

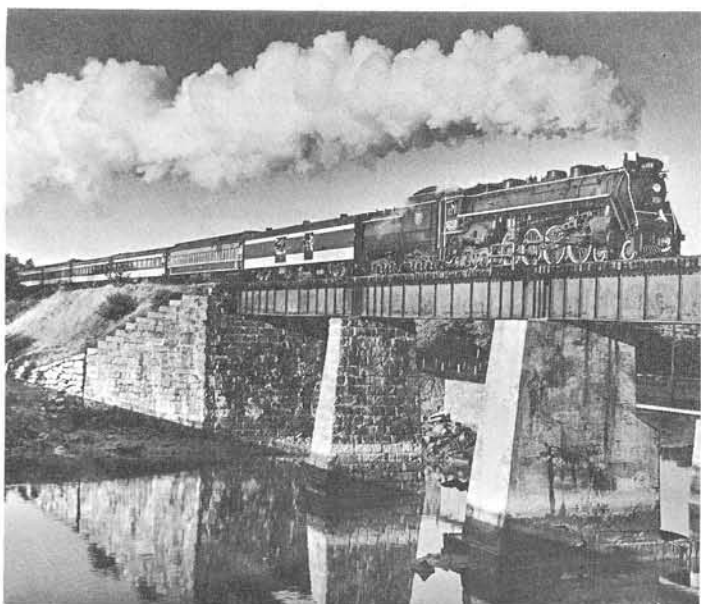
THE COUPLER

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



PORTLAND, MAINE - AND RAIN

HOME LAYOUT VISITS, LOBSTER BANQUET & STEAM FANTRIP HIGHLIGHTS SOGGY FALL CONVENTION



CN 4-8-4 #6218 trails its plume for benefit of photographers as it crosses Presumpscot River bridge on Sunday morning fantrip to Island Pond, Vermont. NE'ers had special car reserved. (photo by: Donald E. Johnson)

The Sheraton-Eastland Motor Hotel in downtown Portland, Maine was the scene of another enjoyable Northeastern Region Convention on Sept. 30-Oct. 2, 1966. A total of 153 registrations were recorded, and what was lacking in numbers was more than made up in enthusiasm that even an all-day rain on Saturday could not dampen. This was the first "down East" convention since the Fall of 1950 and hardly a man is still alive that remembers that far back, so everything we saw and did was refreshingly new to most of us.

For the early arrivals on Friday night there were a variety of activities. Two clinics were scheduled: "Rules & Operation" given by Dave Decker and "Portsmouth Branch" by Jim Robertson. Concurrently, there were seven home layouts open for visitation and most of us left Portland regretting the fact that time did not permit us to visit all of them. Each of these certainly deserves recognition and the following brief description is reprinted from the Convention Program:

1. Fred Brinnick's "Presumpscot Valley RR", an 1890's period pike featuring old time logging equipment on the "Moxie Gore Timber Co." branch. Many scratch built items of rolling stock and individual wood ties. Partially scenicked.

2. David Hopkinson's "Boston & Maine Central RR". Beautiful trackwork and

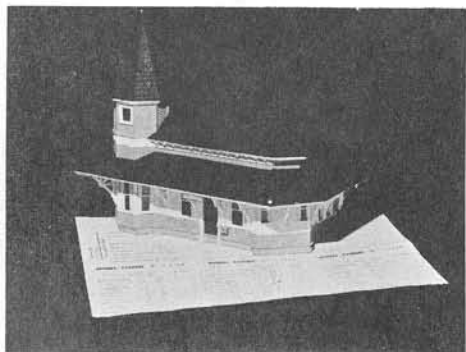


FORBES HAUPTMAN AND CAROL DAVIS HANDLED THE REGISTRATION DESK (J.French photo)

MODEL CONTEST

DELAWARE TROPHY GOES TO DWIGHT A. SMITH

An HO scale model of the Conway, N.H. passenger depot, constructed by Dwight A. Smith of Portland, Maine was awarded the Delaware Trophy for Best in Show at the Portland Fall Convention. Judges for the contest were John A. Young, Walter Olevsky and Frank Skutsch.



DELAWARE TROPHY WINNER of DWIGHT SMITH (Doug Smith photo)

Other awards, by category, were made as follows:

Passenger Cars-00 and smaller

- 1st Award - Dwight A. Smith
- 2nd Award - Dwight A. Smith
- 3rd Award - Dwight A. Smith

Continued on page 5, see CONTEST AWARDS (Also more Doug Smith photos)

BY-LAWS AMENDMENT

At the Annual Meeting of the Northeastern Region of the NMRA, held on Oct. 1, 1966 at the Sheraton-Eastland Motor Hotel, Portland, Maine, a quorum being present, the following Amendment to the By-laws was unanimously approved:

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 the case of resignation."

THE COUPLER

Published by the

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NATIONAL MODEL RAILROAD ASSN. INC.

EDITOR: L. Jeff French
270 Duncaſter Road
Bloomfield, Conn. 06002

STAFF ARTIST: Mike Pearsall

NORTHEASTERN REGION OFFICERS

PRESIDENT: Jack Alexander
111 South Street
E. Bridgewater, Mass. 02333

V. PRESIDENT: Peter N. Hugger
812 Prospect Street
Westfield, N.J. 07090

SECRETARY: Paul W. Hackett
8 Jaffery Court
Manchester, Mass. 01944

TREASURER: Mrs. Dorothy Hyslop
125 Lordſhip Road
Stratford, Conn. 06497

**OFFICE AND
ADVERTISING
MANAGER:** Kenneth Hyslop
125 Lordſhip Road
Stratford, Conn. 06497

**ACHIEVEMENT
PROGRAM
CHAIRMAN:** Donald A. Clarke
132 Laurel St.
Wapping, Conn. 06087

**MODEL CONTEST
COMMITTEE
CHAIRMAN:** A. Thomas Prange
72-16 Fortyfourth Ave
Woodside, N.Y. 11377

**MEMBERSHIP
COMMITTEE
CHAIRMAN:** Dick and Andrea Towle
Loading Place Road
P.O. Box 328
Manchester, Mass. 01944

**CONVENTION
CHAIRMAN:** Walter Syrett
Quarry Hill Drive
RD 2, Barre, Vt. 05641

**NOMINATING
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1 Old Mamaroneck Rd. (Apt.
White Plains, NY 3-D)

**PIKE REGISTRA-
TION COMMITTEE
CHAIRMAN:** Frank W. Skutsch
56 Commander Avenue
Garden City, N.Y. 11530

**ESTATE
COUNSELING
CHAIRMAN:** George McCauslin
105 Ocean Ave., Lock Arbor
Allenhurst, N.J. 07711

DIRECTORS OF THE NORTHEASTERN REGION

Jack Alexander #
111 South Street
East Bridgewater, Mass. 02333

Dr. W. Roy F. Dohn #
210 Champagne Drive
Baie D'Urfe, P.Q., Canada

Mrs. Anne Hackett #
33 Orient Ave
Arlington, Mass. 02174

Peter N. Hugger %
812 Prospect Street
Westfield, N.J. 07090

Donald S. Robinson *
408 Davis Street
Greenfield, Mass. 01301

Earl Smallshaw %
Long Hill Road
Middletown, Conn. 06457

Glenn A. Wagner %
P.O. Box 262
Delmar, N.Y. 12054

John A. Young #
16 Colony Court
Keene, N.H. 03431

Key:

- * Ex-Officio Member-Past President
- # Term expires in 1967
- % Term expires in 1968

The Editorial Popoff



Ever since the announcement that the 1966 Fall Convention of NER would be held in Portland, Maine was published in the July issue of the Coupler, I have heard the question raised, "Why Portland?". The rejoinder is very obviously, "Why not Portland?".

Before getting into the pros and cons of a controversial subject such as this it would be well to review certain sections of Article III of our Constitution on the subject of Meetings. Section 1 states: "There shall be at least one Annual Meeting of the Northeastern Region to be held in September or October of each year, and an Election Meeting to be held in May or June of each year, the exact dates of such meetings to be fixed by the Board of Directors." (The balance of this section is not pertinent.) Section 3 states: "Social meetings, to be known as Conventions, may be held twice a year; in conjunction with the Annual Meeting or Election Meeting or separately." and Section 5: "The Annual Meeting and Election Meeting of the Northeastern Region shall not be held in two consecutive years in the same geographical portion of the Region unless there is no invitation from any other portion of the Region."

Underlined portions of the above are new. It should be noted that Section 5 of the original Constitution referred only to the Annual (Fall) Meeting, the words Election Meeting having been inserted recently by amendment. Previous to this Amendment Section 5 was not applicable to the Spring Convention.

My own interpretation of these sections would be that if the Annual Meeting were held, for example, in the Metropolitan New York-Northern New Jersey Area in the Fall of one year, then the following Fall this must be held in a different geographical section, unless no other section submits an invitation. This was obviously written into the Constitution to enable the greatest number of our members to attend an Annual Meeting/Fall Convention and an Election Meeting/Spring Convention at least every other year. In selecting a convention site our Convention Coordinator and the site selection committee must first and foremost abide by the Constitution. Through the years every effort has been made not only to vary the sites in consecutive years but to avoid holding two conventions in the same general area in the same calendar year.

As a matter of interest Jack Alexander has compiled a list of convention sites covering the past 20 years which I have arranged in chronological order:

| Fall Convention | Year | Spring Convention |
|------------------|------|-------------------|
| Hartford, Conn. | 1946 | Kingston, N.Y. |
| Worcester, Mass. | 1947 | Scotia, N.Y. |
| Providence, R.I. | 1948 | Newark, N.J. |
| Boston, Mass. | 1949 | New York City |
| Portland, Maine | 1950 | Bridgeport, Conn. |
| New York City | 1951 | Kingston, N.Y. |
| Plainfield, N.J. | 1952 | Hartford, Conn. |
| New Haven, Conn. | 1953 | Syracuse, N.Y. |
| White Plains NY | 1954 | Montreal, Canada |
| Burlington, Vt. | 1955 | Garden City, N.Y. |
| Concord, N. H. | 1956 | Trenton, N.J. |

| | | |
|-----------------|------|-------------------|
| Albany, N.Y. | 1957 | Springfield, Mass |
| Boston, Mass. | 1958 | Patchogue, L.I. |
| Hartford, Conn. | 1959 | New London, Conn. |
| Elizabeth, N.J. | 1960 | Elmira, N.Y. |

| | |
|------------------------|--------------------|
| (joint NER) | (joint MER) |
| Pittsfield, Mass. 1961 | Stamford, Conn. |
| Greenfield, Mass. 1962 | Peterborough, N.J. |
| Kingston, N.Y. 1963 | Brockton, Mass. |

Continued on next column

EDITORIAL, continued

New York City 1964 Springfield, Mass.
Newark, N.J. 1965 Bellows Falls, Vt.
Portland, Maine 1966 Albany, N.Y.

A casual inspection of the above would certainly indicate that the selection of Portland, Maine conforms to the intent of Article III, Section 5 far better than New York City in the Fall of 1964 followed by Newark the following Fall, or Pittsfield in 1961 followed by Greenfield in 1962. In each of these cases, however, it should be noted that the intervening Spring Convention was held in a different part of the Region.

In his July Dispatcher's Tower column, Pres. Alexander commented on the fact that he had to delegate responsibility for selecting a site for our Fall Convention to the Permanent Convention Committee since no voluntary offers to sponsor a convention had been forthcoming. I personally thought the choice of Portland an admirable one since it provided an opportunity to meet some of our "down East" members and have a look at their layouts, models, and prototype railroads. And believe me, this was an eye-popping experience for a lot of us.

The principal objection to Portland seems to have been its distant location from our southern core of members, a point which your Editor concedes. At the same time it should be mentioned that these distances have shrunk considerably in recent years as a result of the Interstate highway program. Completion of I-84, the Massachusetts Turnpike, I-495, I-95, and the New Hampshire and Maine Turnpikes have made the trip from Hartford to Portland a 4-hour pleasure trip instead of an 8-hour chore. Completion of I-91 to New Haven and I-95 to New York and northern New Jersey add about 2 to 2½ hours to the trip.

As you can see from the list, this is not the first convention that has been held in a remote part of the Region, nor hopefully, will it be the last. While there is a sameness to most of our conventions, i.e. Friday night movies and layout visits; Saturday clinics, contests, fantrip, banquet and auction; fortunately it is a sameness with a difference. The home or club layouts are different, the clinics presented are different, as are the models in the contests and the afternoon fantrip. At Portland even the banquet of clams and lobster (albeit served cold) was different from the usual roast beef or chicken.

There is no question that there are things of interest to see and do in our Region as well as talent that warrants discovery. Our attitude should be that we will make every effort to attend our conventions, but not to question the fact that the locations do not suit our individual convenience. Have faith that in accordance with our Constitution the next one will be nearer home. And if you want a convention in your own back yard, our Permanent Convention Committee would be only too happy to consider your bid for the privilege of entertaining the NER membership.

Jeff French

THE COUPLER OFFICIAL NOTICES

COUPLER DEADLINE: The deadline for submitting material for publication in the February, 1967 issue of The Coupler will be January 15th.

DISPATCHER'S TOWER

Here it is Fall again and along with the change in seasons we have some Regional changes to announce. Tom Prange will assume command of the Model Contest Committee and will have a number of adjustments to announce which we hope will make judging less complicated so that we may return to a full contest at each convention.

As a result of my discussion with President Bob Thornily and Achievement Program Chairman Phil Kohl at Cincinnati, an effort is to be made to induce all regions to use the same (NMRA) point system in judging model contests. We in NER may well be the first to do so, for this will be our new policy.

Those of you who attended the Portland convention had an opportunity to see our new auction rules in use. This is an effort to reduce the time consumed by this event and since I write this before the fact, I can only hope that it will be a success. (1 1/2 hours-ED). We have adapted this set of rules from the Niagara Frontier Region's procedure of having a sale table for low priced items.

At Cincinnati your BOT held a whirlwind four hour session and disposed of much business in this unusually short meeting. Some of the highlights were the creation of a fifth Vice Presidency to be called Plains V.P.; Removal of New Mexico from the LSR to the RMR; Approval of change in By-laws to permit retail hobby dealers to hold any elective national office; and authorize full travel reimbursement not to exceed \$250 or air coach fare, for National officers, Trustees, Editor, Office Manager and General Chairmen to mid-year BOT meeting and half fare reimbursement to site of annual BOT meeting, not to exceed \$125. As your trustee I moved to amend this by striking out reimbursement to the annual BOT meeting since I did not feel it was in the best interest of the membership at large. However, this did not carry. When we have so much money that we can pay National officers and trustees to attend the National Convention then the time has come to return some to the Regions and in recognition of this, a petition has been circulated in several Regions for the purpose of getting a constitutional change on the 1968 ballot, to cause the return of \$1.00 to the Regions for each regular national member. There is much merit to this idea since in NER there are 2500 national members and with this membership we could offer substantially more in services and functions to all than we are able to do for the 1000 who now belong. We could also channel our membership efforts toward promoting the NMRA full time, where now 90% of our membership efforts are directed to NER promotion; also, all NMRA members within the boundaries of the Region could have a voice in naming the national trustee.

Portland and the 6218 were great.
Jack Alexander

PIKE REGISTER

PIKE REGISTRATION NEWS
Frank W. Skutsch

Since May, we've only received six new pike names to register. That brings our total to 221, which we feel is far from the number of pikes in the Region! Come on, fellows! Lets get them all registered before we publish the complete pike register early next year.

Continued on next column, see REGISTER

REGISTER, Cont'd from Column 1

To make it easier for you to register your pikes in the future, we've simplified the rules. You may register up to a total of three pike names, as before. Send the registration to the pike committee (See masthead for address.) On a 3 x 5 file card, put your name, address including the ZIP code; pike name(s), & your NMRA and NER numbers. We **MUST** have **ALL** this information, and **WILL NOT** register a pike unless it is available. **ALSO, PLEASE PRINT OR TYPE. EVERY** error in the past was traced to poor handwriting. If you want us to send you a receipt, enclose a **STAMPED** self-addressed envelope. We'll register the pike without the return envelope, but won't send out a registration certificate.

The following six pikes were registered since our last listing in the Coupler:

ACADIAN SEABOARD RAILWAYS

Ronald E. Pothier
Guilford, Conn.

BUFF VALLEY RAILROAD

Frank E. Johnson
Manchester, Conn.

ERIE MIDLAND RAILWAY

Herbert Thieme
Fair Lawn, N.J.

LONG ISLAND - NICKEL SILVER RAIL ROAD

Theodore G. Hahn
Babylon, N.Y.

QUINNIPIAC STREET RAILWAY COMPANY

Ronald E. Pothier
Guilford, Conn.

READING NORTH WESTERN RAILROAD

Max S. Robin
Newark, N.J.

FOR THE "O" GAUGER

column by/
KEN HYSLOP

This column quite short this issue. The only new item seen was All Nation's standard box car that had the NMRA 1966 Blue Ribbon Convention herald. This kit retailed at \$6.50 less trucks. There were over ten booths at the National Convention displaying O gauge items. One remark overheard: "Where is the HO display? Too many d--n O gaugers here." Quite a switch!

FROM THE OFFICE MANAGER

KEN HYSLOP

A CALL FOR ASSISTANCE

Many of you members have suggested that you were available for service to our organization, so here is where I trust some of you can help. As you read in the last issue of "The Coupler" I took over on a temporary basis the management of advertising for our publication. Now if each one of you will solicit a pike ad or an ad from your local hobby store, or advertise something you have for sale, this would help. I would also like to receive your resume to present to the Directors for consideration of appointing one of you to the position of Advertising Manager. Anyone always gets a lot of enjoyment out of doing something for the Region, and by so doing, gets in with the fellowship that goes along with the leadership. The advertising rates are \$ 15 a half page, \$ 7.50 a quarter page, and \$ 3.00 for a one-inch, column wide ad. Pike ads are \$5.00 for four issues. If you want a whole page the rate is \$30.00.

Present Membership (9/29/66)....915
Total Dropouts for past year....234

WELCOME

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

CALIFORNIA

Fred S. Calkins
3310 Corpus Christi, Santa Susana 93063

CANADA

Joly J. A. Marcel
5775 18th Ave., Apt. No. 1
Rosemount, Montreal, Quebec

CONNECTICUT

Ralph R. Higgins
24 Powderidge Rd., Hazardville

James W. Kerlen
2 Shore Ave., Groton Long Point 06340

MASSACHUSETTS

Delos B. Brown
27 Donns Rd., Holliston 01746

William C. Dreke
10 Paul Revere Rd., West Acton 01760

Erwin Hughes
63 Indian Hill Rd., Worcester 01606

Ralph S. Pearson
10 Puritan Rd., Wenham 01984

NEW JERSEY

John Glenn
69 Wetmore Ave., Morristown

Edward J. Petras
25 Bear Brook Lane, Livingston 07039

Robert J. Rosenbauer
633 Summit Ave., Hackensack 07601

Frederick M. Sasovetz
% Matthews, Dutch Lane Rd., RD1 Marlboro
OR: 50 Marlon St., Carteret 07008

NEW YORK

Robert Grooms
59 Lynn Ave., Hampton Bays 11946

Jeanette E. Grooms
59 Lynn Ave., Hampton Bays 11946

Kenneth A. Martin
34-23 24th St., Astoria 11106

Robert Saul
571 80th St., Brooklyn 11209

CONVENTION, Cont'd from page 1

delayed action Kadee magnetic couplers combine for smooth operation on this large layout.

3. J. Emmons Lancaster's "New England Midland RR" is a large road with timetable operation, card waybills and lots of operation. Diesel powered mainline freights predominate, with 3 Shays, a Climax and a Heisler performing yard chores and branchline running on the "Harmony Lumber Co. RR". Several interesting examples of scratch built freight cars.

4. Harold Sawyer's large layout with double-tracked mainline. Scenicked, with many scratch built structures. A large assortment of imported brass locos, including two Big Boys. Features a train or 80 or so ore cars (with real iron ore lading) behind a DM&IR articulated.

5. Harold Libby's "Cadeceus & Grand Lake Trunk RR" is a large layout run-
Continued on page 7, see CONVENTION

ACHIEVEMENT PROGRAM

by/ DON CLERKE

At the present time the Northeastern Region is 8th in the standing of regions in the Achievement Program. I am under the impression that the potential is here in NER for us to be number one in the ratings by regions. It is my opinion that there are three basic reasons why NER stands where it does.

1. The membership of the region is large, requiring more total certificates than most regions need to acquire a favorable membership-certificate ratio. This means that we must get more members of the region interested in the program and applying for certificates, so if you know of anyone that is eligible for a certificate, urge him to apply.

2. Laxity on the part of the individual member contributes to the problem, and I must include myself in this category. In many instances, members are eligible for a certificate but just forget about writing for the applications. In other cases all that may be required is to build a couple of cars or a structure to qualify. I myself fall into this category and I intend to devote my attention this Fall to finishing up a few projects required to qualify me for a couple of categories. How about doing the same yourselves?

3. It is my belief that the present system now used by the region which restricts the models that may be judged at a model contest (cars and structures in the Spring and motive power and dioramas in the Fall) should be eliminated. All models should be eligible for judging at all model contests. Jeff French in his editorial which appeared in the last "Coupler" stated that he felt our present system did a disservice to the Achievement Program, and I couldn't agree more. I would like to urge everyone to write to either a Director or myself expressing a desire to return to the old system and restore our model contests to where they should be and at the same time give the members a better chance to qualify for the various Achievement Certificate categories.

What it all boils down to is this: Let's get busy and finish up those projects needed to qualify you for an Achievement Certificate; and lend your support to the revisions to the contest structure that I have mentioned and we will soon be on top in the Achievement Program.

ACHIEVEMENT AWARDS

The following members of the Northeastern Region were awarded Achievement Certificates at the Fall Convention in Portland:

ASSOCIATION VOLUNTEER

George M. McCauslin, 105 Ocean Ave.,
Allenhurst, N.J.

ASSOCIATION OFFICIAL

Albert H. Gooding, 8 Pineland Ave.,
Worcester, Mass.
Paul W. Hackett, 8 Jeffrey Court,
Manchester, Mass.

MASTER BUILDER - CARS

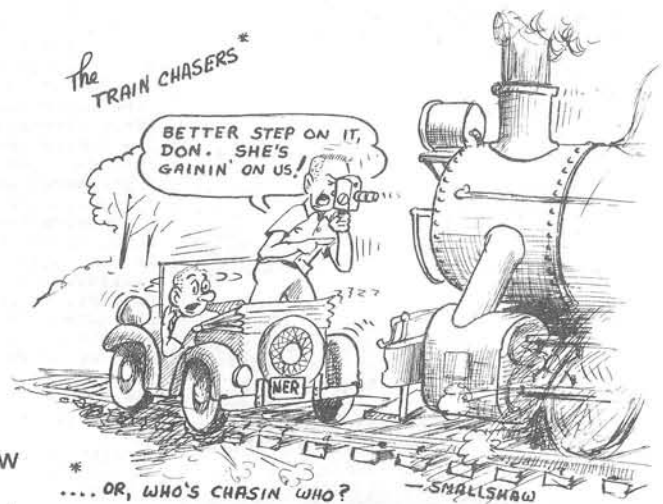
Robert E. Bird, 22 Joyce Place,
Perlin, N.J.
David A. Finnegan, 132 Crompton Ave.,
East Greenwich, R.I.

MASTER BUILDER - MOTIVE POWER

David A. Finnegan, 132 Crompton Ave.,
East Greenwich, R.I.

There's one
in every crowd

by/Earl Smallshaw



ACHIEVEMENT REQUIREMENT CHANGES ANNOUNCED

With the Fall season upon us, most of us will be putting down the golf clubs and water skis and get back to work on the model railroads. I hope that as the work progresses everyone will be keeping the Achievement Program in mind and will be completing those items necessary to qualify them for an Achievement Certificate.

The March 1966 NMRA BOT meeting resulted in a number of changes in the regulations for the various Achievement categories. Delays were encountered in printing the new regulations, but I now have a supply. Distribution of the new regulations is to be handled on a request basis from the Regional Chairmen along with being printed in the NMRA Bulletin. The copies which I have are punched and ready to be inserted into the Member Information section of the NMRA binder.

We are now operating with two sets of regulations, those dated May 1965 and those dated Nov. 1966 (the ones approved at the March 1966 BOT meeting). This situation will remain in effect until Dec. 31, 1966. This means that an application based on the May 1965 regulations must be received by the National Committee by this time, so don't wait until the last minute to apply. The choice of which set of regulations to use now is up to you, whichever suits you better.

The changes to the regulations are as follows:

1. **MASTER BUILDER-MOTIVE POWER:** The equivalence of merit awards to a regional contest award was added, such that part b. now reads "...above models. (One Regional plus two Merit Awards is equivalent to two Regionals)"

3. **MASTER BUILDER-STRUCTURES:** "The scratchbuilt" definition has been deleted from section a. The definition of "scratchbuilt" in Section II now applies to this category. Section a. now ends up: "...detailed from commercial kits."

4. **MASTER BUILDER - SCENERY:** Paragraph a. has been reworded to clarify the need for realism. This section now reads: a. Must have constructed a completed section of a model railroad of at least thirty-two (32) square feet in area which contains such necessary scenic elements of a) terrain, b) structures, c)

Cont'd on next Column, see ACHIEVEMENT

ACHIEVEMENT, Cont'd from Column 2

background, and d) lighting as combine to achieve a realistic, prototypical effect in that particular model railroad scene. Within the intent of this category (the prototypical rendering of the scenic effects from the ground up) the definitions of the various elements which may be combined to comprise the setting for the model railroad shall be: a) terrain, the ground.....

5. **MODEL RAILROAD ENGINEER-CIVIL:** Under section b, examples of trackwork were added and deleted. Deleted were: loop, interchange and grade separation. Added were reversing loop, simple or compound ladder, and super-elevation. Under section c, the number of examples of "scratchbuilt" trackwork was raised from two (2) to three (3).

7. **CHIEF DISPATCHER:** Section a. was revised to make the requirement for road switching more explicit. Section a. reads as follows: "...must have served as dispatcher, yardmaster, or equivalent for an accumulated total of twenty-five (25) hours. This experience shall be accumulated on one or more model railroads having at least two mainline trains plus yard switching in simultaneous operation; some system of prototypical freight and passenger car movements, including road switching, shall be used for controlling the train activity."

Although there were no other wording changes, there was a change made in the order and format of sections b through f.

11. **MASTER MODEL RAILROADER:** This category has been changed to provide that the Regional Achievement Program Chairmen shall prepare and submit the statement of qualifications. Section b. reads as follows:

b. "The statement of qualifications shall be prepared and submitted by the Regional Achievement Program Chairmen of the region in which the member resides, and approved by the President of the region in which the member resides. The member's signature is not required."

6. **MODEL RAILROAD ENGINEER - ELECTRICAL:** The requirements for this certificate have been completely revised, so I have left it for last since all of the regulations will have to be presented.

a. Construct (or supervise the construction of a club layout) and demonstrate the satisfactory operation of an elect-

Cont'd on page 5, see ACHIEVEMENT

ACHIEVEMENT, Cont'd from page 4

rical control system of a model railroad containing at least five electrical blocks and including at least one main line passing siding, a reversing loop or wye for changing the direction of trains, storage tracks for storing unused cars (a yard with a minimum of three tracks and a switching lead independent of the main line), facilities for storing at least two unused motive power units, and having a minimum of at least three of the following five features: siding, crossing, crossover, turntable, and transfer table.

The electrical control system shall incorporate provision for independent and simultaneous operation of at least two mainline trains in either direction and shall include:

Power supply-A source of AC or DC propulsion current for operation of trains (and of auxiliary devices) with meters and protective devices to assure safe operation of the supply.

Train control-Devices for speed control, direction control, overload protection, and a distribution system to furnish power to the track.

Track wiring-Location and installation of feeders, location and installation of gaps and jumpers, location and installation of blocks to permit simultaneous operation of more than one train.

Track control-Devices for routing electrical power through turnouts, to holding sections, and through interlocking for special trackwork such as crossings.

b. Wire and demonstrate the satisfactory operation of at least three of the following: turnout; crossover; double crossover; single slipswitch; double slipswitch; crossing; double junction turnout; three-way turnout.

c. Wire and demonstrate the satisfactory operation of at least three of the following features:

1. Electrical turnout position indication on a control panel or at trackside for a minimum of four turnouts.

2. Track occupancy indication on a control panel or at trackside for a minimum of five blocks.

3. Cab control, making provision for connection of the train control to at least five blocks as the train progresses.

4. Engine terminal, including an electrically powered turntable, a minimum of three stall tracks, and at least two "blocked" storage sections for parking locomotives outside the stall area.

5. Two turnout junctions with electrical interlocking and protecting trackside signals.

6. High frequency lighting

7. Electronic throttle with inertia and braking provisions.

8. Grade crossing with electrically actuated warning indications.

9. Two-way block signalling with automatic train detection for at least five blocks.

Note: The use of advanced power supply, train control, track wiring, and track control methods shall not be restricted by the definitions in these minimum requirements.

c. Prepare a schematic diagram of the model railroad in a. showing all gaps, Cont'd on next Column, see ACHIEVEMENT

ACHIEVEMENT, Cont'd from Column 1

blocks, feeders, and train control provisions. Prepare a schematic diagram of the power supply and train control showing wiring, connection of all electrical components, and the distribution system to supply power to the track. Prepare schematic diagrams showing the components and interconnections of the six items under b. and c. above.

d. Submit a completed Statement of Qualifications which shall include the following:

Attachment (1 copy only) to the Statement of Qualifications of the diagrams required by d. above and a description of the power supply, train control, track wiring, and track control including a list of all commercial components used.

Witnessed by a qualified NMRA member that all requirements have been met and all applicable NMRA standards adhered to.

NEXT ISSUE: The requirements for Achievement Certificate #4, Master Builder Scenery.



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 Ken & Dorothy Hyslop

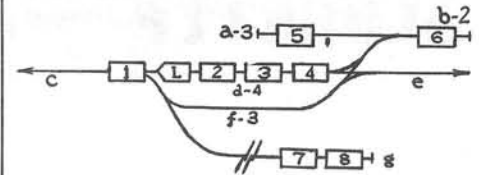
OPERATION

problem/

by ROB ROBINSON

Five people were heard from in response to the July problem: Richard Perryman, Richard Evans, Bob George, John Pollak, and Rudy Morgenfruh. John's was the solution requiring the fewest moves.

| | | | | | | | |
|----|-----------------|----|---|----|---------|----|---|
| 1 | 4-3-2-1-L | to | j | 16 | L | to | k |
| 2 | 4-3-2-1-L-8 | | m | 17 | L-9-0 | | m |
| 3 | 4-3-2-1-L-8 | | g | 18 | L-9-0 | | h |
| 4 | 4-3-2-1-L-8-7 | | a | 19 | L-9 | | a |
| 5 | 4-3-2-1-L-8-7 | | b | 20 | L-9 | | c |
| 6 | 4-3-2-1-L-8-7-5 | | a | 21 | L-9-4-3 | | a |
| 7 | 4-3-2-1-L-8-7-5 | | d | 22 | L-9-4-3 | | b |
| 8 | 4-3-2-1-L | | a | 23 | L-9-4 | | a |
| 9 | 4-3-2-1-L | | c | 24 | L-9-4 | | k |
| 10 | L-L | | f | 25 | L | | m |
| 11 | L-1 | | h | 26 | L | | h |
| 12 | L-1 | | d | 27 | L-0 | | f |
| 13 | 8-7-5-L-1 | | a | 28 | O-L | | c |
| 14 | L-1 | | g | 29 | 2-0-L | | a |
| 15 | L | | m | | | | |



This month we have a straight-forward problem concerning on-line switching. A train 1-L-2-3-4 arrives from some previous switching assignments further down the line. Cars 5, 6 and 8 must be picked up, and placed behind the loco with car #1. Cars 2, 3, and 4 must be set out at g, b, and a respectively. Placement of cars 2 and 7 is not critical on spur g. Capacities are indicated next to the spur; & spur g terminates at some distance from its junction with f, so it can hold as many cars as you wish. Note that the turnout joining d, e, f, and b is a double slip switch. Car placement around c-d-e during switching is important; don't have cars fouling the turnouts if you plan to use them. My original solution runs into 43 moves. If you can do better, I'd like to hear from you. My address is: 1285 Lepine St., St. Laurent, Quebec, Canada.

CONTEST AWARDS, Cont'd from page 1

Freight Cars-00 and smaller

3rd Award - J. Emmons Lancaster
 Merit Award J. Emmons Lancaster
 Merit Award J. P. Beaulieu

Steam Locomotives-00 and smaller

1st Award - J. Emmons Lancaster

Structures - Any scale

1st Award - Dwight A. Smith

NER 20th Anniversary Reefer Contest

1st Award - D. Stanley Decker



CONTEST JUDGES JOHN YOUNG, FRANK SKUTSCH and WALT OLEVSKY (Photos this page by Doug Smith)

DIVISION NEWS

GARDEN STATE

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

We had good weather for our annual picnic held on Sept. 18 at the Morrisville Junior Museum, Morrisyown, N.J. The turnout was the best we ever had totalling 41 families and everyone seemed to enjoy themselves. There were movies held after the ride behind steam on the Morris County Central in Whippany.

Our next meet will be held on Nov. 19 at the Summit-New Providence HO Model Railroad featuring a talk on the operation of the layout after which all present will then take over operation using the methods previously discussed. Afterwards a critique will be held.

On Jan. 28, 1967 the Garden State Central Model RR Club, Long Branch, N.J. will be host.

ALOUETTE

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

No meetings were held during the Summer. The September meeting, although poorly attended, moved and passed that monthly meetings would continue, but on a rotational basis at the homes of the interested and active members.

It was also decided that work on a display pike of reduced scope would be expedited, and plans were made for immediate commencement of the work. Indeed some progress has already been made and samples of trackwork and trucks in fine scale AAR $\frac{1}{2}$ were present at the meeting and carefully examined with favourable comment by those present.

You may recall that several months ago this project was mentioned but it had been temporarily shelved because of lack of interest. However, funds are now available and work shall proceed.

Contact D. Townsend for the time and details of the next meeting.

HUB

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

July 17th, the Hub Division and the Nutmeg Division held a joint picnic at Lake Park in Worcester, Mass., with 40 members present about evenly divided between Divisions. The Hub Board has decided that the Division's members like to plan their own summers, so they will refrain from holding Summer activities.

Because of the NER Convention in Portland, the Board has not planned anything for the Fall, but has started the ball rolling for an Open House Meeting to be held in the Boston area during the National Model Railroad Week which is Feb. 11-20, 1967. The Annual Meeting will be held in the Spring as usual. What would you like for a program at this meeting? Write to the Secretary stating your wishes. Happy Holidays.

RHODE ISLAND

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

The newly formed Rhode Island Div. met on the evening of Sept. 28 at the Providence, R.I. YMCA for a general get-together.

Cont'd on next Column, see RHODE ISLAND

RHODE ISLAND, Cont'd from Column 1

The 28 interested members braved the rainstorm to see the motion picture "A New Railway is Born--The New Tokaido Line", and a tape-slide presentation by member Dr. John F. Dias, Jr. of So. Dartmouth, Mass. on the subject "Track Laying". Refreshments were served and a floating discussion amongst the model makers who brought their handiwork was held.

It was generally agreed among those present that they are going to look forward to another meeting in the near future.

NUTMEG

Carl E. Peschel, Sec'y-Treas., 12 Prospect St., Glastonbury, Conn. Charles Bettinger, Pres., 52 Devon Dr., Manchester, Conn. 06040

Model Railroading needs new blood. Nutmeg Division Board members looking for ways to stimulate interest in the hobby found a new source of potential interest last summer. Through President Charles Bettinger an invitation was received by the Division to provide a small display for the Middlesex County 4-H fair held in Durham, Conn.

The Board of Directors voted to sponsor the display and asked Nutmeg members to help by furnishing manpower and material for the two day event. Sponsors of the fair were surprised as the size of the display increased weekly in President Bettinger's reports to their committee.

The display actually occupied two-thirds of the length of one of the fair buildings. It featured an operating Lionel standard gauge train, a $\frac{1}{4}$ " scale live steamer operating on roller bearings under compressed air, a portable HO layout especially built for this display, a section of scenery including a 4 foot double track scratch built trestle, car kits, finished cars and locomotives, books, magazines, working prototype marker lights and switch lanterns, and several piles of giveaway literature promoting NMRRA, the hobby of model railroading and prototype railroading. The entire display was topped by a huge banner sign in brilliant red, blue, yellow and white which identified our division, region and national organizations.

The display was manned and trains were operated continuously by Nutmeg members and their wives for a total of 22 hours during the fair. Talk flowed freely; many people learned more about model railroading and the group received an invitation to exhibit at this fair next year and also at the North Haven 4-H fair.

Nutmeg Board members feel this is an effective method of promoting model railroading.

* * * * *

Nutmeg members were treated to a pleasant surprise at their September meeting. The event was held at the Trolley Museum of the Conn. Electric Railway Assoc. at Warehouse Point on Sept. 24. Early arrivals that evening were treated to the sight of a Philadelphia & Reading open platform coach (complete with working pot bellied stove) waiting for them at the platform. Although this is a trolley museum the motive power was steam!

The first trip of the evening was steam powered. During the evening steam and trolley meets were staged as Connecticut Co. 3001 and New Orleans Public Service 831 were pressed into service to carry members and their guests. The first trip departed at 7:30 p.m.; Continued on page 8, see NUTMEG

SUNRISE TRAIL (Long Island)



Miss Nancy Page, Reporter, 115 Whitney St., Westbury, N.Y. Robert Miller, Jamaica, N.Y., Sec'y.

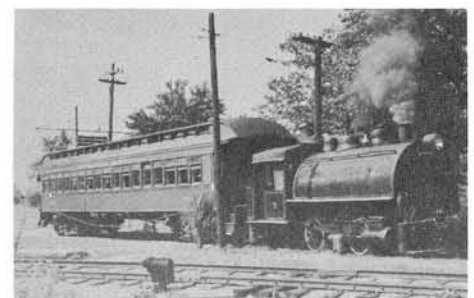
The Sunrise Trail's September meeting held in Flushing, L.I., featured a variety of movies and clinics. The first of two movies shown was "Take Four Giant Steps" which included some excellent footage of the White Pass and Yukon RR operating through heavy snow. The second, "Last of the Giants", featuring the UP's "Big Boy" was a true work of photographic art, a fitting memorial to these behemoths. A brief break for refreshments and door prizes followed the movies. Door prizes had been donated by Tyco, Model Die Casting, Kadec, and America's Hobby Center.

The meeting resumed for two clinics. The first, from the NMRRA tape-slide library, dealt with the art of designing and building a roundhouse to suit your railroad's needs. The second clinic was devoted to the work of Mike Pearsal in the field of painting and weathering. Mike illustrated his talk with both slides and models, which included past prize winners.

The next meeting of the division will be held at the Levittown Public Library Bluegrass La(off Hempstead Tpk.), Levittown, L.I., with registration beginning at around 1pm on Nov. 19, 1966. The meeting will be informal in nature, and will feature Jack MacIntosh's slides of the Alaskan RR and the White Pass and Yukon RR; a slide report of the Portland NER convention, slides of steam excursion RRs, and, mostly, bull sessions on just about anything. If you have anything to talk about, bring it! The next meet after this will be in January.

Preceding the meet we are inaugurating a "pre-meet" lunch, at the Bonanza Steak house, diagonally across the Hempstead turnpike from the Levittown Library. This will be "dutch", you choosing what you want, and tables will be reserved for us from noon on.

The SRT div, NER's newest division, has continued to grow at a rapid rate. We now have 119 members. If anyone wants to join, the dues are \$1, which includes a subscription to "The Long Island Cannon Ball," a four page printed paper including car plans, stories, and other features on Model Railroading. Mail your dues (note your NMRRA and NER membership numbers) to Ira Rothberg, 2714 Hyacinth St, Westbury, L.I. 11590



TROLLEY SPARKS

column by / **JERRY LAWLOR**

The September meeting of the Nutmeg Division was held at the trolley museum at Warehouse Point, Conn. I think all who attended had an especially good time. The line was chartered for the evening after regular operations, and the crews who ran the cars and the steam train were most hospitable.

During the evening I talked with several people who mentioned that modelling a trolley museum was an effective way of combining equipment from many areas and/or builders for use on one line. I agreed with this, and I still do. A model of a trolley museum would allow its operator to run a wide variety of cars in an equally wide variety of color schemes over the same track.

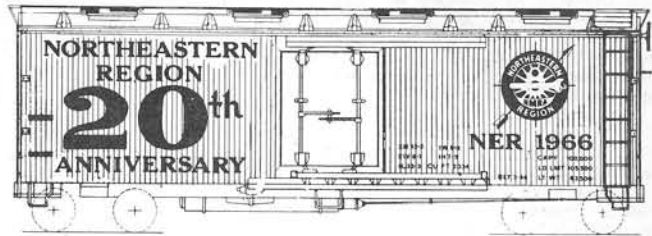
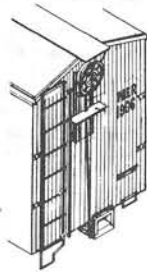
There are advantages and drawbacks to this idea, however. First, the prototype rarely exceeds a mile or two of length. One could therefore model the entire line. Second, the scenery is rural. There is no need to model (or create the illusion of) city or small town streets and buildings. Third, the museum lines are usually laid with single track mainlines. Most city operations used double track extensively. A museum line would require about half the expenditure for track, overhead, controls, and wiring that would be required for a city or city/suburban line of the same length. Fourth, a museum line lends itself ideally to a narrow around-the-wall shelf typw of construction.

The above may represent either advantages or disadvantages to you depending on your point of view. Suppose, you just don't care to model a trolley museum. Is it still possible to mix a variety of equipment? The answer is a resounding yes. First, the question of color can be resolved by modelling a section used by two or more independent companies. It should also be mentioned that some cities used cars of different body colors for service on separate lines so that the riders knew that the green cars ran on Main St., the yellow car ran to the beach, etc. This last idea had its drawbacks, though, when peak riding demands on one line exceeded the capacity of the cars painted in that lines characteristic color.

Norfolk, Virginia had an extensive trolley system. The equipment came from many builders and from many other trolley systems. All cars were painted the same red and cream colors, but certain series of cars were assigned to specific lines. "Bustitution" took place in Norfolk in September, 1947. I will list below the type of equipment operated and its source as of the end of trolley service:

| NO. | SERIES | TYPE CAR | SOURCE |
|-------|-----------------------------|------------------|--------------------------------------|
| 100 | Single truck | Birney | Portsmouth, Va. |
| 200 | Brill master unit | | Lynchburg, Va. |
| 300 | Brill master unit | | Richmond, Va. from Charlotte, Va. |
| 400 | Wason, steel, double truck, | arch roof | Springfield, Mass. |
| 500 | Brill, steel, double truck, | arch roof | Wilkes-Barre, Pa. |
| 600 | St. Louis, double truck | Birney | Purchased new |
| 700 | Steel, double truck, | arch roof | Charleroi, Pa. |
| 800 | " | " | Ft. Worth, Tex. |
| 900 | " | " | Columbus, O. |
| 1100- | Steel, double truck, | | Purchased new |
| 1116 | " | arch roof, heavy | |
| 1118- | " | " | Richmond, Va. |
| -11E2 | | | |

Continued on page 8, see SPARKS



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. In fact our Office Manager reported at the Portland Convention that there were only 30 kits left. Nearly 80% of the sales have been to modellers in Regions other than the Northeastern as a result of widespread National publicity.

OFFICIAL REGION NOTICE

NEW AUCTION RULES
(Per BOD 5-22-66 and 9-30-66)

In an effort to reduce the time consumed by the Auction, all items with a minimum value not in excess of \$3.00 will be offered for sale on a "sale table". Price to be set by the seller. All items remaining unsold on the "sale table" at the time of the auction will be entered in the auction sale with the minimum removed unless the merchandise is claimed prior to the auction sale.

Items with a minimum value over \$3.00 will be offered for sale at auction as well as any items with no specified minimum. The usual ten percent charge will be collected in event of sale by either method. In order to discourage placing unreasonably high starting prices on items, any item at auction, which is not sold, will require payment of a handling charge of 10% of the minimum price but not to exceed one dollar. Naturally items with no minimum will not be subject to this handling charge. For example, if an item is listed as having a minimum price of \$5.00, it will be offered for sale only at the auction and if not sold a charge of 50% will be made by the Region for handling same.

CONVENTION, Cont'd from page 5

ing through partitions in a hugh basement area. Scenicized, features long trains, industrial switching using a card waybill system, and the smoothest running steam and diesel locomotives in the Region.

6. Dwight Smith's "Northern Vermont Ry.", a medium sized, fully scenicized pike of the early 1950 period. 100% steam-type locos and many scratch built cars and structures. The "Cold Hollow" branch line features a Shay powered mixed train running on Code 70 NS rail on hand laid wood ties.

7. Bob Morrison and Dave Lovely displayed a beautifully scenicized road featuring automatic operation.

Saturday morning saw a full program of excellent railroad movies and clinics on "Colorful Operation" by Paul Mallery, "Circus Modelling" by Kingman Burrill and "Simplified Wiring" by Ken Hyslop.

The tour of the Maine Central's Rigby Yard was held "rain or shine" and about 50 hardy souls took this in (your reporter took a nap and hence cannot give a first hand report). Because of the weather, arrangements were made to again open up some of the home layouts. Two
Continued on page 8, see CONVENTION

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. _____

NUTMEG, Cont'd from page 6

final trip returned to the platform at 10:45 p.m. The business meeting was held in one of the cars. Coffee, tea and brownies were served by wives of the Board members.

* * * * *

As this is being written, Nutmeg Div. plans include a November meeting to be held at the home of Robert Boyden in Tolland. Recent reports indicate much noise and activity in the Boyden cellar. Our grapevine tells us that surprises are due for those who attend the meeting and stay to see the Kenwood & Lynnville operate. Don Clerke, newly appointed Achievement Awards Chairman of the NER will be on hand to discuss this program and answer any questions which may arise.

* * * * *

An innovation is planned for the January meeting. President Bettinger has appointed Art Wadhams of Torrington to head a committee to plan our annual meeting. A dinner preceding the meeting will be scheduled for the first time in Nutmeg history. Election of officers for the next year and interesting entertainment are planned.

Anyone in the area who wishes to attend either of these meetings or future events should write to Pres. Bettinger (address at top of this column) and ask to be placed on the mailing list.

* * * * *

Model Railroading mixed with politics at the Sept. Nutmeg Div. meeting. Nutmeg members as model railroaders are interested in the public transportation problems of Conn. This year Conn. is fortunate that both candidates for the office of Governor are, and have been, concerned with this problem.

Nutmeg Div. members eager to encourage and develop this interest invited the incumbent Gov. Dempsey and the challenger E. Clayton Gengras to the Sept. meeting to receive special plaques commending their activities on behalf of public transportation. Pressures of other commitments prevented the attendance of the Governor. He will receive his plaque in the near future at his office. Receiving the plaque for Mr. Gengras was Mr. Frank Sullivan of the Connecticut Co. He assured the group that Mr. Gengras would continue to maintain his interest in public transportation and would continue to work toward solutions of the problems faced by Conn. in this area. Continued on Column 2, see NUTMEG

NUTMEG, Cont'd from Column 1

The plaque presented by Pres. Bettinger was shield shaped. On it was mounted a cast brass replica of an 1970 Mogul. The inscription read "For distinguished service in promoting improved public transportation in the State of Connecticut.- Nutmeg Division N.E.R. National Model Railroad Association."

Members in attendance felt that this was one time when model railroading and politics (non-partisan) could mix successfully.

CONVENTION, Cont'd from page 7

tape-slide clinics were scheduled: "Locomotive Weathering With An Airbrush" by John Fryke and "Let's Build a Roundhouse" by F.L.Hendren.

Promptly at 6 o'clock the banquet got underway in the hotel's State of Maine Ballroom. This featured a Casco Bay Shore Dinner of chowder, steamed clams, corn on the cob, boiled lobster, apple pie and coffee. Post-prandial activities saw the drawing for a 2-8-2 locomotive which was being raffled off, also several drawings for door prizes. The results of the model contest were announced and these are written up elsewhere in the Coupler. Convention Chairman Dick Towle introduced the members of his Committee who had contributed so much to making the Convention a success.



PRES. JACK ALEXANDER ENGAGES IN SOME HEAD TABLE DISCUSSION AT THE BANQUET

Our guest speaker, Mr. Joseph H. Cobb, Director of Public Relations for the Maine Central Railroad spoke briefly and enthusiastically on new developments in freight cars to meet the specialized needs of modern industry for distribution of goods.

Continued on Column 3, see CONVENTION

SPARKS, Cont'd from page 7

- 1400 Single truck Birney Purchased new
- 2150 Brill, wood (steel sheathed) double truck, arch roof converted from monitor roof, only one in this series
- 2400- Wood (steel sheath- Purchased new
- 2415 ed), double truck, arch roof, heavy
- 2416- Same as above Portsmouth, Va.
- 2418

If the Virginia Transit Company's Norfolk Division could do it, you certainly can do it on your own trolley line.

CONVENTION, Cont'd from Column 2

President Jack Alexander called the Annual Meeting to order and introduced the new members of the Board of Directors: Peter Hugger of Westfield, N.J. who is to be Vice President, Glenn Wagner of Delmar, N.Y., and Earl Smallshaw of Middletown, Conn., all elected for two-year terms, and John A. Young of Keene, N.H. for the one-year Directorship. The Secretary, Treasurer, Office Manager, Editor, and Model Contest Chairman presented their reports. In the absence of AP Chairman Don Clerke, President Alexander announced the award of Achievement certificates to Al Gooding, Paul Hackett, George McCauslin, Robert Bird and Dave Finnegan. Action was taken on the proposed amendment to the By-laws relative to Directors failing to attend meetings and this was unanimously approved. There being no further new business the meeting was adjourned.

The ensuing auction got underway about 9:30 and the last item was knocked down shortly after 11. The absence of a multitude of small items generally selling for less than \$3.00 which were handled at the sales table during the day contributed greatly to holding the duration of the auction within reasonable bounds.

Sunday morning dawned bright and clear for those scheduled to ride the fantrip to Island Pond, Vt. behind CN 6218. An even larger number pulled themselves out of bed to photograph the 4-8-4 at the Grand Trunk depot or at strategic locations along the right-of-way. With no other formal events scheduled the Conventioneers departed at their pleasure, many stopping at the Seashore Trolley Museum in Kennebunkport, and taking in the scenic sights along the Maine coastline or inland where the Fall foliage spectacle was at its peak.

THE COUPLER

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

FIRST CLASS



ROBERT STROBEL, 1203 89th St., NORTH BERGEN, N.J. 07047

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