With this attitude, the 860 "outs" have very little, if any, chance of a voice in the Region's affairs.

There are two alternatives to correct the situation - a demand by the membership that the inequity be rectified; or the formation of a new Region to give the "outs" a voice in the affairs of the organization to which they belong. There is a strong and growing sentiment in the New York Metropolitan Area that the latter alternative be selected, and work in that direction is progressing.

As long as the Massachusetts Directors continue to ignore this situation, and to be "happy the way it is," (said a Hub Division Officer,) there will be no effort made by the "happy" minority to take any steps to do justice to the rights of the majority. The "out" group - the majority - therefore has only the one alternative.

Most of the "outs" would rather not see the Region break up. Immediate action is needed to justify the existence of the N.E.R. as a group representing organized model railroading in the area it is supposed to serve.

I regret that this will be the last issue of The Coupler that I will edit. After 9 issues, we've reached the point where we cannot devote sufficient time to each issue to make it as good as the Region's members deserve. Our best wishes to the new Editor.

It's been fun - We've made lots of new friends, had lots of interesting correspondence, learned more about model railroading and the people who make it the great hobby it is.

There's been good cooperation from the contributing writers - Jerry Lawlor, Ken Hyslop, Earl Smallshaw, Rob and Don Robinson, Dick Miller, Stan Bradley, Dave Newcomb, Rob Robertson and many, many others. Without their help it would have been a very slim The Coupler.

Our thanks also to Mike Pearsall, who got our type headlines, drew six of the eight plans we published, and was also most helpful in trying to crowd all the news, articles, features, cartoons and other information onto the 96 pages we edited.

We are also grateful to George Mc Causlin, who was responsible for having The Coupler printed at the lowest possible cost, and to the members of the Garden State Central Model Railroad Club, who collated, folded, addressed, stamped and mailed each issue.

We hope we've been of service - and look forward to a bigger and better Coupler.

Tom Prange

The deadline for the next issue of The Coupler will be November 15, 1965.

Since the name of the new Editor has not yet been announced, please send all material for The Coupler to Jack Alexander, 111 South Street, East Bridgewater, Massachusetts, 02333. Do not send material to Tom Prange, as it will only be delayed.

The name of the new Editor will be announced soon.

WELCOME

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

Connecticut

Louis Kuslan
11 Curry Road, Hamden
Norman Moran, Jr.
13 Sherman St., Norwich
Milton C. Chaffee
28 Reussner Rd., Southington
Theodore O. Wiese, Jr.,
Trout Stream Dr., Vernon
J. Ross Stark
152 East Ave., West Haven

Massachusetts

Robert J. Weston
53 Burlington Rd., Bedford
Robert W. Sayles, Jr.,
Box 731, Chatham
Jack Cove
111 Buttonwood St., Dorchester
C. Elwood Parker, Jr.,
97 West Shore Dr., Marblehead
Ronald M. Cardoso
48 Westmoor Rd., West Roxbury

New Hampshire

Thomas B. Massingham
800 Central Ave., Dover

New Jersey

Robert Prusek
154 W. 30th St., Bayonne
William P. Jambori, Jr.
149 Sandford St., New Brunswick
George Taylor
191 Elkwood Ave., New Providence
Alfred L. Schwartz
85 Drake Rd., Somerset
T. B. Shortall
Box 645, South Bound Brook
James A. Brauner
344 Crescent Ave., Spotswood,
F. M. Springer
20 Tulip St., Summit

New York

Gilbert M. Faustel
58 Cardinal Ave., Albany
Antonio Ciavolella
5360 Broadway, Bronx
Edward Henry Smith
995 East 38th St., Brooklyn
Alan V. Stone
235 Adams St., Brooklyn
Andrew E. Mitchell
25-33 Seventy Fifth St., Jackson
Heights
Geoffrey W. Quinlan
RFD 2, Box 304, Katonah
Robert A. Gatland
150 Lyon Place, Lynbrook
John David Sweeney
392 Central Park West, Apt. 20 A
New York

Rhode Island

Robert Allen Greene
Box 137, East Greenwich

DISPATCHER'S TOWER

It seems only yesterday that I, as Editor, was preparing the final columns of Irwin Lloyd and Doug Smith for print and now it has become my turn to write my last Dispatcher's Tower.

The past two years have been busy and, at times, frustrating, but I have enjoyed them none-the-less. Although there are a few unsettled matters which will be passed on to my successor, I can at least say that I have tried to do my best for NER.

Because of an unexpected turn of events I was enabled to attend the recent national convention at Vancouver, B.C. This makes it possible for me to say, not without some pride, that I, as Trustee for the Northeastern Region, have attended every meeting of the NMRA Board of Trustees during my two terms in office.

Too much space would be required to recount in detail all of the actions of the BOT at Vancouver, but I will touch briefly on one of particular interest to some members of NER. As the result of a petition submitted for the formation of a new Region in the Los Angeles area by one of the PCR Divisions, a statement that such a step was also being considered by an NER group, and several recent requests for transfers of small areas from one Region to another it was voted to establish a committee to study the matter of regional boundaries to see what changes might be desirable and to improve the methods by which they are made.

It is my intention - as time permits - to thank personally each and every one of you who have served with me. However, this will take a while so, since I also want all members of NER to know how much your efforts were appreciated, I will say right here and now a great big

THANK YOU !

Don Robinson

NER "DEADHEADERS" ORGANIZED

During a dinner meeting of the Pacific Northwest Region "Furrin' Legion" at the recent national convention in Vancouver it was decided that NER should have a fun group similar to this and the "Hoboes" of the Pacific Coast Region. Consequently the "Deadheaders" were then and there established with all Northeastern Region members attending the Vancouver convention declared Charter Members.

The sole requirement for membership in the "Deadheaders" is attendance at a NATIONAL convention outside the limits of NER (except that those NER members who live outside of NER territory must attend one in other than their home Region) and this is retroactive. There are no dues.

A patch and membership card will be issued as soon as they can be prepared. Those who qualify may apply for these by sending me a post card (NO LETTERS) with your name, address, and the location and year of the convention which you attended. New York (1951) and Montreal (1962) are two conventions which are unacceptable unless you were an NER member living outside NER territory at the time.

DON ROBINSON

TROLLEY SPARKS

column by / JERRY LAWLOR

How often have you heard it said that attention to little details is important to the building of a model? Many builders put untold hours of effort into their model trolleys in an effort to reproduce a faithful copy of the original in model form.

Often I have seen models and admired the craftsmanship they represented. Knowing my own limitations I personally feel that it is not always necessary to reproduce faithfully every last detail of the prototype in order to produce a good looking model. To me smoothness of operation and overall effect are as important to the appearance of an operating model as infinite attention to detail in the construction of a display model.

I am not suggesting that all finely detailed models do not run well. I am suggesting that some do not. More importantly I am suggesting that many model builders exercise extreme care to build an exquisite model and spoil the whole effect as soon as they place the model on their operating layout.

Overhead and trackwork are just as important to the proper appearance of a trolley layout as the appearance of the cars themselves. We could devote considerable space to discussing scenic aspects of trolley lines, but these two areas are as important as the correct appearance of the model itself.

The only trolley operations I have seen involving cars running with poles hooked down were situations in which the car received its power from outside third rail or from a conduit beneath the centre of the track. Not so on some model trolley lines where city cars and interurbans blithely scoot along on two rails with no visible means of power other than the personal magnetism of the motorman.

What am I trying to say? Give your car an apparent source of power. The illusion is spoiled when a car runs without one.

If you build an overhead system, try to make it look realistic. Keep supporting poles and wire size within limits. Don't use oversize wire to improve conductivity. Use more feeders under the tablework. Pay careful attention to the proper positioning of the poles at line-side and use pulloffs and backbones in a prototypical manner.

Study actual installations: Check your NMRA Data Sheets and consult back issues of the model magazines and photos of the prototypes to see how it should be done. Most important if all don't put up wire with kinks. These can be sore spots which quickly attract the eye and detract from the overall effect you are trying to achieve.

If construction of overhead seems too tough a nut to crack, simulate 3rd rail. If your cars run down the centre of a street on two rail power, make a slot between the rails and tell your visitors that the cars are running on an underground conduit system. The most recent examples of this type of power pickup were used in New York City and most noticeably in Washington, D.C. where even PCC cars were so powered until they reached the overhead on their routes.

Outside third rail can be simulated on a suburban line with the use of special wood or metal shapes. It need not supply power. The important thing is that it conveys the idea of power being transmitted to the car or train in a realistic manner.

Pay attention to the small details of your setting. Your models will look better if the setting is realistic.

FROM THE OFFICE MANAGER

KEN HYSLOP

Summer is gone - and so are quite a few members who did not renew their dues from the 1st and 2nd Quarters of this year. Is one of the reasons that they are waiting for a new Region. Which one? However united we progress, divided we fade. The only profit another Region could bring would be more regional members for the National, who is not directly interested in how many members a Region has, but how much pleasure a Region member is getting. Also, leadership of a Region doesn't mean that every neighborhood needs a leader. In our Region we have Divisions that fill the needs for local activity and our Divisions are active. You may no think so, but try to keep up with them all. It takes time - both traveling and activity time, along with some expense. However, by doing this we get to meet many of our fellow members. This is the best way to get to know who is what and cement a strong Region fellowship. Model Railroad shows? I don't miss too many of them. There are always ideas to be found that you can use on your own pike. As a suggestion, if you have a pike, why not start planning now for an open house to boost National Model Railroad Week, in February 1966. Let's get some notices in the December 1965 issue that you are planning to open house, and what the visiting hours are. Many of our members would like to see your layout, and no doubt you have some that you would like to visit.

We now have 923 members in the NER. Our National membership has slipped to 2532, all of this as of August 30, 1965.

Our inventory of jewelry, pins and patches is still in good supply for Christmas and HO NER Car Kits are still on hand.

SMALL WORLD DEPARTMENT

A couple of years ago, when I was transferred to the New York City Area from upstate New York, we moved to Ardsley, in Westchester County. At that time the only NMRA member listed in the Yearbook was a fellow named Martin Grell. I kept promising myself I would give him a call but somehow, although I met several other model rails in the area, I never got around to calling Martin Grell.

After a year or so in Ardsley, we moved to Yorktown Heights. I still hadn't called Martin Grell, nor had I visited the Yonkers Model Railroad Club, both of which I had intended to do.

At Bellows Falls, my wife and I walked into the Saturday night Bonquet, and sat down at a table with a group of people we had never met. The fellow next to me stuck out his hand and said "Hi! I'm Martin Grell, from Ardsley, New York."

As a sort of anti-climax, the rest of the fellows at the table were members of - you guessed it - The Yonkers Model Railroad Club.

Bill Livingston.

P.S. If there's a moral here, I guess it would be that I now wish I had looked these guys up sooner - they're a mighty fine bunch.



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

G GTN

Germantown Railway Co.

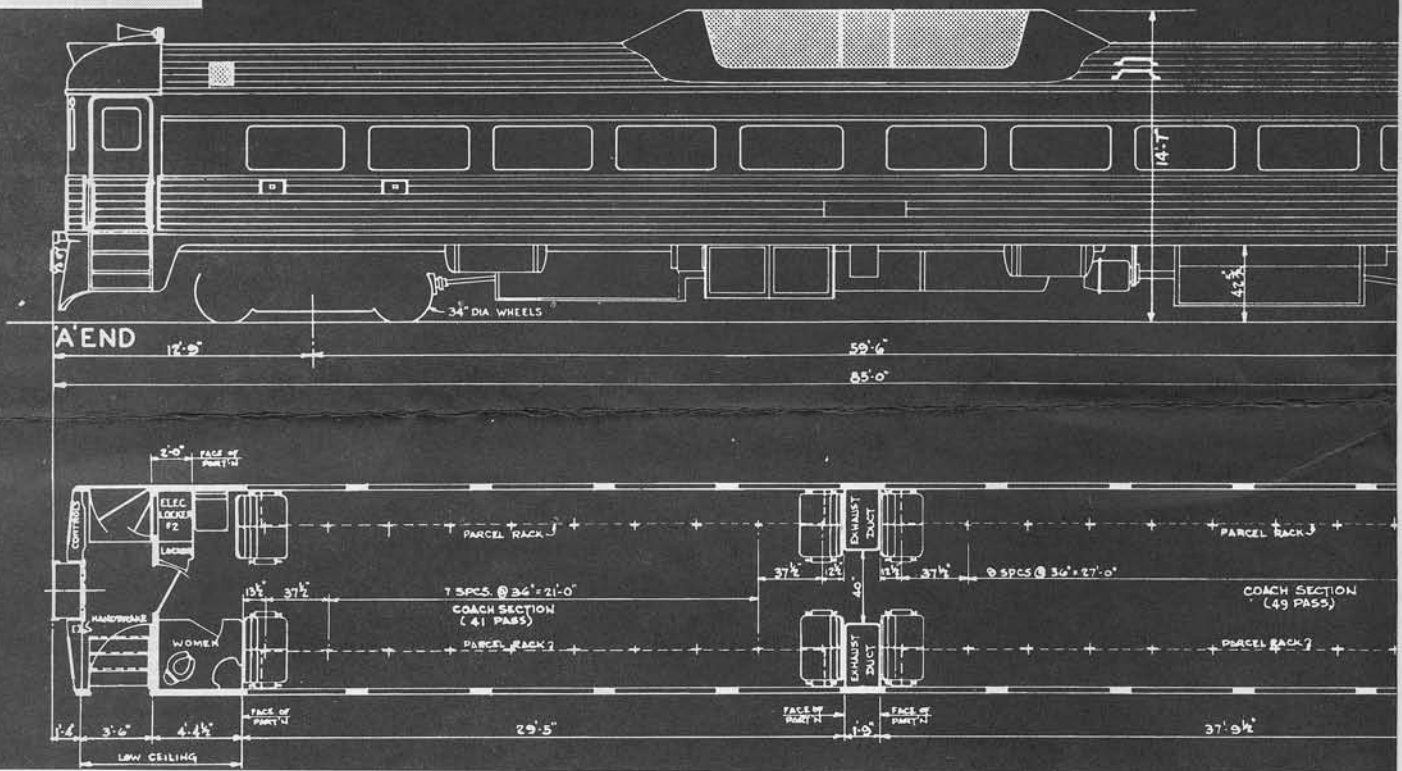
Tom Prange NMRA

GTN NER

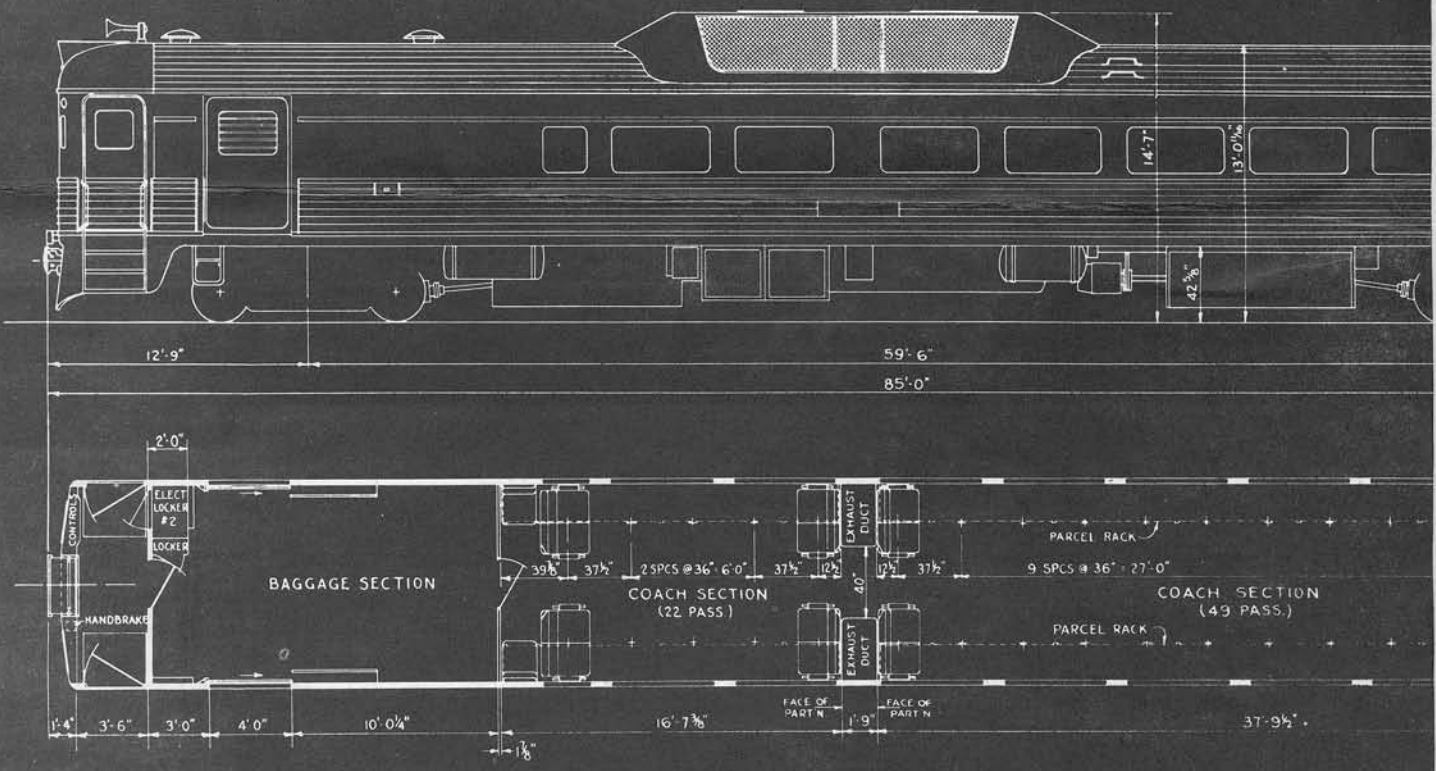
MANHATTAN



RDC-1
 RDC-1 is suitable for carrying passengers.
 Seats 71 passengers. Has a 17 foot baggage-express compartment.



RDC-2
 RDC-2 combines passengers and baggage-express.
 Seats 71 passengers. Has a 17 foot baggage-express compartment.



CONSTITUTION

In accordance with Article V, Section 2 of the By-Laws of the Northeastern Region, notice is hereby given that a vote will be taken on the Constitution and By-Laws of the Northeastern Region at the 1965 Annual Meeting of the Region to be held at the Robert Treat Hotel, Newark, New Jersey, on October 31, 1965, for the adoption or rejection of a conformed Constitution and By-Laws of the Region.

(Note: All of the material and content of the Constitution and By-Laws that is printed below has been approved by the membership at previous meetings. The only new material that has been inserted is to conform Articles and Sections that have been made invalid by newly approved and adopted Articles and Sections. The only purpose of the vote is to make certain that all provisions of the Constitution and By-Laws conform to each other. There is actually no new proposal or any change in the concept, direction or intent of the document. Portions underlined are new.)

Article I: Name and Purpose.

Section 1 - This organization shall be known as the Northeastern Region of the National Model Railroad Association, Inc., and is established under the provisions of the Constitution of the National Model Railroad Association, Inc.

Section 2 - The purposes of the Northeastern Region of the National Model Railroad Association are:

- Furtherance of the objects of the National Model Railroad Association, as set forth in the Constitution of said Association.
- Furtherance of the hobby of model railroading in the territory comprising the Northeastern Region.
- Promotion of closer social activities among the members of the National Model Railroad Association and of the Northeastern Region.

Article II: Membership

Section 1 - Any person who is a member of the National Model Railroad Association is eligible for membership in the Northeastern Region.

Section 2 - Application for membership accompanied by proof of membership in the National Model Railroad Association and the sum of one dollar, shall entitle such person to membership in the Northeastern Region.

Section 3 - Life membership in the Northeastern Region is available to any paid-up Life Member of the National Model Railroad Association up on the lump sum payment of \$20.00

Section 4 - The Board of Directors may, at their discretion, elect honorary members. These Honorary Members shall not have a vote nor shall they pay dues.

Section 5 - The Board of Directors may, at their discretion, make gift memberships to worthy indigent individuals or groups. These individuals or groups shall receive The Coupler, but shall have no vote and shall not be required to pay dues, and the membership shall be for a period of one year at a time.

Article III: Meetings.

Section 1 - There shall be at least one Annual Meeting of the Northeastern Region to be held in September or October of each year, and an Election Meeting to be held in May or June of each year, the exact dates of such meetings to be fixed by the Board of Directors. At such Annual Meeting there shall be transacted all regular business of the Region except the nomination and el-

lection of Directors. At the Election Meeting Directors shall be nominated and elected in accordance with subsequent provisions of the Constitution and By-Laws. Other routine business of the Region may be transacted.

Section 2 - Upon its own motion or upon petition of 25 members of the Region directed to it, the Board of Directors shall call additional or Special Meetings as may appear necessary.

Section 3 - Social Meetings, to be known as Conventions, may be held twice a year; in conjunction with the Annual Meeting or Election Meeting or separately.

Section 4 - At the Annual Meeting, at the Election Meeting or at any Additional or Special Meeting, 25 members shall constitute a quorum.

Section 5 - The Annual Meeting and Election Meeting of the Northeastern Region shall not be held in two consecutive years in the same geographical portion of the Region unless there is no invitation from any other portion of the Region.

Article IV: Officers and Committees.

Section 1 - The management of the Northeastern Region shall be vested in a Board of Directors consisting of seven members elected as hereinafter provided and one ex-officio member.

- Four members shall constitute a quorum of the Board of Directors.
- The members of the Board of Directors shall be elected as provided in the By-Laws at the Election Meeting of the Northeastern Region and shall hold office as provided in the By-Laws or until their successors shall be elected and take office.
- At the conclusion of the Election Meeting, the newly elected and continuing members of the Board of Directors shall meet and organize by electing a President and a Vice-President, who must be members of the Board of Directors; also a Secretary, a Treasurer, and an Office Manager who may or may not be members of the Board of Directors, but must be members of the Region. The Secretary and Treasurer may be one and the same person.
- The term or office of the President, Vice-President, Secretary, Treasurer and Officer Manager, shall be one year, or until their successors are elected and take office; And shall commence at the end of the Annual Meeting following election.
- Any vacancy occurring in any of the offices named in the preceding paragraph may be filled at a special meeting of the Board of Directors called for that purpose.
- The retiring President shall continue a member of the Board of Directors, without further election to it, until the current President in turn becomes Past President.

Section 2 - The duties of the Officers of the Northeastern Region shall be those commonly associated with such offices in general business usage, as further defined in the By-Laws.

Section 3 - The Board of Directors shall hold legal title to all property and monies of the Northeastern Region, in trust for its members.

Section 4 - The Convention Committee shall consist of seven (7) members with overlapping terms of two years, subject to reappointment.

Section 5 - The Chairman of the Con-

vention Committee shall be appointed by the President, the other members of the Committee shall be nominated by the Chairman and appointed by the President.

Section 6 - An Office Manager shall be appointed annually by the Board of Directors.

Section 7 - A Regional Publicity Director shall be appointed by the President.

Section 8 - The Board of Directors may charter Divisions as sub-Regional organizations within the Northeastern Region of the NMRA and shall specify the bounds of their privileges and responsibilities.

Article V: Publications.

Section 1 - There shall be established an official publication of the Northeastern Region, to be known as The Coupler, which shall be issued at least four times per year.

Section 2 - Publication of The Coupler shall be in charge of an Editor appointed by the President.

Section 3 - The Convention Manual shall be an official publication of the Region.

Section 4 - The Convention Manual shall be compiled by the Convention Committee and approved by the Board of Directors.

BY-LAWS

Article I - Duties of Officers.

Section 1 - The President shall perform the usual duties of a President.

- He shall preside at all meetings.
- He shall appoint committees as he sees fit, in addition to the following:
 - A Nominating Committee of three members, not more than one of whom may be a member of the Board of Directors.
 - A Convention Committee.
 - A Publicity Director.
 - An Auditor, preferably with accounting experience.
- In accordance with the Constitution of the National Model Railroad Association he is a member of the Board of Trustees of that Organization and shall represent the Northeastern Region at the meetings of that Board. If unable to attend a meeting of that Board he shall appoint a proxy in accordance with the Constitution of the National Model Railroad Association.
- The President may make awards, to be known as "President's Awards", to persons whom he feels have been outstanding in their service to the Region. The number of such awards shall be limited to three in each year unless otherwise authorized by the Board of Directors. With approval of the Board of Directors, the cost of such awards shall be borne by the Region.

Section 2 - The Vice-President shall be aide and assistant to the President in any way possible and shall assume the office of the President in his absence, or at his written request, or in the event of his death. He shall be in charge of membership promotion.

Section 3 - The Secretary shall keep the records of all meetings of the organization. He shall file the required annual corporation report with the Secretary of the State of New Jersey. The Secretary shall serve without salary and shall be exempt

Constitution & By-Laws - continued, from the payment of dues.

Section 4 - The Treasurer shall keep a record of all funds received and of all funds paid out by the Region. His books shall be balanced as of the date of the Annual Meeting, and he shall render a report at the Annual Meeting. The Treasurer shall serve without salary and shall be exempt from the payment of dues.

Section 5 - The books of the Treasurer shall be audited at least once a year by an Auditor appointed by the President.

Section 6 - The Office Manager shall keep a roster of the members of the Region and shall have the duty of advising a member when his membership is about to expire. It shall be his further duty to advise a delinquent member of his status. The Office Manager shall make all regular and special mailings to the membership, of The Coupler and such other mailings as the Board of Directors shall direct. He shall have charge of maintaining the supplies of the Region. He shall record renewals and new members, and shall transmit all funds received to the Treasurer with a record of the type of income. The Office Manager shall be exempt from the payment of dues. The Office Manager may receive a salary of 10% of the dues received from the members in excess of a membership in the Region of 500 persons, as determined by the Board of Directors at their meeting following the Annual Meeting.

Article II: Convention Committee.

Section 1 - The Chairman of the Convention Committee shall report to all meetings of the Board of Directors for their approval of his activities.

Section 2 - The Convention Committee shall have full charge of the location, planning and running of all Northeastern Region Conventions.

Section 3 - The Convention Committee shall appoint and direct local committeemen, as necessary, for local work at each Convention. Appointment shall be made with the approval of the Board of Directors. Direction of the local committeemen shall be by the Convention Committee and/or by a designated Convention Committee member.

Article III: Elections.

Section 1 - Election of the members of the Board of Directors shall be by written ballot from nominations by the Nominating Committee and/or from the floor at the Election Meeting.

Section 2 - The Nominating Committee shall present a slate totalling at least one more in number than the number of vacancies to be filled. The nominations of the Nominating Committee shall be published in the issue of The Coupler next preceding the Election Meeting.

Section 3 - The seven candidates receiving the highest number of votes cast at the first Annual Meeting of the Northeastern Region shall be declared the duly elected Board of Directors (old term: Executive Committee) of whom the three members receiving the highest number of votes shall hold office for two years and the remaining four shall be elected for a term of one year.

At each Election Meeting after the first one, four members shall be elected to the Board of Directors by plurality. Of the four candidates thus elected, the three receiving the highest number of votes shall hold office for a term of two years, and the one receiving the lowest number of votes shall hold office for a term of one year.

The term of office of the mem-

bers of the Board of Directors elected as hereinabove shall begin at the end of the subsequent Annual Meeting, except for the Organization Meeting provided for in the Constitution, and shall terminate at the end of their terms of office, as hereinabove provided, or when their successors shall have been elected and have taken office.

Section 4 - Vacancies on the Board of Directors, by death or resignation, extending beyond the next Annual Meeting shall be filled at that meeting, or at the preceding Election Meeting, by election of one or more additional members to the Board for a term of one year.

Section 5 - Members of the Region, in good standing, may vote at the Annual Meeting or at the Election Meeting by proxy in the person of another member in good standing, and possession of a paid-up membership card of the absent member by the proxy shall be the evidence required of the proxy's right to vote in place of the absent member.

Article IV: Definitions of Meetings:

Section 1 - Annual Meeting: Defined in Article III, Section 1, of the Constitution of the Northeastern Region of the NMRA.

Section 2 - Election Meeting: Defined in Article III, Section 1, of the Constitution of the Northeastern Region of the NMRA.

Section 3 - Convention: A social meeting for the furtherance of the hobby of model railroading and for the promotion of closer social activities among members of the National Model Railroad Association and of the Northeastern Region thereof. Sightseeing trips and observation of prototype railroad activities may be included in the program. Conventions may be held in association with Annual Meetings, Election Meetings, Additional Meetings or Special Meetings, but no business of the Region may be transacted during the Convention except at such Annual, Election, Additional or Special Meeting, or at a Board of Directors Meeting; due notice of the meeting having been published as hereinafter provided.

Section 4 - Additional Meeting: Any meeting other than the Annual Meeting, the Election Meeting, a Special Meeting or a Convention. Such meeting shall be called by the Board of Directors, with due notice as provided hereinafter, and at such Additional Meeting business of the Region may be transacted.

Section 5 - Special Meeting: Any meeting called by the Board of Directors for the consideration of particular or special business. Only such particular or special business may be considered at such Special Meeting as was mentioned in the notice of such Special Meeting.

Section 6 - Board of Directors Meeting: Any meeting, for Directors, called by the President, or by the Secretary upon application by three or more Directors. At such meeting, routine business of the Region may be transacted; and policy and special matters may be considered, discussed, and prepared for presentation to the membership at large or for immediate action by the Board of Directors.

Section 7 - Notice of Annual Meeting, of the Election Meeting, or of Additional Meetings shall be mailed by the Secretary or by the Office Manager to the members of the Region at least thirty (30) days before the date of such meeting or shall be published in a prominent place in the issue of The Coupler preceding the meeting.

Section 8 - Notice of a Special Meeting shall be mailed to the members of the Region at least fifteen (15) days before the date of such meeting, or shall be published in a prominent place in the issue of The Coupler preceding the meeting.

Section 9 - Notice of a Board of Directors meeting shall be mailed, by the Secretary or by the President, to the Directors at least fifteen (15) days before the date of such meeting. Valid business may be transacted at such a meeting if a waiver of notice is signed by all, or all but one, of the Directors, should such a notice have been omitted.

Section 10 - At a Board of Directors meeting, only the votes of the Directors shall be counted though other members of the Region may attend and participate in discussion and may render reports and offer suggestions. Non-members may be invited by the Directors for good reason.

Article V: Amendments.

Section 1 - Amendment of this Constitution and By-Laws must be made at the Annual Meeting, at the Election Meeting, or at a Special Meeting called for that purpose; but any proposed amendment shall be submitted to the members of the Region with the notice of the meeting called therefore at least thirty (30) days before the date fixed for such meeting, or it shall be submitted to the members by publication in a prominent position in the preceding issue of The Coupler, or it shall be submitted to the Annual, Election, Additional or Special Meeting held at least thirty (30) days prior to the meeting at which the amendment is to be adopted, and the notice for such prior meeting shall state that amending the Constitution and By-Laws is to be considered at that prior meeting.

Section 2 - Any notice to a member required under this Constitution and By-Laws shall be deemed sufficient if sent post paid in a letter, on a post card, or in a prominent place in a copy of The Coupler to the last address given to the Office Manager by said member.

NEW YORK & WESTERN
RAILROAD COMPANY

The MANHATTAN MODEL

RAILROAD CLUB

NER NMRA

HO



Connecticut River Railroad
HO Gauge

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

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

COAST TO COAST

VICTORIA
NORTHERN
RAILWAY
HO - NER - NMRA

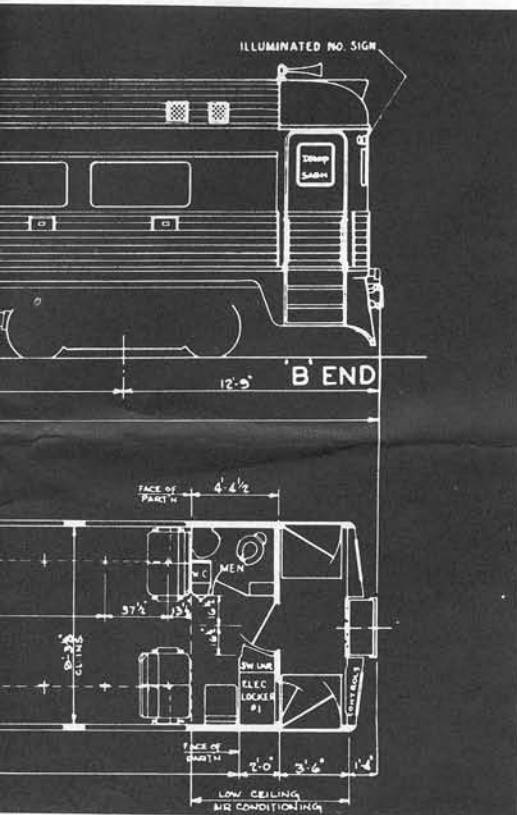
Head Office

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

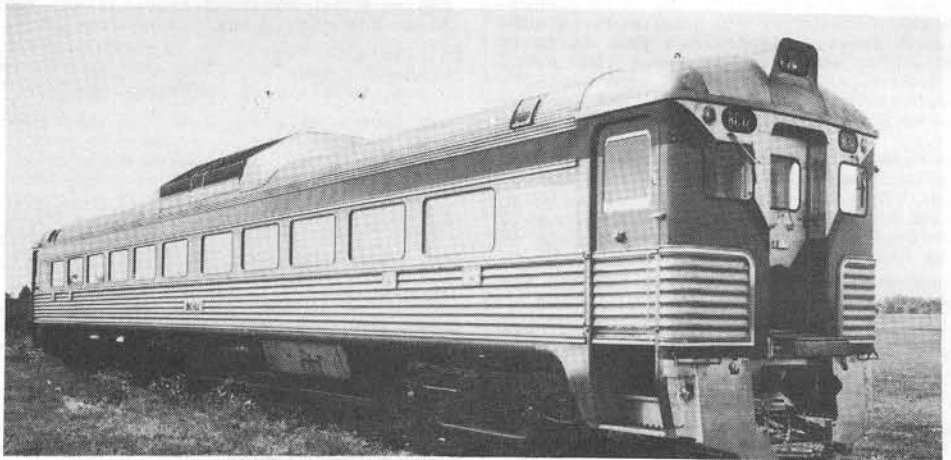
General Manager

ROY F. DOHN

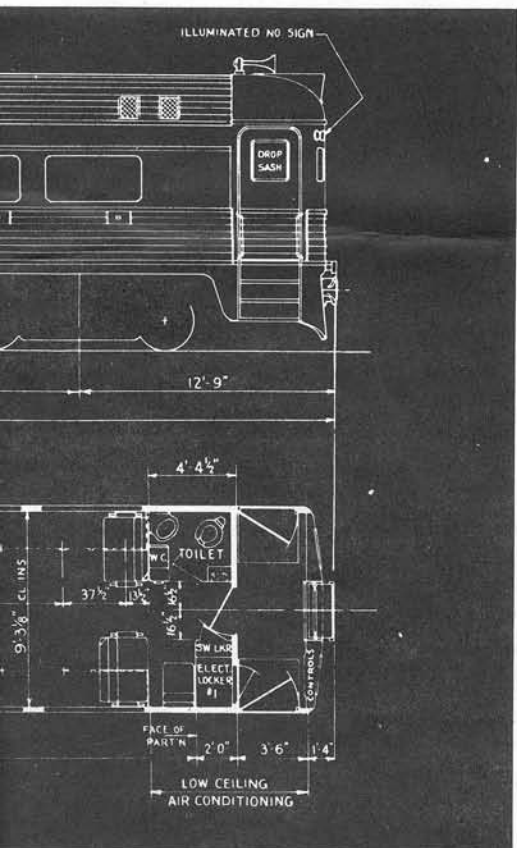
VISITORS: 2nd WEDNESDAY OF THE MONTH



RDC 1 - Pacific Great Eastern's # BC12



RDC 2 - Canadian Pacific Dayliner # 9100. Note different location of headlamps.



NEWARK CLUB LOCATES QUARTERS

The Budd Company started the first RDC (Rail Diesel Car) on its way in 1950. There are hundreds of them all over the world now.

Five basic different cars are built:

- RDC 1 - 90 passenger coach
- RDC 2 - 71 passenger coach with a 17' baggage/express compartment
- RDC 3 - passengers, baggage/express and mail compartments
- RDC 4 - mail and baggage/express only
- RDC 9 - 94 Passenger trailer

All but the RDC 9 are powered by two 300 hp Detroit Diesels (RDC 9 has only one.) Controls are at both ends, eliminating the need for wyes or turntables. All are 85'0" long, except RDC 4, which is 73'10". The cars operate singly, or in trains of up to 12 units.

RDC's are of stainless steel construction - not just the "skirts" but as the basic structural material.

The powered trucks are fed by a troque converter, feature 34" diameter wheels, and the Budd disc brake.

Modeling this car will be a real challenge, but there is enough readily available scratch material, including siding, power trucks and roof material to make it practical.

They will certainly produce more revenue than a rail bus!

The Newark Model Railroad Club, which was located for 15 years on 16th Avenue on the Newark-Irvington city line, has found new quarters in a factory building at 337 North 5th Street, 3rd Floor.

The new area is approximately 3700 sq. feet in size. The present 13, and 2 prospective members have cut the old layout apart with a power hand saw, and have moved it to the new quarters, where they will reconstruct it.

Any model railroader who would like to help with the reconstruction is invited to drop in on Friday nights between 7PM and midnight. Remember, the club is "O" gauge, outside 3rd rail, 1/8" inch scale, and overhead trolley.

Ken Hyslop: It's easy to get there, and you can get a trolley ride out of Penn Station in Newark to boot! (ed.)



PIKE REGISTER

by Frank W. Skutsch

The Pike Registration got off with a BANG!! Although we had only one week, the response was so good that we were able to get 69 pikes listed before The Coupler went to press. We had to work hard, but we feel it was worth it. We hope that many more NER members will register their pikes - our goal is one listing for every member.

There are two changes with regard to the registration. We would like you to include your pike code, as is printed on your NMRA membership card. Those who have already registered their pikes should send in one additional card and mark the envelope "extra pike information" - which will help us later. The other change is our address. It is now:

Frank W. Skutsch, Chairman
NER-NMRA Pike Registration
56 Commander Avenue
Garden City, L.I. N.Y. 11535

On your 3" x 5" cards the only change is the addition of the pike code as outlined above. Please type your cards if possible, and have the first line about a half inch from the top, and directly next to the left margin. Do not use the words "Name" "Pike Name" or the word "Address."

We have contacted the NMRA Pike Registration Committee and expect to forward our lists to them as soon as we have word as to the form they wish. You will be seeing more information on this in the near future.

Remember, our goal is one listing for every member!

(For complete registration details, see July, 1965, The Coupler.)

The following pikes were registered through August 31, 1965:

Alpine Railroad
Sheldon Jones
4th St., Box 94, Hillburn, N.Y.

Amagansett & Fort Salonga Rwy. & Navigation Co., Ltd.
Frank W. Skutsch
56 Commander Ave., Garden City, N.Y.

Babylon Freight System
James D. Clokey
457 Clocks Blvd, Amityville, N.Y.

Baltimore & Ohio (Scantic Div.)
Raymond Walker
4 Pleasant St., Rockville, Conn.

Bay Island R.R.
Arthur E. Schenck
52 Frankel Rd., Massapequa, N.Y.

Berlinerwerke, America, Traffic Dept.
Sam Berliner III
386 Marcellus Rd., Mineola, N.Y.

Blackwater Railroad
Joseph F. Black, Jr.
73 Downing St., Worcester, Mass.

Blue Ridge Mountain Lines
Gerald T. Howard
1 Kelley Avenue, Wethersfield, Conn.

Boston & Maine R.R. (Shawsheen Div.)
Arthur E. Ellis
3 Burlington Rd., Bedford, Mass

Broken & Mangled R.R.
Albert W. Lalime
11 Rock Ave., Swampscott, Mass.

Central Long Island R.R. (Frog Hollow
Alois W. Sottong Div.)
303 Linton Ave., Lindenhurst, N.Y.

Chapleau Valley Central
Richard William Jewkes
5700 Esplanade Ave., Montreal, P.Q. Can.

Chestnut Ridge Railway Co.
Manhattan Model Railroad Club
c/o Lang, 82-15 Britton Ave., Elmhurst
N.Y.

Connecticut & Western R.R.
Stanley J. Kos, Jr.
Parsonage Hill, Northford, Conn.

Connecticut Midland R.R.
W. Watson House,
34 Birch Rd., West Hartford, Conn.

Delaware Central Railroad Co.
William C. Haacker
18 Richard Road, East Brunswick, N.J.

D - H & G Railroad Lines
Arthur T. Smith
57 Willow St., Cheshire, Conn.

Diminutive Atlantic Rwy.
John A Mac Intosh
150 Kildare Rd., Garden City, N.Y.

Dover & Essex Connecting Rail Road
George Hatzfield, Jr.
143 Laurel Drive, New Hyde Park, N.Y.

East Coast Line
John D. Langwell
28 Branch Ave., Freeport, N.Y.

Eastern Terminal & Transportation Co.
John F. Keavy, Jr.,
504 Peckham St., Fall River, Mass

Elizabeth City Northern
James A. Brauner
344 Crescent Ave., Spotswood, N.J.

Empire Lines
Empire Model Railroad Association, Inc.
34-05 44th St., Long Island City, N.Y.

Fairfield Central
Richard J. Moore
314 S. Benson Rd., Fairfield Conn.

York Haven Railroad
John R. Klotz
70 Rustown Dr., Stratford, Conn

Germantown Railway Co.,
Alfred Thomas Prange
72-16 Forty Fourth Ave., Woodside, N.Y.

Great Eastern Lines
William P. Mac Iver, Jr.
40 Brae Rd., N. Weymouth Mass.

Great Northern Railway (Long Island Div.)
Ralph H. Thomas, Jr.
204 Westbury Blvd., Hempstead, N.Y.

Green Mountain & Overland R.R.
Walter C. Bringsauf
Forest Pl., Towaco, N.J.

Gumma Valley Railroad
Walter Goldstein
294 Elm St., West Hempstead, N.Y.

Hub Terminal & Transfer Co.,
James R. Reed
95 Morse Ave., Rutherford, N.J.

John Galt Line
Alfred E. Westerfield, III
13 2/b Carolyn Terr., Roselle, N.J.

Lake Shore, Island Forge & Pallasades
O. E. Stamm Railroad
445 Mineola Blvd., Williston Park, N.Y.

Luigi's Express Lines
Lou Wozniak
426 Brooklyn Ave., New Hyde Park, N.Y.

Madawaska Northern
Richard N. Symonds, Jr.
New Road, Box 87, Tolland, Conn.

Massachusetts & Hudson River Railroad
Robert H. Marden
30 Kendal Common Rd., Weston, Mass.

The Maxwell Short Line Belt Railway
Robert B. Maxwell
33 Van Buren Ave., West Hartford, Conn

Nontauk Point & Block Island Vacuum
Tunnel & Electric Railway, Pty, Ltd.
Alfred Thomas Prange
72-16 Forty Fourth Ave., Woodside, N.Y.

Nassau & Western Rwy
William J. Kelly, Jr.,
66 Constellation Rd., Levittown, N.Y.

The New Haven Railroad (Bridgeport Div.)
Kenneth T. Hyslop
125 Lordship Road, Stratford, Conn.

New London Northern Railroad
C. William Stamm
1050 Fifth Avenue, New York, N.Y.

New London Southern Railroad
C. William Stamm
1050 Fifth Avenue, New York, N.Y.

New York & New Jersey System
Elton L. Smith
323 Trench Dr., New Milford, N.J.

New York & South Shore Rwy Co., (West-
Ira Rothberg ern Div.)
2714 Hyacinth St., Westbury, N.Y.

New York & Western Railroad Co.,
Manhattan Model Railroad Club
c/o Lang, 82-15 Britton Ave., Elmhurst
N.Y.

The New York, New Haven & Hartford
Model Railroad (Providence-Worcester
Paul B. Boivin, Jr. Div.)
319 S. Orange Ave., Livingston, N.J.

New York, Ramapo & Western Railroad
Charles D. Fermier, Jr.,
145 Ardmore Rd., Ho-Ho-Kus, N.J.

Nickel Silver Railroad
Theodore G. Hahn
68 Nehring Ave., Babylon, N.Y.

The North-Vine Railroad
Dominic Schiavi
183 Vine St., Batavia, N.Y.

Norwood Central Railroad (Co.)
Peter A. Kerr
22 Stratford Rd., Norwood, Mass.

Ohio Eastern Railroad
H. Louis Schwing
86 Denver Dr., Poland Ohio

Overland Pacific Route
John A. Skowron, Jr.
10 Hillside St., Pittsfield, Mass

Passaic Electric Railroad
Robert H. Rose, II
23 Fuller Ave., Chatham, N.J.

Pennsylvania Northern
David W. Messer
R.D. 4, Box 465-C Troy, N.Y.

Po Hill & Lake Gardner RR
Robert S. George
5 Walker Ave., Amesbury, Mass.

Rallec Railroad
Jack Gleeson
272 Cedar Lane, River Vale, N.J.

Rocky River Railroad
Kenneth A. Smith
Thompkins Ave., Upper Nyack, N.Y.

Ruby Lines
Alan W. Blik
190 Broadway, N. Attleborough, Mass.

Sandy Creek Railroad
John F. Kane
Christmas Tree Lane, Rutland, Mass.

Sinnemahoning Railroad
E. Harrison Cornish
158 Walthery Ave., Ridgewood, N.J.

Taos & Kaw County Railway
Carl E. Peschel
12 Prospect St., Glastonbury, Conn

Tobacco River Valley Railroad
John J. Mantez
90 Brayton Ave., Fall River, Mass.

Trojan Valley Railroad
Carl E. Peschel
12 Prospect St., Glastonbury, Conn.

The Washita Railway
Olev Taremae
265 Walthery Ave., Ridgewood, N.J.

Watchung, Passaic & Northern Railroad Co
Eugene Wolfe
70 Grandview Ave, East, New Market, N.J

Watchung, Passaic & Northern Grand
Trunk Railway & Navigation System
Eugene Wolfe
70 Grandview Ave., East, New Market, NJ

West River Railroad
Mark Hilmantel
21-71 34th Avenue, Long Island City, NY

Winnemac Terminal Railroad
Henry Bolin
Essex Junction, Vermont.

Wicasset, Waterville Western Railway
George C. Cromer
1685 Derby Road, Birmingham, Michigan.

More names will be published in future issues of The Coupler. **SEND YOURS NOW!!**

FROM THE OTHER FOOT

article/

by DAVID L. NEWCOMB

I have entered every model contest since the first Convention I attended. Every time I've entered a model, I have tried to look at it objectively, as perhaps a judge would. Once in a while the model would pass as-it, but more often it would undergo major surgery with whole components being altered or replaced. How would a judge react to a good commercial part? Should it go clean or weathered? A hundred questions, with only conjecture as an answer.

At Bellows Falls, the shoe was at last applied to the other foot. Not only was I a judge, but also Chairman of the judges. (A strictly volunteer job, but every qualified person should take his turn in the barrel once!) I, the perennial contestant, found this counter-contest so enlightening that I would like to pass along for future entrants some observations that will influence my model building from now on.

Let us examine this context: What is a judge's job like? He walks up to a table, filled with every type model, some real beauties, a few that shouldn't be there at all, but mostly of the type he'd have on his own layout. How are they to be judged? Should he be a hard marker, pointing high only the models closely approaching the ultimate? Perhaps this would discourage someone who did his best, a Herculean task, but not up to the standards the judge had set. Should he mark liberally, slopping the points on with a six inch brush? No, this would be condescending to modelers and it would remove "The Timberline," through which a really outstanding model would project. Proper attitude is between these extremes, but how much it varies will be obvious to anyone who has a set of point scores of one model from several judges. (The rationalization of this is that "It is opinions that make a horse race.") Here are, point by point, what went through this judge's mind:

I. Workmanship, 40 points. Anyone who has built a model of fairly good quality (no gaps at joints, no poor fittings, glue beadings, or unsanded wood showing) will get % of these points. Extra credit goes to a fine finish, choice of material (brass or styrene where it would be better than wood, etc.,) or good rendering of a difficult prototype.

II. Prototypical Fidelity, 15 points. Here is where a model with extra, uncommonly modeled details can pull ahead of the field. Anything the judge would be surprised to find will gain extra credits. Perhaps careful weathering that follows prototype conditions; perhaps the water drain on an iced reefer, or brake rigging on the trucks.

III. Scratch Material, 10 points. If a judge rates a model with only a few commercial castings at full points, what would he do if the same contest had a fine model where the craftsman has made his own motor? Here the modeler who avoids parts available commercially (which can be made by himself,) will gain. Turning a headlight, a brake cylinder, etc., is an example. However, crudely done work will shorten points on workmanship. Balance skill with judgement on this one.

IV. Painting and lettering, 15 points. In all fairness, these two must be combined. What if a perfectly done model has no lettering, as the prototype had none? (Funny answer: Letter "FIVE POINTS FOR LETTERING, PLEASE" Neatly on an inconspicuous place.) In general, poor part-

ing lines of a multicolored structure, thick and obscuring paint, and an unrealistic glossy coat over the surface costs most persons points. An interesting observation: a poorly constructed model, will not finish well. Unsanded wood leaves a grainy, crude appearance to a fine coat of paint. Practice weathering until you can balance it with the original colors subtly.

V. Ingenuity, 10 points. A tough one. What, under the sun, is new? Perhaps a tough prototype, or a newer material or combination of materials, detailing where detail has always been left off. This is partly an extension of "Prototype Fidelity" and other headings. The judge's opinion is exercised.

VI. Extra points, 10 points. This is a catch-all to temper the cold requirements of the other classes. A model that meets all qualifications, but lacks the something that makes it an eyestopping model will loose here. The fellow that tried to hand letter a tough herald instead of using a decal may not have done well enough to gain "lettering" credits, but would get extra points for ambition. Use of commercial parts would preclude full points for "scratchbuilding" but good judgement in using a cast part that would not turn out as well scratched could gain extra points. (The fellow who scratchbuilt a part as good as any casting would get both scratch and extra points.

These observations are mine, and reflect only my own opinions. I have never seen a judge write about this subject before and I offer my unilateral but well intentioned comments for whatever they are worth to you. When I see you in the Fall I hope that again many fine entries grace the contest table.

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



Live Oak, Perry & Gulf R.R.

HO GAUGE
NNRA
ASSIGNED TO *A.T. FRANGE*
BY *THE COUPLER*
DATE *1965-04* *Wilkins*
PRESIDENT *W.B. LEANS*
104 - 55 FERRING ST.
REGD PARK 74, N.Y.
No 316

FOR THE "O" GAUGER

column by/
KEN HYSLOP

From Ohio, Mr. Fred Scheafer dropped in on me one Sunday AM, along with a Caddy trunk full of O gauge items of rolling stock of his own design. Among such was a very nice tri-level car carrier which held 12 Tootise Toy cars. Incidentally, if you are planning some of these cars to be added to your pike, be on the lookout for these 4" - 4 1/2" Tootise Toy cars. He plans to produce a limited run of the cars if the parts can be obtained. The NER now has another O gauge member. Fred also had with him a Max Gray C&O Berkshire, which ran very well on the New Haven's Bridgeport Division, and is now assigned to one of the regular freight hauls, along with a Kusan Auburn 4 wheel diesel switcher. He also had some of the new Lobaugh long car sides with him. Another chap who recently visited ran an Max Gray 2-6-6-6 down the line - the first time he has run the loco, since he has no pike at present.

As for the NER O gauge car, please wait for the regular run, as in many areas the water shortage would affect a good stretch and as one fellow wrote, beer is a poor substitute, and it's more fun drinking it. I have been requested to display this again at the Newark Convention. While we are at it, why don't all you O gaugers bring something to display at Newark, if for no other reason than to show a lot of hobby newcomers just what size our models are. We may even refresh some memories among the old timers.

I have also been contacted lately by some fellows interested in S gauge. While this item really belongs in the Office Manager's column, I would like to see an S gauger write a column for these fellows. There is a lot of new interest and items in S gauge, and I believe it would have a good following.

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.

GARDEN STATE MODEL
RAILROAD CLUB, INC.
575 HIGH MT. ROAD
NORTH HALEDON, N. J.
Every Friday 7:00PM

NER 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 _____ NNRA# _____

Address _____

City _____ State _____ Zip _____

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

OUTSTANDING HOBBY SHOPS

TRAINS - Bought, sold or exchanged. Repairing; Custom Building. All gauges - S, HO, O, Tinnplate. LINDSEY'S, 50 Elm St. North Easton, Mass., Phone Cedar 8 6224.

COLUMBIA CENTRAL HOBBY SHOP

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

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

PARK'S HOBBY & SUPPLY CO.
P.O. BOX 310 ASBURY PARK, N.J.

TRAIN EXCHANGE CENTER
3636 Main St. STRATFORD, CONN.
06497 Mail Order - All Gauges Fast
Repair Service - OPEN FRIDAY NIGHTS
TILL 9PM Ken & Dorothy Hyslop

DIVISION NEWS HUB

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

The Hub Division Board of Directors have appointed Dick Towle as Little Convention Chairman for 1966. The Convention will be held in Manchester, Mass., on April 16, and the cost will be the usual \$3.00 per person for the day. Dick is planning to have tape clinics, live clinics, movies, fireman's feed, a speaker and an auction. It looks like it will be the Biggest Little Convention ever. Flyers will be available from the Hub Division Secretary about March 1st. If you want to have a good time, make note of the date and be sure to come!

OPERATION

problem/

by ROB ROBINSON

Bonjour! I'm in a real artistic mood, as you've perhaps noticed from my masterpiece reproduced elsewhere in this issue. I was going to draw doors on the boxcars, but I didn't want to show off.

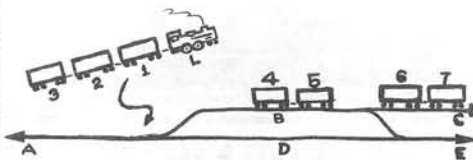
I hope you all had a really good summer, however you spent it, and are now ready to do some RRing, perhaps starting with the problem below.

As I write this, we in Montreal have just weathered a strike by the Post Office employees, which lasted three weeks. During this time I have received no mail, and, consequently, no problem solutions. This means that sometime in the future (I won't promise when) you might find out the best answers (if you don't already know them) to the May and July problems.

The artistic autumn problem which follows imminently may be attempted anytime you have a five minute void to fill. It's quite easy to do, but the best solution may require a little more work (i.e. five minutes more). In a nutshell, it consists of finishing with car 3 at C, cars 1 and 4 at B, and the remainder of the cars behind the loco L somewhere on the main line AB. Capacities are: C---2 cars; B--3 cars; D--4 cars. At the start of the problem, the train 3-2-1-L is on section A. It wouldn't quite fit on the diagram. If you can do it I'd like to hear from you, My address is 1285 Lepine Street, Saint-Laurent 9, Quebec, Canada. If you have a few more minutes to spare, you could devise a problem of your own, perhaps a situation that occurs on your RR; I would be glad to see it.

I hope there is a big response to this problem, because those mailmen deserve to work a little harder after their 3 week "holiday"!!!

Rob



NER CAR KIT

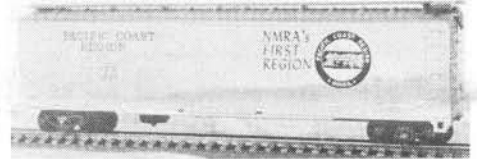
NER
1946



The NER car kit is still available from the Office Manager, Ken Hyslop, 125 Lordship Road, Stratford, Conn. 06497, for \$3.00, post paid.

Ken will have a supply of them at the Newark Convention, but for those of you who can't make it, they're available by mail.

GET YOURS NOW!!!!!!!



Another Region has produced a private car - in this case an HO scale 50' plug door box car in reefer yellow and tuscan red roof and ends, for the Pacific Coast Region.

The kit, less trucks and couplers may be obtained from:

Bill Courtney
10885 Santa Monica Blvd.
Los Angeles California, 90025

The cost is \$3.00, postpaid. Each car is registered in the owner's name by the PCR.



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

NA - MAR Lines

Len Frankel

OO Gauge

NER - NMRA

FIRST CLASS



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

THE COUPLER

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

125 Lordship Road STRATFORD, CONN. 06497