

# THE COUPLER

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



## ALL ABOARD FOR TRI-CITIES

### ELECTION NOTICE

The Nominating Committee of N.E.R., in accordance with the By-Law requirements hereby presents for publication in the "COUPLER" the following as nominees for Director of N.E.R. for 1966:

PETER N. HUGGER, Westfield, New Jersey  
GLENN A. WAGNER, Delmar, New York  
FRANK W. SKUTSCH, Garden City, L.I., N.Y.  
JOHN A. YOUNG, Keene, New Hampshire  
EARL SMALLSHAW, Middletown, Conn.

Selections were by open proposal (deadline), questionnaire, individual ballot by Committee Members, consolidation of ballots and final review by the said members. Qualifications are listed below:

PETER N. HUGGER, Telephone Engineer of Westfield, N.J. Age 39. NMRA-NER 2 yrs. Married with 7 children. Vice-Chairman Garden State Div. Experienced in church administration and excellent performance as emergency Chairman of Newark Convention.

GLENN A. WAGNER, single, of Delmar, N.Y. Member 15 yrs. Age 55. Diversified experience in several officerships of Historical and Art associations.

FRANK W. SKUTSCH of Garden City, N.Y. Age 33. Married-2 children. NMRA 4 yrs. NER 2 yrs. Organized NMRA Pike Registration, member of National Membership and Electronic Data Committees. Principal in organizing and first President of Sunrise Trail (L.I.) Division of NER.

JOHN A. YOUNG, of Keene, New Hampshire. Age 34. Married-2 children. Automobile service manager. NMRA-NER 6 yrs. National Golden Spike Committee. Selectman of Keene.

EARL SMALLSHAW of Middletown, Conn. Age 33. Married-4 children. Computer Analyzer. NMRA-NER 7 yrs. NER National awards Committee Chairman.

NER Nominating Committee  
Signed: James E. See, Chairman  
Charles W. Welling  
Irwin F.B. Lloyd

### OFFICIAL REGION NOTICE

The Election Meeting of the Northeastern Region of the National Model Railroad Association, Inc. will be held on May 22, 1966, at 10 A.M. at the Thruway Motor Inn Albany, N.Y.

Motion to be acted upon:-

To change the Constitution Article V, Section 2, by adding a last sentence as follows: "The Editor shall serve without salary and shall be exempt from dues".

Continued on Page 4 See: OFFICIAL

### ALBANY AREA TO HOST SPRING CONVENTION; ALCO PLANT FAN TRIP SCHEDULED

The green board is up and the track is clear for the NER Spring Convention to be held on May 20, 21 and 22 at the Thruway Motor Inn, Washington Ave., Albany, New York, near the New York State Thruway Exit 24 and the Northway. Plans are all complete for a most enjoyable time. The Convention Committee promises plenty to do and see, with something for everyone.

#### HOW TO GET THERE

If you arrive by train, there is a city bus that leaves the Clinton Plaza, about one block from the Albany Depot. Take the Washington Ave. (Fuller Rd.) bus and the motel is across the street from the New York State Campus. Or you can take a cab for \$1.75. If you're driving via the Thruway, get off at the Washington Ave. Exit #24, follow the signs to Washington Ave. and turn East toward the City of Albany on Washington Ave. The same directions apply for those coming down the Northway. If you're driving and come via downtown Albany, drive West on Washington Ave. until you see the motel.

#### SPECIAL PROGRAM FOR FRIDAY NIGHT

Here's a preview of a full evening's program with unusual movies and slides from private collections including a trip to Mexico via the Mexican Railways - both steam and narrow gauge with sounds actually recorded on the trip. Ride over the recently completed Chihuahua Pacific Lines which unite central Mexico with the Pacific Coast. Go through Copper Canyon country, over mountain passes and into deep valleys, through tunnel after tunnel, over high trestles and long bridges, from timberline to lush tropical vegetation. Then ride the trolleys in Vera Cruz. It's a fabulous trip. Then ride - and chase - the D&RGW narrow gauge lines in Colorado, chase the Black Hills Central - both standard and three foot gauge, ride and chase steam up Sherman Hill on the UP, and wind up with a circle trip on the D&RGW from Denver to Grand Junction, ride the Silverton, and return via Cumbres Pass and Alamosa. Then ride some Swiss trains, go East to Roanoke, and finish with highlights of the Vancouver Convention! Also several layouts in the Tri-Cities area will be open for visits. Come on--make new friends and renew old acquaintances.



See eight of these locomotives scheduled to be under construction at the time of the convention.

#### ENGINEERING DATA:

Weight: 272,000 lbs.  
Horsepower: 2500  
Continuous Tractive Effort:  
57,200lbs. @ 13.7 MPH  
Starting T.E.: 68,000 lbs.  
Maximum Speed: 70 MPH  
Fuel Tank Capacity: 2900 gal  
Sand Capacity: 48 Cu. Ft.  
Lube Oil Capacity: 250 gal.  
Water Capacity: 280 gal.

#### FAN TRIPS

Not just one but TWO fan trips are planned. This time one for the men and one for the ladies and young folks.

The fan trip for the men is an unusual one - a guided tour of the Locomotive Division of Alco Products in Schenectady. Many of you will remember this facility as the Schenectady Locomotive Works. Here were built some of the largest and most powerful steam locomotives in the world. Alco is now building its famous line of Century diesels and have scheduled for production during the time your group will take the tour, some Century 630 locos for the Louisville & Nashville group.

Continued on Page 4 See: CONVENTION

# THE COUPLER

Published by the

NORTHEASTERN REGION of the  
NATIONAL MODEL RAILROAD ASSN. INC.

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\* Ex-Officio Member-Past President

% Term Expires in 1966

# Term Expires in 1967

## The Editor's Popoff



Your Editor hastens to rectify an oversight for failing to credit Bob Boyden of Toll-and, Conn. for his coverage of the Newark Convention which was published in the December issue.

On the assumption that most readers of The Coupler will progress at least this far into an editorial, I would like to direct your attention to the Official Notices column published elsewhere. This will always list the Editor's deadline for receipt of material to be published in the next issue, as well as any last minute notices and announcements received prior to press time. For example, in the December Coupler attention was directed to the fact that individual Pike Ads are inserted on a 4-issue, calendar year basis, and expired with that edition. Since no one, to date, has requested continuation it is with regret that these are being cancelled. Hopefully, this is oversight and this reminder will initiate a number of requests for reinstatement.

Since our 1966 Spring Convention will be held at Albany shortly after you receive this edition of The Coupler, I would like to devote most of the remainder of this column to opinions of our regional conventions. Some of these are my own, and others are those overheard at the critiques which invariably take place during and after these affairs. None, however, are intended to discredit either the Permanent Convention Committee or the Local Committees which devote their time and efforts to put these on for our enjoyment.

Let's start with the Auction since this feature has become the major function for the group following the Saturday banquet. I am a great booster of the auction and have come away with many excellent bargains. At the same time I generally manage to pay my out-of-pocket convention expenses from the sale of equipment which is no longer useful to me. My main criticism, which is shared by many others, is that the auction generally starts too late and drags out too far into the wee, small hours. This is caused, in the first instance, by banquets which don't start on time or devote too much time to speeches and drawing for door prizes. I remember one convention where there were 135 door prizes for 136 people (guess who didn't win one?). At any rate this has become quite a fetish and is one area in which the program could be speeded up. For some reason or other we talked ourselves into holding a business meeting at the Spring Convention for the election of Directors and the transaction of other routine business of the Region. I believe this was ostensibly for the purpose of having the names of current officers in time for publication in the NMRA Yearbook and to provide a transition period for the new officers to familiarize themselves with their duties before taking office in the Fall. At any rate, at Bellows Falls this was held after the banquet so that the combined banquet and business session lasted from 7 until 10 P.M. It is noted that at Albany this is scheduled for 10 A.M. Sunday meaning an additional overnight stay for those coming from a distance. To get back on the track...The auctions have been consuming three or four hours, primarily because of the number of twenty-five cents to one dollar items which are placed up for bid. I would like to suggest, as an adjunct to the auction, that we conduct a White Elephant sales table for all items the seller is willing to dispose of at a price of less than \$3.00, and limit the auction

to items bearing a minimum of \$3.00 and over. A cashier and bookkeeper would be assigned to the White Elephant sale and 10 percent would go to the Region. The white elephants should be realistically priced by the owner and he would have the privilege of marking them down at any time. So much for the auction, and I believe the banquet has also been taken care of.

My next opinions concern the model contest. Out of deference to Contest Chairman Don Robinson's appeal to withhold judgment of the system which now limits entries to locomotives and diaramas in the Fall and cars and structures in the Spring until given a fair trial, I will defer editorial comment at this time. Regardless of what may or may not be entered I do feel we have progressed about as far as possible in the direction of making these contests complicated both for the contestants and the judges. Must we differentiate between the work of craftsmen and masters, and isn't the point system established to accommodate judging of both scratch and kit-built models? Why should the number of hours spent in construction be entered on the ticket since it can only provide bias in favor of the more complicated structure. Or in the case of similar models, one contestant might be painstakingly slow and the other expertly fast. The past two issues of the Coupler have featured comments by eminently qualified members relative to how the judges and contestants feel about judging at our NER contests. Your attention is directed to A Letter to the Editor on page 3 for an expression of opinion on this matter as it relates to National suggestions for Model Contests found on several pages of the NMRA Handbook, as it relates to contest judging and the achievement award program.

I presume our Contest Committee is taking a good hard look at what has become an area of considerable difference of opinion if not downright dissatisfaction,

Your Editor believes that one of his responsibilities is to keep the Membership informed. The cost of printing an 8-page edition of The Coupler is about \$110; 10-pages, \$140; 12-pages \$160. Mailing costs about \$45 each issue. So our annual Coupler costs average out to about \$750. According to the Office Manager we have 804 members so our fixed income for budgetary purposes amounts to about \$804 from dues. True, we have a little supplementary income from sales of items, auction profits, etc. and have a favorable bank balance, but we are on the verge of a deficit operation. Costs are going up steadily, printing, postage, office expenses, etc. and we are being a little archaic to believe that the same dollar we operated the Region on in 1950 will permit the same purchasing power at today's prices, even with increased membership. I believe a dues increase is in order and trust someone will make the necessary recommendation for a Constitutional change at the Albany Convention.

Finally, all members who are not planning to attend the Albany Convention are urged to give their proxy (a current membership card signed on the reverse side) to someone they know is going. This is being urged in the columns of an unofficial publication within the NER entitled The Whistle Post. Since this has limited geographical distribution, it is felt that members throughout the Region also should be given the same opportunity to have their proxy votes counted.

*Jeff French*

## THE COUPLER OFFICIAL NOTICES

**COUPLER DEADLINE:** The deadline for submitting material for publication in the July issue of the Coupler is June 25th.



# DISPATCHER'S TOWER

Another busy winter has passed and as yet no track laid on the new layout, but hope springs eternal. This is a year of commemoration for NER. Our charter was granted twenty years ago this spring and plans are afoot to give recognition to this occasion by a limited offering of a new model car kit with a special dry transfer lettering sheet, emblazoned in large billboard style Gothic lettering, "Northeastern Region 20th Anniversary". This car will be a wood sheathed "reefer" of the craftsman type and is expected to be on sale at Albany. Price \$3.00, same as the box car previously issued. If you didn't get that one, don't delay, the supply is short.

Local government business prevented my attendance at the midyear BOT meet at Chicago, however NER was represented by proxy, by R.H.Huebenthal. Of particular importance to the membership will be the decision to issue the 1967 NMRA Directory on an alphabetical as well as a geographical basis. Welcome as this will be it is to be a one time offering, due to the high cost. Approval was given to permit bulk mailing of the complimentary copies of each Region's publication to Canton, Ohio, for distribution to National officers, trustees, regional editors and many committee chairmen. This will be a convenience and a cost saving for the Region. The national mailing office will also aid the Region in membership promotion by future inclusion of a letter from the Regional President in the packet sent to each new NMRA member. This, if effective, should save considerable duplication of effort. Our Membership Chairman is working hard to reach a goal I have set of 1,000 members in NER this year. More emphasis has also been placed by the Office Manager on notification to those whose membership has lapsed I appeal to you as members to also assist in building up the membership. Remember that more members permit us to offer greater services to you. Ask a friend to join you in taking in our Spring Convention at Albany and don't forget to bring along a model for the contests.

An important business meeting will also be held at Albany which may result in a considerable change in our method of selection and election of Directors (see Official Notice). This will also be the time for our election of new Directors, to take office in the fall. Considerable prose has been written on the subject of representation and this is the time to shape up and vote for the men of your choice. The Nominating Committee has come up with five very worthy men for the four vacancies. Our constitution also permits nominations from the floor and anyone so doing should be prepared to give a statement on the nominee's qualifications and willingness to serve. Any member who cannot be present may vote by proxy. Your current dues card is evidence of a members right to vote your proxy, but in accordance with action taken at the March BOD meeting, MUST bear the owner's signature on the reverse side thus precluding recognition of proxies for absentee memberships paid at the meeting.

Your BOD at their March meeting voted to disband the Electronic Data Processing Committee due to the resignation of the Chairman and the dependence upon "borrowed" computer time to make this program a success.

The NER is now participating in the Estate Counselling Program with Chairmen

Continued at Top of Next Column

George McCauslin at the helm. I'm sure he will welcome offers from members around the Region to assist in the program which is directed at aiding the heirs of deceased modelers in valuing and disposing of their model railroad effects in an equitable manner.

Be seeing you in Albany.  
Jack Alexander

## A LETTER TO THE EDITOR

3311 East Lancaster  
Fort Worth, Texas  
2 March 1966

Mr. L. Jeff French  
Editor, NER "Coupler" NMRA

Dear Jeff:

I am just getting around to writing you about a story in the December 1965 issue.

It ain't none of my business...but...

Page 4, "From the Other Foot"...a contestant looks at judging...by Doug Smith...Might I suggest to somebody in your Region (and then bring it to the attention of the necessary people) that there is a possible area of agreement which has (maybe) been overlooked...namely, the NMRA suggestions for Model Contests. This material is found on several pages of the NMRA Handbook, Section 9 and following.

Apparently neither of the contests mentioned in the story were "official" contests, as their methods of scoring differ somewhat from that in the Handbook...one contest giving points for "ingenuity" and "extra credit", and the other changing "finish" to "appearance" which may actually be the same thing.

It is my belief that the contests and the Achievement Awards program should work together, but I will agree that there is much discussion even in the Lone Star Region on the subject. In 1963, I was the General Chairman of our LSR Convention in Fort Worth, and we went strictly by the NMRA plan. The year before things were a mess: categories were incomplete and confused, etc. and the arguments after the awards went until the wee small hours. In Fort Worth I tried to find a good argument, to see if we had missed something, and I could not find a single case of apparent unhappiness... and I tried to stir up something!

It seems to me to be fair (1) when everybody knows in advance what the contest categories are to be, and (2) how the points are to be awarded. Under the NMRA plan this should be clearer than usual to most everybody. The categories are definite, and the point system definite.

Lettering? Our bridge builder, under the NMRA plan, should definitely letter something somewhere, or understand that he will lose some points. Just like he would lose points if he did not paint his model. If he chooses to model something which has no lettering in the prototype, that is his choice, but he should know that he has thus chosen to lose the points.

I suggest that help might be obtained from the GROC Contest Chairman, Karl E. Parshall, 3890 Martindale Blvd., Columbus, Ohio, 43214.

Thanks for sending me the Coupler... and you can see I read it...cover to cover! And enjoyed it!

Signed: Bob Jones, MMR

## ACHIEVEMENT PROGRAM by/Earl Smallshaw

Well, with the coming of the NER Spring Convention, many of you will be looking forward to the model contest. And, as long as you are building contest material why not keep the Achievement Program in mind? Model contests and the Achievement Program go hand in hand. And, since the Spring Convention contest will feature cars, this leads me into the second of a series of Achievement categories:

### MASTER BUILDER-CARS

The requirements for this category are straight forward. The applicant must build 8 scale models of railroad cars and there must be at least four different types of cars included in the total of 8. That is, if you build 5 box cars, the other three must represent 3 other different types such as reefer, hopper, and tank. Or you can build two of each type or any combination thereof.

Passenger cars are included in the requirements and a coach and a baggage car would be considered as two different types. A combination of both freight and passenger cars can be built to satisfy the requirements.

Of the 8 cars represented, at least 4 must be scratch built, the only commercial parts you can use are trucks, couplers, brake fittings, and wood and metal shapes. Decals and dry transfers are OK.

If you don't scratch build all 8 cars, the balance of these cars must be super detailed. This means that considerably more detail must be applied to the car than that which is supplied with the kit. The quality of construction and of the added detail is more important than the quantity of detail.

The contest award requirements are as follows: the applicant must have won at least one award in National competition or two awards in Regional competition. These awards can be 1st, 2nd, or 3rd prize, Honorable Mention, Best in Show, or any special award sanctioned by the NMRA. If an applicant can't attend National or Regional conventions for some reason, his models can be judged at his home. These awards are known as "Merit Awards". It takes four Merit Awards to satisfy the award requirements or one Regional award and two Merit Awards. A Merit Award is granted by a team of two judges appointed by the Regional Chairman (preferably judges who hold the Master Builder-Car certificate) who will inspect the models at the applicant's home or other location.

The models are judged for construction, detail, prototype conformity, finish, lettering, and the amount of scratch construction done. Of a total of 125 points possible, the model must receive a total of 70% (or 87½) of the total to qualify for a Merit Award. The points are recorded on special Achievement Program forms which are attached to the application.

All that remains after this is done is to submit a detailed (mention everything about each model) description of each model identifying commercial parts and materials. Attach the description to an Achievements Application with the Merit Awards (if any) and send to me for processing.

That's all there is to it. I'll be glad to answer any questions you may have about this or any other Achievement category. I also will send along applications and Merit Award forms if needed. Just write to Earl Smallshaw  
NER Chairman  
Long Hill Rd.  
Middletown, Conn. 06457

CONVENTION: Continued from Page 1

ville and some C-425 models for the SP&S railroads. Due to the hazardous conditions of heavy industry Alco has a hard and fast rule which prohibits women and persons under 16 years of age from visiting in the plant. We're sorry, but this is policy and cannot be changed. So we've scheduled the other interesting (and maybe more so) trip just for the ladies and youngsters. This second trip will include a sightseeing tour of the Port of Albany, where ships dock from all parts of the world, to a route past the largest grain elevators, of its kind, in the world, to Port Crailo of Yankee Doodle fame, to the Schuyler Mansion, around the New York State Capitol and the New York State Museums. A stop at the fabulous new Macy Plaza (an air conditioned city and shopping plaza under one roof), and of course through Washington Park to see the dazzling display of Holland Tulips. So bring your camerast

At the motel, you can relax and (weather permitting) enjoy their Olympic-size swimming pool. And there is a Saturday matinee at the Hellman Theatre next door to the motel.

#### CLINICS

Saturday will include clinics by James Sheughnessy, George Hockaday, Paul Rivers, and Glenn Wagner. Jim is famous for his railroad photographs and will show us how to take better shots of our own. George, a master craftsman, is building his second  $\frac{3}{8}$ " scale locomotive (all brass) for the Smithsonian Institute and will demonstrate his methods of soldering using different melting point solders and a torch, photo engraving in model work, lost wax pattern-making techniques, and all the knowhow for scratch building. Paul and Glenn are both top modelers (Glenn, a contributing editor for Boys' Life, is noted for his model railroad features and layouts for tinplate, O gauge and HO gauge) and are currently working on construction of a mountain railroad in HO and HOm3 dual gauge. They will demonstrate their methods of laying code 70 rail on individual ties, turnout construction, and scenery building from subsoil to mountain top, including rock casting, Hydrocal foundation, coloring and detailing.

#### MODEL CONTESTS, DISPLAYS, PHOTO CONTEST

Model contests and displays will be featured highlights throughout the convention. Models in the structure and car classes are eligible for competition this time. The special BRT caboose contest is held separately from the regular NER contest. It is run by the Brotherhood and all entries are made with them on their entry form.

#### BANQUET AND AUCTION

The banquet will be held in the Four Seasons Room at the Motel. A delicious breast of Capon Eugien dinner is planned. There will be some unusual door prizes. Following the banquet, the ever-popular auction will be held so don't forget to bring your items for sale and be prepared to take home some bargains.

#### REGISTRATION

Registration forms will be mailed with the convention flyer as well as motel reservation cards. The package price for convention activities including registration, fan trip (both fan trips are the same price) and banquet will be the low price of \$8.25 for pre-convention registration, or \$9.75 at the desk. As we must know ahead of time how many to expect for the fan trip and banquet, we urge you to take advantage of the pre-convention price. Deadline for mailing pre-registrations is MAY 14th. Registration forms should be mailed to Irwin Lloyd, 44 Lincoln Drive, Glastonbury, Conn. 06033. Motel room reservations must be made directly with the Thruway Motor Inn, Washington Ave., Albany, N. Y.

SO, circle your calendar for the dates of May 20, 21, 22 and plan to attend. The month of May is tulip time in Albany, so bring your camera. Albany has one of the largest displays of Holland tulips found anywhere. SEE YOU MAY 20th!

## THREE MODEL CONTESTS

AT SPRING CONVENTION

By: DON ROBINSON

Yes, there will be three big model contests at the NER Spring convention in Albany so bring along the models you have been working on all winter and let everyone see what you can do. The more entries there are the better the contests will be, and a large number of models also will show the judges that you appreciate the time that they are taking from their own enjoyment of the program to do this job for us.

Feature contest of this convention is the D&H No.10 Caboose contest sponsored by the Brotherhood of Railroad Trainmen. Substantial prizes are being awarded to the winners of this contest by the BRT which makes it very much worth while to enter. In addition, the more entries we have the better it will demonstrate that NER, and NMRA, appreciates the efforts of this union to build a friendly relationship between the two organizations. Remember, models of this caboose, whether prize winners in regional contests or not, are eligible for entry in the special national contest at Cincinnati in August.

The second special contest at Albany is for cars constructed from the NER box car kit. Please notice that while these entries must use this kit as a basis they are not limited to box cars only. Reefers are an obvious alternative, but no doubt some of you will think of others. It is not even necessary that there be a prototype; you may design a special car to fit a specific purpose on your own railroad. The one additional requirement if this latter is done is that the car follow standard engineering principles in its construction. Ingenuity counts!

Last, but hopefully not least, will be the regular semi-annual regional model contest which will be open this time to CARS and STRUCTURES. Under the second category interior and exterior detailing of the structure itself is permitted, but not landscaping. Anything which is not a part of the building or essential to its use will classify it as a diorama and make it ineligible until Fall. Except for prize winners and those which are the property of non-members, cabooses and kit cars entered in the special contests may also be entered in the regular model contest if requested by the owner.

Since some members have expressed dissatisfaction with category limitation at these contests, perhaps a word about it is in order. Like several other things which we have done, this is an experiment. Anyone who has ever used the process knows that an accurate conclusion cannot be reached from one or two trials. It is entirely possible that the first answer will turn out to be the right one, but other tests must be made if only to prove it so. Therefore, unless contrary orders are issued before then, this practice will be continued through Spring 1967. In the meantime, constructive commentary will always be welcomed.

OFFICIAL NOTICE: Cont'd from Page 1

Report of the "Committee to Study Regional Representation".

Report of the "Committee to Study Division of the Region".

Such other business as may be regularly presented.

A meeting of the Board of Directors of the NER will be held at the Thruway Motor Inn, Albany, N.Y., on May 20, 1966 at 8 P.M. There will also be a meeting of the Board immediately following the Election meeting on May 22, 1966 at the Thruway Motor Inn.

Signed: Jack Alexander, Pres.

## OUTSTANDING HOBBY SHOPS

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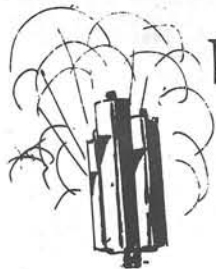
3636 Main St. STRATFORD, CONN.

06497 Mail Order - All Gauges

Repair Service - OPEN FRIDAY NIGHTS

'TILL 9PM

Ken & Dorothy Hyslop



## Whistle Stops

Robert W. Stetson, 2621 Fortesque Ave., Oceanside, N.Y. is seeking serious model railroaders to join with him and three freinds to complete and operate the Thunder Mountain R.R. This pike has 800 ft. of mainline installed in a 25 x 35 ft. area, but is awaiting addition of sidings and yards, wiring, and scenery. It is HO, circa 1915, and will have HOm3 logging branch. Operation will be point to point, principally timetable freight. Anyone interested should contact Bob at the above address.



Connecticut River Railroad  
 HO Gauge  
 Donald S. Robinson  
 408 Davis St., Greenfield, Mass.  
 Rio Grande Pagosa & Northern (HOm3)  
 Kilkenny Lumber Company (HO)



Editor's Note: The B & M's Old Colony Division is a shelf railroad in the basement of John Young's Keene, New Hampshire home which makes maximum utilization of available space and provides John and his buddies with varied and challenging operations during their weekly get-togethers. Staff artist Mike Pearsall has drawn the track plan in representative around the room fashion, and John herewith describes his group's "modus operandi".

# OPERATION on the B & M OLD COLONY DIV by John Young

Operation on the Colony Division starts with an Eastbound (clockwise) and a Westbound passenger train. The Eastbound leaves from Leeville Yard while the Westbound starts from G & W Interchange. We use a fast or "scale" clock and run on schedule. The "Lap Method" of operation is used and this by-passing of certain stations makes a longer run, and we feel a much more interesting operation than would be the case were we to stop approximately every 10 feet along the line.

The Eastbound train eventually ends its run at G&W and the Westbound at Leeville Yard. Several meets are accomplished during each run plus a switching move at Chesterfield to take on water (when using steam engines). After the passenger schedule is completed, we go into freight operation, using a "card order system" quite similar to the system Doug Smith uses on his Brook Valley Railroad and described in the Dec. 1961 MR.

Here again we run East- and Westbound freights, only now both East & West leave from Leeville. The Westbound freight if pulled by steam, leave on the head of their trains, tender first, a-la Strasburg RR. The first stop is East Colony, where there is an 0-6-0 switcher stationed. This Colony switcher does the cutting out of cars for Colony and adding any cars for on-line delivery to the consist

of the Way Freight. After this is completed, the road engine couples back to its train and we're off to make other stops at the rest of the on-line towns. Again, we use "Lap Running" for the Way Freight.

The Westbound proceeds to Peloguin Jct. after the stop at East Colony. At Peloguin Jct. the caboose and engine positions are reversed, and after doing the necessary set outs and pickups, the train heads in a westerly direction for the rest of the trip.

The Eastbound continues running East until making its stop at Peloguin Jct. After doing the necessary switching, the engine and caboose are reversed, this train now goes West down the grade to G & W, Colony, (now called West Colony,

Cont'd on Page 6, Center See: OPERATION



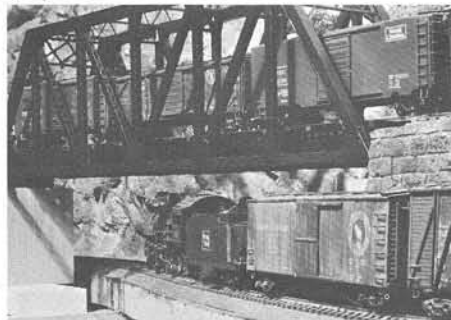
COLONY



PELOGUIN JCT.  
(LIFT OUT SECTION)



(PROPOSED SPUR)



PROPOSED TURNABLE

WOOD JCT.

CHESTERFIELD

GILSUM

FUTURE DIV. POINT?

G & W INTERCHANGE

# WELCOME

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

## CALIFORNIA

Lt. S. Courtney Smith  
C Troop 2/7 Cav.  
1st Cav. Div. (Air mobile)  
APO 96490 San Francisco

## CONNECTICUT

Richard F. Harper  
279 West Ave., Noroton Hgts. 06820

Myron L. Rush  
16 Church St., Canaan 06018

George A. Smith  
57 Willow St., Cheshire

## MASSACHUSETTS

Mrs. Rena M. Clark  
3 Frederick St., Worcester 01605

William D. Gaver  
Colonial Village, Williamstown

John J. Mantez  
90 Brayton Ave., Fall River



John J. Mantez  
90 Brayton Ave  
Fall River, Mass  
HO NMPRA NER  
PASSES EXCHANGED

John W. Misiaszek  
248 Grange Hall Rd., Dalton

Harold A. Reynolds  
36 Hillside Ave., Swampscott 01907

Philip L. Whitten  
31 Outlook Rd., Swampscott 01907

## NEW JERSEY

Richard Perryman  
44 E. Linden Ave., Dumont 07628

Ramapo Valley Railroad Club, Inc.  
P.O. Box 193, Ramsey 07446

## NEW YORK

Francis J. Besanceney  
8 Jewel St., Brentwood 11717

Howard M. Burnstein  
5 Chester Ave., No. Massapequa, L.I. 11761

Horton K. Durfee  
Darrow School, New Lebanon 12125

Theodore C. Metzger III  
342 Beach 56th St., Arverne 11692

Mrs. Kaye Osborne  
55 Shore Rd., East Setauket 11733

Francis Rees  
1432 Brooklyn Blvd., Bay Shore 11706

Richard L. Roth  
687 Lorentz St., Elmont

Alfred H. VanInwegen  
9301-107th St., Richmond Hill 11418

Louis W. Krue  
1115 5th Ave., East Northport

Robert Sewall  
564 Forest Ave., Massapequa

## OPERATING THE COLONY Cont'd. from Page 5

thus making two towns from one) and back into Leeville Yard. The Crossover at Wood Jct. is used by passenger trains running on the clock, but not by the Way Freights. An operator handling a way freight is given, along with his cards and attached "way bills", what we call a "Train Order" - a set of instructions telling him his order of stations, blocks he will use plus what is to be done at each stop. All operations are controlled by the Dispatcher (usually Len Pelouquin, owner of the G & W RR, hence the G & W Interchange, where we actually interchange cars) who is also the Colony operator and does the switching at Colony. After the way freights are back into Leeville, the 2nd running of the passenger schedule takes place. When this operation is completed, it's usually just about time to call it a night.

Also of interest is the fact that as yet we have no turning facilities (we or turntables) anywhere on the line, so that certain engines are headed as Eastbound and others are always headed Westbound. Future plans call for a turntable at both Leeville Yard and the G & W Interchange. On the passenger runs we sometimes add an express reefer with instructions for it to be dropped off at either Chesterfield or Colony. For the engineer who thinks he has really got his way freighting down pat, we give him an old wood underframe caboose, with the rule of "no push-no pull". This really creates problems as the car has to be taken off and set on a spur or passing track before any set outs or pickups are made at each town with facing point switches. But regardless, it's all in the game and we have fun, and after all, that's what we're in the hobby for.

## FROM THE OFFICE MANAGER

KEN HYSLOP

Total Paid Up Membership, March 30: 804

This figure has been attained through the efforts of this office to contact all members who dropped out during the year 1965, of which there were 485. Of these, 188 have renewed to date, with a goodly percentage of the other memberships expected to renew. By action taken at the March 20 BOD meeting a very important requirement has been added to the membership card, and that is that the member to whom the card is issued **MUST** sign his name on the reverse side in order for the card to be valid as a Proxy when voting. This means that if you intend to give your card to some member to be used as a proxy, you must sign it on the back side. New cards will be issued at time of renewal with proper space on face side of cards for the members written signature. Also, and very important, you must receive your card before voting meetings so you can sign it. Renewals at conventions and other meetings by someone other than yourself will not be able to be signed, therefore voiding proxy vote. There is plenty of time before any such voting meeting for any member to renew in the proper way since you know your expiration date as it is stamped on the face of your membership card. The Office Manager is always ready to enter your renewal. Please make checks payable to Northeastern Region and mail to this office, 125 Lordship Rd., Stratford, Conn. 06497. Many of you do not and it takes weeks to catch up to the wrong address mail. Why not look at your card now and check your expiration date. Memberships that expired March 30 are overdue and those that expire June 30 are coming due. It will save me time and the Region postage if you renew now or at the Albany Convention.

## MEMBERSHIP NOTES

column by

Dick & Andy Towle

A significant change in the structure and operation of the region Membership Committee came about on April 1st as a result of actions taken at the March 20 BOD meeting called by Pres. Alexander.

During the last year the Committee under the guidance of Dave MacDonald and your Chairman have been experimenting with a system of using area representatives to contact prospective members for the Region. We would receive a listing of new National members within the Region from Bob Bast, and instead of sending out a letter inviting the individual to join by sending his dollar to Office Manager Ken Hyslop, we would have the area representative contact the prospective member by either a personal call, telephone, or if the distance was too great, by letter. Like all good things on paper, this plan didn't work out in reality because of several factors. The prospective member couldn't be reached, or the area representatives didn't try hard enough to reach him. Because of this our membership rolls didn't swell as we had projected they would, so by a vote of the BOD we have gone back to our old system, with some changes.

The major one is that now a prospective member will send his dollar dues and application to Dick Towle in Manchester, Mass., where previously these went to Ken. This one point caused considerable confusion since the invitation to join was sent from Manchester, Mass. and returned to Stratford, Conn.

The invitation to join letter, and application form has been redesigned and changed to a form similar to the National's. One very important question has been added to the form, that being: "Would you like to serve your Region, and if so, in what capacity?" From the few replies so far received we are finding that many of our modelers have both the talent and desire to help the Region, and this talent should not go unwasted. Dave MacDonald and others connected with Membership will review all the incoming new memberships, and will notify the proper Region officials of anyone who is willing to lend a helping hand.

If any of our present region members would like to help out in some capacity, we would be most pleased to hear from them, for in any organization such as ours there is always room for the person who wants to help. See you all at Albany.

## ACHIEVEMENT AWARDS

The Achievement Certificates granted are quite disappointing this time. As a matter of fact your old Chairman takes up 50% of the list. All the points gathered for this category were because of my time as NER Achievement Chairman over the past three years. Who said it can't be done. While the list is small, there are several applications in process and I expect more to come after this issue of the Coupler goes to press. It seems that if a category is explained in detail it prompts more people to write and apply for the category. Many applicants are surprised to see that it is not difficult as it at first seems to qualify for these awards. I hope to be hearing from you.

### ASSOCIATION VOLUNTEER

W. C. Grandin 29 Willstevan Ave., Scarborough, Toronto, Ontario, Canada  
Earl Smallshaw Long Hill Rd., Middletown, Conn.

# OPERATION

problem/

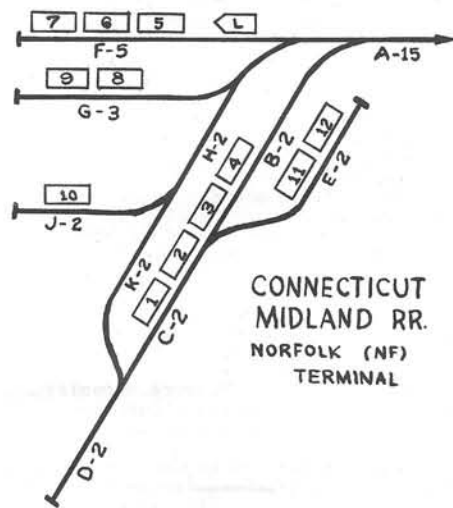
by **ROB ROBINSON**

The December problem was well received; 12 people with 8 different solutions was the result. An excellent, high-powered solution came from Wes Marston, the only person to solve it in twelve moves, although five others came close with the same thirteen move answer. Here's the best one:

1. 4-L-3-1-2 to a
2. 5-4-L-3-1-2 to cb
3. 5-4-L-3-1-2 to dc
4. 5-4-L to e
5. 5-4-L to b
6. 3-1-2-5-4-L to a
7. 2-5-4-L to b
8. 2-5-4-L to f
9. 5-4-L to b
10. 5-4-L to a
11. 1-5-4-L to b
12. 1-5-4-L to f

Thanks very much for the good response, especially to those who wrote in for the first time. To those of you who guessed, the twenty-seven moves I quoted actually was a come-on, but my original trial solution did take only two less moves. This really puts me to shame; usually I at least come close to the mailed-in answers. Incidentally, the good gentlemen who took the time to send me their reply were: Ted Dumais, Rudy Morgenfrun, Normand Levert, Bob George, John Pollak, Jack Alexander, William Gray, William O'Shaughnessy, Mark Hillmantel, Watty House, Jeff Plate, and the abovementioned Mr. Marston.

The May problem is a slight change from the usual fare; I'd like to hear what you think of this type. It was sent by Watty House, and the plan represents the 6x8 O gauge Norfolk (NF) Terminal of the Connecticut Midland RR. In his letter he enunciates the problem:



The incoming cars left on the main (C) are as follows: #1, a tanker of oil for Flehigh Coal on track F; #2, a flat with lumber for Warpt Lumber on track J; #3, a PFE reefer for team track E; and #4, a hopper of coal for the heating plant of the Tarnation Milk plant at the rear of track G.

The cars now on the industry spurs are: On track F: #5, a hopper of coal; #6, a box car of grain for Vitamine Flour Co.; and #7, a tanker for their heating plant. On track G: #8, a box car and #9, a milk reefer. On track J: #10, a flat that had brought in lumber. The team track E has #11, the empty milk reefer just left by the branch passenger local, and beyond it an empty flat car, #12.

You are now the tower crew. As dispatcher, you decide which cars should go out. As conductor, you decide on the order of switching moves to distribute the four incoming cars, and the moves to set out the outgoing cars on the passing siding (KH) for the next peddler.

The siding capacities are shown on the diagram (the number following the track letter). Note that they may be combined if needed, e.g. DCB=8, KH=5, etc. Decide which cars should move out from the info given above (keeping in mind that the dispatcher doesn't want cars piling up unnecessarily in the terminal). I'd suggest moving out three or four. When you are satisfied, send it in to me (at 1285 Lepine St., St.-Laurent, Quebec.) and we will see who accomplishes the most satisfactory car shuffle with the greatest economy of moves.

Rob

## CHASE STEAM THIS SUMMER Feature by Jeff French

Railfans and model rails travelling on vacation this summer will have more opportunity to ride behind and photograph steam locomotives than has been possible for several years. Your Editor is herewith listing a majority of those operating in the Northeastern states

### CONNECTICUT

The Conn. Electric Railway Assn., Warehouse Point Trolley Museum off Route 1-91, operates former Hartford Electric Light Co. O-4-OT on Saturdays during the summer. Also runs the trolleys; other traction and steam equipment on display.

On May 29th a steam fantrip sponsored by the Branford Electric Railway Assn. will run from New London to Brettleboro, Vt. and return on the Central Vermont Railway behind CN 4-8-4 #6218. Trip leaves New London 9:45 A.M., adult fare \$15.00.

### MASSACHUSETTS

EDAVILLE R.R., So. Carver. Continuous operation daily on 5-mile, 24" gauge cranberry bog railroad. Powered by 2-4-4T locomotives which formerly operated on Maine's two-footers. Coaches are the real thing also. Additional equipment on display including B&M 2-6-0 and Flying Yankee streamliner.

### NEW HAMPSHIRE

WHITE MOUNTAIN CENTRAL, Woodstock at Clark's Trading Post on Route 3. Daily operation July-Labor Day, weekends thru October. A short (one-mile) ride behind either a Climax or Heisler geared loco.

Continued on Next Column

### NEW HAMPSHIRE (Continued)

MT. WASHINGTON COG RAILWAY, Fabyan House, U.S.302 in the White Mountains. Pikes Peak is higher and longer but has dieselized. The Mt. Washington Cog is still under steam power, and if you haven't ridden behind (or in front of) these relics with slant boilers, you should. Operates daily throughout the summer.

STEAMTOWN, U.S.A., No. Walpole. About 35 steam locos on display here at Nelson Blount's museum operated in conjunction with Green Mountain RR (see Vermont). Equipment includes U.P. "Big Boy", NKP Berkshire, Reading 4-8-4, GTW Mountain, numerous CN and CPR engines, others.

### VERMONT

GREEN MOUNTAIN RR, Bellows Falls, just off Interstate 91, operates 3 trips daily on former Rutland Ry. trackage between Riverside, just North of Bellows Falls to Chester. Power may be ex-Rehway 2-8-0, CPR 4-6-2, or refurbished CN 2-6-0 #89.

VERMONT RAILWAY, Rutland operates ex-Birmingham & Southern 2-8-0 owned by Empire State Railway Museum on occasional excursions between Bennington and Proctor or Rutland and Burlington. Watch Trains Magazine for announcements.

### NEW YORK

MIDDLETOWN & NEW JERSEY RAILWAY, Middletown operates ex-Sumter and Choctaw 2-6-2 owned by the Empire State Railway Museum on 11-mile round trip Sundays, June to mid-October, also Saturdays, July-Labor Day. Generally scheduled out at 12, 2, and 4 P.M. with 5:30 trip if warranted.

ARCADE & ATTICA RAILROAD, Arcade, at jct. N.Y. Routes 39 and 98. Operates 4 trips on Saturdays and Sundays, May through October, two trips Wednesday afternoons in July and August. A 14-mile round trip behind former Escanaba & Lake Superior 4-6-0 or Boyne City 2-8-0.

LIVONIA, AVON & LAKEVILLE RR at Avon on U.S.20, jct.N.Y.5 operated excursions last year with diesel but owns an ex-Buffalo Creek & Gauley 2-8-2 which should be ready this summer.

LEATHERSTOCKING LINE, Cooperstown: daily operation on frequent schedule, short trackage. Steam power used is O-4-OT.

### NEW JERSEY

BLACK RIVER & WESTERN RR, Flemington: A newcomer last year, operating a 10-mile round trip on Pennsy freight branch line to Ringoes on weekends and holidays.

Continued on Page 8 See: CHASE STEAM

## There's one in every crowd

by/Earl Smallshaw



NEXT WEEK



# PIKE REGISTER

PIKE REGISTRATION NEWS  
Frank W. Skutsch

Since the last time the coupler came out, we have had an additional 39 names registered. We now have a total of 215 Pikes in the file, and hope that this will soon reach 300. If you don't have the instructions for registration, send a stamped, self addressed envelope to the Pike Committee (see masthead) and instructions will be sent immediately. All registrations that reach us before the deadline for the next Coupler will be published then. We will also take registrations at Albany.

Anonymous Ubiquitous Railroad  
Ramapo Valley Railroad Club  
Ramsey, New Jersey

Brandywind River & Western Railroad Co.  
John David Sweeney  
New York City, N.Y.

Buzzards Gulch & Punkhorn Railroad  
Robert D. Thompson  
Centerville, Mass.

Cascade Pacific Railroad Co.  
Harold E. Miller  
Freeport, New York

Centerville & Wequaquet Railroad  
Robert D. Thompson  
Centerville, Mass.

Cold River & Valley Railroad  
Richard A. Wells  
Walpole, N.H.

Comanche Eager Eagle Railroad  
Carl E. Ellis  
Middletown, N.J.

Eastern Valley Line  
Henry N. Keroack  
Norwich, Conn.

Elm Lumber Company  
Walter Goldstein  
West Hempstead, N.Y.

Golconda & Asphodel Railroad  
Herbert C. Barnes  
Lynbrook, N.Y.

Graniteville & Timberland Northern  
John R. O'Donnell Jr.  
Clinton, Conn.

Great Northern Rwy. (L.I. Div.)  
Graham Harvey  
Seaford, N.Y.

Great North Island & Peconic Bay RR Co.  
Ralph H. Thomas  
Hempstead, N.Y.

Interstate Terminal Co.  
Richard D. Miller  
New York City, N.Y.

Lame Duck Connecting Railroad  
Joseph F. McDonald  
Kew Gardens, N.Y.

Lehigh & St. Lawrence Railway  
Richard D. Miller  
New York City, N.Y.

Long Island R.R. (Rockaway Beach Div.)  
Bradford G. Phillips  
Amityville, N.Y.

Mohawk Southern RR  
Gregory R. Waring  
Seaford, N.Y.

Montana Pacific Railroad Co.  
Bob Herrmann  
Newark, N.J.

New Amsterdam, New England & Canadian RR  
Richard Barry Schreiber  
Rego Park, N.Y.

Northern Railway  
Jim Crump  
East Orange, N.J.

Oregon, Pacific & Eastern Railway  
Daniel R. Hedman  
Stockholm, Maine

Owl Creek Railroad  
John David Sweeney  
New York City, N.Y.

Padanaram Seaboard  
John F. Dias, M.D.  
South Dartmouth, Mass.

Passaic Valley Rail Road Co.  
Robert H. Rose  
Chatham, N.J.

Penn-Jersey Lines  
Fred Huss  
Rahway, N.J.

Pennsylvania & New Jersey Rail Road Co.  
Fred Huss  
Rahway, N.J.

Ramapo & Reading Railroad  
Charles D. Fermier Jr.  
Ho-Ho-Kus, N.J.

Ramapo Valley & Eastern Railroad  
Coursen M. Shay  
Haledon, N.J.

Ramapo Valley Railroad Co.  
Ramapo Valley Railroad Club  
Ramsey, N.J.

River City Railroad  
Walter Goldstein  
West Hempstead, N.Y.

Saddle Valley Short Line  
Charles D. Fermier  
Ho-Ho-Kus, N.J.

Texas & Washington Railroad  
Carl E. Ellis  
Middletown, N.J.

Timber Ridge & Mineral Valley RR  
Howard M. Burnstein  
North Massapequa, N.Y.

Wading River Railroad  
Joseph F. McDonald  
Kew Gardens, N.Y.

Washington Scot Express Railroad  
Carl E. Ellis  
Middletown, N.J.

Wayupanback Mountain Railroad Co.  
Graham Harvey  
Seaford, N.Y.

Westchester Northern Railroad  
Henry J. Statkowski  
Throgg's Neck, N.Y.

Wyoming Valley Railroad  
Glenn J. Williams  
Parsippany, N.J.

## NECROLOGY

The Coupler notes with sadness the recent deaths of several members, and takes this opportunity to extend sincere sympathy to the member's family on behalf of all of us in the National Model Railroad Association and the Northeastern Region.

2nd Lt. S. Courtney Smith, U.S. Army on Nov. 17, 1965 at Ia Drang, Viet Nam. An NER member since 1957, Lt. Smith formerly resided in Manhasset, N.Y.

Theodore J. Dumais, on March 21, 1966 at Nashua, New Hampshire. Ted was a loyal member for several years and invariably attended our Conventions. He almost single handedly programmed the Concord Convention a few years back.

CHASE STEAM Continued from Page 7

This was using diesel power last year but owns ex-Great Western 2-8-0 #60 and expects to use this in '66.

PINE CREEK RY., Allaire State Park on Route 524 at Farmingdale: Short trackage but 2' gauge ex-Ely-Thomas Shay #6 is the real thing. Saturdays, Sundays and Holidays 12:30 until dark, every 15 minutes

MORRIS COUNTY CENTRAL RR, Whippany, on N.J. 10, departs Morristown & Erie RR station Saturdays, Sundays and Holidays starting April 3 through October. Power is ex-Southern, ex-VBR 2-8-0 for the 11-mile round trip of one hour duration.

### PENNSYLVANIA

STRASBURG RR, E. Strasburg on State Rte. 741, 10 miles southeast of Lancaster. This is an operating railroad which specializes in steam passenger service. 9-mile round trip, frequent schedules all summer behind CN 0-6-0 or recently reactivated Pennsy 4-4-0 #1223. Uses Reading Camelback 0-4-0 for yard work and sometimes doubleheads. If you go on a weekend, expect crowds. Excellent vantage points at highway crossings for photography.

EAST BROAD TOP RR, Orbisonia, on U.S. 522 18 miles north of Penn Turnpike Exit 13. A 10-mile round trip behind 3-foot gauge Baldwin 2-8-2's. Six trips daily starting at noon, July through Labor Day and weekends in June, September and October. Enthusiasts welcome in yards, roundhouse and entire area but don't abuse the privilege. One of the best.

NEW HOPE & IVYLAND at New Hope on U.S. 202, about 18 miles north of Penn. Tpke. Yardley exit. This carrier presumably started freight and tourist operations last summer on former Reading branch. Owns ex-Cliffside 2-8-0 #40, ex-CN 4-6-0 #1533, and a pair of 0-6-0's from the Virginia Blue Ridge. No other information available at this time so suggest watching announcements in Trains or Railroad Magazines.

WANAMAKER, KEMPTON & SOUTHERN at Kempton on Route 143, 4 miles north of Interstate 78 at Lenhartsville exit. This tourist operation utilized about 3 miles of a former Reading freight branch for its 6-mile round trip. Frequent schedules on weekends May through October starting at 1:00 P.M. Sundays and 2:00 P.M. Saturdays. Three trips daily during July and August starting at 2:00 P.M. Steam power is normally 2-6-2 #250, acquired from the Bonhomme & Hattiesburg with an 0-4-OT for standby. An excellent ride for the family while you chase for photos in the car. Several vantage points and the 2-6-2 has a superb whistle.

CARROLL PARK & WESTERN RR, on U.S. 11, 3 miles east of Bloomsburg. Unusual (4 ft) gauge uses #3 Climax ex-Elk River Coal and Lumber Co. for power. Operates weekends, 1-8 P.M. May thru October and daily in July and August. Circusy, but if you are on vacation, what the heck? The kids will love it.

RAIL TOURS, INC. at York on U.S. 30 will operate 18-mile round trips over Ma & Pa trackage Sundays and Holidays only beginning April 17, trips starting at 1:30 P.M. May also run 67-mile round trip to Delta on Sundays leaving at 9:30 A.M. Also plans 6 steam trips on Western Maryland during the summer season. Power available includes ex-Reading 0-6-OT #1251 and ex-CPR 4-6-2 #1286.

### DELAWARE

THE WILMINGTON and WESTERN will start operation of a 9-mile round trip on the B & O Landenberg Branch on May 30th, leaving from the jct. of Routes 41 & 2, west of Wilmington. Locomotives available were an ex-CN 2-6-0 and ex-Mississippi Central 4-4-0 #98. Operation will be on weekends and holidays only, hourly from 1:00 P.M. to 5 P.M.

CONTINUED IN NEXT ISSUE

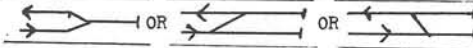


# TROLLEY SPARKS

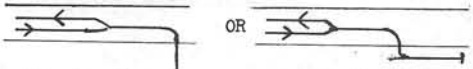
column by/  
**JERRY LAWLOR**

How many different ways can you terminate a streetcar line? Before you can answer this question you should ask yourself what kind of a streetcar line are you operating? Traction magnetes were usually practical and thrifty people; they rarely spent more money than was necessary to do a given job.

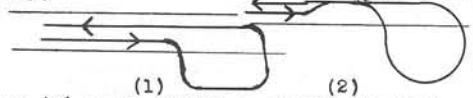
When double ended cars were used, the line was most frequently terminated in the center of the road or public highway on which it had been running:



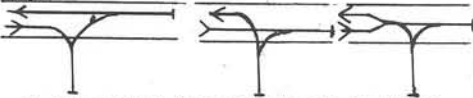
Sometimes the company preferred to run the end of the line off the road or highway to either make it easier and safer for the passengers to get on or off, or to protect the car itself from heavy traffic which might be surging past the end of the line:



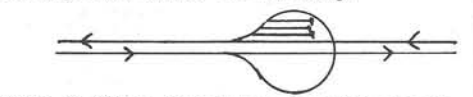
The problem became more complicated when single-ended cars were used. Some means of reversing the car was essential. Methods of reversal took three basic forms: (1) a loop of track around a city block or blocks, (2) a loop off the roadway,



or (3) a wye either on or off the roadway. The wye was not as frequently used though because it involved a backing movement with the pole raked the wrong way:



I can recall two situations in which double or single ended cars were turned on a loop while another line was routed through the center of the loop.



Both of these loops were located on private rights-of-way. One was at Savin Rock, an amusement park in West Haven, Conn. on the Dawson Ave. line; the other was on the Beltsville line outside of Washington, D. C.

As you plan your model trolley line, keep in mind that a realistic model must be based on prototype. Don't forget to allow at least a car length of single track stub at the end of a double track line and at the stub ends of your wye. If you aren't using a loop to change direction, be sure that the end of the line can be reached by your very much out-of-scale hand. Someone will have to change poles; it probably will be you, so arrange the benchwork so that you won't have to reach too far.

Have a good summer; ride a trolley at one of the museums; build a model trolley line and enjoy it.

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

SUNRISE TRAIL DIV. Cont'd from Page 10 including ones on traction and rapid transit, scratch-building, & prototype operation. The exact date and place will be announced in our newsletter, which, due to limited finances, is at this time, only being sent to members.

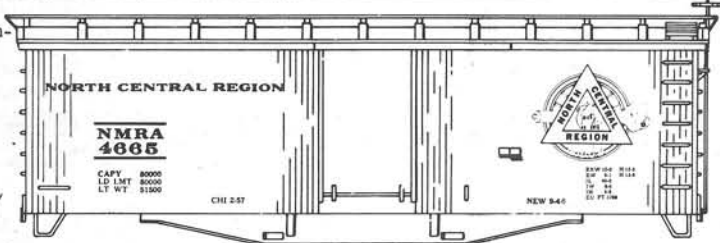
The membership also voted its thanks to the members of the steering committee which worked hard to make the meeting the success which it was. The steering committee was composed of Bal Abrams, Herbert Barnes, Graham Harvey, William Kelly Jr., Fred Leger, John MacIntosh, Harold Miller, Bob Miller, Tom Prange, Ira Rothberg, Ralph Thomas and Frank W Skutsch - not to mention Walt Goldstein who printed the newsletter. Anyone wishing to join the division can do so by sending their dues (\$1.00) to Ira Rothberg, 2714 Hyacinth St., Westbury, N.Y. 11590.



The Board of Governors of the Division Seated: Bob Miller, Frank Skutsch, Ira Rothberg. Standing: Bill Kelly, Ralph Thomas, Louis Krue and Graham Harvey. Missing: Harold Miller & Bal Abrams.

**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

The North Central Regions boxcar is a Main-line Model's kit of a 42 ft. car with steel underframe. Car is Boxcar Red; lettering, white; NCR herald is white wheel, red triangle and blue. Kits are \$3.00 each, postage paid, less trucks/couplers. Order by check or money order payable to: Howard W. Wolff, 22821 Furton St., St. Clair Shores, Michigan 48082.



# FOR THE "O" GAUGER

column by/  
**KEN HYSLOP**

ACTUALLY, I have been quite busy and haven't been around too much lately. However, the New Haven Society of Model Engineers conducted another successful exhibition during February of this year and were televised on channel 8 on one of the station's newcasts. The Stamford club is back to the point of operating and is busy putting scenery and ballst down.

While there has been some interest displayed in the NER O gauge box cars, it hasn't been sufficient to warrant the cost of production, and I think for the time being this model will be tabled, but not dropped. As to model railroading in O gauge, because of a lack of items and because there are some who wish a size larger than HO, many fellows who's main interest is operating, are setting up Lionel Super O trains, with Gargraves trackage. I have seen some of these layouts and the efforts put into these is great. They are quite colorful, and some individual ideas and re-working of standard items are worthy of interest and a credit to the fellows who have done it. I have seen ladder trackage of Lionel R/C switches made to have a much better angle of takeoff so that track centers are 4 inches. The O gauge streamline passenger cars repainted to appear like New Haven are well worth viewing, especially when six of these are tied onto the drawbar of the Lionel 2350 New Haven electric locomotive and run down the main line. And what is more to the point, rule book operation makes you forget that you are playing with Lionel. This is the one phase of model railroading that most of the hobbyists do not perform. As a help to promote the hobby of model railroading, the Baldwin Locomotive Works had an open house during NMR Week; attending were a group of local Hi-Y club boys in their teens and the Bridgeport Society of Model Engineers. Operation of the O gauge, Bridgeport Division, New Haven Railroad, a film of How to Get Started in Model Railroading, was followed by the usual refreshments.

# 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 \_\_\_\_\_ NMEA# \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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

# DIVISION NEWS GARDEN STATE

Fred Huss, Sec'y., 191 W. Milton Ave.,  
Hawway, N.J. 07065

The annual Little Convention of the Garden State Division was held in Irvington on March 19th. The new Board is: Chairman, Pete Hugger; Vice Chairman, Rix Beals; Secretary, Fred Huss; Directors, Al Westfield, Joe Pauer, Pete Gray, Bob Judge, Vince Waterman, and Charles Gerow. Pete Gray remains Permanent Convention Chairman and Paul Mallery, Editor of the Whistle Post. A major effort will be made to make the Whistle Post of real value as an information source of N.J. model railroad activities. Subscriptions are available for 50¢ for two years (10 issues).

The next meet is June 15, 1:00 P.M. at the Pacific Southern Club, Rocky Hill (near Princeton) to visit the largest HO layout in N.J. (2,500 ft. of track). Pre-meet luncheon at the Wooden Wheel Inn on 206 north of Rocky Hill. Sept. 18 is the annual family picnic at Morristown with a ride behind steam. Nov. 19 takes the Division back to the site of its birth for an operating session on the Summit-New Providence HO Railroad Club.

by Paul Mallery, Retiring  
Sec.

## HUB

Harold I. Clark, Sec'y., 3 Frederick St., Worcester, Mass. 01605.

The Hub Division celebrated National Model Railroad Week by holding an open house at the Newton Highlands Congregational Church on Feb. 18th. 265 persons turned out to hear Master of Ceremonies George King of Walpole, Mass. give a short talk on the aims of the National Model Railroad Ass'n., the Northeastern Region and the Hub Division.

Al Lalime gave a slide talk about his Broken & Mengled R.R. and Skip Clark held a slide talk about Old Time Trolleys in and around the Boston area. Dave MacDonald had a kit building clinic in operation. Other displays included 2 operating railroads, Trolleyana and Railroadiana. The ladies door prize was won by Helen Lowery of Newton Highlands and the

men's winner was Roy Lannigan of Newton. Skip Clark and his committee rate a well done from the Hub Division

(Timing of this edition of The Coupler does not permit detailing of the fine program held by the Hub Division for its '66 Little Spring Convention held on April 16th at Manchester-by-the-Sea, as at this writing it has not yet been held, and by the time you read this it will be history.--ED.)

## ALOUETTE

Dr. Darryl E.R. Townsend, 5686 Queen Mary Rd., Montreal 29, Quebec, Canada

During the past year the Alouette Division has increased its meetings to a monthly basis but has had to temporarily shelve the display layout construction project in 1/4" scale pending increased attendance and interest.

At their most recent meeting in March the short business session was followed by a 35 mm slide projection show.



It would appear that the Alouette is a Division which does model railroading as witness the photo published herewith in which members Jimmy Shields, Chris Tiessen, Michael LeDuc and John Saunders are shown (L. to R.) Relaying Doc Townsend's O gauge pike to nickel silver rail at their February meeting.

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

## NUTMEG

Harry Leete, Route 6, Columbia, Conn.

The Spring Meeting of the Nutmeg Division was held at the Railroad YMCA, New Haven, Conn. on March 19th. Feature event of the evening was a talk by Mr. Ken Darling of United Aircraft Corporate Systems Center on UAC's new lightweight train which has been selected for tests to determine its potential to serve the Boston-Washington corridor with high speed rail transportation.

## SUNRISE TRAIL (Long Island)

by Nancy Page

On Long Island, the newly formed Sunrise Trail Division got off to a good start with 61 of its 83 new members present at the organizational meeting at the Levittown Public Library, March 26. At this meeting, the members adopted a constitution modelled after those of the Hub and Garden State Divisions. Also, the following officers were elected, all from Long Island:

President - Frank Skutsch, Garden City  
Vice " - Harold Miller, Freeport  
Treasurer - Ira Rothberg, Westbury  
Secretary - Robert Miller, Jamaica

Elected as Directors were:

Balfour Abrams, Jamaica  
Graham Harvey, Seaford  
William Kelly, Levittown  
Louis Krue, East Northport  
Robert Miller, Jamaica  
Ira Rothberg, Westbury  
Ralph Thomas, Hempstead

At the conclusion of the business part of the meeting, two NMRA tape-slide clinics - "How I Run My Railroad" by Doug Smith, and "Scratchbuilding" by the Hartford Workshop were shown. A Model display featured several models which had been prize winners at prior NER conventions, as well as some outstanding passenger cars by Lou Boyd, of the West Island Club.

An innovation, for a division, was that membership cards were printed, and, after Bob Miller frantically signed them, most were handed out at the meet.

The group voted to have the next meeting in late June, at which time it is planned to have several live clinics,

Cont'd on Page 9 Center See: SUNRISE

# THE COUPLER

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

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FIRST CLASS



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