

THE COUPLER



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

PORTLAND, MAINE NEXT STOP

ALBANY CONVENTION HUGE SUCCESS; HUGGER, SMALLSHAW, WAGNER, YOUNG ELECTED TO BOD

Nearly 300 NER members, their wives, children and friends converged on Albany's Thruway Motor Inn to attend the annual Spring Convention, May 20-22, 1966.

Activities got underway early Friday evening with a number of cocktail parties followed by dinner and general reunion gatherings. The feature event was a continuous showing of excellent railroad movies that lasted until midnight. These were so popular that some were run again Saturday night for viewing by those who were unable to arrive Friday. The usual bull sessions extended far into the small hours of the morning and many late appetites were satiated at Luigi's Pizzeria.

Post-breakfast activities on Saturday morning featured clinics on railroad photography, soldering on brass and other scratch-building techniques, and layout and scenery construction methods. These were conducted by Jim Shaughnessy, George Hockaday, Paul Rivers and Glenn Wagner. Concurrently models and photographs were registered for entry in the various contests.

Three busloads of adult male Conventioners departed on the afternoon fantrip to view the operation of Lock # 7 on the Erie Canal, an embryonic transit museum at the same locale, and to visit the

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OFFICIAL REGION NOTICE

At a duly constituted meeting of the Board of Directors of the Northeastern Region, NMRA, on May 22, 1966 at the Thruway Motor Inn, Albany, N.Y. the following Amendment to the By-laws was proposed for action at the Annual Meeting during the Fall Convention:

"that the By-laws be amended by adding the following as Section 5 of Article III, the present Section 5 becoming Section 6: If any member of the Board of Directors fail to attend three successive meetings of the Board without submitting acceptable reason(s) for the absences to the Board of Directors; the Board, in regular meeting, may declare his office vacant and appoint a member of the Region in good standing to serve in his place until the next Annual or Election meeting, when the vacancy shall be filled as provided for in case of resignation."

ACTIONS of the BOARD

At a Special Meeting of those Directors who will take office and who will continue in office during the year beginning October, 1966, called by President Jack Alexander at the Thruway Motor Inn, Albany, N.Y. on May 22, 1966, the following were elected by the Board to serve as Regional Officers for the coming year:

- PRESIDENT JACK ALEXANDER
East Bridgewater, Mass.
- VICE PRESIDENT PETER N. HUGGER
Westfield, N.J.
- SECRETARY PAUL W. HACKETT
Manchester, Mass.
- TREASURER DOROTHY HYSLOP
Stratford, Conn.
- OFFICE MANAGER KENNETH HYSLOP
Stratford, Conn.

Other actions taken by the Board of Directors and at the Business-Election Meeting of the Members at the Albany Convention which are of general interest to the membership are published below and elsewhere in the Coupler:

Board of Directors Meeting, May 20, 1966

The Regional Representation Committee submitted its formal report, and outlined its suggestions regarding changes in the present methods of electing Directors.

Director Gooding felt that something should be done about the present situation of absent Directors and suggested that an amendment be made to the forthcoming recommendations for election changes, to the effect that a Director should be dropped from the Board after missing a certain number of meetings.

Director Prange moved that the new plan for election, along with the amendment covering attendance of Directors be tabled until the meeting on May 22. It was so voted with all in favor.

ED. NOTE: The report of the Regional Representation Committee, together with a Minority Report are published elsewhere in the pages of this issue of The Coupler. A proposed Amendment relative to attendance of Directors is also called to the members attention.

Discussion ensued on the faults in the present election rules, as covered in the editorial in the last issue of The Coupler. It was decided that Irwin Lloyd will call together the present members of the Election Rules Committee to discuss the new proposals, conclude their observations, and make recommendations for presentation prior to the next convention.

Continued on page 7, see BOARD ACTIONS

FALL CONVENTION SEPT. 30-OCT. 2; TO FEATURE CLINICS, CN 4-8-4 No.6218 FANTRIP, SHORE DINNER, CONTESTS

The following information on the Fall Convention to be held at Portland, Maine has been provided by Convention Vice Chairman Paul Hackett. Although the next issue of The Coupler is not scheduled for publication until after the Convention a special flyer with announcements about the program and accommodations will be mailed to the members by the Convention Committee early in September.

The northeastern end of the Region will be the site of our Fall Convention as plans are formally drawn for Portland, Maine on the weekend of Sept. 30 - Oct. 2.

Central base for the meet will be the Sheraton-Eastland Motor Hotel in the center of Maine's largest city. Excellent highways such as the Massachusetts Turnpike and the Maine Turnpike will make this an easy convention to reach from all sections of the Region. Driving time can be computed on the basis of a distance of 100 miles from Boston.



(photo by Dick Towle)
The Sheraton-Eastland Motor Hotel, Portland, Maine will be the scene of the Fall Convention, Sept. 30-Oct. 2, 1966

As a convention city, Portland excels with some of the finest shops and restaurants in northern New England. The outstanding views of the surrounding hills and waters should not be missed while here.

The Convention banquet will offer a unique highlight in Regional functions, as a real Maine shore dinner will be served on Saturday night with arrangements to facilitate speedy service. Such authentic New England favorites as Steamed Clams, Corn on the Cob, Broiled Live Lobster and Deep Dish Apple Pie will be

Continued on page 2, see PORTLAND

THE COUPLER

Published by the

**NORTHEASTERN REGION of the
NATIONAL MODEL RAILROAD ASSN. INC.**

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Key:

* Ex-Officio Member-Past President
% Term Expires in 1966
Term Expires in 1967

The Editorial Popoff



When your Editor goofs it comes out in large headlines, not in the small print where it might be overlooked. John Young took one look at the writeup of his pike on page 5 of the May issue, and for all I know he may still be in orbit. It seems there is a fine line of distinction of which your Editor was not aware, between John's B & M "Colony Division" and the New Haven's moribund "Old Colony Division". So, for the record, John operates the "Colony Division", and I will try not to let my imagination run rampant in the future.

Editorial opinions expressed in the May Coupler came in for considerable attention and action at the Albany Convention. The extensive efforts of our Office Manager and Membership Committee have produced gratifying results, and membership through renewals and new members has brought enrollment in NER to over 1,000. The Board of Directors felt (and your Editor agreed) that this level of membership, supplemented by merchandise sales and convention surpluses, provides sufficient income to obviate the necessity of a dues increase at the present time. However, we do have to watch expenses, and all members can save the region money by renewing on time, thus cutting down on postage. Further, Office Manager Ken Hyslop has taken on the added responsibility of Advertising Manager and will make a positive effort to promote Pike Ads to be carried in these pages. Twenty of these ads at \$5.00 will cover the mailing costs for two issues of the Coupler.

I literally had to eat my words about slow banquets before the ink was dry on the May Editorial. To the everlasting credit of the Albany Convention Committee and the Thruway Motor Inn this started promptly on the advertised at 6:30 p.m. and was over at 8:15, leaving plenty of time for evening activities. Considering that approximately 250 persons were served, 65 door prizes awarded, and the names of the model contest winners announced, this really moved along.

President Alexander revitalized the Auction Standards Committee of Stan Bradley, Irwin Lloyd and Forbes Hauptman, and directed that they examine the merit of the Editorial suggestion of holding a White Elephant sales table for the myriad of items which are auctioned off for less than \$ 3.00. This Committee has agreed this should be tried at the Fall Convention and will proceed to establish rules governing these sales. Further, because unrealistic minimums are placed on many auctionables by their owners, in the future it will be necessary for the owner to "bail out" his unsold items at 10% of his established minimum up to a maximum fee of \$ 1.00. Thus if you place a minimum of \$20.00 on an item which can be bought new for \$15.00, you can be sure of paying the Region \$1.00 to retrieve the item after the auction.

At the Friday night BOD meeting in Albany your Editor ventured the opinion that all models entered in our Regional contests which scored sufficient judging points to qualify for a first, second or third place award, but which did not receive an award because other entries scored higher, be given Honorable Mention. I feel that this recognition has been overlooked by our judges during recent years. Many excellent models cannot be used by their owners to fulfill the requirements for the Achievement Program because they did not receive an award at a Regional Convention due to the high
Continued on Next Column

calibre of the competition, An Honorable Mention Award enables the model to meet this qualification. President Alexander agreed to call this matter to the attention of the Model Contest Chairman, and although no Honorable Mention Awards were made the judges did provide merit ratings to several excellent models. In most model building categories the merit certificate can be substituted for an award, although it takes more of them to qualify. Again with reference to our model contests I consider it a step in the right direction that the Executive Board voted to recommend that the Model Contest Chairman examine the feasibility of NER adopting the scoring and judging system as set forth in the NMRA Handbook, Section 9.

Finally, I would like to Pop Off with the opinion that our experiment of restricting contest entries to locos and dioramas at Fall Conventions and cars and structures at Spring Conventions does a disservice to the Achievement Program. Where else, except at our Regional Conventions, will our members obtain the necessary awards to meet the requirements for qualification? If the opportunity to obtain awards is presented only once a year in any given category, it is no wonder NER is in 8th place in the NMRA standings. I am not aware of any other regions which find it necessary to so divide and limit their contests, so let's be done with it.

Jeff French

THE COUPLER OFFICIAL NOTICES

COUPLER DEADLINE: The deadline for submitting material for publication in the October issue of The Coupler will be Oct. 2nd. The issue will be purposely held back to include a report on the Portland Convention activities.

PORTLAND: Continued from page 1
on the bill-of-fare presented in the Sheraton-Eastland's spacious State of Maine Ballroom.

Not just one, but two fan trips will be made on Saturday and Sunday. The first will be a special walking tour of the Rigby Yards, the major rail gateway between the Maine Central and the B & M Railroads, as well as the home terminal of the Portland Terminal Company. There is always a large concentration of motive power of all three roads, and freight equipment galore. Picture taking opportunities will be everywhere and with subjects to suit every interest.

The highlight of the weekend will be the appearance of the Canadian National's 4-8-4 #6218. This will be the last trip of any type in the United States for the mammoth Northern class engine, since the I.C.C. rules governing the operational life of the loco will expire at that time. The convention committee has arranged with the 470 Club of Portland, trip sponsors, for a special coach to be reserved for NER members who wish to take the trip which will run from Portland to Island Pond, Vermont, a distance of 150 miles. The #6218 will be cut off then and returned to Montreal, the last time it will cross our borders. A Grand Trunk diesel will haul the train on its return trip to Portland Sunday afternoon. More details will be included in the Convention Flyers to be mailed at a later date. It is stressed that this trip will be limited in capacity and reservations will have to be in early to insure space on the special coach. This will be an extra event for Conventioneers and will be at the option of the members. Those who do not wish to take the trip will find an excellent opportunity for photos as the
Continued on page 3, see PORTLAND

DISPATCHER'S TOWER

The NER succeeds by the principle of one member aiding another to the best of his talents and abilities. This holds true whether it be a committee putting on a convention, a master car builder assisting a neophyte scratch builder, an estate counsellor advising the family of a deceased member, or just a group in the corner of a cellar talking shop. This is the cement that binds our organization together and gives it a reason for existing. In an organization the size of ours, it is impossible to know the talents and interests of each member so let's not be reticent about offering assistance to others both individually and collectively, for there is much opportunity.

I have just returned from Portland, Maine with Membership Chairman Richard Towle and Secretary Paul Hackett. Our mission was to set up a Convention for this fall inasmuch as nowhere in NER has a group offered to sponsor a convention. Dick, who was recently appointed to the Permanent Convention Committee, has agreed to Chairman the Portland Convention.

It disturbs me to find that while we have no schedule of future conventions, the Mid Eastern Region, our neighbor to the south, has commitments for their next six conventions. That's for the next 3 years. I can't believe that their members are more interested or more dedicated than the NER members, but they certainly are more inspired. I hope that this will serve to motivate some of you to contact our Permanent Convention Chairman, Walt Syrett of Pittsfield, Mass. with an offer to hold a convention in your area.

I will soon be writing a report for the National BOT meeting in Cincinnati on progress in the NER for the past six months and our significant increase in membership, more than 25%, will be a pleasure to report. There are, however, some areas where we are falling down, for example, in 100% NMRA clubs, we have the dismal record of only two in 1966. I'm sure we can improve on this. Club officers please note that a current list of members, all of whom are in NMRA, should be submitted to Bob Best to qualify. Some clubs require NMRA membership, how about yours? Another area where we can stand self improvement concerns participation in the Achievement Program. We have a new man at the helm, Don Clerke of Wapping, Conn. If you believe that you can qualify as "Master Builder" of cars, structures or motive power, for civil or electrical engineer, for chief dispatcher, author, association volunteer or official, please contact Don for an application. By doing so you will be helping NER in two ways, first by holding yourself out as a qualified member ready to lend assistance to others and secondly by putting the NER, now in 8th place in Regional standing, up in front. Remember, the NER is the greatest region in numbers, let's make it the greatest in participation. Help yourself, your Region and your hobby.

Jack Alexander

G

GTN

Germantown Railway Co.

Tom Prange

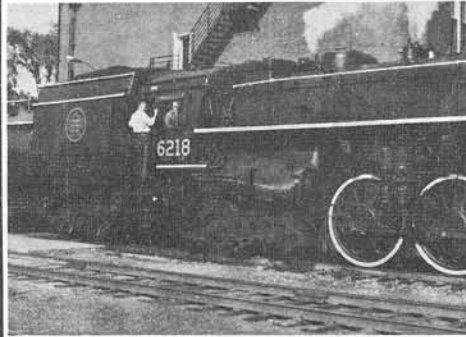
NMRA

GTN

NER

MANHATTAN

PORTLAND: Continued from page 2
train leaves Portland.



An all-day Sunday fantrip behind CN 4-8-4 #6218 will be an optional attraction.

Friday night's activities will kick-off with registration and follow with a host of movies and slides provided, along with several home layouts that will be open for convention attendees. Among the movies offered will be some excellent footage of some of the original Maine two foot gauge railroads, never before shown at Regional Conventions.

Many new and unusual clinics will be given on Saturday with some to be repeated to provide opportunity to take in as many as possible. Movies and some of the National tape-slide clinics, as can be arranged, will also be offered.

The regular model contest, unless contradicted by later information in the Convention Flyer will be limited to motive power and diaramas. There will also be a special contest for the NER 20th Anniversary car kit. These will be held in one of the many function rooms that the hotel has for our use.

For those not taking the Sunday optional steam trip there is the Annual Business Meeting, and later some of the home layouts will again be opened for our enjoyment.

The ladies will not be forgotten, as there are many interesting stores in Portland for weekend bargain hunting. The Sheraton-Eastlands new roof-top pool will be a good refresher for those who enjoy an afternoon swim in the Fall sunshine.

The biggest surprise of all will be the low price of the convention package. It is hoped and planned by the Committee that this will be one of the lowest priced of recent conventions, making it doubly worth while attending.

Within the hotel there are many spacious restaurants and comfortable lounges. Notable among the former is the Egyptian Room, believed to be the first, if not the only, public dining room of its type in America. The figures on the walls are represented as being carved in stone after the ancient Egyptian manner. Not to be missed is the "Top of the East" Roof-top Lounge, overlooking Scenic Casco Bay and the White Mountains.

The Committee thus far consists of: Dick Towle, Chairman; Paul W. Hackett, Vice Chairman; Dave MacDoneld, Clinics; Forbes Hauptman and John Grover, auction; and Dwight Smith, Dr. Sidney Brinson, Fred Brinnick and J. Emmons, all of Portland, area liaison.

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ACHIEVEMENT PROGRAM by/Earl Smallshaw

This will be my last column concerning the Achievement Program since, by the time you read this, I will have stepped down. After 3½ years I decided it was time to get back in full swing on the Mystic Mines RR and let someone else take over the reins. This, plus my new job as NER Director, will keep me busy for the next year or two.

I would like to thank publically all of you that have taken time out to apply for Achievement Certificates. All of you are to be commended for the work you have done in the hobby. Your Achievement Certificate attests to that. I have benefited, also, with meeting many NER members through the mail and at conventions. I have processed over 119 certificates in the past 3½ years including 5 Master Model Railroader Certificates to Roy Dohn, Watty House, Ivon Preble, Don Robinson, and Doug Smith.

Your new Achievement Chairman will be Donald A. Clerke, 132 Laurel St., Wapping, Conn. 06087. Don has been eager to take over as Chairman for the past year. With this enthusiasm for the job, he should make a fine Chairman. Any future or pending applications will be processed by Don. Let's flood him with plenty of applications to start him off on the right foot.

In keeping with your Editor's request to spell out the details of the various categories, I am continuing with # 3:

MASTER BUILDER - STRUCTURES

The requirements for this category sound quite impressive at first glance but in reality, it shouldn't pose any problems for the average model railroader.

The applicant must build at least 12 structures to qualify for this certificate. Twelve structures may sound like a lot but the average locomotive facilities alone, with an engine house, water tower, coaling station, sand house, and turntable, bring this total down considerably. You may be surprised to see just how many structures you already have.

Of the twelve structures, there must be six different types represented, and one of those must be a bridge, culvert or trestle. You are not limited to railroad structures, necessarily. Stores, a church, or similar structure can apply toward the 12 structures if the store or church will be part of your finished railroad.

The applicant must demonstrate his modeling ability by scratch building a minimum of six of the twelve structures. To be considered scratch built the only commercial parts the modeler is allowed to use are wood, metal, and plastic sheets and shapes, detailed castings, paint, decals, and electrical materials. The other structures, if not scratch built, must be superdetailed from their kit form.

Superdetailing a kit means that the modeler has provided more detail on the model than comes in the kit. Quality of detail is more important than quantity, however. A structure with two or three well placed and finely done details is far better than the structure loaded down with gobs of castings, sloppily done.

The award requirements for this category are one National Award or 3 Regional Awards, or 6 Merit Awards. (Merit Awards are given when, for one reason or another, the models haven't been able to be entered into National and Regional contests. The models are judged in the applicant's basement or some other agree-

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ALBANY: Continued from page 1.

Alco Locomotive Division plant of General Electric in Schenectady. About a half mile from the Locks the passengers disembarked and hiked the remaining distance when the buses were unable to negotiate a narrow "S" curve underpass. After a brief time bus #1 appeared in the parking lot below the dam but neither of the other two made it and had to back up a half mile until they could be turned. After leaving the Locks the passengers of the first bus were rewarded with a fascinating battle between the courageous operator and the underpass. The basic problem was a lack of room in which to maneuver, since the nine foot wide bus had to be positioned directly in line with the opening of the 9' 2" underpass. This left exactly 1" clearance on either side. The length of the bus precluded turning directly into the underpass without scraping on the abutments and it required all the operator's skill and ability to jockey his bus into position.

At the Alco plant the railfans were given a guided tour through the assembly line and had the opportunity of seeing several of GE's Century line of diesels under construction, from the machining of the underframe all the way to the finished product leaving the paint shop.

Since plant regulations prohibited female visitors and children under 16 from making the regular trip, a special sightseeing tour of Albany was enjoyed by some of the ladies and youngsters during the afternoon while others shopped at the many fine stores in the area.



The ladies enjoy modeling too! In the latest Frankel Fashions are, standing, l. to r.: Betty Heubenthal, Alice Preble, Fran French, Tex Brown; foreground seated: Ruth Roundy and Nita Smith

Following a social hour the banquet started promptly at 6:30 in the Four Seasons Room of the Motor Inn. Some 230 guests were served an excellent dinner of fruit cup, salad, breast of capon Eugien, dessert and coffee with efficiency and dispatch. During the banquet the award winners in the model and photographic contests were announced, and the members of the Convention Committee were introduced and their efforts acknowledged with appreciation. Some 65 door prizes drawn and taken into custody by the lucky winners brought the banquet to a close. The auction was held during the balance of the evening, and although there was a noticeable lack of "big" spenders and spirited bidding this was more than made up for by the quantity of items offered. As a result, \$52 found its way into the NER coffer as its share of the sales. As mentioned previously, those not attending the auction had an opportunity to view the excellent films shown on Friday night

Sunday morning a business meeting of the members convened for the purpose of election of Directors, discussion of Committee reports and such other business as might properly be presented. The candi-

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dates for Director as submitted by the Nominating Committee were: Peter Hugger, Glenn Wagner, Frank Skutsch, John Young, and Earl Smallshaw. Nominated from the floor: Len Frankel and Tom Prange. The following were elected by majority vote of the members present and legally presented proxies:

- For 2-year terms as Director
 - Peter N. Hugger, Westfield, N.J.
 - Glenn A. Wagner, Delmar, N.Y.
 - Earl Smallshaw, Middletown, Conn.
- and for 1-year term as Director
 - John A. Young, Keene, N.H.



Director-elect Glenn Wagner

Other actions taken at the business meeting are described in the Secretary's report elsewhere in this issue and in a separate report of the "Committee to Study Regional Representation", Ivon Preble, Chairman. Your thorough review of these reports prior to the Fall Convention is considered essential, since they will be acted upon at the Annual Meeting to be held at that time.

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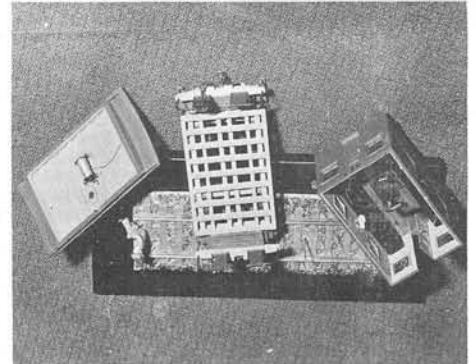
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MODEL CONTESTS

BRT CABOOSE WINS DELAWARE TROPHY

An HO scale BRT caboose, modeled from the D & H #10 prototype by Norman Briskman and entered in both the regular contest and the special BRT contest, ran away with the Delaware Trophy and other honors at the Albany Convention by scoring a perfect 125 points. Considered flawless in the opinion of Judges Doug Smith, MMR, Don Robinson, MMR, and Mr. T.F. Davis of the BRT, this model was complete from underframe to smokejack, expertly constructed and painted, and detailed to the Nth degree including such features as a bracket lantern, train-line and reel, and upholstered cushions. A close second in the BRT contest with 120 points was a model constructed in the awe-inspiring scale of 1/4" to a foot. Many an HOer was seen to shake his head in disbelief and swear off alcoholic beverages for life.



DELAWARE TROPHY and BRT CONTEST WINNING D & H #10 CABOOSE

Sharing the judging duties in the regular contest whose entries at the Spring Convention were limited to cars and structures were W. Olevsky, J. Hartz and P. Bertan. Our thanks to these men for providing the necessary time and expertise.



NER contest judges Hartz, Olevsky, and Bertan at work under the watchful eye of Model Contest Chairmen Don Robinson and BRT judge Doug Smith. (Photo by Doug Smith)

AWARDS

MODEL CONTEST AWARDS; ALBANY CONVENTION

- CARS:
- Passenger, double-0 and smaller
 - Kit Section CLASSIFICATION
 - 3rd Award: Harold Horner Craftsman
 - Scratch Section
 - 3rd Award: Mike Pearsall Master
 - 3rd Award: Al Westerfield Craftsman
 - Freight and MofW, double-0 and smaller
 - Kit Section
 - 3rd Award: Robert Bird Master
 - 2nd Award: John Johnson Craftsman
 - 3rd Award: Al Westerfield Craftsman

Continued on page 10, see AWARDS

REPORT of PREBLE STUDY COMMITTEE on REGIONAL REPRESENTATION

RECOMMENDED PROCEDURE FOR NER NOMINATIONS AND ELECTIONS

A. Basic:

- For the purpose of Nominations and elections, the Northeastern Region will be divided into 5 election areas according to State Line Boundaries:
 - New Jersey
 - New York State
 - Rhode Island & Connecticut
 - Mess., N.H., Vermont, & Maine
 - Canada
- The Board of Directors shall consist of 9 members, elected for a two year term; 5 to be elected by area on the odd numbered years, and 4 to be elected "at large" on the even numbered years.
- Balloting shall be by mail ballot sent to all paid up NER members only, as evidenced by the Coupler mailing list.
- Within 30 days after the Spring Convention, the Incoming Region President shall appoint a Nominating Committee for the following year's election. The Committee shall consist of 5 members, one being from each of the geographic areas, and not more than one of these shall be from the BOD. The President shall appoint one of the 5 as Chairman. The President shall see that announcement of these appointments are in the next issue of the Coupler, (Aug.) following the Convention.

B. Nominating Committee:

- Immediately following appointment, the Chairman of the Nominating Committee shall prepare a statement for the next issue of the Coupler. This statement shall inform the membership of the vacancies to be voted on the following year, the member of the Committee to be contacted in each area, the method to be followed in presenting nominees to the Committee, and the dead-line date for the nominations.
- Nominations can be presented to the Committee by any group, division, or individual, but they must be members of NER. Nominations should be sent to the Committee member for that geographic area, and must be accompanied by a brief description of the nominees' qualifications and a signed statement by the nominee of his willingness to serve if elected.
- The Nominating Committee may also solicit candidates in any area, obtaining the same background information and signed statement as above.
- By either or both of the above methods, the Nominating Committee shall formulate a slate of at least 2 candidates for each vacancy. There may be more. On the odd numbered years, this shall mean at least 10 candidates, 2 from each area. On the even numbered years, this shall mean at least 8 candidates, no more than 2 from any one area.
- The Chairman shall so organize his committee that the above slates are completed and publication in the February Coupler is assured. A copy of the slate furnished the Coupler shall be sent to the Region President by the Nominating Committee Chairman.
- The Ballot shall be one page of the February Coupler and the reverse side of the Ballot shall contain the background information on the nominees. The face of the Ballot shall contain all necessary information for voting and mailing to Ballot Committee Chairman (Name & Address), and the deadline date for receipt of ballots. (See exhibits A & B).
The deadline date for receipt of Ballots must not be longer than one month from issue date of Coupler.
- The Nominating Committee's duties shall be considered complete upon publication of the Ballot.

C. Ballot Committee:

- The President shall appoint a 3 member Ballot Committee, preferably in the same local area to facilitate close cooperation, designating one member as Chairman.
- The Ballot Committee Chairman shall be the one to whom all Ballots are mailed.
- Promptly after the Ballot deadline has expired, the Ballot Committee shall meet, open, and count the Ballots.
- The tabulated results of the election shall be prepared by the Ballot Committee Chairman, and certified by the other two members of the Ballot Committee. Copies of this tabulation shall be sent immediately to the Coupler Editor to be published in the May issue, also to the President, current Directors, and to all nominees appearing on the Ballot.
- In the event of a tie vote between two nominees from the same area, it shall be so published and a vote taken at the Spring Convention among those present, to break the tie.
- All ballots received shall be packaged and forwarded to the President, who shall retain possession of them until those elected have taken office. Ballots shall then be destroyed.

Continued on page 6, see PREBLE REPORT

PIKE REGISTER

PIKE REGISTRATION NEWS

Frank W. Skutsch

At this time, there have not been enough new registrations to make it worth while to publish them at this time. They will be published in the next issue of the Coupler, together with any new Pikes registered.

IMPORTANT NOTICE

Due to some mix-up on the part of the NMRA Pike committee, only the first set of registrations which we sent them were registered by them. We sent them a second batch 12/29/65, but they state that they have not received this, or acted upon it. As we are not at this time able to send them a duplicate list, we must advise you that if you have registered a pike with this (NER) committee, and have received the NER certificate, but have not by now received an NMRA pike certificate for any or all the pikes registered with us, you should now send your registration direct to the NMRA committee. In your letter, note that this is registered with NER, giving the date of our registration, and our (NER) registration number. The place to send this is:

James H. Whaley, Chairman
NMRA Pike Registration Committee
3106 S.W. Beaverton Highway
Portland, Oregon. 97201

Also, our NER pike committee will not forward any more registrations to the Whaley committee, but will act only for NER.

Please keep the registrations coming to us, as we hope, in the not too distant future, to print the whole list of NER registrations - probably within the next year.



Whistle Stops

LONG ISLAND-NICKEL SILVER RR Merger is OK.
Special to Newsday: April 2nd

Washington: The Interstate Commerce Commission approved yesterday the merger of the Long Island Railroad and the Nickel Silver Railroad. The Commission said the merger was in the public interest because it would lead to economies that would result in improved service and lower rates.

* * * * *

A meeting of the Sunrise Trail Division, Northeastern Region, NMRA, will be held at 1:00 p.m., Sept. 17, 1966, in the Macedonia A.M.E. Church Youth Center at 37-22 Union St., Flushing, L.I. For information, contact Robert A. Miller, 152-27 135 Ave., Jamaica, N.Y. 11434, Telephone 212-LA 8-4077.

* * * * *

Reserve Sunday, Sept. 18th for the Annual Family Picnic of NER Garden State Division to be held at the Morris Junior Museum, home of the Morris County Model RR Ass'n. in Morristown, N.J. In addition to the picnic, visits to the Junior Museum, the Ford Mansion, the Live Steamers can be made and a fantrip on the Morris Central RR is included. For further information contact John Hancock, 51 Headley Rd., Morristown, N.J. 07960.

WELCOME

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

CONNECTICUT

Jekabs Andersons
30 Tankeroosan Rd., Vernon

Ward S. Becker, Jr.
10 Deepwood Dr., Hamden 06517

John C. Clowes
RFD Box 120, Sterling 06377

Paul O. Farnham
39 Storrs Hgts. Rd., Storrs

John Kennedy
6 Main St., Manchester 06040

MASSACHUSETTS

Ralph R. Davidson, Jr.
11 Hersey St., Hingham 02043

Leslie R. Ferguson
3 Post Rd., Lenox

Arthur E. Lanesu
Ambroid Co., 305 Franklin St., Boston

Robert Menspace
211 School St., So. Acton 01771

Arthur H. Merritt III
722 East New Lenox Rd., Pittsfield

David Moment
16 Fells Rd., Wellesley 02181

Richard G. Pezce
Lexington Manor, Laurel St., Lee

Lance P. Powers
98 Lebanon St., Melrose

Alfred V. Simo
199 Dawes Ave., Pittsfield

Henry Trinqué
20 Cole St., Springfield 01119

David L. Waddington
115 Park St., Brookline 02146

NEW JERSEY

Roger Gregg
7 Kent Rd., Westfield 07090

William J. Lyons
55 Sandra Circle, Westfield 07090

Oscar Seyforth
16B Amer. Legion Terr., Dumont

NEW YORK

Raymond Alberti
98-03 156th Ave., Howard Beach 11314

Bill Behrens
21 Haverstraw Rd., Suffern

Robert E. Duncan
RR2 School Rd. Voorheesville 12186

James A. Heger
Stephentown

Frank Horan, Jr.
135 Fifth Ave., No. Pelham 10803

Stephen L. LaNier
4 Caldwell Blvd., Slingerlands 12159

Miss Nancy E. Page
115 Whitney St., Westbury

Harry J. Wagner
% Ruehl, 86-19 110th St.
Richmond Hill 11417

PREBLE REPORT: Continued from page 5

7. With the notification to the Coupler Editor, the President, Officers and candidates of the balloting results and the delivery of the ballots to the President, the duties of the Ballot Committee shall be considered completed.

D. Election of President & Vice President:

1. Immediately upon receipt of the election results from the Ballot Committee the NER President shall arrange for a vote by the new BOD to select the President and Vice President from the BOD. At this meeting the BOD shall also appoint the Secretary, Treasurer, and Office Manager. The President shall announce the results not later than the Spring Convention and have the results published in the earliest possible issue of the Coupler.

E. Implementation - 1966 Spring Election:

1. The Mass., N.H., Vt., Maine area should not have candidates in this election as there will be 2 on the BOD from this area until the 1967 election.
2. A Director should be elected at the 1966 Spring Convention from each of the other 4 areas to replace the 4 Directors whose terms expire.
3. The 1967 election should be conducted according to this new procedure, and result in the election of 5 Directors; one from each area.
4. The 1968 election will result in 4 directors being elected at large and at this point the procedure will achieve full implementation.

EDITOR'S NOTE: Exhibits A & B referred to in Section B, Item 6 above, although part of the full committee report, are simply sample ballots for use in the odd or even numbered years, and have been eliminated from reproduction herein at the Editor's discretion to conserve space.

BRADLEY VOICES MINORITY OPINION

MINORITY REPORT SUBMITTED BY STAN BRADLEY RE: VOTING REPRESENTATION IN N. E. R.

At the Albany Convention, Ivon Preble presented the report of his Committee, which had done a great deal of work and made various compromises in order to come up with a plan which would be fair and equitable to all NER members. There were, however, several small but seemingly important items where opinions differed, and in all fairness I feel that the membership should be informed so that everyone may participate in making the decisions.

PROBLEM #1:

The recommendation that the Nominating Committee must select at least 2 candidates for each post. The Minority says "What if they can't get 2?" Why make it mandatory? The alternative of allowing additional nominations from the floor, at non-election Conventions (see next item) will, in any event, be the means of filling possible vacancies on the slate.

PROBLEM #2:

The recommendation that the Nominating Committee must formulate the slate, by "either or both of 2 methods" - its own selections plus names presented by others. The Minority feels that this is a very weak arrangement, as it leaves the final selection entirely to the Committee. We say to let the slate be formulated as follows:

1. Nominating Committee selects its slate of candidates for the coming vacancies, and obtains their consent to run.
2. These names must be published in the next Coupler, together with an invitation to submit additional names.
3. Any group or individuals may then submit additional names in writing, if signed by 3 members plus the nominee's signed consent to run. These additional names must be included in the slate to be voted on.
4. Additional names may also be nominated from the floor at the non-election Convention, thus enlarging the slate and filling any gaps in it.
5. Thereafter the ballots are sent out and returned by mail.

This alternative method solves several problems. It satisfies those members who "like to see their candidates" and thus oppose a straight mail ballot. It also makes possible a wider representation and diversity of candidates.

PROBLEM # 3:

The recommendation is for a Ballot Committee to tabulate the votes. The Minority feels that a Committee is no stronger than its Chairman, and that if he is not conscientious, nothing gets done. We have an Office Manager who is thoroughly familiar with our business methods, and who would probably be a much more suitable person to count the ballots. We prefer to let the Office Manager handle it.

Signed: Stan Bradley

YOUR PIKE AD COULD GO HERE



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

OPERATION

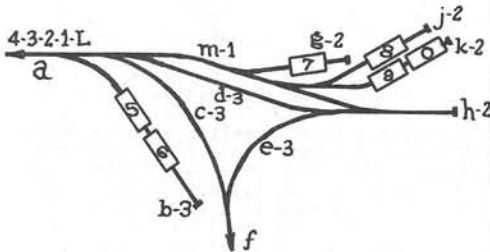
problem/

by ROB ROBINSON

To start off this summer issue, I have a correction to make on a wintry problem, the December one. The published solution (in the May Coupler) is too short by one move. A move no. 5 $\frac{1}{2}$ should be inserted, reading 5-4-L to c. This error of omission was called to my attention by Rudy Morgenfruh. The extra move is dictated by the definition of the 'move' used for this column, which forbids coupling (or uncoupling) on the fly. This makes thirteen moves the best for this problem. Moving to the spring problem (May): the list of respondents follows:

Rudy Morgenfruh
John Dias (long list, eh?)

Rudy sent me a 27-move solution setting out cars 10, 11, and 12. John's solution involved 31 moves to set out #10 and 12. I interpret the problem to mean that #11 should not be set out however, so, putting #11 back at B in Rudy's answer adds two more moves. But, cars 8 and 9 might also need to go; the information given isn't sufficient to decide, so John included an alternate solution of 35 moves to set out 8 and 9 as well as 10 and 12. I hardly think a solution is worth printing, since the two I received were so different & the instructions left quite a bit to interpretation. I hope the people who tried it had a little fun with it anyway, that's really all that counts.



The summer problem involves an on-line yard (perhaps this could be a division point with a few additions.) A train 4-3-2-1-L has just arrived on the main 'af' and the loco must make a few changes in its consist, namely: set out car 1 at g, 3 at b, and 4 at k. Cars 0, 5, 7, and 8 are to be picked up. Cars remaining in the yard may be moved but must be returned from whence they came. Spur capacities are indicated by the number following the letter designation. At the end the train must be somewhere on the main 'acf' ready to proceed in the direction of 'f', with the loco at the front end. I solved this in 46 moves (really) on my first run-through, but it can be cut considerably. Anyone wishing to show me what he can do is asked to send it to me at 1285 Lepine Street, Saint-Laurent, Quebec, Canada. And Here's to a Good Summer for All!!

RB

MEMBERSHIP NOTES

column by

Dick & Andy Towle

Your Membership Committee has recently mailed 356 invitations to join NER, and over 70 persons responded by joining. With this large group joining us, and the large percentage of renewals which Office Manager Ken Hyslop has successfully obtained, Region membership polls have passed the 1,000 mark.

In the most recent mailing, a new type Continued Top of Next Column

of prospective membership form has been used. It is similar to the National form but has added one very important question -- "What can you do to help your Region?" Many varied offers of help were made and Pres. Jack Alexander is being kept advised as new ones come in.

If you as a member of NER know of a model rail who isn't a member of either NMRA or NER, then see him soon and sign him up.

See you in Portland this fall.
DICK TOWLE

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 here-with listing a majority of those operating in the Northeastern states

CONTINUED FROM THE MAY COUPLER

NORTH CAROLINA

If you contemplate a vacation to the Great Smoky Mountain National Park or Blue Ridge National Parkway, the following will not be out of your way:

TWEETSIE RAILROAD at Blowing Rock on U.S. 321. Circus atmosphere including Indian attack, but ex-ET & WNC 4-6-O #12 is the famous "Tweetsie" and the ex-White Pass & Yukon 2-8-2 is just as authentic. The 3 mile ride on this 3 foot gauge costs \$2.10 for adults.

HIGHLANDER RR at Maggie on U.S. 19, west of Asheville is a standard gauge 5 mile round trip behind either one of two Hyslopers. Operation starts at 11:00 A.M.

GRAHAM COUNTY RR, Robbinsville on U.S. 129 to its interchange with the Southern RR at Topton. This is the genuine article using Shays for power. Does not run on Sundays or Mondays. Latest NMRA Bulletin indicates the Graham County also intends to acquire passenger equipment and provide rides for tourists this summer.

TENNESSEE

GOLDRUSH, PIGEON FORGE, GATLINBURG & WESTERN, formerly the Rebel Railroad, at Pigeon Forge on U.S. 441. Three foot gauge, same ownership as Tweetsie, just as circus, but ex-White Pass & Yukon 2-8-2 #190 is genuine. Look out for Rebel attack!

EAST TENNESSEE & WESTERN NORTH CAROLINA, Johnson City on U.S. 11. This is a common carrier operating freight only between Johnson City and Elizabethton with daily schedule. Uses either 2-8-0 #207 or #208 and both these Consolidations are in mint condition. Don't miss this before someone cons them into buying a diesel. If you wish access to the yards prior permission should be obtained from the Management. Train makes up about 10 AM.

WEST VIRGINIA

CASS MOUNTAIN SCENIC RY. at Cass, 5 miles from State Route 28. Shays, Shays, and more Shays; 5 at latest count. This is a State park at Cheat Mtn., 8 $\frac{1}{2}$ mile round trip includes switchbacks, takes 2 hours. Daily June through Labor Day starting at 11 A.M. and weekends mid-May through Oct.

BEST OF THE REST

If you are going farther west on your vacation, but not all the way to the West Coast, try to include the following:

READER RAILROAD, Reader, Arkansas. Tri-weekly mixed train, 24-mile round trip

Continued at Top of Next Column

departs Reader 10:30 Mondays, Wednesdays, and Fridays, extra on Saturdays during the summer. Powered by ex-Warren & Sel-line River 2-8-0 #1702 or 2-6-2's #11 or #108. Allow a full day for the trip-it's not a "quickie" but handles freight en-route.

THE SILVERTON TRAIN, D&RGW RR, Durango, Colorado. Ninety mile round trip daily to Silverton departs Durango 9:00 A.M., returns 6:00 P.M. Narrow gauge Mikes provide the steam power, usually 2 sections, advance reservations necessary. Railfans welcome to roam the yard at Durango and generally other activity in progress as narrow gauge freight service is still operated to Alamosa, Colo. and Farmington, New Mexico.

THE BLACK HILLS CENTRAL RR, Hill City or Keystone, South Dakota. A twenty mile round trip using ex-Prescott & Northwestern 2-6-2 #7. Features excellent scenery and 5 miles of 4 percent grade. Dual gauged from Hill City to Oblivion and may be operating 10-mile round trip with 3 foot gauge Shay or 2-8-2. Daily during the summer starting at 8:30 from Hill City, round trip requires about 2 hours.

BOARD ACTIONS; Continued from page 1

NEW BUSINESS:

It was felt by A. Gooding, and concurred by J. Alexander that there is no need for a dues increase at this time because of the present high in membership figures, and therefore could not be justified.

On a motion by T. Prange, seconded by A. Gooding, it was voted with all in favor, that a special contest for the NER 20th Anniversary reefer be held at the Fall Convention with a special category certificate to be awarded.

On motion by K. Hyslop, second by T. Prange, it was voted to return the older Delaware Trophy to its donors, the Summit-New Providence Model RR Club with the sincere thanks of the Region and those to whom it has been presented.

Jeff French recommended that the judges at this and at subsequent convention model contests be allowed to award Honorable Mention certificates, since these also count towards earning Achievement Certificates. On motion by A. Gooding, seconded by D. MacDonald, it was voted with all in favor, that the President bring the matter to the attention of the Model Contest Chairman.

It was voted to adjourn at 10:57 p.m.

Special Meeting, Board of Directors, NER, NMRA, May 21, 1966, Thruway Motor Inn, Albany, N.Y.

President Jack Alexander called the meeting to order at 10:45 p.m. Directors present were Gooding, Hyslop, MacDonald, Prange, Alexander as proxy for Dohn and Robinson, and Hyslop as proxy for Anne Hackett:

VOTED: That attendance at Business Meetings be limited to paid up members, as evidenced by membership cards and/or records of the Secretary or Office Manager.

VOTED: That one ballot must be filled out for each proxy submitted at an Election Meeting.

VOTED: That Mike Pearsall be awarded a special NER car kit as a gift of appreciation for his efforts in producing the kit.

VOTED: That the Secretary send letters to Art Laneau and George McCauslin expressing the appreciation of the Region for their contributions of effort and mat-

Continued on page 12, see BOARD ACTIONS

DIVISION NEWS

GARDEN STATE

Fred Huss, Sec'y., 191 West Milton Av., Rahway, N. J. 07065

The June 15th meet was held at the Pacific Southern Club, Rocky Hill, N.J. There were 58 people in attendance, supplying this Division with 21 new members. Clinics were held explaining the operation of the layout, its electrical construction, and their history. A clinic was also given on the general construction of models emphasizing the pitfalls a modeler can get himself into and how to avoid them. There was operation before and after the clinics.

The next meet will be held in Morristown, N.J. on Sept. 18 and is our annual picnic. There will be a visit to the Morristown Historical Museum where the Morristown Model RR Club is under construction, and there will also be the opportunity of riding behind steam on the Morris County Central Railroad. The picnic is free but there will be a charge for the steam trip. Subscriptions will be available to the "Whistle Post" for \$0.50 for 10 issues.

The meet after the above will be held at the Summit-New Providence HO Railroad Club on Nov. 19 and on Jan. 28, 1967 at the Garden State Central Model RR Club in Long Branch, N.J.

ALOUETTE

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

No report was received from the Alouette Division in time for publication in this issue of the Coupler.

HUB

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

The Hub Division's Spring Little Convention, held Saturday, April 16, at the Sacred Heart Parish Hall, Manchester, Mass., was attended by 250 enthusiastic model railroaders and their guests.

The convention, probably best known because of its three dollar registration fee (banquet included), had several new innovations for those in attendance. Topping the list was a 60-mile fantrip on the Boston & Maine's Gloucester Branch. A two unit Buddliner took 125 conventioners from Manchester to Rockport, where during the 30 minute layover a "run-in" was staged for the photographers. The shutterbugs also had a field day with the Brownhoist crane which is still in use on the team track. Also, designed to please the camera fans, was a large yellow banner reading "Hub Convention Special" painted by fantrip director Paul Hackett.



(Photo by T.J.O'Connor, Jr.)
HUB LITTLE CONVENTION SPECIAL AT ROCKPORT: PAUL W. HACKETT & RICKY TOWLE

(ED. NOTE: Formation of two new Divisions, Sunrise Trail and Rhode Island, have made it necessary to provide sufficient space for Division News. These reports will no longer be reproduced on the back page of the Coupler.)

Clinics were handled by Al "Limey" Lalime and included: "Why Not A Trolley Line" by Skip Clark; "Scenery" by Earl Smallshaw; "The Shay-The Climax-The Heisler" by David Newcomb; "Building Dioramas" by Dave Frary; and "Mines and Mining Railroads" by George Konrad. Also presented were several tape slide shows.

Movies were provided by Bill MacIver and included such titles as: "At This Moment", "Museum Train", "The Canadian", "Vistadome Adventure", "Snow on the Run", and "Last of the Giants".

A large area was set aside in the adjacent Boy Scout Meeting Hall for manufacturers' displays, model displays, and a coffee bar operated by Boy Scout Troop 3. Display offerings included Ambroid Company, Trakside Industries, Baldwin Scale Models, Ron Ziel, Clark Benson and East Boston Hobby Shop.

One hundred ninety-nine Hub members and their guests, the largest number in the Division's history, enjoyed a barbecued chicken dinner prepared by Chef Bill Crane and his crew. Head table guests included Father John Bowen of the Sacred Heart Parish, 1965-66 Hub Division Chairman and Mrs. Roy Sullivan, Banquet Speaker Ron Ziel, Nutmeg Div. Chairman and Mrs. Charles Bettinger, Manchester Selectman John Cullinane, Region President and Mrs. Jack Alexander, and Convention Chairman and Mrs. Richard Towle.

After the banquet, the annual business meeting was held and then over 30 lucky model rails were awarded their door prizes which included several for the ladies only. Speaker of the evening, Ron Ziel, then gave a profusely illustrated slide talk on his most recent travels in quest of the steam locomotive, both in this country and Mexico.

Members of the Committee were Dick Towle, Chairman; Al Lalime, Vice Chairman-Clinics; C. Pres Merrill, Vice Chairman-Program; Paul Hackett, Fantrip Director; Dick Wentzell & Harold Clark, Registrations; Charlie Bettinger, Nutmeg Division Liaison; Jack Alexander & Al Good-

Continued on page 12, see HUB

RHODE ISLAND

Hans F. Schell, Sec'y., 125 May St., South Attleboro, Mass. 02774

The Rhode Island Division of the Northeastern Region is out of the yard and running on the main line.

On Saturday, June 11th, with 27 people present, the Rhode Island Division was organized in the Mathewson Street Methodist Church in downtown Providence, R.I. After adopting a Constitution and By-laws, nine Directors were elected, who in turn elected the Rev. Ronald Adcock, Chairman, the Rev. Eugene Charsky, Vice Chairman and Hans Schell, Secretary-Treasurer.

Lending moral support on the formation of the new Division were Jack Alexander, NER President, Dick Towle, Hub Div. Chairman, Dick Wentzell, Hub Div. Director and Harold Clark, Hub Div. Secretary.

The Rhode Island Division Board of Directors will be meeting in July to formulate their plans for the future.

SUNRISE TRAIL (Long Island)



Miss Nancy Page, Reporter, 115 Whitney St., Westbury, N.Y.

The second meeting of the Sunrise Trail Division was held in the Cathedral House of the Garden City Cathedral on June 25. After a brief business meeting the members were given the opportunity to hear several live clinics. The first of these, presented by Ken Martin, dealt with bridges, particularly concrete arch bridges. Ken described his own techniques for simulating concrete with plaster applied to a cardboard base. This was followed by two clinics on traction. The first dealt with trolley lines on Long Island and was presented by Ira Rothberg. The second, presented by Bob Miller dealt with the New York City subway system and included slides taken by Mr. Miller. After the first session of these clinics a break was taken for refreshments and a drawing for door prizes. The winners and their prizes were: Charlie Page an Akane Ma and Pa Consolidation; Hank Statkowski, Kadee trucks and couplers; Lenny Laufer a cable car kit; Tom Castrigan a Practical Guide to Model Railroad; and Laura Pollock, New Haven RR employees timetable. The clinics then resumed with a repeat of the clinic on bridges and the second clinic on traction offered. While the second clinics were in session the Board of Directors met briefly to decide important issues. Letters of appreciation will be sent to all who have served the Division. The Division paper, "The Long Island Cannonball" will begin publication with the Fall issue and will continue to be published quarterly. Tom Prange is the Editor (Want this job back, Tom?). The meeting concluded with the showing of a movie on American Railroads.

NUTMEG

Carl E. Peschel, Sec'y-Treas., 12 Prospect St., Glastonbury, Conn.

Twenty-three representatives from the Nutmeg Division enjoyed the excellent program and activities at the Hub Div. Spring Little Convention on April 16.

On May 14, the May meeting of the Division started at the New Haven RR station in New Haven with a talk by trainmaster F.P. Doran about the NHRR in general and the terminal area in particular. The talk was followed by a tour of SS75, the C.T.C. tower at the terminal, guided by two trainmaster associates of Mr. Doran. The talk before the tour was held in a coach spotted at the terminal. The membership then moved to the Railroad YMCA on State St. for the business meeting and general get together.

On July 17th the Nutmeg Division held its annual summer picnic as a joint affair with the Hub Division at Lake Park in Worcester, Mass.

The September meeting of the Division will be held on Sept. 24th at the Connecticut Electric Railway Assn. Museum at Warehouse Point, Conn.

(Glad to see these signs of life in the Nutmeg Division.-ED.)

Ramblings of a Model Railroad and CIRCUS Builder by H. K. Burrill

Is there anything more appealing to a model builder than a complete circus train? The brightly painted and lettered cars and wagons, loaded with endless amounts of props and equipment. The fascination of railroad cars riding the rails far from their original assignments. Of people and animals being transported from one community to another in an orderly fashion as everything falls into place as the various parts and equipment arrive.

Let us take a trip to the "runs" located in our model railroad village freight yard and watch the circus arrive and unload. OK, we will meet early in the morning, say 6 a.m. and let our imagination take us back thirty-five or forty years to the time when the "Big Shows" rode the rails. Circus trains varied in size from two and three car shows to the giants, who loaded and used eighty to one hundred cars. The circus we will visit will have about eighty cars and will travel in four sections of about twenty cars each.

As we approach the freight yard we find we are really late as the first section has already unloaded and the wagons are moving along the road to the circus lot. Everywhere we look there is activity. Spectators like ourselves are grouped near the runs watching the wagons come over the cars and down the runs. There appears to be at least a dozen flats in the cut that is being unloaded. Here comes a wagon over the empty flats, pulled along the car by a pair of dapple grey horses walking beside the car. A rope runs from the doubletrees to the loading ring on the front side of the wagon. It is guided along the car by a strapping young fellow known as the "poler". He sure has his hands full keeping the wheels running straight as the wagon crosses from one car to the next. As the wagon reaches the end of the cars and comes to the runs a rope is fastened to a rear unloading ring and the rope passes around a snubbing post located on the side of the flat car. Here the descent of the wagon is controlled by a workman easing or increasing the tension of the rope. Several other wagons are on their way along the cars, pulled by other teams of horses. As soon as the wagon hits the ground the pull-over horses are unhitched and the wagon is hauled away by four, six or even an eight horse hitch.

Off to our right are the stock cars the horses arrived in. There are four of them for this section. Three cars are old wooden sixty-five footers with truss rods. The lower half of the car is vertically sheathed in wood, while the upper half is slatted against the inside of the car frame. The fourth car is a seventy-two footer with slat sides and outside braces. The sixty-five foot cars carry twenty-eight head of horses, the seventy-two footer 32 head. We see these horses being hitched into teams and waiting for the wagons to come off the flats. There must be fifty or sixty horses with drivers, waiting to move out.

On the same track with the flats but further along are the sleepers for the men. Two of the three are old wooden cars with arch windows and truss rods. These cars must have been the pride of some prosperous railroad at the turn of the century, fitted with plush carpets and upholstery. Today they are fitted with bunks, three high, two men to a bunk, about ninety men to a car. The third car is of steel of more modern design, a solarium car from some name train no doubt. However, today it is still held in awe by some. Its bunks are tiered only two high in half of the car. These bunks are occupied by the boss drivers and other titled men. This car also has a section, the former solarium, fitted out for a hasty bite to eat. In circus terms this is the "pie car".

Let's take a walk along the flats, look over the cars, and see what is left to unload, before the cars are pulled out and the next section arrives. The first five or six cars in this cut appear to be fairly new seventy-two foot cars. These cars are of steel plate forming the gunwales and reinforced top and bottom with angle iron. They are about thirty inches in depth in the center and about twenty four inches at the ends. Four rows of planks run longitudinally across random spaced floor planks. Chock blocks litter the center of the car floors. Wonder if there is a builder's plate on these cars? They are Warren type, built by the Warren Tank Car Co. and delivered new to this show. Further along the train are several flats with fish belly type of gunwales and vertical pieces of angle iron every four feet or so. These we recognize as flats from the Mount Vernon Car Co., who made numerous flats and stock cars for many a circus. Here is a flat still partly loaded that looks just a little different from the Mount Vernon cars. The spacing of the vertical angle iron is a little different and the fishbelly is not so deep. The builder's plate over the bolster indicates it was a product of the Keith Car Mfg. Co. of East Chicago.

The wagons left on this flat are cages. One is covered with canvas while the other has wooden sides, with vent window, over the cage bars. Fancy shaded lettering on these panels tell us the cage contains "Bengal Tigers". We must be getting to the menagerie section. The next car is a real odd ball. It has side sills that are straight with short vertical and diagonal braces with planks on edge running the entire length. Also we note a fishbelly underframe. Reminds you of a stock car cut down to eight or nine inches above the floor. Makes a good flat, and as the show starts to mechanize more of these stock cars will be available for similar treatment. The next flat is a real oldy, notice it is run near the end of the train. It is made entirely of wood with eight truss rods under it and a wooden center sill. Quite a car in its day, almost 62 feet long but still able to handle three heavily loaded wagons.

Strange thing about the wagons, most of them have something carried on the sides or hanging underneath. Such things as table tops, side poles, bale rings, ring curbs, doubletrees, light poles, etc. A circus usually has equipment of

Continued on page 11, see RAMBLINGS

THE GELATIN WINDOW

No, not a new method of making window pane but another aspect of enjoying prototype railroading. The aspect alluded to is SLIDE TRADING. Instead of trading kits or money for brass locos, slide trading involves the exchange of slides of railroads in your area for those from other parts of the world. The variety of types of trades is as varied as the interest in different phases of model railroading. There are those that trade "roster" type slides of locos, some are interested in steam locos (active and/or display), others prefer rolling stock especially caboose and special equipment not widely dispersed, while, like in model railroading, some traders are interested in many, if not all phases of prototype railroading and thusly would be interested in most any "interesting" railroad scene.

As with any form of trading, you must have something to trade. In slide trading, good, clear, well lighted slides are the primary requirement. In "compensating" the slide, view the scene as if it was to become a part of your collection or an entry in a photo contest. This means staying away as much as possible from obstructions that will detract from the major subject. Don't cut off the ends of locomotives, or get too far from your subject so that it is indistinguishable. Another main point is that most if not all traders request slides that are horizontal and not vertical. Since the slide is telling a story some additional information about the slide should be given on the binder. Such information as "name of railroad," "number" of subject (such as loco No.) "location", "date taken" and your name and address.

As you trade you will learn the wants of others so you "slide taking" can become more selective. However, to start a "roster" type collection, Locos are the best subjects, (broad sides or 3/4 view.)

Since most traders will not consider duplicate slides (except in certain situations such as where the subject is no longer available) it is very economical to take several shots of the same subjects, rather than only one, since this will give you material to trade with several traders. Or, you can use a "negative" color film, such as Kodachrome or Agfachrome reversal. These films are usually thought of as being only for making color prints. This is not the case, for you can have any number of slides made from each good color negative, the quality of which is often better than that you can get from the usual reversal (or slide) color films such as Kodachrome, Agfachrome, etc.

Watch your exposure! Especially if you are trying to get a slide of a dark steam engine, it is advisable to take your exposure meter reading of the shadow area, so you don't lose detail in those spots which usually have the most interest. This is most critical with reversal films, much less critical with the negative films, where much can be corrected in making the slide from the color negative. (Another plus for the color negative film is there may be those who would prefer color prints for their collections - and for that matter it should be noted that you can't discount black and white, which are much cheaper, and where you can easily make up enough prints from any negative to satisfy all potential swappers.)

When actual trading begins you will find that most traders will send a selection for you to select from. When returning those not desired send along a selection of your slides from which your correspondent can make his selections. Although trading is done one-for

Continued on page 10, see GELATIN

GELATIN: Continued from page 9

one, often there will be a balance due you because a correspondent retained more of yours than you did of his (and vice-versa). This is accepted procedure since over many trades this uneven score will balance out.

As your collection grows the necessity of easy review of you traded slides presents itself. There is available a 20 pocket vinyl plastic "slide file album page" that allows easy review, yet completely protects the slide (obtainable from Slide International, P.O. Box 8, Gardena, Cal., 35¢ each, less than 10 per order; or 29¢ each, 10 or more per order postpaid), and so designed for easy removal of slides for projection.

The one remaining item necessary to get started is finding those similarly inclined. There are several ways to accomplish this. The first is to read the Swapper's column in the model and prototype magazines, particularly in RAILROAD Magazine and in RAILROAD MODEL CRAFTSMAN. Another method is to advertise your name in your regional paper, the SWAPS column of the BULLETIN or the commercial publications. The last way would be for someone to act as a go-between or clearing house for an area. Maybe there is someone in the region who would be willing to do this?

That's about all there is to getting started in another interesting and informative aspect of "The Love of the Iron Horse."

AWARDS: Continued from page 4

Scratch Section

2nd Award: Robert Bird	Master
3rd Award: Robert Bird	Master
1st Award: Norman Briskman	Craftsman
2nd Award: Norman Briskman	Craftsman
3rd Award: Harold Horner	Craftsman

Freight and MofW, S and larger

Scratch Section

2nd Award: Eugene Wolfe,	Master
3rd Award: Mike Pearsall	Master
2nd Award: H.K. Burrill	Craftsman
3rd Award: H.K. Burrill	Craftsman

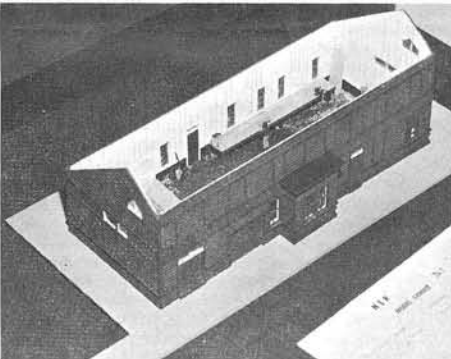
STRUCTURES:

Scratch section, S and larger

1st Award: John A. Young	Craftsman
--------------------------	-----------

Scratch section, double-0 and smaller

2nd Award: Doug Smith	Master
3rd Award: Don Clerke	Master
2nd Award: Dave Messer	Craftsman
3rd Award: John Klotz	Craftsman



Old stations never die. Some become furniture factories like this one at Stepney Depot, Conn.

BRT D&H CABOOSE #10 SPECIAL CONTEST

1st Award: Norman S. Briskman
2nd Award: Frank A. deSantis
3rd Award: Eugene Wolfe

NER CAR CONTEST

3rd Award: Robert Kirsh

Continued on next column

AWARDS, Continued

MANHATTAN MODEL R.R. CLUB PHOTO CONTEST

Color Prototype: Glenn Wagner.
Color Model: No entry
Black & White Model: Doug Smith
Black & White Prototype (still): George Hookaday
Black & White Prototype (motion): David Waddington

Model Railroad Adhesive Techniques

From a clinic presented by Erwin Chaim at the Fall 1965 RMR Convention.

Glues and adhesives have been with us for many years. The Egyptians used gum Arabic, egg white, and tree resins as glues. Genesis tells of the use of a natural asphalt called Bitumen in construction of the Tower of Babel. At present, glues are used in enormous quantities in industry and have become very specialized and sophisticated.

There are numerous types of adhesive materials that one may use in our field of model railroading, all of which have been designed for specific uses. The trick is to determine the best glue to use for the effect you wish to achieve. There are, however, a few basic facts which are common to all adhesive techniques and materials. For example, age is an important factor to consider because all glues and adhesives have a definite shelf life. Some glues are more seriously affected than others. Old glues tend to lose their holding power, often thicken, or solidify. Use fresh glue whenever possible for best results. This is especially true with the more volatile glues such as Ambroid. Keeping with the subject of age and shelf life, the glue joint also has a measurable life. I find that bonds made with the volatile types of glues get brittle in eight to twenty years. Hide glues (such as those used in furniture joints) often crystallize after a period of a dozen years. I find white glues superior for wood joints in the Denver area, primarily because of the dry climate.

Another basic rule common in the use of all glues is surface preparation. This is achieved by cleaning and/or crazing (roughing-up) the glue area. For example: If you wish to use an adhesive on metal surfaces, such as on locomotives or castings, use a fine metal file and slightly break the surface. Use a de-greasing agent such as En-Irt, acetone, or alcohol to clean the area to remove skin oil and dirt. A word of caution: Ventilate your work area. If alcohol or Acetone are used, be sure that they are pure. Read the label carefully as some commercially prepared alcohols contain oils. Lilly's 91% IsoPropyl alcohol or En-Irt are excellent. IF YOU WISH TO USE A DE-GREASER SUCH AS CARBON TETRACHLORIDE OR TRICHLOROETHYLENE, WEAR GLOVES, HAVE A WINDOW OPEN AND A FAN OPERATING TO REMOVE THE VAPORS. BOTH CAN CAUSE LIVER DAMAGE AFTER PROLONGED EXPOSURE. # Clean hands

and a clean work area are essential requirements before beginning to prepare the wood joint for glue. I use white paper towels as a base for my work area because it reflects light, is absorbent and disposable. Wood pieces cut to fit generally are clean enough to be glued. If not, sand at the joint for a smooth and clean surface. Shiny plastic surfaces to be bonded should be lightly sanded to craze the surface. Some plastics and nylons will dissolve if de-greasing agents are used.

Most glues give better results if the two surfaces to be bonded are clamped together during the curing time with at least enough pressure to insure a tight fit. "C" clamps and vices are helpful, but you often use common household items as clamps such as weights, clothes pins, rubber bands, alligator

ADHESIVES Continued on Next Column

clips, string, tiny plastic "travel" clothespins, etc. When it is impossible to clamp, you can often use a contact cement, either alone or in combination with other adhesives to achieve your result. MOST IMPORTANT: Don't ever rush the drying or curing time of your glue joint. This is one common rule you must always observe when using any glue. Don't peek! Don't test! Because you'll break or weaken the bond. Arrange your time so that while waiting for the glue to cure, you have another modelling job to do in the meantime.

NOTE: Their use has been fatal!!

Part II

Pieces of wood were prepared in a specific manner to test various glues for strength. A machine measured the point at which the glue, or the wood gave way under pressure measured in lbs. per square inch. (PSI).

"Soft-Joint Glues"

Brand	PSI when cured	
	Clamped	Un-Clamped
Contact Cement	1,280	
Goo		230
Multibond	20	10

These glues do not harden solidly in the joint, hence the name. They are not too strong, but may be used with other adhesives when two surfaces to be glued cannot be clamped. The contact cement will hold the joint immediately while the slower setting adhesive makes a strong bond. Heat will usually part joints. Attach rail to ties with Pliobond and then spike. Rail will release immediately for adjustment during placement around curves by touching with hot soldering iron.

"Volatile Glues"

Brand	PSI when cured	
	Clamped	Un-Clamped
Duco	1,860	2,900
Ambroid	240	1,300

This it seems better not to clamp when a volatile glue is used. Other glues of this type are the "household" and Testor's (tube) glue. These glues are extremely toxic and can cause liver damage after prolonged use. Do not breath vapors or expose to skin. If you do use them, allow thin coat to dry on both pieces then add a little more glue and make final set.

{Editor's note: use in a ventilated area

"Epoxy Resin"

	PSI when cured	
	Clamped	Un-Clamped
Fresh	5,500	3,720
2 years old	3,800	

The wood gave way before the clamped joints, so the resin and the white glue (below) may have withstood even more PSI. The strong-bonding epoxy resins are used to adhere two nonporous materials together (i.e.: Metal to Metal) when soldering is not possible; and/or unlike materials (ie: Metal to plastic.) Soldering is best for metal to metal, but if mixture is correct, Epoxy will hold. Epoxy resins are toxic; exercise caution, do not expose to skin!

"White Glues"

	PSI when cured	
	Clamped	Un-Clamped
Titebond&Evertite	4,340	5,040
Elmer's	5,100	5,300
Weldwood	4,250	2,880

White glue, thinned with water (with detergent added as a wetting agent,) will adhere ballast. Pour your ballast on ties, arrange it, and add glue solution with eyedropper until wet. If fiber ties are used, a dull lacquer is better so ties won't warp.

Plastic Cement: Best adhesives fuse plastics together (Testor's liquid, Methyl Ethyl Ketone.) Very toxic; Use care when using them.

Special thanks to Bob Slattery, who gave several evenings and one whole afternoon to test the wood samples for me.

Erwin Chaim

TROLLEY SPARKS

column by / JERRY LAWLOR

Summer is about to begin as I am writing this column. This is the season when most model railroaders, and I suspect trolley modelers as well, become arm-chair modelers. This is the time when many of us catch up on our reading, take vacation trips, take pictures and notes of prototypes, and make sketches and notes of those things we would like to add to our layouts when we get the time.

Within the Northeastern Region you can still visit prototype operations at Boston and Newark. Older cars may still be seen at the various trolley museums in this area. Now is the time to get out your camera and note pad. Take all the pictures you can; make notes of even the smallest details. You will find them invaluable for later reference. How often have I heard people say they wished they had taken more pictures of steam engines. How often I have heard Joe Brown or Hank Smith say they wish they had taken pictures of trolleys in their home towns. Once the lines are pulled off it becomes difficult to get information and pictures. Don't wait. Do your picture taking now.

What can you do if you want to model a particular car or line? Check your NMRA Periodical Index; you may find reference to one or more articles which can be located in one of the model magazines. Check your local library; some maintain files of newspaper clippings on local transportation; at some you may find files of old Electric Railway Journals; you may even find a book or two devoted to the subject.

Many trolley museums sell a variety of publications which may be of assistance to you. Many of their members have material in their personal collections which can be made available to interested individuals. Sometimes local historical societies may have material of interest to you on file.

If all else fails, you might try writing to me or Jeff French. Perhaps we can print a brief request for information for you in The Coupler. It's possible that one of our NER members may have the answer that you are looking for.

NER CAR KIT CONTEST

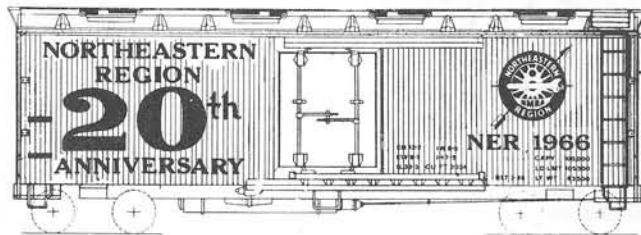
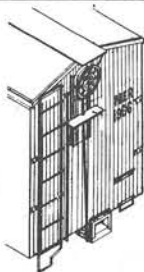
The new NER 20th Anniversary car kit, now available from either Office Manager Ken Hyslop, Train Exchange Center, 3636 Main St., Stratford, Conn. or David C. MacDonald, 19 Fairmount Ave., East Weymouth, Mass. for just \$3.00 plus 25¢ postage and handling charge, will be the subject of a special model contest at the Portland, Maine Convention.

The car may be built as a reefer the way it comes, or modified as the owner desires. The kit is described and illustrated elsewhere in this issue of the Coupler.



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

Rio Grande Pagosa & Northern (HO n3)
Kilkenny Lumber Company (HO)



THE N.E.R. OFFERS ITS 20th ANNIVERSARY REEFER KIT TO ALL MODELERS

The Northeastern Region is celebrating its 20th Anniversary by issuing a special, limited-run car kit to commemorate the occasion. The kit is an Ambroid Canadian Pacific 8 hatch refrigerator car, and includes special dry-transfer lettering that will produce a striking billboard reefer, with blue sides, black trim and white markings, similar to the illustration.

It's a craftsman type kit, with plenty of detail, yet easy to build. All wood and the metal parts, including gas supply tank, doors with cast-on tracks, AB brake, ladder stock, roof hatches, etc. are highly detailed and flash-free. Universal coupler pockets are included.

The N.E.R. is offering the kit for just \$3.00 plus 25¢ postage and handling (A similar kit would cost \$3.75.) It's available from:
David C. MacDonald
N.E.R. Car Kit
19 Fairmount Avenue
East Weymouth, Mass. 02189

Remember, this is a limited run, and once these are gone, no more can be produced. (As a special service, we will replace your dry-transfer, should you spoil it. Simply return the spoiled one, together with a stamped SAE.)

Ramblings of a Model Railroad and Circus Builder by H. Kingman Burrill

Continued from page 9

this type loaded in brackets on the wagon sides while carnivals do not. Everything on a carny is usually placed inside the wagon as a general rule. Also circuses pay for having their cars moved over the rails in multiples of five, so if you intend to have a thirteen car show, make it fifteen and get more for your money.

Most of the wagons have been removed from the flats, looks like the switcher coming in to pull out the empty cut. Let's take a walk back over to the stock cars while the switcher pulls out the empties. The stock car on the end looks higher than the others. The door is still closed but men are at work putting the heavy plank ramp in place, with jacks and blocking under it. There, the door is open, several men enter the car, we hear a rattle of chains and down the ramp comes an elephant followed by another and still another. They must be all out now and a count of trunks shows twelve bulls are being led away. All elephants are known as bulls. Let's look the car over. It is about ten feet high inside, the sides are sheathed horizontally from sill to eave. Vents are provided between the outside bracing. These vents are about eighteen inches square and have sliding doors behind the barred openings. The ends are vented in similar fashion on some cars also. A peek inside the car shows hay and straw covering the floor with chains fastened to the car floor which in turn are fastened to the legs of these giant beasts.

Sounds as though the switcher is back pushing in the first cut from the third section. More loaded flats, more stock cars, and more sleepers; yet everything moves orderly. I hope viewing the unloading of the second section of our model circus has inspired some interest in building some models of this great American spectacle, the railroad circus.

The basic set-up as written above comes from the Author's own show which is still being built. It is set up usually once a year in conjunction with the Carl Hegenbeck Ring of the Circus Model Builders of the eastern section of Mass.

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 _____ NMRA# _____

Address _____

City _____ State _____ Zip _____

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

ACHIEVEMENT: Continued from page 3
able place by two qualified judges, appointed by the Regional Chairman.)

Several combinations of contest awards and Merit Awards can be obtained to come up with the award requirements for this category. For example, one Regional plus four Merit Awards or two Regional plus two Merit Awards are equivalent to three Regional Awards.

One final note - this category, as well as other craftsman type categories, require a detailed description of all models concerned with the application. Attach an extra sheet with the application to list the details and commercial parts added. I cannot stress this too strongly! Many applications have to be returned because this description is lacking. This wastes time, increases mailing costs, and causes aggravation on the part of the applicant - not to mention the Chairman. Let's give our new Chairman a break and get the information in the first time.

Well, that's all for now, take over,
Don.
EARL SMALLSHAW

BOARD ACTIONS: Continued from page 7

erial consideration to the NER Special 20th Anniversary Car Kit.

VOTED: That the NER 20th Anniversary Car Kits be sold at \$3.00 each, and that the request be made in any advertising that \$.25 additional postage be included in mail orders to cover the cost of postage and handling.

VOTED: To adjourn at 11:55 p.m.

President Jack Alexander called the Business-Election Meeting of the N.E.R., NMRA, to order at 10:10 a.m. May 22, 1966 in the Executive Room, Thruway Motor Inn, Albany, N.Y.

Following Officer's reports and other routine matters, the report of the Committee to study the division of the Region was given by Chairman R.H. "Huebe" Huebenthal. He stated that the Committee had decided to await the results of the proposed changes in the methods of electing Directors, to be submitted by another Committee.

Continued Bottom: Next Column and Col. 3

HUB: Continued from page 8
ing, Auction; Bill MacIver, Movies; Dave MacDonald, Manufacturers' Displays; Roy Sullivan, Model Displays; Ralph Pearson, Publicity; and Don Killiam, Traffic and Clinics.

The Board of Directors of the Hub Division feted Charles "Pres" Merrill, Division Vice Chairman and his wife Ruth on Saturday night, June 25th at Mary Hartigan's Restaurant, Dedham, Mass. "Pres" has recently been transferred from Boston to San Antonio, Texas by the Department of Defense.

Hub BOD member Dave MacDonald is shown below presenting "Pres" with a commendation plaque. The Merrills were also given life memberships in the Hub.



The Committee to study Regional Representation distributed copies of its report. Tom Prange moved that "the report as presented be published in the next issue of The Coupler."

Stan Bradley presented the views of the minority of the above committee. The main provision was that nominations should be made not only by the nominating committee, but also by nominations from the floor at the Spring Convention.

Tom Prange amended his previous motion to add that "the portion of the minority report which the minority considers pertinent also be included in The Coupler". This was so voted.

It was proposed that the following sentence be added to Article 5, Section 2 of the Constitution, "The Editor shall

BOARD ACTIONS, Continued
serve without salary, and shall be exempt from dues". The motion made and duly seconded, it was so voted. (Thanks-ED.)

The results of the Election of Directors are reported elsewhere herein.

VOTED: To adjourn at 12:01 P.M.

President Jack Alexander called a Meeting of the Board of Directors, NER, NMRA, to order at 12:22 p.m. in the Executive Room Thruway Motor Inn, Albany, N.Y., May 22, order at 12:22 p.m., May 22, 1966 in the Executive Room, Thruway Motor Inn, Albany, N.Y. Directors present were: Gooding, Hyslop, MacDonald, Prange, Alexander as proxy for Dohn and Robinson, and Hyslop as proxy for Anne Hackett.

Tom Prange agreed to send copies of the staffer contained in the NER 20th Anniversary Reefer kits to other Regions as advertising, showing a price of \$3.00 plus postage of \$.25.

Ken Hyslop reported that a total of 74 of these kits had been sold at this Convention.

VOTED: That we recommend to the Model Contest Chairman that we investigate and consider using the NMRA system of contest judging.

VOTED: That the NER seek to obtain a copy of the NMRA tape-slide clinic on Model Contest Judging and that the NER model contest judges be encouraged to view the clinic prior to judging NER contests.

VOTED: On recommendation by the Auction Rules Committee, "That items under \$3.00 be sold on a separate table. Those items over \$3.00 in value with a minimum and not sold will require a fee of 10% of the minimum price, not to exceed \$1.00. Those items sold will require the normal fee."

VOTED: To propose an amendment to the By-laws relative to non-attendance by Directors at meetings. This proposal is published elsewhere in this Coupler.

VOTED: To adjourn at 1:04 p.m.

THE COUPLER

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

125 Lordehip Road STRATFORD, CONN. 06497



Robert Strobel
1203 49th St.
North Bergen, N.J. 07047