

# THE COUPLER

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

## CONSTITUTION & BY-LAWS CHANGES PROPOSED ELECTION AREAS, MAIL BALLOT ARE MAJOR ISSUES TO BE VOTED ON



THE CENTRAL VERMONT'S 4-STALL ENGINE HOUSE AND TURNABLE IS JUST ONE OF THE MANY PROTOTYPE INSTALLATIONS TO BE SEEN IN THE NEW LONDON AREA.

### NEW LONDON & OLD TIMERS' HOST SPRING MEET

New London, Conn. will once again be the host city for the annual Spring Convention and Election Meeting. The meeting will be held on May 12, 13 & 14, 1967 at the recently refurbished Mohican Hotel in downtown New London.

The tentative program is listed below:

#### May 12: Friday Evening

Registration  
Hospitality Room with Edna Sullivan as Hostess  
Slides, movies and manufacturer's displays

#### May 13: Saturday

Continued registration and Hospitality Room  
Clinics  
Model Contest: entries, judging, and viewing. This will be a return to a "full category" contest, but be sure to read the revised rules published elsewhere in the Coupler.  
Photo Contest  
Pass Display and Manufacturer's Display  
Fan Trip: Several possibilities are under consideration, may be either steam, diesel, or RDC.  
White Elephant Sales table  
Cocktail hour and Banquet with a choice of entree. Awards and Door Prizes  
Auction Sale-Movies-Slides

Continued on Page 8, See: NEW LONDON

### OFFICIAL REGION NOTICE

Names (and addresses) will be received by the 1967 Nomination Committee addressed as below and postmarked not later than February 28, 1967:

James E. See, Chairman  
One Old Mamaroneck Road  
White Plains, N. Y. 10605

The following are the changes in the Constitution and By-Laws necessary to execute the Preble Committee Report on Regional Representation within the Northeastern Region of the National Model Railroad Association. Underlined material is inserted by the Parliamentarian. An underline after a word indicates a deletion. Material not underlined is verbatim from the Constitution or Preble Report except for Article III, Section 6 which came from the Board of Directors. The spaced underline in Constitution, Article IV, Section 1c indicates material from the Preble Report.

1. Constitution, Article III: Meetings, Section 1, to be modified as follows:

Section 1 - There shall be at least one Annual Meeting of the Northeastern Region to be held in September or October of each year, and an Election Meeting may be held in May or June of each year if needed to break a tie in the election of Directors by the Mail Ballot, the exact dates of such meetings to be fixed by the Board of Directors. At such Annual Meeting there shall be transacted all regular business of the Region except the nomination and election of Directors. At the Election Meeting the members present, in person or by proxy, shall vote to break any tie in the election of Directors by the Mail Ballot. Other routine business of the Region may be transacted.

2. Constitution, Article IV: Officers and Committees, shall have the following substituted for Section 1, and subsections a, b, and c.

#### Section 1

- a. The management of the Northeastern Region shall be vested in a Board of Directors consisting of nine members elected as hereinafter provided and one ex-officio member.
  - b. Five members shall constitute a quorum of the Board of Directors.
  - c. The members of the Board of Directors shall be elected as provided in the By-Laws and shall hold office as provided in the By-Laws or until their successors shall be elected and take office.
  - d. Immediately upon receipt of the election results from the Ballot Committee, unless there be a tie to be broken, the Northeastern Region President shall arrange for the newly elected and continuing members of the Board of Directors to meet and organize by electing a President and a Vice-President, who must be members of the Board of Directors; also a Secretary, a Treasurer, and an Office Manager who may or may not be members of the Board of Directors, but must be members of the Region. The Secretary and Treasurer may be one and the same person. The President shall announce the results and have the results published in the earliest possible issue of The Coupler.
3. The following shall become subsection e of the above:
    - e. Should an Election Meeting be necessary, the Organization Meeting of the Board of Directors shall be immediately after the Election Meeting.

4. Subsections d, e, and f shall become respectively subsections f, g, and h.
5. A new Section 6 shall be inserted:

Section 6 - The Nominating Committee shall consist of five members appointed by the President.

6. A new Section 7 shall be inserted:

Section 7 - The Ballot Committee shall consist of three members appointed by the President.

Continued on Page 7, See BY-LAWS

# THE COUPLER

Published by the

NORTHEASTERN REGION of the  
NATIONAL MODEL RAILROAD ASSN. INC.

EDITOR: L. Jeff French  
270 Duncastr 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 Jeffery 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  
COMMITTEE  
CHAIRMAN:** James See  
1 Old Mamaroneck Rd. (Apt. 3-D)  
White Plains, NY

**PIKE REGISTRA-  
TION COMMITTEE  
CHAIRMAN:** Frank W. Skutsky  
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



In reviewing the changes in the Constitution and By-Laws necessary to execute the Recommendations of the Preble Committee on Nominations and Elections as published on Page One of this issue of The Coupler your Editor would like to comment on one aspect of these which in all probability has escaped the attention of the other 999 NER members.

In my opinion the implementation of certain of the procedures described therein places too much of the overall responsibility for success on the Editor of the Coupler. The following eight (8) requirements are part of these changes:

1. Constitution, Article IV, Section 1d. The last sentence says: The President shall announce the results and have the results published in the earliest possible issue of The Coupler.

2. By-Laws, new Article III, Section 1. The last sentence says: The President shall see that announcement of these appointments is in the next issue of the Coupler, (July) following the Convention.

3. By-Laws, new Article III, Section 2. The first sentence says: Immediately following appointment, the Chairman of the Nominating Committee shall prepare a statement for the next issue of The Coupler (July or October, or both).

4. By-Laws, new Article III, Section 7. The first sentence says: The chairman shall so organize his Committee that the above slates are completed and publication in the February Coupler is assured.

5. By-Laws, new Article IV, Section 4. The last sentence reads: Copies of this tabulation shall be sent immediately to The Coupler Editor to be published in the May issue, also to, etc...

6. By-Laws, present Article III to become Article V. Section 4a. reads: 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 the Ballot Committee Chairman (Name and Address), and the deadline date for receipt of Ballots. If necessary the Ballot may be mailed separately.

7. By-Laws, same Article, Section 5a. This provides: In the event of a tie vote between two nominees for the same area, or for the fourth position in even-numbered years, it shall be so published in the May Coupler and etc...

8. By-Laws, same Article, Section 5b. The second sentence provides: The results shall be tabulated and certified, and the tabulation sent immediately to the Coupler Editor for publication in the July issue, also to etc...

Should these requirements be incorporated into the Constitution and By-Laws as part of our election procedure and not be complied with in the prescribed issue of The Coupler, it would appear that any unsuccessful candidate, or even a disgruntled member, could successfully challenge the legality of the entire election.

As Editor, and on behalf of future Editors, I would like to make the following three recommendations:

1. That the Ballot and background information about the candidates should

Continued on Next Column

Continued from Column 2

under no circumstances be printed as a page of the February Coupler, but rather it should be the responsibility of the Ballot Committee to separately print and mail the Ballot to the Membership not later than February 15th.

2. Second, the deadline date for return of Ballots to the Ballot Committee must not be later than March 15th (if Election results, announcement of ties, etc. is to be published in the issue of the Coupler preceding the Spring or so-called Election Meeting.

3. An escape clause should be added stating that in the event of failure for any reason whatsoever to publish the required information in the prescribed issue(s) of The Coupler, it shall be the responsibility of the President and Board of Directors to submit said information to the Membership by means of a special mailing made on or about the date that the particular issue of the Coupler would normally be published. Note this has been provided for in the section relating to mailing of the Ballot in the February Coupler.

Your Editor endorses the concept of election of Directors by a mail ballot as a more democratic method than that currently set forth in our By-Laws. He objects only to being placed in the untenable position of being responsible for its success or failure because of mandatory information which must be published in prescribed issues of the Coupler.

Members should note that this is the first time that Coupler dates have appeared in the Constitution and By-Laws. In fact through 1961 these were dated Spring, Summer, Fall and Winter. In past revisions of the Constitution and By-Laws we carefully avoided mentioning Coupler dates to avoid possible charges of insufficient notice. Once these dates become spelled out in the Constitution and By-Laws the only way they can ever be changed is by further Amendment.

*Jeff French*

## THE COUPLER OFFICIAL NOTICES

**COUPLER DEADLINE:** The deadline for submitting material for publication in the MAY, 1967 issue of The Coupler will be MARCH 27th. Article III, Section 2 of the By-Laws require that the nominations of the Nominating Committee be published in The Coupler preceding the Election Meeting. Since this is in early May (12-14) this year we must adhere to this deadline whether or not your material is ready in order to get The Coupler to the members prior to the Election Meeting.

Past Convention Chairmen with suggestions for revisions to the Official Convention Manual are requested to contact Walt Syrett or Irwin Lloyd with this information.

### Errata

George Hockaday has called the Editor's attention to an error which appeared in the write-up about the Albany Convention on page 4 of the July Coupler.

The article refers to the ALCO Locomotive Division Plant of General Electric in Schenectady and further refers to G.E.'s Century line.

For the record ALCO Products, Inc. is a subsidiary of the Worthington Corporation and there is no connection between ALCO and G.E. except the latter is a vendor who supplies electrical equipment. The Century line of locomotives is an exclusive ALCO designation.

# DISPATCHER'S TOWER

Most of us enjoy a visit to a R.R. yard, but having an interest in railroads does not give us a license to trespass at will on railroad property. Next time you feel the urge to inspect a prototype installation, get permission from the superintendent or general manager first. He like most all railroad men, is safety conscious and won't tolerate unauthorized people drifting around a busy terminal. By your action of seeking permission, you are much more apt to create the impression that you are a responsible person who merits his confidence. Act like a professional, always look both ways before crossing the tracks and keep your feet off the railhead, it could be slippery.

As you read this, National Model Railroad Week should be just ahead and I hope it finds you taking part in furthering the advancement of the hobby thru some degree of open house with your pike, whether it be to invite a few friends in to inspect your accomplishments or to share your interests with all comers in an effort to acquaint the uninitiated with the fun of model railroading.

Someone will invariably ask "How much did it cost?" Beware of a direct answer for friend wife may be lurking at the head of the stairs. It's much safer to parry with "2000 hours of pleasure and enjoyment". We still want to see you enjoying the hobby next year.

Once the "week" is over there comes an excellent time to think of building a new model for the next Regional contest. The contest Chairman's experiment with limited categories was unsuccessful and we are returning to a complete contest at each convention. Bring a model to New London.

JACK ALEXANDER

# NER TO PUBLISH OFFICIAL GUIDE

The NER's "Official Guide of Model Railroads in the Northeast" will be published this fall. The deadline for registering your pike will be July 15, 1967. The rules remain the same - on a 3x5 file card, print your pike name-up to a total of three - your name, address (including ZIP code) and your NMRA and NER membership numbers. If you want us to send you a receipt of your registration, also send a self addressed, stamped, envelope along. We'll still register the pike without the stamped envelope, but just can't send the receipt. Also, we will try to note if you exchange passes, so if you do, just note it on the 3x5 card.

To those who have already registered their pikes, if your pike code in the 1967 NMRA directory notes that you do exchange passes, we'll get that information from there. If you do exchange passes, but your pike code is not accurate, let us know - of, if it indicates you exchange passes, and you do not do so anymore, also let us know IF YOUR ADDRESS IS DIFFERENT FROM THAT WHEN YOU ORIGINALLY REGISTERED YOUR PIKE WITH US, SEND US A POSTCARD WITH BOTH YOUR OLD AND YOUR NEW ADDRESSES.

The "Official Guide" will also be receptive to publishing Pike Ads within its pages. The rate for these will be \$1.00 per column inch and the advertisers must supply their own artwork in black and white line drawing or type ready for cam-

Continued Next Column, See: GUIDE

GUIDE: Cont'd from Column 1

era. Your Editor is not sure of the column width, his impression is that the Guide will be 5 x 8 format with the pikes listed in two 4 inch columns, but suggest you check with Tom Prange (address in masthead) first. Deadline is same as for Pike listings - July 15th.

# PIKE REGISTER

Below are the pikes registered with us since the last time we published in the Coupler.

ALGONQUIN & EASTERN R.R.  
Ralph S. Pearson  
Wenham, Mass.

BARTON & GREAT DIVIDE R.R.  
Terry Finger  
Saugerties, N.Y.

BAYSTONE R.R.  
L. Mandelbaum  
Ozone Park, N.Y.

BLUE RIDGE & EASTERN  
Edward C. Scott  
Rome, N.Y.

BOSTON & ALBANY R.R. (Albany Div.)  
John Hollner  
Albany, N.Y.

CASCADE NORTHERN R.R.  
Terry Finger  
Saugerties, N.Y.

CHEMUNG NORTHERN R.R.  
Delos B. Brown  
Holliston, Mass.

CINDER CREEK & SOOTIFUTT R.R.  
Gordon E. Holland  
Needham, Mass.

CROCHERON & FLUSHING WESTERN R.R.  
CROCHERON & NORTHERN R.R. Co.  
Fred Flathman  
Bayside, N.Y.

EASTERN CENTRAL LINES  
Miklos Radnai  
New York City, N.Y.

EASTON-ASPETUCK VALLEY R.R.  
Joseph Sideleau  
Fairfield, Conn.

FANNY HILL & TAWNY PORT R.R.  
Kenneth A. Martin  
Astoria, N.Y.

GOOD GROUND TRACTION Co.  
Robert S. Grooms  
Hampton Bays, N.Y.

GROTON LONG POINT & SHORE R.R.  
James W. Karlen  
Groton Long Point, Conn.

HOT MOUNTAIN & BRIANVILLE R.R.  
Robert McConnell  
Fanwood, N.J.

INTERMOUNTAIN PACIFIC Rwy.  
Jack Alexander  
East Bridgewater, Mass.

MARTIN'S CREEK & GRAVESEND R.R.  
Kenneth A. Martin  
Astoria, N.Y.

MOHAWK VALLEY CENTRAL R.R.  
John W. Misiaszek  
Dalton, Mass.

NEW ENGLAND Rwy.  
Ronald B. Smith  
New Preston, Conn.

NEW ENGLAND WESTERN  
Charles L. Ricci  
Everett, Mass.

Continued Next Column, See: REGISTER

REGISTER: Cont'd from Column 2

NORTH ESSEX & WESTERN R.R.  
Charles A. Carr, Jr.  
West Caldwell, N.J.

NUTMEG STATE CENTRAL  
James H. Wilbraham  
West Hartford, Conn.

SHINNECOC & EASTERN R.R.  
SAG HARBOR & WESTERN  
Robert S. Grooms  
Hampton Bays, N.Y.

SIMI VALLEY BELT LINE  
Fred S. Calkins  
Santa Susana, Calif.

SKUNGAMAUG VALLEY Rwy.  
CWO George E. Ross Jr., USAR  
Coventry, Conn.

SOUTH JENNIFER WESTERN  
D. Stanley Decker, Sr.  
Leicester, Me.

TREASURE STATE METALS Co.  
Jack Alexander  
East Bridgewater, Mass.

TUNXIS SHORT LINE  
James H. Wilbraham  
West Hartford, Conn.

TUTCH & GOGH R.R.  
Edward C. Gibbons, Jr.  
Centerville, Mass.

UNION RAILROAD OF BAYSIDE  
Fred Flathman  
Bayside, N.Y.

# FROM THE OFFICE MANAGER

KEN HYSLOP

Membership as of Sept. 30, 1966..915  
Membership as of Jan. 15, 1967..930  
of which 87 are on 90 days renewal time.

On Dec. 1, 1966, 131 membership expiration notices were mailed out to members whose memberships would expire on Dec.31. To date we have received back 44 renewals. Our drop-outs for the last four quarters have totalled 230, as follows:  
4th quarter 1965...44 expirations  
1st quarter 1966....32 "  
2nd quarter 1966...107 "  
3rd quarter 1966....47 "

I would like to suggest that the Membership Committee formulate a program to follow-up these past members. I feel very strongly, thru personal contact with many of these members that the only reason for discontinuance of membership is the cost of renewing the NMRA dues. In view of this, I would also like to recommend for consideration the establishment of an Associate Membership classification which would provide a member with The Coupler and other Regional information, but carry no voting rights. It is further suggested that all Divisions be requested to submit a list of their Officers to ascertain the legal memberships. Recent renewals coming in to this office indicate that some fellows have let lapse their NMRA membership and are about to become Divisional Officers or are by now already installed.

Our new members are chiefly being gained through the new NMRA Membership who reside within our Region and receive an invitation to join the Region through the national office along with the material they initially receive from the National.

\* \* \* \* \*  
The Office Manager reports that he still has a goodly supply of the Series One NER car sides available at a price of \$1.00 per pair. Order directly from Ken Hyslop at 125 Lordship Rd., Stratford, Conn.

## ACHIEVEMENT PROGRAM

by/ DON CLERKE

With the model railroading season well underway, I am in hopes that many members are well on their way to completing the necessary requirements for the various Achievement Certificates.

A new change in the regulations now makes the "Best in Show" (Regional) equal to a National contest win, provided the National Contest Rules are used in judging. This change, by the way, originated in NER. (New contest rules conforming to the National point system will be instituted in NER and are published elsewhere in this Coupler - ED.)

I have a goodly supply of the new Achievement Program Regulations which I would be happy to send anyone requesting them.

In this issue I am going to talk about the Scenery Achievement Certificate. There are probably very few model railroads that do not have scenery or plans for scenery since this is the setting for the model railroad. In reading the requirements, which are long and specific, it may sound as though this certificate requires a tremendous amount of time and effort to complete. If you are thinking of it on the basis of the entire railroad, I would agree, but there is not a large area required, 32 square feet, the area of a four by eight sheet of plywood. As you break it down, you see that you already have many of the elements.

Breaking it down, the scenic requirements of this certificate fall into five categories: a, terrain; b, structures; c, background; d, lighting; and e, realism.

**a. Terrain:** All model railroads must have some sort of a base on which to run, whether it be a trolley line in the city, a logging railroad through the mountains or a class one railroad stretching across the plains. This base, or the topographic contour of the model railroad, in its completed condition with details such as foliage, cuts and fills, roads, and hills or mountains make up this particular requirement of the certificate.

**b. Structures:** For the scenery qualifications, this is a catch-all, since it includes buildings, bridges, track, fences, power lines, signals, retaining walls and cribbing, etc. Structures, as far as this certificate is concerned, are considered only from the standpoint of how they blend into the scene under consideration and whether or not they are prototypically appropriate for the situation. The construction of the structures is not judged since it is covered under the Master Builder - Structures Certificate and in the case of track, the Civil Engineering Certificate.

**c. Background:** The basis of scenery is the desire to produce a realistic setting for our model railroad. To achieve this it is necessary to do something about the "area beyond the table". Therefore some sort of backdrop is necessary to add depth to the scene. This requirement is concerned with the concealing of the walls and ceiling and obstructions such as gas meters, pipes, furnace, etc. to give the necessary depth, hide the unsightly objects, and to blend the foreground with the backdrop.

**d. Lighting:** One of the most important aspects of good scenery is the treatment of lighting. The overall effect can be greatly enhanced by the proper use of lighting, and in this case I mean overall railroad lighting. In addition, this requirement includes lighting in buildings, cars, motive power, signals, etc.

**e. Realism:** This category is a summary or combination of the above requirements. It is concerned with the appearance of the scene and the ability of the modeller to combine all of the above to give a convincing realistic appearance.

The five categories explained above are those used on the Merit Award Certificate for scenery. A total of 125 points may be given and a minimum of 87.5 points must be attained in order to qualify for a Merit Award. The Merit Award must be presented on the official form for this certificate in order to be recognized by the Achievement Committee. I keep a good supply of these forms and will be glad to send copies on request. Be sure and specify the certificate though, since they are different for each Achievement award.

To complete the qualifications the modeller must prepare a topographical drawing, a written description, or a set of photographs (whichever is needed) to adequately describe the prototypical setting and scenic details created. In addition, a description of the materials and method of construction of the terrain, background, and lighting is needed. These should accompany the application. Get this witnessed and you are on the way.

That does it. Next issue I will discuss number 5, Model Railroad Engineer - Civil.

Don Clerke  
NER AP Chairman

## NECROLOGY

The Coupler notes with regret the death on October 28, 1966 of member Philip N. Clerke of Marblehead, Mass., father of our Achievement Program Chairman, Don Clerke of Wapping, Conn. We extend sincere sympathy to Don and his family on behalf of all of us in the National Model Railroad Association and the Northeastern Region.

## WELCOME

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

### CANADA

J. B. Leclair  
7125 E. Sherbrooke, Apt. P-25  
Montreal 5, Quebec

Bill Osborne  
575 Glengarry Ave., Apt. 126  
Montreal 1G, Quebec

Continued Next Column, See: WELCOME

WELCOME: Cont'd from Column 2

### CONNECTICUT

Walter R. Dumas  
706 N. Main St., Manchester 06040

Joseph W. Kampesta, Jr.  
27 North "B" St., Taftville 06380

Gerald E. Mattson  
68 Church St., Collinsville 06022

Norman Moran, Sr.  
13 Sherman St., Norwich 06360

### MAINE

Frederic E. Brinnick  
301 Pride St., Westbrook

Henry P. Groth  
Groth's Hill, Waldoboro 04572

J. E. Lancaster  
404 Palmouth Rd., W. Palmouth

Dwight A. Smith, Jr.  
97 Bartley Ave., Portland 04103

### MASSACHUSETTS

Matthew Baj, Jr.  
Torrey St., Easthampton 01027

Joseph H. Golden  
34 Gleason St., Dorchester 02121

Stephen S. Hanna, Jr.  
216 North St., New Bedford 02740

Donald F. Hodge  
14 Kenmore Rd., Waltham 02154

Robert Hutching  
21 Winthrop Rd., Lexington 02173

Nils S. Pearson  
10 Puritan Rd., Wenham 01984

Wayne Pearson  
10 Puritan Rd., Wenham 01984

Charles E. Fike  
74 Mudnock Rd., Salisbury 01950

Jerome W. Ventre  
19 Bay View Ave., Nahant

### NEW JERSEY

The Garden State Central Model RR Club  
160 Broadway, Long Branch is now 100%  
NER-NMRA Membership

William Bate  
1214 Third Ave., Spring Lake

Eugene W. Catanzaro  
812 Carter Lane, Paramus 07652

James Cley  
75 West Wall, Neptune City

Robert Escoffier  
64 Gallowee, Westfield

Bernard A. Gaillet  
67 Brook Rd., Middletown

Guy F. Hays  
705 Marsha Dr., Neptune

Lawrence L. Lyford  
12 Vanada Dr., Neptune

W. Scott McCann  
25 W. Jumping Brook Rd., Neptune 07753

Gordon Nitschke  
205 Maxson Ave., Point Pleasant

Anthony T. Organek  
65 Shrewsbury Ave., Oceanport

Ben F. Pearson  
317 Spruce Ave., Emerson 07630

Pat Rooney  
111 Main St., Avon-by-the-Sea

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# LET'S VISIT SOME YARDS

## Feature by Jeff French

### art by Mike Pearsall

It may truly be said that the yard is the nerve center of prototype railroad operations. It is here that most of the action takes place, not out on the main line. The whole purpose of a railroad is to move goods and people from their point of origin to their destination as rapidly as possible. Goods are produced in thousands of locations and must be delivered to additional thousands of destinations. Because it is not economically feasible to connect each origin with each receiver the cars are gathered from the shippers and converge into the yard from all points of the compass. Here they are sorted and made up into new trains which take the most direct route to their destination. This activity of receiving inbound trains, breaking them up and sorting the cars for local delivery or points beyond, and dispatching way freights and through freights goes on day and night. If the yard is also a terminal, division, or interchange point you have such activities as turning and servicing locomotives, dispatching crews, adding diners or picking up through sleepers to passenger trains, and making up local passenger trains. All in all it's a pretty busy and efficient place.

Reproduced here are the yards and terminal facilities of two independent short lines. The diagram below and across the bottom of the page of the Loveland, Colo. yard and terminal facilities of the Great Western Railway first appeared in the publication "Where Steam Still Serves", and is reproduced by copyright release granted the "Coupler" by the Great Western Sugar Company. This railroad evolved for, and still has as its primary purpose, the collection of sugar beets from the rich farming country north of Denver and transporting these to its refineries. The reverse of course is the movement of bulk and packaged sugar, molasses and other products to world markets by interchange with the Colorado & Southern at Loveland Longmont and Windsor, the Burlington at Longmont, and the Union Pacific at Emmet and Milliken. The Great Western also provides rail service to a multitude of industries in the communities it serves and encourages industrial development along its right-of-way.

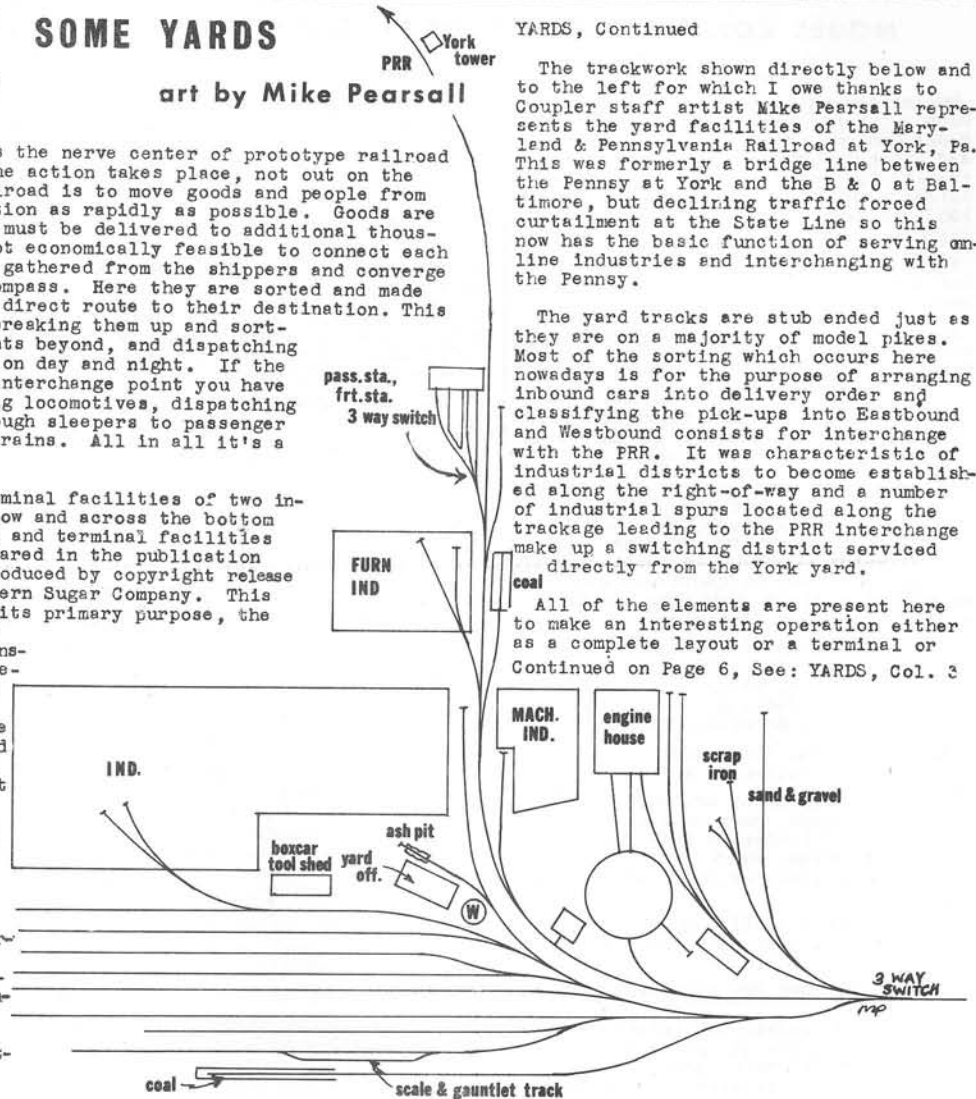
Loveland is the main operating base for the GW Railway. In addition to storage tracks for the beet cars there is special trackage necessary to the refining operation, a local industrial switching district, an interchange with the Colorado & Southern, classification tracks, and engine facilities. The latter

### YARDS, Continued

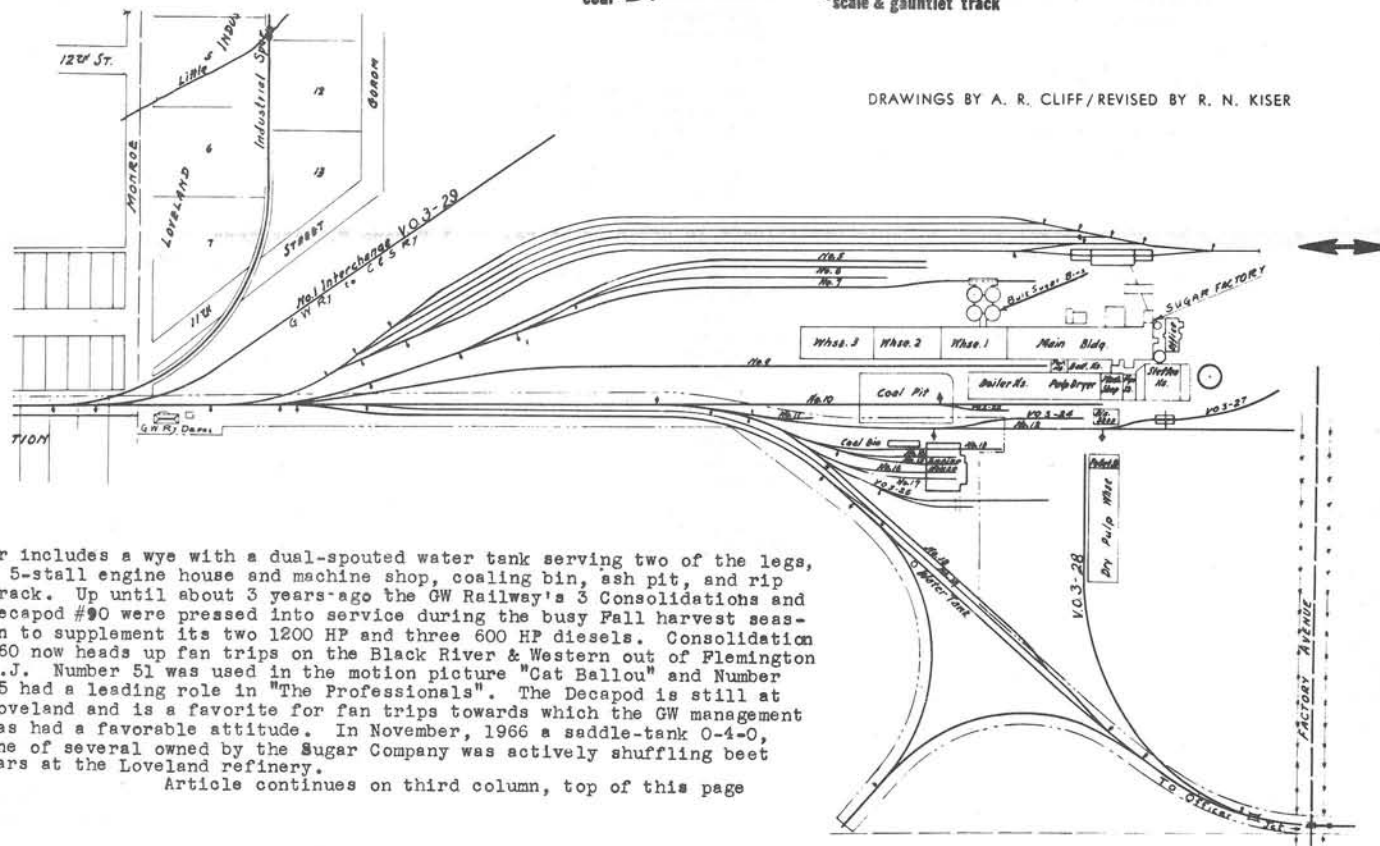
The trackwork shown directly below and to the left for which I owe thanks to Coupler staff artist Mike Pearsall represents the yard facilities of the Maryland & Pennsylvania Railroad at York, Pa. This was formerly a bridge line between the Pennsy at York and the B & O at Baltimore, but declining traffic forced curtailment at the State Line so this now has the basic function of serving on-line industries and interchanging with the Pennsy.

The yard tracks are stub ended just as they are on a majority of model pikes. Most of the sorting which occurs here nowadays is for the purpose of arranging inbound cars into delivery order and classifying the pick-ups into Eastbound and Westbound consists for interchange with the PRR. It was characteristic of industrial districts to become established along the right-of-way and a number of industrial spurs located along the trackage leading to the PRR interchange make up a switching district serviced directly from the York yard.

All of the elements are present here to make an interesting operation either as a complete layout or a terminal or Continued on Page 6, See: YARDS, Col. 3



DRAWINGS BY A. R. CLIFF/REVISED BY R. N. KISER



er includes a wye with a dual-spouted water tank serving two of the legs, a 5-stall engine house and machine shop, coaling bin, ash pit, and rip track. Up until about 3 years ago the GW Railway's 3 Consolidations and Decapod #90 were pressed into service during the busy Fall harvest season to supplement its two 1200 HP and three 600 HP diesels. Consolidation #60 now heads up fan trips on the Black River & Western out of Flemington N.J. Number 51 was used in the motion picture "Cat Ballou" and Number 75 had a leading role in "The Professionals". The Decapod is still at Loveland and is a favorite for fan trips towards which the GW management has had a favorable attitude. In November, 1966 a saddle-tank O-4-O, one of several owned by the Sugar Company was actively shuffling beet cars at the Loveland refinery.

Article continues on third column, top of this page

## MODEL CONTEST RULE CHANGES ANNOUNCED

by TOM PRANGE

During the past four months there has been a general re-evaluation of the NER Model Contest procedure by the Board, and other interested individuals. The result, confirmed by the Board of Directors at its meeting on January 15, 1967, in Bloomfield, Connecticut, is as follows:

There will be full model contests - not just in two or three categories a meet.

In general, the NMRA judging rules will be followed, making it easier for the entrants to qualify for Achievement Certificates.

The contest will be simplified by reducing what was formally 38 different prize categories to fourteen.

Several other changes have been made, which will be evident when you read the contest rules, below. We hope that these changes will renew the interest in the model contest - one of the most important parts of your Conventions - and that we will once again have the participation that we had in the past!

Please note that the "Female" category has been eliminated. This is in line with the National rules, and besides we kept getting objections about an award of "Best Female Structure in Class."

Also note that there will no longer be a differentiation in scales.

The basic NMRA point schedule has been followed, except that we have combined Finishing and Lettering into one category - **Finishing**. Both are part of the overall appearance of the model - the Finish

We hope that you will agree that the new rules will improve the NER Model Contest:

**WE SINCERELY HOPE YOU WILL PARTICIPATE!**

Model Contest Rules, as approved by the Board of Directors of the Northeastern Region, National Model Railroad Association, Inc. at its meeting, January 15 1967 in Bloomfield, Connecticut.

1. All entrants must be members of the NER of the NMRA, Inc., except that special contests may be established by the Board of Directors of the Region.

2. The NER will not be responsible for models entered in an announced contest, although every reasonable precaution will be taken to assure the safety of the entrants.

3. Each entry will be accompanied by an Official entry blank, to be supplied by the Region, and signed by the entrant or his proxy.

4. Judges will be selected by the NER Permanent Contest Chairman for each contest. The Chairman may be a judge.

5. The sponsoring Convention Committee will be responsible for providing suitable space for the model contest.

6. There shall be two classifications - Craftsman and Master. Modellers who have previously won a first prize in a category are required to enter a model in the same category in the Master classification. This restriction applies only to the same categories.

7. The Official entry form must be completed by each entrant for each entry. Supplemental information, such as photographs of detail, separate detailed information, prototype photos or other information will be considered in judging.

8. There shall be no differentiation nor shall there be separate categories between scales.

9. Categories:

a. Motive Power - Steam

Continued on Next Column

b. Motive Power - Other. This category includes diesel, electric (traction) and self-propelled equipment that is capable of hauling other equipment.

c. Passenger Cars, including head-end, private and official.

d. Freight Cars

e. Maintenance of Way, Caboose and non-revenue cars.

f. Structures - All pertinent buildings, bridges, signal towers, sand and water and cooling towers, containing no supporting scenery except track.

g. Dioramas (Displays)

10. Judging:

The factors considered in judging shall be as follows:

a. Construction - Use of materials, craftsmanship and skill. 0-30 points

b. Detail - The degree of refinement and complexity of the model 0-25 points

c. Conformity - also known as Prototype Practice 0-10 points

d. Finish - Painting, lettering and weathering. 0-35 points

e. Scratch Materials - 0-25 points  
(The above to be awarded as follows:

i. all scratch, except lamps 0-25 points

ii. mostly scratch - except motor, couplers wheels, frame, trucks endsills, brake wheels and ladders. 0-15 points

iii: Partly Scratch - excluding i. & ii. above and any commercial parts and fittings. 0-5 points.

Total possible 125 points

The judges are encouraged to make themselves available after the contest - either after the model contest room has been opened to the public or after the awards banquet to explain their decision and thus help the modeller.

The decision of the Judges is final.

11. There shall be a minimum of 3 judges at each contest, selected as per 4 above, and a teller if available. The judges designated by the Permanent Model Contest Chairman shall pay for only the Awards Banquet - other Convention charges, in-

11. There shall be a minimum of 3 judges at each contest, selected as per 4) above and a teller, if available. The Judges designated by the Permanent Convention Chairman shall be required to pay only for their normal hotel expenses, if any and for the Awards banquet. Other normal Convention charges will not apply. The teller shall not participate in this arrangement.

The Permanent Model Contest Chairman shall keep a permanent list of winners, and shall supply the Secretary and the Editor of The Coupler with listings.

The judges shall assist The Permanent Model Contest Chairman in preparing the Awards Certificates.

12. Prizes:

First, Second, Third and Honorable Mention and Merit Awards may be given. Nothing in these rules shall require that an award be given in each class or category.

First, Second, Third and Honorable Mention awards are comparative.

Merit Awards are given to models that do not equal the quality that has been attained by other models in the same category and class, but are of a qual-

Continued on Next Column, Top

CONTEST RULES: Cont'd from Column 2

ity sufficient to "merit" points for Achievement Program requirements.

Special Awards - Delaware Trophy, Host Awards, Special Contests. These contests will be judged by the particular rules set up by the sponsor of the award.

13. The Contest Chairman shall obtain, subject to availability, a copy of the "General Regional Organization Committee Tape/Slide Clinic for Judging" and each judge shall be expected to view this clinic prior to judging.

The Permanent Model Contest Chairman shall attempt to select judges who hold Achievement Certificates applicable to the categories of the Contest.

14. Printed copies of the Official Rules of the Contest shall be made available to each entrant at the time of entry.



The METROPOLITAN COUNCIL of Model Railroad Clubs announces what they expect to be a highlight of National Model Railroad Week - their 5th Annual Convention at the Presbyterian Church on US Route 46, Parsippany, New Jersey on February 18, 1967. Registration begins at 12 and promptly at 1 PM a showing of the JNR film, 'A NEW RAILWAY IS BORN' - THE NEW TOKAIDO LINE, will begin a day long film schedule including Whit Towers' A-L-P Way Freight. An open-car load model contest is the feature event with gift certificates of \$15, 10 & 5 going to the top three winners. A photo contest, switching problem and locomotive identification quiz should keep everyone busy for the afternoon and for the power fans - a drawbar pull contest featuring brass, steel and nickel silver rail in both O and HO with three categories: steam, diesel & electric, and geared locomotives. Prizes for this contest will be awarded for pull/power axle. This should give the O-4-0s a chance.

In addition, four live clinics (one by Mike Pearsall and one by Al Westerfield) a number of exhibits including a display of Gene Wolfe's scratchbuilt camelbacks and a stamp collection featuring trains rounds out the busy afternoon. Then, follows a banquet after which the main speaker, George Foster (and possibly Ron Ziel) will run through a fantastic collection of slides of North American steam and detail plans of their operating steam railroad on Long Island, The Sag Harbor and Scuttlehole!

Continued on Page 10, See: WHISTLE

YARDS: Cont'd from Page 5

division point for a larger pike. The engine facilities include a turntable and 3-stall engine house, diesel oil service and sandhouse. The site of the former water and coal facilities have been indicated although these were long gone when I visited this area with Doug Smith in 1964.

The use of 3-way turnouts at both the yard entrance and the tracks to the freight and passenger depot are interesting design features.

Although now dieselized I can't think of a better place for operating that Me & Pa Consolidation. More recently of course steam has returned to the line in the form of Sunday fan trips operated by Rail Tours, Inc. using ex-Canadian Pacific 4-6-2 #1286.

BY-LAWS, Continued from Page 1

- 7. Present Sections 6, 7, and 8 shall become respectively Sections 8, 9, and 10.
- 8. By-Laws, Article I: Duties of Officers, shall have the following substituted for Section 1, subsections b, i-iv:
  - b. He shall appoint committees as he sees fit, in addition to the following:
    - i. A Nominating Committee
    - ii. A Ballot Committee.
    - iii. A Convention Committee.
    - iv. A Publicity Director.
    - v. An Auditor, preferably with accounting experience.

9. By-Laws, A new Article III: Nominating Committee, shall be inserted:

**Section 1 -** Within thirty days after the Spring Convention, but not later than June 30, the Incoming Region President-elect shall appoint a Nominating Committee for the following year's election. The committee shall consist of five members, one being from each of the Election Areas and not more than one of these shall be from the Board of Directors. The President shall appoint one of the five as Chairman. The President shall see that announcement of these appointments is in the next issue of The Coupler, (July) following the Convention.

**Section 2 -** Immediately following appointment, the Chairman of the Nominating Committee shall prepare a statement for the next issue of The Coupler (July or October, or both). 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 nominations to the Committee, and the dead-line date for the nominations.

**Section 3- Nominations** may be presented to the Committee by any group, Division, or individual, but they must be members of Northeastern Region. A nomination should be sent to the Committee member for that nominee's Election Area, and must be accompanied by a brief description of the nominee's qualifications, and a signed statement by the nominee of his willingness to serve if elected.

**Section 4 -** The Nominating Committee may also solicit candidates in any Area, obtaining the same background information and signed statement as above.

**Section 5**

- a. By either or both of the above methods, the Nominating Committee shall formulate a slate of at least two candidates for each vacancy. There may be more.
- b. On the odd-numbered years, this shall mean at least ten candidates, two from each Area.
- c. On the even-numbered years, this shall mean at least eight candidates but no more than two from any one Area.

**Section 6**

- a. To insure a Nominee's inclusion on the Ballot, in odd-numbered years any Northeastern Region member may present a "petition" to the aforementioned Nominating Committee member, prior to the deadline date for nominations. Said petition shall be endorsed by three additional Northeastern Region members of the same Election Area and include a statement signed by the nominee, of his willingness to serve if elected.

Continued on Page 9, See: BY-LAWS

**Colorado Rail Museum  
Seeks Assistance**

The Coupler passes along the following extracted from the November, 1966 issue of the Rocky Mountain Region's Newsletter:

The COLORADO RAILROAD MUSEUM, 17155 West 44th Ave., Golden, Colo. represents an excellent collection of engines, rolling stock, and hundreds of railroad associated items of the past and present maintained and preserved by the very dedicated Bob Richardson. This wonderful collection is now seeking firm financial footing to insure its future maintenance and expansion, and is in immediate need of \$90,000. Interested persons are urged to contribute as much as you can, as soon as you can to: Colorado Railroad Historical Foundation, Inc. P.O.Box 10, Golden, Colorado. All contributions are tax deductible and will be returned if the \$90,000 is not subscribed.

As one who has been there and seen this fine collection, your Editor endorses its support by members of NER who might wish to make a contribution.

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**OPERATION**

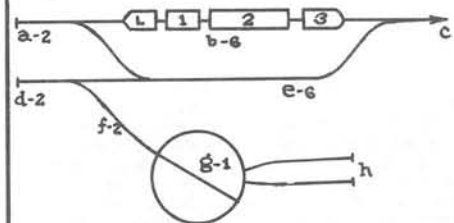
problem/

by ROB ROBINSON

The October problem drew seven replies, several of which were quite good. The best one came from Watty House, who makes a habit of sending more than one solution. He sent two this time, with twenty-six moves each. One of them goes as follows:

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

Next best was one by Stan Wlaszczynski; it used only one more move. Other people responding were Dick Evans, Alan Blik, Richard Perryman, Normand Levert, & Rudy Morgenfruh.



The February problem is another one about passenger trains; L-1-2-3 arrives on track 'b'. In order to move the train out in the direction of c, we must rotate both the locomotive L and observation car 3 on the turntable. The RPO car #1 must also be moved to the front of the train. The car two represents several coaches. Spurs a, d, and f hold two cars each. The turntable will hold only 1 car at a time. Note that the section fgh does not line up, so the tracks h are useless from the standpoint of storing cars. On completion the train should be in the order 3-2-1-L on track 'b'. I find this problem rather intriguing; at first glance it appears rather simple, but as the wag says, there's more to this than meets the eye. Thirty-three moves were used by me to solve this (counting each spin of 'g' as a move for the purposes of standardization). No doubt a simpler solution exists. If you find one you can let me know by mail at 1285 Lepine Street, St.-Laurent, Quebec, Canada.

**FUN CONTEST PROPOSED**

Have you ever built a model where everything went wrong? A structure with the walls and roof out of alignment, or with messy glue all over everything, or the paint smeared the decals, or some of the wood split and you were too lazy to do the job over? If so, bring it to the Spring Convention in New London and we will try to put some of the FUN back into model railroading with a WORST MODEL EVER BUILT CONTEST.

This would not be a responsibility of the Model Contest Chairman. Judging for WORST would be everyone's privilege by depositing your vote in a Ballot box.

There would be two categories - cars and structures. All that is asked is that the Convention Committee arrange to provide display and viewing space. The rest is up to you, so dig out that model you hide the night you expect to have visitors and bring it to New London.

# DIVISION NEWS

## GARDEN STATE

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

The November meet was held at the Summit-New Providence HO RR Club on the 19th. About 40 attended and were given instructions in the procedures used in the operation of the layout. The clinic covered the type of timetable used, dispatcher's duties, the use of waybills, etc. Those attending were then able to operate with some knowledge of the methods employed. The club members, of course, were on hand to lend assistance when needed.

Long Branch, N.J. is the site of our next meet to be held on Sat., Jan. 28th. The Garden State Central HO RR Club is the sponsor and is located at 160 Broadway in the office of the Asbury Park Press branch. Clinics to be held will include: Using tinplate transformers for HO power packs; styrofoam for inexpensive scenery; building wooden trestles from scratch; and a special clinic on diesel variations. Movies, an auction, operation on the layout, and displays of model equipment will also be featured. It all begins at 1:00 PM and registration is \$1.00. For additional information contact Bob Judge, 508 Lakewood Rd., Neptune, N.J. or phone 775-2394.

Other events planned include our Little Convention on March 18th in Newark at the North Reform Church, 510 Broad St. This will run from 9:30 AM through until 10 in the evening. In addition to clinics, movies, slides, and a model contest, we will feature a trip on the Newark subway of the N.J. Public Service. The cost of this ride in PCC cars costs 20 cents one way from Newark to Bloomfield. On the return from Bloomfield we will debark to visit the Newark Society of Model Engineers "O" Gauge Club which is in the process of being rebuilt after moving from their old quarters over a year ago. Annual elections will also be held.

The Sunrise Trail and the Garden State Divisions will combine for the June meet to be held on Staten Island. Tentative plans include a fun trip on the Staten Island Rapid Transit and a visit to a club.

## HUB

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

The Hub Division BOD will be meeting January 21st to finalize plans for an Open House on February 17th to celebrate National Model Railroad Week. This will be held at the Unitarian Church in Melrose, Mass. at 8:00 p.m.

Plans are also underway for the Annual Meeting which will be probably held in Arlington, Mass. during the month of April.

The Hub Secretary attended the October meeting of the Garden State Division and was pleasantly surprised to see two other Red Button members in the person of Mr. & Mrs. John Stock of Danvers. The Summit-New Providence Model Club put on a real good operating session for the visiting firemen.

## RHODE ISLAND

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

The Board members of the Rhode Island Division met on Dec. 17, 1966 for what is hoped to be the first of regular monthly meetings to be held from September

Continued on Next Column, Top

Continued from Column 1  
through to June of each year.

The meeting, presided by Ronald Adcock, Pres., held a more or less open discussion on various plans that we as an up and coming unit might wish to see materialize. We hope to have individual displays during Model Railroad Week, each in his own locality. Also plans to have an Open House at a central location during that week were discussed.

Since this area which comprises the Division has been rather dormant in getting together to compare notes on individual achievements in this great hobby, those present at this real successful meeting have a genuine push behind them and will finalize the plans discussed at the next meeting.

Several members of the Division were invited to the Board meeting in order that their suggestions for a better Division could be made. Also present was Harold Clark, Hub Div. Sec'y. and Dick Wenzel, also from the Hub Div.

Board members will be notified of the date of next meeting.

## ALOUETTE

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

The most recent meeting of the Alouette Division was held on Jan. 13th. Work progresses on the Division's display layout. Each tie is to exact scale  $\frac{1}{4}$ "-1', hand-shaped and ground - then stained and laid with ballast. Code 100 N-silver rail is being spiked, 4 spikes per tie with tie plates. Look for a picture of a section of rail and fine-scale car in the next news.



MAURICE BLEAU & JIM THOMPSON LAYING TIES & BALLAST. NOTE MATCHING ENDS OF INDIVIDUAL SECTIONS ARE DONE WHERE THEY MEET FIRST TO MAKE A PERFECT MATCH.

NEW LONDON, Cont'd from Page 1

May 14: Sunday Morning

Breakfast  
Annual Election Meeting

Final details and cost will be contained in a Convention Notice to be mailed to all NMRA-NER members about April 1. Room reservations must be made directly with the Hotel. The room rates are listed below:

|                             |             |
|-----------------------------|-------------|
| Double room, twin beds....  | \$11 - \$14 |
| Double room, double bed.... | \$10 - \$12 |
|                             | and \$14    |
| Triple room, three beds.... | \$14 - \$16 |
| Single room, bath.....      | \$5.50-\$10 |

A Committee of "Old Timers" made up of a large number of the same crew that put on the 1959 New London Convention is in charge of arrangements. This includes Tom Hayes, Art Smith, Clark Benson, Irwin Lloyd, Ralph Higgins, Russ Cox and Edna Sullivan with Ken Hyslop as Chairman.

## SUNRISE TRAIL (Long Island)



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

Our Division will host next fall's NER convention, and we hope to meet many of you here then, so that we can show you how active model railroading is in this area. Our group is actively working on the program, and we hope to be able to make this a memorable event.

The Division membership has now grown to nearly 150. At our last meet, on Jan 14, we had 65 persons attending. We had Paul Blauvelt, from the IRR public relations dept. (a long time modeler & NMRA member) talk to us on how to adapt a prototype setting to a model, as well as on new developments on the IRR. We also had two movies and Paul Mallery's tape-slide clinic on Bridges, which were very well received.

Our next meet will be on April 8, 1967, although at this time we don't know where it will be held. For information contact our membership chairman, Ira Rothberg, 2714 Hyacinth St, Westbury, LI

### \*\*\*\*\* COLOR SLIDE CONTEST

For the Fall '67 Convention, the STD will sponsor a color slide contest. However, in order to have competent judging, the slides for this contest will have to be mailed to the Division prior to the Convention. Further information will be published in the May Coupler

### SPECIAL CONTEST - TRACTION

Sunrise Trail's Convention Chairmen will sponsor a special contest for Traction models in Fall '67. More details in the next Coupler.

## NUTMEG

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

Bob Boyden, in Tolland, hosted the November 12, 1966 meeting. The meeting consisted of a very informative operating session featuring C.T.C., Automatic Block and Manual Block control. There were 40 people present.

The Nutmeg Division's Annual Meeting held on January 15, 1967 featured a dinner to celebrate the 10th Anniversary of the founding of the Nutmeg Division on October 6, 1956. The meeting was held in Torrington, Conn. and despite the foggy weather a group of 50 attended. A part of the meeting consisted of electing the following Board of Directors:

Bob VanCleaf  
Ralph Higgins  
Ed Pasko  
Art Wadhams  
Ken Hyslop

After the election the new directors met with the returning directors and elected Officers, as follows:

President: Charles Bettinger  
Vice President: Bob VanCleaf  
Sec'y-Treas.: Carl E. Peschel

The highlight of the meeting was the cutting of the Anniversary cake.



# TROLLEY SPARKS

column by / **JERRY LAWLOR**

Many people feel that trolleys are old fashioned. Maybe they are right. Some model railroaders feel that trolleys have no place on their modern pikes. Maybe they are right. I suppose that your feeling on this point depends on what you as an individual recognize as a trolley.

Certainly all of us have seen P.C.C. cars in action or in photographs. Some of them are still in operation today. Center of the street type operation by these cars in most cities has been reduced steadily, and I am sure that streetcar operation as we once knew it will cease to exist very shortly.

Does this mean that those of us who wish to model a modern pike must give up trolley operation? Certainly not!

Have you read about or ridden on the Riverside line in Boston? This was formerly the double-tracked Highland Branch of the B & A Railroad. A large parking lot, a reverse loop, and a storage yard at Riverside were installed as overhead wires were strung over the tracks of this defunct railroad branch line. The cars run singly or in multiple unit trains from this terminal on private right-of-way until they enter the subway leading to downtown Boston. Is this a modern modelling possibility? You bet it is.

Have you read about or ridden on the Newark subway? This line is entirely P.C.C. operated now. The line starts beneath the Newark station of the Pennsylvania Railroad and operates over a private right-of-way which, I understand, is laid in the bed of an old canal. In pre-P.C.C. days the line was operated with conventional double-ended trolleys and several diverging surface routes were serviced from the Newark terminal. Is this a modern modelling possibility? You bet it is.

These are specific examples within our Region. I could mention others. In Philadelphia there are surface lines serviced by P.C.C. cars which feed into the "Subway-Surface" system. In the downtown area these cars operate in a subway which is located beneath the street but above the level of the regular subway. Convenient interchanges are provided for passengers of both systems.

Shaker Heights Rapid Transit operates in the Cleveland area. The Skokie Swift operates on a portion of the old Chicago North Shore and Milwaukee in the Chicago area. A department store in Dallas is using ex-Capitol Transit P.C.C. cars to service their extensive parking lot.

I am trying to suggest to all of you that just because we call them trolleys we shouldn't think that they are out-of-date. Nor should you write trolley operation off as not appropriate just because you operate a modern pike. (Most of our pikes are about as "modern" as steam locomotives-ED.) Remember that in trolley modelling the same axiom applies that pertains to all aspects of model railroading. You are only limited by YOUR imagination.

An Indian petitioned a judge of an Arizona court to give him a shorter name.

"What is your name now?" asked the judge. "Chief Screeching Train Whistle," replied the Indian.

"And to what do you wish it shortened?" asked the judge.

The Indian folded his arms majestically and grunted, "Toots."

BY-LAWS, Continued from Page 7

- b. The words "by petition" shall appear on the Ballot after the name, rather than the endorsement of the Nominating Committee unless the nominee is also the selection of said Committee.
- c. In even-numbered years additional nominations may be made as provided in Subsections a and b, above, but no more than two members from the same Election Area may be elected to the Board of Directors. The two nominees from a given Area receiving the largest number of votes shall be declared elected, and any additional nominees from the same Area shall be declared ineligible and be passed over.

Section 7 - 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.

Section 8 - The Nominating Committee's duties shall be considered complete upon publication of the Ballot.

10. By-Laws, A new Article IV: Ballot Committee, shall be inserted:

Section 1 - The President shall appoint a three member Ballot Committee, preferably in the same local area to facilitate close cooperation, designating one member as Chairman. The Office Manager may serve on the Ballot Committee, but no other officer nor any nominee may serve on the Committee.

Section 2 - The Ballot Committee Chairman shall be the one to whom all Ballots are mailed. He shall check the name of the voter against the membership list, then obliterate the name and address except for the state (the Area).

Section 3 - Promptly after the Ballot deadline has expired, the Ballot Committee shall meet, open, and count the Ballots.

Section 4 - 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.

Section 5 - 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.

Section 6 - With the notification to the Coupler Editor, the President, Directors 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 unless there be a tie to be broken, when By-Laws Article V, Section 5, shall apply.

11. By-Laws, Present Article III: Elections, shall become Article V, and the following shall be substituted for Sections 1, 2, and the first two paragraphs of Section 3.

Section 1 - For the purpose of nominations and elections the Northeastern Region will be divided into five Election Areas according to State Line Boundaries:

- a. New Jersey
- b. New York State
- c. Rhode Island and Connecticut
- d. Massachusetts, New Hampshire, Vermont, and Maine
- e. Canada

Section 2 - The Board of Directors shall consist of nine members, elected for a two year term: five to be elected by Area in the odd-numbered years, and four to be elected "at large" in the even-numbered years.

Section 3 - Balloting shall be by Mail Ballot sent to all paid up Northeastern Region members only, as evidenced by The Coupler mailing list.

Section 4 -

- a. The Ballot shall be one page of the February Coupler and the reverse

Continued on Page 10, See: BY-LAWS

## 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. \_\_\_\_\_

BY-LAWS: Cont'd from Page 9

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 the Ballot Committee Chairman (Name and Address), and the deadline date for receipt of Ballots. If necessary, the Ballot may be mailed separately.

- b. 1. In odd numbered years members of the Northeastern Region shall vote only for the nominees for their own Area. The nominee for each Area receiving the largest number of votes shall be declared elected to represent that Area.
- 11. On even-numbered years all members shall vote for all nominees. (Believe this should read "not more than four nominees" since the slate will have 8 candidates-ED.NOTE) The four nominees receiving the largest number of votes shall be declared elected, regardless of their Areas of residence.

Section 5

- a. In the event of a tie vote between two nominees for the same Area, or for the fourth position in even-numbered years, it shall be so published in the May Coupler and a vote taken at an Election Meeting at the Spring Convention among those present, in person or by proxy, to break the tie.
- b. The Election Meeting shall be conducted by the Ballot Committee, who shall be responsible for the distribution, collection, and counting of the Ballots. The results shall be tabulated and certified, and the tabulation sent immediately to The Coupler Editor for publication in the July issue, also to the President, current Directors and to all nominees involved. If another tie results, the President, who shall not yet have voted, shall cast the deciding vote.

12. The third paragraph of Section 3 shall become Section 6.

13. Section 4 shall be modified as follows, and become Section 7:

Section 7 - Vacancies on the Board of Directors, by death or resignation, extending beyond the next Annual Meeting shall be filled at that meeting, by nomination by the Nominating Committee or from the floor and by vote of those present in person or by proxy; or at the preceding Election; by the election of one or more members to the Board for a term of one year. Should the vacancy be that of an Area representative, the replacement shall also be from that same Area.

14. Sections 5 and 6 shall respectively become Sections 8 and 9.

15. By-Laws, Article IV: Definitions of Meetings, shall become Article VI.

16. By-Laws, Article V: Amendments, shall become Article VIII.

WHISTLE: Cont'd from Page 6

Registration & Dinner is \$4.50 after Feb. 10th. Further information from Ken Martin, 34-23 24th St., Astoria NY. \* \* \* \* \*

The Deadheaders is a social organization within NER. Any NER member who has attended a National Convention outside of NER territory is eligible for the Deadheaders (New York 1951 and Montreal 1962 are the only non-qualifying ones) except that NER members who live outside NER must have attended one outside of

Continued on Next Column, Bottom

Continued from Column 1

their home region. Deadheader patches are available from Don Robinson at \$1 each. Tentative plans call for getting together at both Regional and National Conventions and Don hopes they can also have an annual dinner similar to one held by the Dreamliner group in Hartford in November. The patch is designed as a hat badge, but there is no requirement that it be worn in this manner. After Don recovers his investment in badges he hopes to be able to print membership cards.

WELCOME: Cont'd from Page 4

NEW YORK

Dennis Choiniere  
527 Boght Rd., RD 1, Cohoes 12047

Arthur F. Crowe  
785 Henry St., Uniondale, L.I.

Jerome F.X. Harshan  
4 Jerome Dr., Peekskill 10566

Joseph A. Hirschy  
2404 21 Ave., Astoria 11105

Werner Horn  
1656 Drungoole Blvd., Staten Island 10309

David Marlowe  
250 River Ave., Maryland "A", Patchogue 11772

Henry Maywald  
P.O.Box 272, Bellmore 11710

Frank D. Popp  
Chem.Dept., Clarkson College Tech  
Potsdam 13676

Nicholas Scinicariello  
75-59 187th St., Flushing 11366

Harold T. Smith  
Cossayuna 12823

Albert A. Waltien  
89-35 116th St., Richmond Hill 11418

Howard D. Zweifler  
80-82 Bowery, Manhattan 10013

RHODE ISLAND

Ronald P. Catri  
81 Almy St., Warwick 02886

MOHAWK-HUDSON (Proposed)

Efforts are underway to organize a new Division, in the New York Capital District (Albany-Schenectady-Troy) area. The Division is being formed by members of last Spring's NER Convention Committee, and is to be known as the Hudson-Mohawk Division. The group looks forward to the organization bringing together the model railroaders in the area, and to promote NMRA, NER, and the hobby in general. For further information, contact Dave Messer, 12 Hillview Ct., Wynantsville, N.Y. 12198.

FIRST CLASS



THE COUPLER

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

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North Bergen, N.J. 07047