

# SEASON'S GREETINGS

Issue No. 73

December 1965

## THE COUPLER

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



# 217 AT NEWARK CONVENTION

## COMMITTEES TO STUDY REPRESENTATION INEQUITIES; SECESSION

(Ed. Note: Minutes of the Board of Directors Meetings are part of the permanent records of the NER maintained by the Region Secretary. Only those actions of general interest or pertinent to present problems have been reproduced here. Members desiring to review the entire record should contact Paul Hackett, Secretary.)

Actions of the Board of Directors, October 30, 1965

President Donald Robinson called the meeting to order at 4:30 p.m. aboard Erie-Lackawanna train 1066. Directors present were J. Alexander, A. Gooding, Mrs. Anne Hackett, L. Frankel, B. Abrams as proxy for T. Frange, and J. Alexander as proxy for W. R. F. Dohn. K. Hyslop was recorded absent.

Minutes of the May 22, 1965 BOD meeting at Bellows Falls were read and corrected. Director Gooding moved, seconded by Director Hackett, to validate the actions of the Board, and it was unanimously approved.

Committee reports were read and accepted.

### NEW BUSINESS

President Robinson read a motion presented by Director Tom Frange which called for the establishment of a committee to investigate and make recommendations to the Board in the matter of a Constitutional amendment to establish proportional representation to the members of the Northeastern Region to be based on both area and population in balance to be adjusted each year at the annual meeting.

Director Jack Alexander moved that action be deferred on this matter and the following motion be substituted:

"That we establish a committee to investigate and make recommendations to the Board of Directors with respect to the selection of future Directors on a geographical and/or population basis, together with a method of election thereof, for presentation to the membership. This report shall include all necessary constitutional and by-law changes required to implement these recommendations and shall be presented to the Board of Directors not later than the Spring 1966 Convention.

ANNUAL BUSINESS MEETING—October 31, 1965

Outgoing President Donald Robinson called the meeting to order at 10:03 a.m. at the Robert Treat Hotel, Newark, New Jersey.

The minutes of the previous annual meeting and the Special election meeting at Bellows Falls, Vermont on May 22, 1965 were read by the Secretary and approved by the Membership.

The report of Treasurer Dorothy Hyslop showed an increase in net worth from \$1813.53 to \$2705.52. Irwin Lloyd, permanent convention chairman noted that the convention committee fund is actually \$500 instead of the \$300 reported, and that annual net worth should now be \$2905.52. Increases in net worth have been mainly due to sales of Region merchandise and convention returns. The membership voted to accept the Treasurer's report.

Don Robinson read the report of the outgoing President, outlining his actions and duties for the past two years both as Regional President and National Trustee, and commented on progress of various committees including those of Model Contest, Nominating, Membership and Achievement Awards.

### OLD BUSINESS

Joe Pauer asked what is being done in the way of Divisional Representation. Jack Alexander read a motion which he made at the BOD meeting the previous day which called for a committee to investigate and make recommendations to the Board of Directors with respect to the selection on a geographical and/or population basis, together with a method for election thereof, for presentation to the membership.

### NEW BUSINESS

Bal Abrams made a motion on behalf of several New York members which called for the formation of a committee to study the advisability of dividing the NER into two regions. This committee is to report its findings to the Annual Meeting in the Fall of 1966. The president would be empowered to appoint a chairman and the Divisions would be asked to name one member each with the addition of the New York group now studying this question having a representative.

## ACTIVITIES INCLUDE CLINICS, CONTESTS, FAN TRIP, BANQUET

The Robert Treat Hotel was a busy place for the 217 Model Railroaders who attended the NER Fall Meet at Newark on October 29, 30 and 31.

Friday evening began in true model railroad tradition with a bus trip to the Essex and Summit-New Providence HO Clubs. Movies and slides were shown for the Conventioneers that stayed behind. The hospitality room was another feature of the evening with good coffee and Bull Sessions. Many thanks are in order to Pete and Mary Gray for this feature.

Saturday was a crisp clear Autumn day, just right for railroading activities. Four very well attended clinics were conducted on Saturday morning. They included

Colorful Operation (A Way Bill System) by Paul Mallery  
USRA Locomotives and their Model Applications by Rix Beals  
Custom Locomotive Building Techniques for Scratch Building by Jan Lorenzen  
Building Old Time Maintenance of Way Equipment by Dave Newcomb

The clinics were repeated so all could attend.

The Fan Trip started with a short ride from Newark to Hoboken by a regularly scheduled train over the electrified Erie Lackawanna main. The Conductor seemed a little reluctant to honor our "Fan Trip" tickets. I think he was considering booting us off the train, but Stan Bradley, our Fan Trip Chairman, saved the day by putting our Conductor on the right track. Arriving at the Hoboken station, we scrambled aboard our special train and got settled for a 70 mile trip on the milk run to Branchville, N.J. After a few minutes out of Hoboken, lunch was served in the dining cars.

While enjoying the scenic beauty of the New Jersey farmlands, your reporter noticed a tank car perched on top of a bumper at the end of a spur. (Did anyone get a photo of that one?) Because of the lack of passing tracks at Branchville the run around movements had to be made at the previous town (Lafayette) and pushed the remaining four miles to Branchville. Here the travellers had an opportunity to get off and stretch their legs, take photos and observe the raffling off of a TYCO train set.

The return trip was just as pleasurable, except the air of serenity was shattered by an occasional blast on a police whistle. At the end of the trip

# THE COUPLER

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NORTHEASTERN REGION of the  
NATIONAL MODEL RAILROAD ASSOCIATION

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# Term Expires in 1967

## The Editor's Popoff



In view of the fact that I am writing in my new capacity as Editor of The Coupler for the first time, I feel it appropriate to place myself on record about what the members may expect in the way of policy from me and The Coupler.

At the outset let me state that I agreed to accept this job out of personal respect for our new President, Jack Alexander, plus the full realization that if the NER is to be an active and successful organization, a person occasionally has to stop being a free-loader and pitch in and do some of the work when asked. My selfish aim is to complete my eligibility requirements for the achievement awards for Author and Association Volunteer.

I do not feel like a "hostler" which Webster defines as "one who takes care of mules" and consequently have taken the liberty of changing the name of this column. I have no personal quarrels, no axes to grind with anyone, and absolutely NO political ambitions. Editors are supposed to write editorials, which, with further recourse to Webster, means "give the opinions of its editors".

I do have opinions and I'll give you a few of them in this issue and a few more in future editions of The Coupler.

One of my first is that Tom Prange did a darn good job as my predecessor for the past two years and deserves our expression of appreciation. His editions were ready on time and the pages well-filled with interesting material. Thanks to the fact that he had a number of regular columnists and contributors, all of whom I've invited to continue, I have enough copy to publish this December issue in about half the usual lead time.

At the risk of competing with the Model Railroader or the Railroad Model Craftsman I am hopeful of devoting one page in each forthcoming edition to a construction article and plan of general interest. I would also like to reproduce at least one member's layout plan and his method of operating his pike. Details for these features are listed elsewhere in this edition. I have also asked Earl Smallshaw to supply the requirements for the NMRA Achievement Awards and these will be published one at a time in succeeding issues.

My next opinion is that Model Railroading is, or should be, Fun, and fun is that which creates enjoyment. One reason both the national organization and the NER were established was to add to the enjoyment of the hobby. It was for this basic reason that I joined NMRA in 1951 and NER in 1952. I don't know what I expected in return for my dues when I joined but over the intervening years I have found the NMRA has provided a monthly Bulletin, an annual Membership Directory, data sheets, engineering information, standards, consumer protection through conformance by manufacturers, and a recognition program for achieving prescribed goals and objectives. It has also provided the opportunity for social contact by holding an annual Convention. So much for the National.

The Region, in my opinion, is another matter. It was not set up to duplicate the efforts of the parent organization, but to provide a means, within a more limited geographical area, of meeting others having a mutual interest, of exchanging ideas, of providing and receiving assistance on problems, of pro-

moting sociability and fellowship, and of providing an opportunity to display our accomplishments in friendly competition with other modelers. We do this twice a year at our regional conventions and four times a year in the pages of The Coupler. The NER also represents my voice in matters of policy with respect to NMRA. I don't take either the NMRA or the NER very seriously. So long as the region provides those benefits to my enjoyment of model railroading which I have mentioned, I couldn't care less whether the affairs of NER are administered by Boston or New York. I have survived administrations from both places, as well as Hartford in between, and expect the wheels will continue to roll on the Red Lodge & Yellowstone through several future changes in the BOD.

This does not mean that I do not sympathize with the Angry Men, and might even agree with them if actions of the Board, by virtue of its overwhelming geographical representation, were prejudicial to the overall interests of the Region and discriminatory in favor of their own pursuits. However, to my knowledge, this has not occurred nor do I believe that it will, since there is no cause to suspect the integrity of our elected BOD and appointed officers.

Positive actions were taken at the Newark convention resulting in the appointment of Committees to study both the matter of geographical representation on the BOD and the formation of a new Region, and report to the membership at the 1966 Spring convention. It would now seem appropriate that we leave these matters to the Committees, and devote our time and energies to the enjoyment of model railroading in all its aspects. That is exactly what I plan to do.

In consideration whereof your Editor extends his best wishes to all for a Merry Christmas and a Happy and Prosperous New Year.

*Jeff French*

## THE COUPLER OFFICIAL NOTICES

**COUPLER DEADLINE:** The deadline for submitting material for publication in the May issue of the Coupler is March 31st.

\* \* \*  
**PIKE ADS:** Former Editor Tom Prange says these ads were subscribed on a calendar year basis and expire with the December issue. We would like to continue them. The cost is a nominal \$5.00 for the next four editions. Send in copy prior to March 31st deadline and Treasurer Ditty Hyslop will bill you after publication.

\* \* \*  
**PROTOTYPE PLANS:** Your Editor is soliciting prototype plans for future publication. These should be in India ink, showing front, rear and end elevations with all essential dimensions. Explanatory text should be brief but include information considered necessary to construction. Photographs of the prototype or model should be black and white glossy prints of good quality.

\* \* \*  
**TRACK PLANS:** Have you an interesting track plan and operation? Send your Editor an India ink drawing suitable for reproduction and a brief description of your modus operandi.

The NER Convention Site Committee has selected the Albany-Schenectady Area as the site for the 1966 Spring Convention. Dates and details will be published in the next Coupler or a special flyer, but tentatively include a fan trip to GE's Alco plant.

# DISPATCHER'S TOWER

The first thought that comes to mind as I take pen in hand for my inaugural message is one of concern that many in our Region have lost sight of the fact that Model Railroading is promoted and readily accepted as being a relaxing, enjoyable, fun hobby, the pursuit of which can help one unwind from the pressures and tensions of the work-a-day world. Alas, it seems in our Region, that if some of our more clamorous members have their way, we are to become politically motivated, and committee dominated, while we search for solutions to all problems, real and imaginable, that can be conceived.

It's true, and a bone of some contention, that we now have five directors of NER from Massachusetts. Certainly these people should not be condemned for accepting office upon election by the membership. Your present BOD recognizes that there are inequities inherent in our organization, and at Newark they approved a motion to form a study committee to report to the Spring 1966 Election Meeting with a method for electing our directors by geographical areas within our Region. (See Report of BOD meeting elsewhere in this issue) Former NER and NMRA President Ivon Preble of Danvers, Mass., has been appointed chairman of this study committee. Any member who feels he has a contribution to make in this direction is invited to write Ivon.

I aspire to see a return in our Region to the amenities of modeling and to fraternity, with a de-emphasis on politics, committees, reports, etc. However, at Newark, the annual business meeting voted (heavily by proxy) to form another committee, composed of a representative of each Division, plus a chairman, yet to be named, to investigate the advisability of dividing the Region.

One of the fringe benefits of being President of the Region is the receiving of many other Regional publications. I would say that "The Coupler" stacks up extremely well in comparison, albeit, here again we could do more to foster modeling. This issue will be the first by our new Editor, Jeff French, who has had time working against him from the start, with less than 30 days on the job prior to deadline. If you have a modeling project you would like to share with others, send it along to the Editor and I'm sure you will get satisfaction out of knowing you are helping to make this hobby more interesting to others. Let's make "The Coupler" the biggest and the best Regional publication.

Our efforts for some time have been pointed toward improving upon the handling of the model contests. Feeling that we need a continuity of direction in this field, I have named Don Robinson to chairman a Model Contest Committee. At our Fall convention at Newark we began a new contest policy wherein we judged entries only in the locomotive and the diorama categories. There are several benefits to this new model contest program. Better judging can be done because the judges can be selected on the basis of experience in the given category. The car and structure categories may get a better break in competing for the Delaware Trophy, which has previously been elusive in these categories. Judges may be more willing to participate since this system is less time consuming owing to fewer potential awards to be made.

Continued on Next Column

## DISPATCHER'S TOWER - Continued

Fewer entries were to be expected at our first contest under the new program. We hope that you will now plan ahead to build a model for competition in the next event. What was disappointing was the discovery of the percentage who apparently never read this column. Past President Don Robinson announced this contest policy change in this column with the last issue, yet about one third of the models presented for entry were in categories not being judged.

I wish to extend to you all a joyous holiday season and a reminder that Santa often needs a "subtle" suggestion, such as an "items wanted" list, casually left on the better half's desk.

JACK ALEXANDER

## US GIRLS

By  Anne Hackert

With vacations over and the children back to school, now is the time for some serious model railroading.

The NER was good enough to give us space in the Coupler to express our opinions or complaints about the hobby, and also to help us exchange ideas that would enable us to learn more about this hobby and thus take a more active interest in it.

If you have any questions about the hobby I will try to answer them if I can. I'll be glad to voice anyone's opinion or exchange any information in this column if you will write to me. The main thing is to show that the women of NER are interested in this hobby and would like to know more about it.

What are some of the things you like or dislike about the hobby or about the conventions? I, myself, get a great deal of satisfaction out of seeing something I built or painted. It is like knitting, sewing, or even baking. There is a certain amount of pride and a feeling of accomplishment in seeing a car kit built by oneself.

Unlike most hobbies, model railroading is one that both you and your husband can enjoy. It is a pastime that can be followed in the quiet of your own home or outside with other model railroaders. It can be both relaxing and exciting yet it doesn't necessarily require a great deal of time. It is a hobby where you can spend hours or just a few minutes doing one thing.

A great amount of American History can also be applied to this hobby. Reading some of the many railroad books such as *A Treasury of Railroad Folklore* by Bodkin and Harlow, *Railroad Avenue* by Freeman Hubbard, or *The Story of American Railroads* by Stewart Holbrook, (to name a few) can also be a source of information both about America and its people. Building models of both cars and structures or placing scenery on a layout can almost bring this history to life.

Continued on Next Column

**G** **GTN**  
**Germantown Railway Co.**  
 Tom Prange **NMRA**  
**GTN** **NER**  
**MANHATTAN**

## US GIRLS -Continued

There are a great many manufacturers who produce both car kits and structures, for example Athearn and Plasticville make pre-painted plastic models whereas Con Cor, Main Line, and Dyna-Models manufacture a full line of unpainted wooden kits. These kits can bring you enjoyment both in building and/or painting them. Painting figures for your layout is also a way of enjoying the hobby, not to mention the fact that it can also save you money. Pre-painted figures that are on the market today are almost twice as expensive as unpainted ones. Plasticville, Walthers, Selley, etc., put out various figures from every walk of life that can be painted with any railroad paints you probably have on hand already. These companies along with many others have kits or figures that can suit any era from the early days of railroading up to the present day.

All in all, it is a fascinating hobby, and I know you will be able to find enjoyment in it without really trying.

## ACHIEVEMENT PROGRAM

by/Earl Smallshaw

(Ed. Note: To encourage greater participation in the Achievement Program of the NMRA, I have asked Achievement Program Chairman Earl Smallshaw to spell out the requirements for the awards one at a time in succeeding issues of The Coupler. The first of these-MASTER BUILDER MOTIVE POWER is published below)

### MASTER BUILDER-MOTIVE POWER REQUIREMENTS

This category deals with the construction of motive power. The motive power can be in the form of steam locomotives, diesels, trolleys, Rail Diesel Cars, etc. The rules require that the applicant must build three scale models, one of which must be scratch-built. The other two, if not scratch-built, must be super-detailed from commercial kits.

Super-detailing means that the builder must add piping, fittings, etc. to the motive power to make it an outstanding model far apart from the original kit model. These extra added details can be both commercial or of your own making.

With the above model(s) the applicant must have won one contest award at the National level, or two awards at the Regional level, or three merit awards. Merit awards are given by judges assigned by the regional chairman to judge the applicant's models in his own home if, for some reason, he can't attend Regional Conventions.

The only remaining requirement is that the applicant submit an application with detailed descriptions of the models in question. Many applications are held up because the descriptions of the models has been lacking.

These are the requirements for Master Builder-Motive Power. In the next issue I will point out the details of the rules for Master Builder-Cars. I have a limited supply of rules for all achievement categories for anyone who is interested. Just write to me at Long Hill Rd. Middletown, Conn. 06457.

\* \* \* \* \*



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

## FROM THE OTHER FOOT

A Contestant Looks At Judging article by/ Doug Smith

In the October Coupler, Dave wrote "FROM THE OTHER FOOT", a very well done article on how the judge looks at judging the NER model contests. This was complete in its detailing the seven items that our judges are required to do when rating our models in the contests.

I have always been a strong supporter of the NER contests and have won my share of ribbons. However, for some time now I have felt that our rating system leaves a lot to be desired. I did not attend the Bellows Falls convention due to other problems, but I did send along a model for the contest. When the model was returned, the judging slips came with it, and I must admit that the results flooded me.

The model I sent was a scratch built truss bridge, made from drawings I drew up from American Bridge Engineers Standards. The construction was complete to every rivet, as far as possible, all lacing was done with individual pieces (several hundred), each piece with two rivet marks. The only purchased parts were track and spikes and paint.

What did the judges do to this model? Here is the score:

	Judge One	Judge Two	Judge Three	Max. Pts.
Workmanship	30	30	25	40
Scratch	15	12	10	15
Prototypical Fidelity	5	9	5	10
Painting	10	10	7	10
Lettering	--	--	--	5
Ingenuity	8	5	5	10
Extra Credit	--	--	--	10
Totals	68	66	52	100

All three judges docked me 15 points because of no lettering and no extra credits. Here is a bridge that requires no lettering; in fact, the prototype often requires no lettering. The extra credit bit is, of course, up to the judges and they saw fit not to award any points. The item of prototypical fidelity, two of the judges stubbed their toes giving only half the total possible on a model that follows prototype as far as scale will permit. The item of ingenuity, again two judges tripped, how ingenious does a model builder have to be when he makes scale girders, hundreds of lacing pieces and impresses rivets in all of them, and uses individual ties for the track.

Now the idea that I had a fine model was strong in my mind so I took this same bridge, with no alterations whatsoever over to the NFR Convention this Fall and entered it in their contest. Here we did much better, winning the top award in structures.

This is how NFR sets up their judging:

	Judge One	Judge Two	Judge Three	Max. Pts.
Construction	25	20	23	30
Detail	22	18	20	25
Conformity	9	6	8	10
Appearance	30	25	22	35
Scratch	22	20	22	25
Totals	108	89	95	125

(For kit built models substitute for word "scratch" the wording-materials)

You will note that NFR has a no non-sense list of rating items. No chance for docking the builder for lack of let-

Continued in Next Column

### JUDGING - Continued

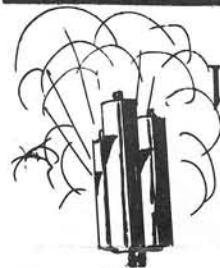
tering and no chance for docking points with an extra credit point rating.

I strongly feel that NER's point system is too finely broken down and would do well to be condensed more like NFR's. Painting and lettering should be lumped together and changed to the work "appearance". Actually, many models could be built that need no painting or lettering. Extra credit points should be put into prototypical fidelity. Workmanship and conformit, are the two really important items in model building and should be scored highest. Appearance, materials and ingenuity, in my opinion, are last in judging point values.

I would also like to mention one tendency that seems to prevail with many of NER's judges and this hobby in general. That is the tendency to give extra credit and many awards to those models that are "weathered" or made to look old. This, in my opinion, is merely under the item of painting. I have seen many fine cars and structures that were new in appearance and, therefore, rated below those that appeared old, while in fact some of the new appearing models were of better craftsmanship than those that were "weathered". Weathering is something a model builder may choose to do, but this should only add points in the painting or appearance rating, not automatically guarantee extra credits or place it above those models that appear "new".

NER judges do a fine job, a thankless one at best. They are never given enough time and then they are made to adhere to a point rating system that is just not practical.

I would like to suggest that those in charge of NER make every effort to correct NER's judging system of points and come up with one that better suits model building and brings our judging to a point of sound reasoning and sound scoring.



## Whistle Stops

Frank Skutsch announces the formation in Garden City of a 100% NER/NMRA club, "The Central Model Railroad Club of Long Island". This club, made up of members of Frank's Pike Registration Committee, meets in round table fashion. Their friendly, frothy get-togethers are strictly social with some effort devoted to construction of each other pikes.

George V. Turner, President, Bay Ridge Society of Model Railroads, Inc., 6816 Fourth Ave., Brooklyn sends in the following list of 1966 Show Dates for the Bay Ridge Society:

January 14, 21, 28 Fri. Evenings 7-10 PM  
 January 15, 22, 29 Sat. Afternoons 2-7 PM  
 January 16, 23, 30 Sun. Afternoons 2-7 PM  
 January 17, 24, 31 Mon. Evenings 7-10 PM

### TRANSPORTATION:

Car: Gowanus Parkway and Belt Parkway to Fourth Ave. Exit  
 Subway: BMT Fourth Ave. Local to Bay Ridge Ave. (69th St. Station)

For further information, contact George Turner, 333 W. 19th St., New York City, CH. 2-8716.

### BOD MEETINGS: Continued from Page 1

This study committee shall consist of five (5) members to be named by the incoming President, no more than one of whom may be from the same state or province."

This motion was seconded by Director Frankel and opened for discussion. With all in favor, the motion was so voted.

A second motion presented by Director Prange relative to a mail ballot was not acted upon because it was agreed that the previously carried motion would resolve this.

President Robinson read the third proposal by Director Prange which stated, "To take action to change the method of election of the President of the Region to direct mail ballot of all members of NMRA, regardless of membership in the Northeastern Region, residing in Northeastern Region territory. This ballot to be included in the convention notice of the Spring Convention."

After discussion, on a motion by Director Alexander to table this matter until the next BOD meeting in March, seconded by Director Gooding, and with all in favor, it was so voted.

In reference to the proposal to clarify Article 3, Section 5 of the revised Constitution which states: "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 be no invitation from any other portion of the Region", President Robinson read a list of sites for the past three years. Director Frankel felt that action on the previous motion to form a study committee on Regional Representation would settle all questions on this matter.

A motion was made by Director Frankel and seconded by Director Alexander that action on this motion be tabled until action is taken on the motion relative to Board representation changes. With all in favor, it was so voted.

The meeting was adjourned at 5:35 p.m.

### Special Meeting of the Board of Directors, October 30, 1965

Incoming President Jack Alexander called the meeting together at 5:35 for the purpose of electing the Officers for the coming two years.

Officers duly elected were:

Treasurer - Mrs. Dorothy Hyslop, Stratford, Conn.  
 Office Manager - Kenneth Hyslop, Stratford, Conn.  
 Secretary - Paul W. Hackett, Manchester, Mass.

### Actions of the Board of Directors, October 31, 1965

The meeting was called to order at 12:09 p.m. by President Jack Alexander at the Robert Treat Hotel, Newark, N.J. Directors present were: Mrs. Anne Hackett, Kenneth Hyslop, Albert Gooding, David MacDonald, Bal Abrams as proxy for Thomas Prange, and Jack Alexander as proxy for Dr. Roy Dohn.

Ken Hyslop discussed the membership situation and the duties of those concerned with new members and the renewal of old members. He suggested a meeting of the membership chairman, Office Manager, and President to find some way of handling these matters.

Continued on Page 5 See: BOD MEETINGS

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## BOD MEETINGS: Continued from Page 4

A motion was made by Al Gooding and seconded by Anne Hackett that the region sell the jewelry on a "Two-For-One" sale as a Christmas Special and this to be so advertised in The Coupler. It was so voted.

Ken Hyslop returned to the subject of membership and suggested that the names of the lapsing members be printed in the Coupler as well as sending the renewal notices. Anne Hackett suggested that the Region provide return envelopes similar to those of the National Association, with forms attached. Pres. Alexander said that this would be referred to the Membership Committee.

After a discussion on the progress of the Pike Register Committee, on motion by Al Gooding and seconded by Dave MacDonald, it was voted that the .25 fee for additional pike names be dropped and the fees already paid be refunded; also that the certificates be kept as they are now until the NMRA issues certificates on a national basis.

A motion was made by Ken Hyslop, seconded by Dave MacDonald that the Treasurer be authorized to allow committee chairmen to draw up to 5.00, and the President up to 25.00 if needed for committee and office expenses; any additional amount would be subject to the approval of the board. With all in favor, it was so voted.

A motion was read by J. Alexander on behalf of the Hub Division BOD which stated, "That the NER stop mailing NER convention flyers to NMRA members who reside in the NER area, and who are not NER members unless reimbursed by the NMRA."

This motion was withdrawn to be worded in proper form to be presented at the next BOD meeting.

On a motion by Anne Hackett, seconded by Bal Abram, it was voted to adjourn at 1:23 p.m.

## ANNUAL MEETING: Continued from Page 1

The motion was duly seconded, and opened for discussion. Don Robinson commented that the NER cannot take any action to divide the region, but can only make recommendations. He quoted from Article 8, Section 5, of the National Constitution which gives the National BOT final authority in this matter.

Len Frankel made a motion to table the matter until the findings of the other committee are presented. A count was taken of members present and proxies. The motion to table was killed by a vote of 34 for and 56 against.

John Dias made an amendment that the two committees report simultaneously to the membership, that is, at the Spring 1966 Convention.

Walt Syrette proposed an amendment that the President be empowered to appoint additional members to represent those members not represented by Divisions. There would be up to five at large members to represent these areas.

On a voice vote by the membership in attendance, the amendment was rejected.

The vote was then taken on the original motion and the amendment by John Dias. By a vote of 57 for and 25 against it was so voted.

David Newcomb proposed that a special NER car kit contest be held at each convention, Spring and Fall, to promote the sale of these car kits. The usual model contest rules would apply. This proposal was so voted.

President Robinson made the motion that the NER Coupler Editor be relieved of the payment of dues during the time that he is editor. This was duly seconded and voted.

The next order of new business was the installation of Jack Alexander as NER President by Donald S. Robinson, outgoing President. This was done with proper ceremony and formality to the approval of the membership there in attendance.

President Alexander announced new committee Chairmen. They are: Coupler Editor-Jeff French, Bloomfield, Conn.; Nominating Committee-Jim See, White Plains, N.Y.; Model Contest Committee-Don Robinson, Greenfield, Mass.

On a motion and second from the floor, it was voted to adjourn at 11:49 a.m.

## COMMITTEE CHAIRMEN NAMED

President Alexander has announced the following appointments:

IVON S. FREEBLE, 373 Maple St., Danvers, Mass., MMR, past president of both the National Model Railroad Association and the Northeastern Region, as Chairman of the Committee to investigate and make recommendations to the BOD with respect to the selection of future Directors on a geographical and/or population basis. See minutes of the Oct. 30, 1965 BOD meeting for details of the responsibilities of this Committee.

R. H. Huebenthal, 2524 McGovern Dr., Schenectady, N.Y., Treasurer and Honorary Life Member of the National Model Railroad Association, as Chairman of the Committee to study the advisability of dividing the NER into two regions.

## BERKSHIRE MODEL R.R. CLUB

NO GAUGE

C/O KIRK'S HOBBY CENTER

784 TYLER STREET

WE MEET IN MEMBERS' HOMES

ON ALTERNATE FRIDAYS AT 7 P.M.

## PITTSFIELD, MASS.

## CONVENTION: Continued from Page 1

we covered approximately 140 miles, 9 railroads and 5 whistle blasts.

During the Banquet it was noted that the Committee was five banquet tickets short. Now it is a known fact that our illustrious Office Manager has been able to put away TWO COMPLETE DINNERS, but come on fellows, not FIVE. DINNER, but

During the post-banquet ceremonies outgoing President Don Robinson presented President's Awards for Distinguished Service to N.E.R. to MIKE PEARSALL, WALTER SYRETT, and PAUL HACKETT.

After the banquet and ceremonies the auction got underway with Stan Bradley as Auctioneer. Following some fast and furious bidding, what do you think appeared on the auctioneers table? You guessed it, the TYCO train set that was raffled off on the train. Probably won by an "O" gauger, which goes to show that Model Railroading is Fun, anyway you look at it.

The officers and members of the Garden State Division who were responsible for this excellent program deserve hearty thanks from all of us who attended. Ernest Mikus, the original Convention Chairman was in the hospital during the Convention and was unable to carry on his duties. We all wish Ernie a speedy recovery. Your reporter's personal thanks to Pete Hugger and Joe Pauer for putting up with me and my questions.

Following is a list of the Model Contest and Photographic Contest Award-Winners at the Newark Convention:

- BEST IN SHOW - THE DELAWARE TROPHY  
Harold T. Horner
- LOCOMOTIVES MASTER-SCRATCH  
Second Prize Roger Remsdell, Jr.  
Third Prize Richard D. Miller
- LOCOMOTIVES MASTER - KIT  
First Prize David Newcomb
- LOCOMOTIVES CRAFTSMAN - KIT  
First Prize Mike Pearsall  
Second Prize James E. Johnson
- DIORAMAS - MASTER  
First Prize Frederick P. Wadleigh
- DIORAMAS - CRAFTSMAN  
First Prize Harold T. Horner  
Second Prize Westbridge Model Club  
Third Prize Arthur F. Biehler Jr

PHOTOGRAPHIC CONTEST WINNERS  
BLACK & WHITE PROTOTYPE  
Glenn Williams, Parsippany, N. J.

COLOR PROTOTYPE  
Glenn Williams, Parsippany, N. J.

BLACK & WHITE MODEL PHOTO  
Donald A. Clerke, Wapping, Conn.

COLOR MODEL PHOTO  
Earl Smellshaw, Middletown, Conn.

An award was made to Al Westerfield by Gary Post, President of the Alexandrian System, for his solution to a preplanned switching problem in the least number of moves. The switching layout was displayed in the Manufacturers' Salon.

# WELCOME

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

## CANADA

Gabriel Houle  
3901 Claude, Verdun, Prov. of Quebec

## CONNECTICUT

Gladys Lloyd  
44 Lincoln Dr., Glastonbury

C. E. Carlson  
8 Clyde Rd., Manchester

Robert C. Hines  
White Birch Rd., West Redding 06896

Dennis J Rich  
405 Hulls Hgy., Southport 06490

## KANSAS

Jan Fowler  
3712 W. 75th, Prairie Village

## MASSACHUSETTS

Jeffery M. Plate  
41 Orchard Lane, Wayland 01778

Gary Westgate  
25 Sycamore St., Fairhaven 02719

David B. Cann  
66 Mineral St., Reading

William M. Bennett  
227 No. Beacon St., Watertown 02172

Robert M. Hill  
Cornell Rd., Dover

James G. Houhoulis  
38 Malley Ave., Avon 02322

## NEW JERSEY

James A. Emley  
908 Clayton Ave., Point Pleasant

Rex Beals  
2 Lexington Rd., Somerset

William E. Daiker  
675 Terhune Rd., Ridgewood

Thomas DeNora  
291 Willow Way, Clark

Fred Huss  
191 West Milton Ave., Rahway

Peter Frosig  
4 Reservoir Rd., Cedar Grove

Alfred F. Biehler Jr.  
77 Lake Rd., Demerest 07627  
Mail: % Smith, 21 W. Main St. Annville,  
Penna.

William F. Biller  
7 Landsdowne Rd., East Brunswick

## NEW YORK

Fred R. Nagel  
15 Falmouth Rd., Yonkers

Martha Smith.  
Tompkins Ave., Upper Nyack 10960

Gunther Zoehfeld  
RD 1, Box 264, West Hurley 12491

John A. MacIntosh  
150 Kildere Rd., Garden City 11530

Ralph H. Thomas Jr.  
204 Westbury Blvd., Hempstead 11550

WELCOME - Continued

NEW YORK (Continued)

David R. Levine  
2010 Grand Ave. % Mrs. Mendelsohn  
Bronx 10453

Dana S. Emery  
330 E. 19th St., New York City 10003

Theodore Silverman  
816 Ashford St., Brooklyn 11207

Robert J. Tancredi  
733 Florence St., Baldwin 11512

OHIO

Frederick A. Schaefer  
627 E. Washington St., Sandusky

OREGON

Kenneth W. Nottingham  
3686 Crater Lake Hgy., Medford

PENNSYLVANIA

Robert T. Corrison  
96 E. Lincoln, Media

## FROM THE OFFICE MANAGER

KEN HYSLOP

Not so good this month. However, as of Nov. 10, 1965 we have 802 members-over 300 dropouts this past year. Please check on the renewal date on your membership card and send in your dues if past the expiration date. This will have to be your responsibility until we can get proper notices printed up. The national membership figures are in for Nov. 1965. Our NER quota 2,744-we have 2,440 probably due to non-renewal at the proper time. We dropped 141 national member from our region this last month, gained 32 whom our promotion manager Dick Towle has contacted with our invitation to join NER. Our quota for NMRA Life Memberships is 131, we have 120. NER retail items still for sale from the Office Manager are:

Life Memberships, if you hold	
NMRA Life	\$20.00
NER Memberships, Annual	1.00
Patches	.25
Lapel Pins	1.25
NER HO Car Kits (see contest note)	3.00
Convention Badges	.25
Jewelry-See Ad Elsewhere for details	
on 2 for 1 Sale	
Extra HO Car Sides	Pr. 1.50

I think this is all I haul to the Conventions. When ordering, make out check or money order to Northeastern Region, Inc NMRA.

## MEMBERSHIP NOTES column by

Dick & Andy Towle

Season's Greetings to you all. Your Membership Committee Chairmen are just beginning to get settled in their new home, and this column is being written in between drawing sash on the bedroom windows.

We have no railroad yet, but the plans look great, but first we had better give you our new address so that correspondence can continue:

Dick & Andy Towle  
"Ledgewood"  
Loading Place Road  
P.O. Box 328  
Manchester, Mass. 01944

Continued at top of Next Column

MEMBERSHIP NOTES (Continued)

along with the help of our new prexy, Jack Alexander, and VP Dave MacDonald, plans are well along for an intensive membership recruiting campaign and several new faces are joining our committee. Among them is Frank Skutach of Garden City, New York. Frank is probably best known for his duties as NER's Pike Registration Committee Chairman, but his duties with us will be Statistical Analysis and IBM Computation of our records.

We have also received two letters recently, which are worthy of mention, the first being from Ray Walker of Rockville Conn., offering his services to the committee, and be assured that Ray's offer will be accepted. Ray is a student and comparatively new member of the region, and yet he was the only person who answered our plea for help. How about some of you other hobbyists giving a little of your time to help our region grow?

The second letter was from Pete Sayers of Summerside, P.E.I., Canada, and in it Pete carefully contributed his thoughts on what he felt were some of our region's ills and what he felt could be done to correct them. A letter such as Pete's is just what we are looking for, and many of the points which Pete raised have been brought up for discussion and possible action.

Many thanks to Ray and Pete for the efforts that they have made in behalf of the region, and to all of you, thanks for your support during '65, and Best Wishes for 1966.

## NER CAR KIT MODEL CONTEST

NER members will again have an opportunity to display their skill at modifying the NER car kit. Entries will be judged as a special category at the Spring 1966 Convention. Car kits are still available from Ken Hyslop, 125 Lordship Rd., Stratford, Conn. 06497 for \$3.00 post paid.



The MANHATTAN MODEL

RAILROAD CLUB

NER NMRA

HO



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

Hio 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

# PIKE REGISTER

PIKE REGISTRATION NEWS  
by Frank W. Skutsch

Another 111 pikes have been registered since September. We are sure there are more remaining, especially as we have dropped the 25¢ fee for extra pikes. From now on, there is no charge for any pike registration, but, to conform with the National registration, we are limiting the registration to three pikes per member. We also will allow you to register a pike in trust for one of your children - See Thunder Hollow Mining Co.

If you do not have the instructions in BOTH the July AND October COUPLER, send a stamped-self-addressed envelope to the Pike Committee - see masthead for the address.

Alamogordo, Cloudcroft & Radium RR  
Arthur R. Koerber  
Pittsfield, Mass.

Atlantic Northeast RR "Scenic Shore  
Andrea & Richard Towle Route"  
Manchester, Mass.

Aqua Vista Lines  
John F. Osborne  
East Setauket, N.Y.

Ashuelot Central RR  
William P. Stromgren  
Keene, N.H.

Atlantic & Green Mountain RR  
John H. Groh  
Essex Junction, Vt.

Atlantic Belt & Connecting RR  
Alvan F. Eisen  
Dedham, Mass.

Beaver Brook RR  
Ivon S. Preble  
Danvers, Mass.

Bedford, Farnham & Waterloo RR  
W. W. (Rob) Robertson  
Senneville, Quebec, Canada

Boonesville & Okeechobee RR  
John Valente  
Syosset, N.Y.

B. & M. RR (Colony Div.)  
John A. Young  
Keene, N.H.

Brookfield & Western RR  
Everett S. Allen  
West Brookfield, Mass.

Ceder Valley RR  
John Peter Bonaventure  
Stratford, Conn.

Central New England Ry (Albany Div)  
George K. Wisner  
Hartford, Conn.

Chenango Valley Rail Road Co.  
Robert P. Craver  
Bainbridge, N.Y.

Chester Terminal Co.  
J. G. Kucsma  
North Plainfield, N.J.

Cloudy Mountain Lines  
Albert W. Callahan  
Hudson, Mass.

Connecticut River RR  
Donald S. Robinson  
Greenfield, Mass.

Conway, Bradford & Dover RR Co.  
Michael A. Litant  
Milton, Mass.

Delaware & Quebec RR  
Walter H. Duke  
Fanwood, N.J.

Delaware River Lines  
David R. Levine  
Bronx, N.Y.

Delrio & Midland Northern RR  
Warren B. Delano  
Jamaica Plain, Mass.

Dividing Creek RR  
Donald P. Howd  
Neptune City, N.J.

Dorchester Rapid Transit Co.  
Francis N. LaPrise  
Dorchester, Mass.

Dover & Western Rwy Co.  
J. G. Kucsma  
North Plainfield, N.J.

East Flatbush Terminal Co.  
Ira Rothberg  
Westbury, N.Y.

Essex & Lakeside RR  
Harvey W. Robinson  
Lynn, Mass.

Fall River RR Co.  
John R. Grover  
Jamaica Plain, Mass.

Fargo Street Manufacturers Rwy.  
Michael A. Litant  
Milton, Mass.

Fort Hudson Rwy.  
Robert H. Lindley  
Nutley, N.J.

Fort Salonga Traction Co.  
Frank W. Skutsch  
Garden City, N.Y.

Goose Bay & Burnt Creek RR  
James E. Duffy Jr.  
Val d'Or, Quebec, Canada

Gowanda & Waite RR  
Wilfred L. Peloquin  
Keene, N.H.

Great Eastern RR  
Eugene C. Fletcher  
Hudson, N.H.

Great Northwestern RR  
Paul Mallery  
Murray Hill, N.J.

Hampton & Leeds RR  
Holman P. Huntington  
Leeds, Mass.

Hudson & Easton RR  
Edward Gaulrapp  
Massapequa Park, N.Y.

Hudson, Delaware & Ohio RR  
Summit-New Providence HO RR Club  
Murray Hill, N.J. Inc.

Hudson Valley & Western RR Co.  
Edward J. Morris  
Liverpool, N.Y.

Indian Valley Rwy.  
Joshua D. Coran  
Belmont, Mass.

Intermountain Pacific RR  
Jack Alexander  
East Bridgewater, Mass.

Jefferson Cliff & Bluestone RR  
Michael Mark Blumenthal  
Bronx, N.Y.

Juniper Springs & Northern RR Co.  
Geoffrey W. Quadland  
Katonah, N.Y.

Kanawha Valley RR  
Gregory R. Waring  
Seaford, N.Y.

Karenton & Trampville  
Walter Sasko  
Brooklyn, N.Y.

Kilkenny Lumber Co.  
Donald S. Robinson  
Greenfield, Mass.

Kings County & Western RR  
Armand Stea  
Brooklyn, N.Y.

Kukmal & Souse RR Co.  
David M. Newcomb  
Reading, Mass.

Lauratauk & Bendonair RR  
John J. Pollak  
Patchogue, N.Y.

Lawrence & East Bradford RR  
Curtis B. Schwartz  
Pleasantville, N.Y.

Little Marsh RR  
Jack E. Philo  
North Reading, Mass.

Long Island Central RR (Pot Luck  
Joseph F. McDonald Div)  
Kew Gardens, N.Y.

Michigan Southern RR (Alexandrian  
Bruce G. Alcock System)  
Rego Park, N.Y.

Mineral Point & Western RR Co.  
George Konrad  
West Peabody, Mass.

Missaucatucket RR  
Stanley A. Jackson  
Marshfield, Mass.

Mox Nix RR Co.  
David M. Newcomb  
Reading, Mass.

Mystic & North Stonington RR  
Brooks Bentz  
Springdale, Conn.

Na-Mar Lines  
Leonard S. Frankel  
West Englewood, N.J.

Nashoba Valley RR Co.  
David Olson  
Worcester, Mass.

Neversink Valley RR  
Warren R. Gatzke  
Stratford, Conn.

New England Central RR  
Erwin C. Hughes  
Worcester, Mass.

New Jersey Midland  
Albert F. Rickborn  
Boonton, N.J.

New York & South Shore International  
Ira Rothberg Car Ferries Ltd.  
Westbury, N.Y.

New York, New Haven & Shoreline RR  
Bruce Maulendyke  
Old Saybrook, Conn.

New York, Ohio & Western RR  
Frank X Flynn  
Keyport, N.J.

New York, Southern Westchester, and  
Throgg's Neck Northern Railroad Co  
Henry J. Statkowski  
Throgg's Neck, Bronx, N.Y.

Northern Atlantic Rwy.  
Frederick L. Bradford  
Hanover, Mass.

Opcit, Loccit & Ibird (The armchair  
Warren B. Delano route)  
Jamaica Plain, Mass.

Pennsy Central RR  
Robert J. Hendel  
South Farmingdale, N.Y.

Pennsylvania, Ontario & Western  
Lynn M. Finch  
Oneonta, N.Y.

Pineville & Crystal Lake Rwy.  
Anne L. Hackett  
Manchester, Mass.

Quibblertown & Piscataway Rwy Co.  
Howell Day  
Dunellen, N.J.

Ramapo Valley Terminal RR Co.  
Frank X. Flynn  
Keyport, N.J.

Ramline Systems (Shore Terminal  
Robert A. Miller Div.)  
Jamaica, N.Y.

Red Lodge & Yellowstone RR  
Jeff French  
Bloomfield, Conn.

Rego Park, Bayside & Dougleston  
Balfour J. Abrams  
Flushing, N.Y.

Richmond & Concord RR  
Richard L. Brown  
Hingham, Mass.

Rio Grande, Pagosa & Northern RR  
Donald S. Robinson  
Greenfield, Mass.

Rio Grande Southern RR (Lixard Head  
Kendall Bellamore Div.)  
Staten Island, N.Y.

Rock City Western RR  
Peter E. Sayers  
Summerside, P.E.I., Canada

Rockland RR Co "Route of the Packet"  
Roger G. Ramsdell Jr.  
Rockville Centre, N.Y.

The Rocky Ridge & Sandy Flats RR  
Edmund J. Kuhn Jr.  
Dedham, Mass.

Rumford River RR  
Ralph W. Foster  
Barrowsville, Mass.

Schnitzelbank Timber Rwy Co.  
David M. Newcomb  
Reading, Mass.

Scoba Valley RR  
Robert H. Lindley  
Nutley, N.J.

Setauket RR  
John F. Osborne Jr.  
East Setauket, N.Y.

Shenandoah, Walkerton & Arizona  
David A. Walker Central  
North Kingstown, R.I.

Sierra Nevada RR (Mountain Div.)  
Edward R. Horne  
Springfield, Mass.

The Snug Harbor & Western  
G.W. Mecham  
Staten Island, N.Y.

Stardust Valley RR  
Kendall Bellamore  
Staten Island, N.Y.

Stone Mountain Rwy.  
Clarence G. Steinberger  
Northampton, Mass.

Suffolk & Eastern Rwy.  
John F. Osborne  
East Setauket, N.Y.

Thunder Hollow Mining Co.  
Helen & Tommy Skutsch  
Garden City, N.Y.

Ticonderoga Gorge RR  
Tom Jones  
Westfield, N.J.

Tincup, Pitkin & Parlin RR  
Theodore O. Wiese Jr.  
Vernon, Conn.

Tower Central Rwy System  
Francis N. LaPrise  
Dorchester, Mass.

Trenton Northern Traction  
Summit-New Providence HO RR Club  
Murray Hill, N.J. Inc.

Tulsa & West End RR  
Arthur P. Kalfas  
Manhattan, N.Y.C., N.Y.

Union Pacific RR (Far East Div.)  
Alfred M. Whitman  
Marshfield, Mass.

Union Valley RR  
Edward Brownbridge  
Ramsey, N.J.

Vermont Northern RR  
Paul W. Hackett  
Manchester, Mass.

Vermont Northern & Maine RR  
Kenneth S. Fortune  
Westmount, Quebec, Canada

West Clinton & Cobble Hill RR  
Robert L. Gustafson  
Brooklyn, N.Y.

Widow Peak RR  
Robert J. Kent  
Fairfield, Conn.

Wilder RR  
Albert H. Critchet Jr.  
Watertown, Mass.

Williamsport, Joansville & Kelton RR  
William J. Kelly Jr.  
Levittown, N.Y.

Wyoma & North Shore  
Wilbur D. Radford  
East Lynn, Mass

Wyoming Valley Rwy.  
Glen J. Williams  
Parsippany, N.J.

Wyoming Valley RR  
Lt. S. Courtney Smith  
APO 96490, San Francisco, Cal.

**There's one in every crowd**  
Earl Smallshaw



THIS GUY HAS \$1,000.- IN TAPE RECORDING EQUIPMENT TO RECORD THE LAST FEW SOUNDS OF STEAM. BUT WHAT HAPPENS? EVERY SCREAMING BABY AND TRANSISTOR RADIO FROM MILES AROUND SEEMS TO FIND THEIR WAY TO THE MICROPHONE. THERE IS NO JUSTICE!

# OPERATION

## problem/ by ROB ROBINSON

In response to the last three issues I have had solutions from the following people: Art Ellis, Mark Hilmantel, Watty House, Normand Levert, Wayne Roundy, and Rudolph Morgenfruh.

Best solution for the first problem in the July issue was 18 moves. It came from Mark Hilmantel.

1. L-11 to e
2. L-11-5-6-7 to n
3. L-11-5-6-7 to i
4. L-11-5-6-7-8 to n
5. L-11-5-6-7-8 to h
6. L-11-5 to n
7. L-11-5 to j
8. L to n
9. L to e
10. L-6 to n
11. L-6 to a
12. L-6-1-2-3 to n
13. L-6-1-2-3 to i
14. L-6-1-2-3-11-5-9-10 to n
15. L-6-1-2-3-11-5-9-10 to c
16. L-6-1-2-3-11 to n
17. L-6-1-2-3-11 to m
18. L-6 to n

Rudy Morgenfruh sent a thirty move solution to the second problem in July, which turned out to be the best.

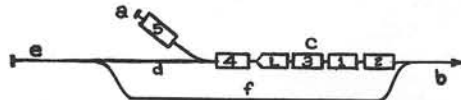
- |                        |                  |
|------------------------|------------------|
| 1. E-L-1 to d          | 16. 3-E to b     |
| 2. E-L-1 to b          | 17. 3-E to a     |
| 3. E-L-1-5 to d        | 18. E to b       |
| 4. L-1-5 to g          | 19. L-1-5-2 to g |
| 5. E to b              | 20. L-1 to d     |
| 6. E to a              | 21. E to d       |
| 7. L-1-5-2-3 to d      | 22. 1-E to b     |
| 8. L-1-5-2-3 to b      | 23. 1-E to a     |
| 9. L-1-5-2-3-6 to d    | 24. E to b       |
| 10. 4-E to b           | 25. L to g       |
| 11. 4-E to d           | 26. E to d       |
| 12. E to f             | 27. L-5-2 to d   |
| 13. L-1-5-2-3-6-4 to g | 28. E-L-5-2 to b |
| 14. L-1-5-2-3 to d     | 29. E-L to d     |
| 15. E to d             | 30. E-L to g     |

As for the October problem, Watty House's was the best.

(In order to conserve space, the car numbers have all been run together. Only the engine is separated from the cars by a hyphen.)

- |                     |                  |
|---------------------|------------------|
| 1. L to E           | 9. 145-L to B    |
| 2. L to B           | 10. 145-L-3 to C |
| 3. 45-L to C        | 11. 145-L to A   |
| 4. 45-L-67 to A     | 12. 145-L to B   |
| 5. 32145-L-67 to BE | 13. 5-L to E     |
| 6. 2145-L-67 to E   | 14. 5-L to D     |
| 7. 2145-L-67 to D   | 15. 675-L to A   |
| 8. 2145-L to A      |                  |

The problem this time concerns a mixed train: passenger and freight. Cars 3,4, and 5 are freight; car 1 is for baggage, car two is a coach. Set out car 3 at a, & turn the train around to depart in the direction of "b". All freight must be ahead of the baggage, which must be ahead of the coach. (i.e., in the order 2145L or 2154L.) Sections a,e,d,c,&f hold 1,3,2,5,&6 cars respectively.



I did it in 27 moves; if you can do better, I'd like to see your method; otherwise you'll have to put up with mine in the next issue. Solutions can be sent to 1285 Lepine St., Saint-Laurent, Quebec, Canada.

(and, MERRY CHRISTMAS)

Rob

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



# TROLLEY SPARKS

column by/  
**JERRY LAWLOR**

A new magazine devoted to traction has appeared. Titled "Traction and Models" the monthly, published by the Vane A. Jones Co., 6710 Hampton Dr., Indianapolis, Ind., sells for \$ .60 per copy or \$6.00 per year by subscription.

As I was leafing through my copy of the November issue I found a discussion of the relative merits of working for traction standards both within and without the framework of the NMRA. I felt that some of what was said might bear repeating here; therefore, with apologies to the original publisher I would like to paraphrase some of the points made in this article.

Everitt Wood of West Chester, Pa. felt that traction modelers should belong to model traction guild which would have two branches (a) modelers and (b) manufacturers. He felt that a group of this type could "seek out and develop the best possible...standards for traction." He also felt that there was a total lack of recognition of the street car modeler in the framework of the NMRA standards. He then stated that an NMRA committee working to improve traction standards would be hampered by an outmoded system that indulges in delaying tactics for political reasons.

James Denlow stated that he is a firm believer in trying to work within an organization. He starts with the important premise that NMRA stands for "interchangeability". He then states that NMRA standards do represent a problem for minority groups within the organization. He feels that a traction purist should not, for example, vote on the acceptability of live steam standards or vice versa. He then discusses some of the progress that has been achieved within the framework of the current NMRA standards system. He feels that these standards deal primarily in limits and that these limits are maximums. As a result of this thinking he feels that standards have been accepted which prevent or prohibit scale modeling. He concludes by stating most emphatically that any changes should be made in the standards by a group working within the NMRA and not by a multiplicity of splinter groups each of which would be working to achieve acceptance of its own ideas.

A national organization such as ours serves a most important purpose. It presents a united front to those who would like to pursue their own merry and diverse paths away from that goal of interchangeability. Because of its size and scope an organization of this type will never please each and every member one hundred percent of the time. It does all of us much good most of the time, and on that basis we must judge the value of our membership.

I'm sure that much more can be done in the traction standards field, but I'm equally sure that unless traction modelers stand up and express their opinions no one is going to know whether they are or are not satisfied with the standards as they exist. Don't gripe to yourself and a few friends. Let your officers and directors know how you feel. If you would like to help on a committee to review these standards, volunteer. Remember that the strength of our organization lies in the willingness of its members to offer their services. Without this kind of help very little can be done. If you have any ideas on the subject, I can assure you our new editor of "The Coupler", Jeff French and I would like to hear from you.

Merry Christmas and Happy New Year to you all.

# ACHIEVEMENT AWARDS

Since the May, 1965 issue of The Coupler, the following have received Achievement Certificates:

**Master Builder-Cars**  
Frank W. Skutsch Garden City, N.Y.  
Walter Olevsky Carlstadt, N.J.

**Master Builder-Motive Power**  
Willis A. Livingston Yorktown Hgts., N.Y.

**Master Builder-Scenery**  
John A. Hartz Bergenfield, N.J.

**Chief Dispatcher**  
Leonard Frankel W. Englewood, N.J.

**Association Official**  
Harold I. Clark Worcester, Mass.

**Association Volunteer**  
Harold I. Clark Worcester, Mass.  
Irwin P.B. Lloyd Glastonbury, Conn.  
Earl Smalshaw Middletown, Conn.

# FOR THE "O" GAUGER

column by/  
**KEN HYSLOP**

If anyone has knowledge of the whereabouts of DC-91 and DC-105 Pittman motors I would like to know as I need them for the production of Baldwin locomotives. Anyone turning up a dozen will receive a bonus, even an HOer. However, my personal railroad interest is on the shelf until after the Holiday Season as the store gets all the attention, in all gauges. The "O" gauge car sides will be detained until 1966 as production problems of producing quality material has still not been worked out. I trust that some of you NER'ers were able to visit the New Haven's Club this past November and witness the fine operation of this, the country's Best railroad and trolley layout. If you missed it, try us in Feb.'66, we'll be waiting for you. You traction fans should get the new monthly "Traction Models", reading material in all gauges, a very fine magazine. They say a new "O" gauge steeple cab in brass is to be ready for release early in 1966. This is it for now, Happy Holidays.

# NER Jewelry Sale

At the October 31st BOD meeting it was voted to offer the Region's inventory of Swank railroad jewelry to the members on a 2-for-1 sale basis. This offer is only good so long as the supply holds out since the line has been discontinued by Swank and the sets cannot be reordered. Descriptions appear below:

- Set #1: Cuff Links and Tie Bar; gold 4-4-0 on simulated Amethyst background
  - Set #1: Cuff Links and Tie Bar; gold 4-4-0 on simulated Amethyst \$ 3.50
  - Set #2: Cuff Links and Tie Bar with safety chain; silver color 4-4-0 \$ 3.50
  - Set #3: Cuff Links and Tie Bar; motif similar to #2, in golden color \$ 3.50
  - Set #4: Cuff Links only; silver color with 4-4-0 engine, similar to #2 \$ 2.50
  - Set #5: Cuff Links only; very detailed 4-4-0, golden, distinctive \$ 2.50
- ORDER NOW FOR CHRISTMAS GIVING



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

I am ordering the following NER Jewelry Sets with the understanding that a duplicate set will be sent to me at no additional charge, for each set ordered.

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- #3 at \$ 3.50, total \$ \_\_\_\_\_ #4 at \$ 2.50, total \$ \_\_\_\_\_
- #5 at \$ 2.50, total \$ \_\_\_\_\_

Check or money order payable to Northeastern Region, NMRA, Inc. for \$ \_\_\_\_\_ is enclosed. If # \_\_\_\_\_ set is not available, substitute set # \_\_\_\_\_. Do not substitute. If set ordered is out of stock please return remittance \_\_\_\_\_

SEND TO: Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## DIVISION NEWS GARDEN STATE

Paul Mallery, Sec'y., 94 Oakwood Dr., Murray Hill, New Jersey 07971.

The Garden State Division will hold a meet on Saturday, Jan. 22, 1966 at 1 p.m. in St. John's Episcopal Church, Main & Arch, Ramsey, N.J. The premeet luncheon will be at the Swiss Chalet on U.S. 17, Ramsey. The program includes a model display, a visit to the Ramapo Valley Club, and a clinic conducted by Hal Carstens, Editor of the Model Craftsman. The usual \$1.00 registration fee applies. As Ramsey is nearer N.Y. than to most of the GSD, New Yorkers are especially invited.

In March the GSD Little Convention is to be held in Irvington. This meet includes all the events of a Regional Convention except the fan trip. Election of the Division Board is held at this meet. The June meet probably will be held in Rocky Hill near Princeton.

With the coming of age of the Division two major changes have been made. One, Gene Wolfe, New Market, has been appointed Permanent Convention Chairman, two, the GSD paper, the Whistle Post has been converted to a regular paper with a permanent editor.

## ALOUETTE

John Saunders, 403 Mortlake Ave., St. Lambert, Prov. Quebec, Canada

Volume 1, Number 1 of the Alouette Division Newsletter announces a Division project in which every member can participate, and for which funds are available. The Division is going to build a limited operation display layout, of a semi-portable type for display at Expo 67. Construction will be under the guidance of the layout committee of D. Townsend, Division President, John Saunders, Secretary and Chris Tiessen. The proposed layout will consist of 3 sections, each 3 ft. by 7 ft. Scale will be one-fourth inch to one foot (A.A.R. fine scale). Power: 12v. DC. The track plan, although not finalized, will be contemporary in timing and industrial in type.

Continued on Next Column

### ALOUETTE - Continued

All recipients of the Newsletter have been asked to complete a form specifying their particular interest as to: benchwork, track-laying, wiring, scenery, rolling stock, etc. The motto for this project is one all clubs would do well to adopt:  
**DON'T JUST BELONG.....PARTICIPATE!**

## HUB

Harold I. Clark, 3 Frederick St., Worcester, Mass. 01605.

The Hub Division has plans underway for a joint meeting with the Suburban Middlesex R.R. Society on Feb. 18 or 19, to be held in Newton, Mass. We hope to have a variety of model equipment on display, as well as photos and other railroadiana. All members of the Hub Division will receive notices of this meeting. Any other model railroader living in the area, please write to the Secretary for a notice of this meeting. You are invited to attend and please bring a friend. This is the only way the Hub Division can grow. The Hub Division has reached the 200 mark and now we are trying for 300. Help us out.

This is the last Coupler before the Hub's Little Convention in Manchester, Mass. on April 16th, so if you don't get a notice about it by March 10th, write to the Hub Secretary for one. We promise you a good time. Convention Chairman Dick Towle writes on Official Convention stationery that it will be a success or he will be banned to the PCR. Program arrangements are as follows:  
Date: April 16 Time: 9:00AM until early Mass

Place: Sacred Heart Parish Hall, School St., Manchester, Mass.

Program: Clinics, displays, auction, "Fireman's Banquet", movies, slides, and a speaker, Ron Ziel

## NUTMEG

Harry Leet, Route 6, Columbia, Conn.

Harry didn't get a chance to write a report on activities, but did call to say the Nutmeg BOD would meet on Dec. 5 at Dick Hoerning's home, 265 Cotswold St., Hartford. The date for the Annual Meeting in January will be set at that meeting and members notified by mail.

## LONG ISLAND (Proposed)

The BOD in Newark gave the go-ahead for starting one or more Divisions in New York State. A group on Long Island centered around the Pike Registration Committee, are hoping to found a Long Island Division. They hope to be able to have quarterly meets with clinics, pike visits, etc. Anyone interested should contact either Jim Clokey, 457 Clocks Blvd. Amityville, L.I. (Phone 516 LY 8-1356 or 212 OX 7-6000 extension 7588) or Frank Skutsch, 56 Commander Ave, Garden City, L.I. (Phone 516 PI 7-6068 or PI 2-3000 ext. 709) Please send a stamped return envelope for a newsletter with information on the date for the organizational meeting.

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## THE COUPLER

Official Bulletin of the Northeastern Region  
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