

THE COUPLER

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



SPRING MEET IN NEW LONDON

ELECTION NOTICE

The Nominating Committee of NER, in accordance with the By-law requirements hereby presents for publication in the "COUPLER" the following as nominees for Director of NER for 1967:

W. EMERSON RANDALL, JR., Cranston, R.I.
 GRAHAM K. HARVEY, JR., Seaford (L.I.),
 New York
 RICHARD E. TOWLE, Manchester, Mass.
 JOHN F. WISEMAN, Reading, Mass.
 ALFRED H. COLE, Dorval, Quebec, Canada

W. EMERSON RANDALL, JR. - Cartographer Technician of Cranston, R.I. Age 51. Married, no children. NMRA 21 years, NER 16 years. Director of 'Little Rhody Div.' (as yet unchartered); V.P. of R.I. Brotherhood of Model Engineers. Member of same for 20 years.

GRAHAM K. HARVEY, JR. - Stock Broker of Seaford (L.I.) N.Y. Age 34. Married, 2 children. Member NMRA-NER 6 years. Director and Membership Chairman of Sunrise Trail Div. Active in Masonic Order and local clubs. Associated hobby is antique clocks.

RICHARD E. TOWLE - Professional photographer of Manchester, Mass. Age 31. Married, 2 children. Convention Chairman of Portland convention '66. Formerly NER Membership Committee Chairman, presently Chairman for "Model RR Week" activities, HUB Div. & Golden Spike Committee. Active in Boy Scouts of Amer., Industrial Photographers organization, and Deacon of his church.

JOHN F. WISEMAN - Draftsman of Reading, Mass. Age 54. Married, 2 sons. Member NMRA-NER 6 years. Past President of Reading Model Railroad Club. Rank as Captain and Finance Officer of Civil Air Patrol.

A. HERMAN COLE - Fire Protection Engineer of Dorval, Quebec. Age 54. NMRA-NER 16 years. Director of St. George Society, former Chairman of American Society of Safety Engineers and Montreal Chapter-Society of Fire Protection Engineers.

NOMINATING COMMITTEE-NER
 Signed: James E. See, Chairman
 Irwin F.B. Lloyd
 Roy B. Sullivan

OFFICIAL REGION NOTICE

The Election Meeting of the Northeastern Region of the National Model Railroad Association, Inc. will be held on May 14, 1967, at 10 A.M. at the Mohican Hotel, New London, Conn., for the purpose of electing four Directors. Other business to be taken up will include a proposed amendment to the Constitution

Cont'd. on page 7; see NOTICE

FULL SCHEDULE AWAITS GATHERING ON MAY 12-14



2-8-0 #97 EMERGES FROM 3,800 FT. TERRYVILLE TUNNEL, LONGEST ON THE NEW HAVEN SYSTEM, DURING HARTFORD-DERBY FANTRIP LAST OCTOBER. (Photo by Doug Smith-the NUT on the bridge abutment is ye Editor)

STEAM RETURNS TO CONNECTICUT

A number of early spring steam fantrips are scheduled to operate within the geographical boundary of the NER this year.

Despite announcement that the trip out of Portland, Me. last Fall was the last in the USA for CN's 4-8-4 #6218 this ran several trips out of Chicago and Detroit thereafter, and has been scheduled for a New London - Brattleboro run on the Central Vermont on April 16th.

On May 14th the Connecticut Valley Chapter of the National Railway Historical Society is sponsoring a steam-powered excursion on the New Haven RR, running from Hartford to New Haven on the mainline, diverging to go through the Cedar Hill yard; thence to Derby Jet and Waterbury on the Naugatuck Division and to Hartford on the Waterbury Branch thru Terryville Tunnel and New Britain. Consolidation #97 owned by the Empire State Museum people and used frequently on fantrips on the Vermont Ry. out of Rutland will power the train. This 2-8-0 was used last October for a

Cont'd. on page 9; see STEAM

MEMBERS TO DECIDE ON ELECTION AREAS and MAIL BALLOT

The annual Spring Convention and Election meeting of the Northeastern Region will be held at the Mohican Hotel, State St., New London, Conn. on May 12, 13 and 14, 1967.

The place and time for this convention is really great, for not only is the Connecticut shore a delightful and scenic region in early spring, but also New London is the state's Southeastern industrial, cultural and historical center. In addition there is considerable prototype railroad activity as this is the southern terminus of the Central Vermont Railway, a major station stop on the New Haven Railroad's main line between New York and Boston, and the starting point for its New London-Worcester branch.

As The Coupler goes to press, most of the program details have been completed, according to Convention Committee Chairman Ken Hyslop. The one exception is the fan trip but this will be ironed out before the convention notices are mailed in early April.

A full program of activities has been planned, from Friday night on through Sunday morning

FRIDAY NIGHT GET-TOGETHER

Friday night, May 12th, provides time to get-together, renew old acquaintances and swap gossip. Early arrivals should plan to have dinner at the Hotel where good meals are served at reasonable prices. The registration desk will be open and Edna Sullivan will be presiding as Hostess in the Hospitality Room with coffee available for late arrivals until 9:00 P.M. Bruce Meulendyke will be in charge of a continuous showing of railroad slides until 11:00 and there will be manufacturers' displays on the Roof Terrace. Undoubtedly the Board of Directors will spend their evening in Executive session

FULL PROGRAM ON SATURDAY

Saturday, May 13th, promises a full program to satisfy the interests of everyone. The registration desk in the Hotel Lobby and Edna Sullivan's Hospitality Room (room 210) will be open from 9:00 A.M. to noon. Edna suggests the ladies bring their knitting, handicraft work for display, cards, etc. to go along with the chit-chat. The manufacturers' displays will be open and Friday nights slides will be shown continuously.

Cont'd. on page 9; see CONVENTION

THE COUPLER

Published by the

NORTHEASTERN REGION of the
NATIONAL MODEL RAILROAD ASSN. INC.

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Key:

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

The Editorial Popoff

At the risk of disappointing avid readers of this column, your Editor, being temporarily out of opinions, had good intentions of getting away with a short Editorial in this issue.



Then The Coupler received a letter from NER-NMRA Life Member D. Stanley Decker of Leicester, Mass. which is published in its entirety on the next page. I suggest it should be read at this point, since what follows here is necessarily related to the contents thereof.

Your Editor would be the last person to disagree that there isn't room for improvement in The Coupler. Whether or not it has gone down hill between 1964 when member Decker dropped his Regional membership and the present time is a matter of personal opinion. My own is that it's probably as bad as ever, but I don't feel it's any worse. I consider, issue for issue, it compares favorably with the publications of other Regions both with respect to appearance and content. Admittedly it contains an abundance of Regional news and notices but as the primary purpose of The Coupler is to convey information pertaining to Regional activities to NER members, these things receive space priority. As Editor I admit the February issue was deadly because of the many columns devoted to proposed Constitutional and By-laws changes. However, it is a requirement that these be published in the Coupler prior to the business meeting at which action will be taken, in order that all members be informed of the proposed changes.

Since it justifies our Coupler policy in this respect, I note with some satisfaction that the Editor of NFR's *Frontier Flimsy*, in his Editorial in the Winter, 1966 issue, expresses a need for more Division and Regional news. Although I recognize the desirability of publishing construction features on cars, structures, circuitry and other technical aspects of the hobby, these are much more expertly handled by Model Railroader, the Railroad Model Craftsman and other commercial publications. We would be pleased to publish such articles in The Coupler, but I do question how many of the Coupler's readers would actually make use of such articles. At any rate we are publishing plans for a Colorado & Southern caboose in this issue and invite your comments and reactions.

Another way to spice up the Coupler would be the inclusion of more prototype or model photographs. This is one area where there has been a deplorable lack of contributors.

Your Editor, as the one most directly concerned, thoroughly disagrees that the Coupler needs more help. His "team" regularly submitting material includes seven Division Secretaries, three Columnists (trolleys, operation, and "O" gauge), an Art Editor, a Cartoonist, the Region President, the Office Manager, and several committee Chairmen (Achievement, Pike Register, Contest, etc.) as well as Convention reporters and an occasional feature article by a POM such as King Burrill's "Circus Trains" and John Young's "Colony Division" operation. Reader Decker is mistaken in the belief that the Coupler should promulgate a varied program to put before the members. This is a function of the Board of Directors and the sole responsibility of The Coupler in this respect is reportive.

Continued from Column 2

I believe I speak for a majority of the members in disagreeing that the Region should change to a one convention a year system "so that Divisions may become stronger by having one convention a year which wouldn't have to compete with the Region". This is the first expression I've heard that the Divisions were in competition with the Region and it has always been my impression that the Divisions were a means whereby the Region could be strengthened. A suggested solution would be for the Divisions to schedule their Little Conventions earlier in the year, perhaps early March or during National Model Railroad Week in late February.

Finally, I would not debate Mr. Decker's statement that it costs him \$100 to attend a Regional Convention, since my own estimate for a husband and wife to attend is in this vicinity. This includes 2 convention packages (average \$8.50) for \$17, motel or hotel for two nights, \$28, and miscellaneous meals not covered in the package, \$15. Transportation for a convention at a site 100 miles away might add \$20 in tolls and gas while a bottle of valve oil, purchases at the auction and other miscellaneous items might add another \$20. However, a majority of the members go to the conventions "stag", travelling with a couple of friends and sharing the cost of transportation. In addition they share a room and the valve oil so that the total cost for the three days amounts to about \$40 for an individual. Usually it is possible to attend at least one of the conventions by commuting from home thus saving the cost of a room and a couple of breakfasts. The matter of how much a person spends to attend a convention and whether he gets his "money's worth" is entirely too individual a matter to be argued. In your Editor's opinion the basic cost of the program and accommodations is generally not excessive for an individual. Whether or not you multiply this by two, three or four by taking your wife and family is something each member must decide for himself.

* * * * *

Paul W. Hackett, NER Secretary for the past three and a quarter years, has regretfully submitted his resignation to the Board of Directors, effective upon the appointment of a successor. Paul has been furthering his college education, has a deep-seated interest in music, and would like more time to devote to working on his own model railroad. I'm sure all members of the NER join the Coupler in wishing Paul the best of everything in these endeavors. Please accept our appreciation for your capable handling of the Secretarial duties of the Region.

Jeff French, Ed.

THE COUPLER OFFICIAL NOTICES

COUPLER DEADLINE: The deadline for submitting material for publication in the JULY, 1967 issue of The Coupler will be JUNE 30th.

* * * * *

ADVISORY: Members of NER are advised to think twice before joining an organization known as National Railway Publications Association. While it is believed that the intentions of this association are well meant, it appears that there was insufficient response to their membership drive to carry out the proposed program. At any rate, except for a cancelled check and membership card nothing has ever been received from this organization during the past nine months.

DISPATCHER'S TOWER

As a National Trustee of the NMRA, I attended the BOT meeting in Canton, Ohio on March 4th, travelling via the New Haven and Pennsylvania Railroads. I had a special treat in riding the cab of #54 between Pittsburgh and Altoona in the company of the Road Foreman of Engines. It was a real thrill to ride this four track main up the mountain helper district to Gallitzin where in places we weaved in between freights on either side and then wound down the 12 miles of better than 2% grade, around the famous "Horseshoe Curve" to reach Altoona.

Action taken at the BOT meeting included approval of the 1969 Convention in Minneapolis; tabling the matter of forming special interest "guilds" due to lack of interest; favoring a motion sponsored by the NER to rescind a previous motion which limited the Executive Council in expressing an opinion at Trustees meeting; the voting down of a motion to reduce National dues to four dollars per year; giving tentative approval to St. Louis for the 1970 Convention although formal approval cannot properly be given until next year; approval of the policy of holding outside contests, such as the BRT contest, at National Conventions; authorizing the discontinuance of issuing the NMRA binders effective Sept. 1, 1967; action to amend Art. 6, Sec. 3 of the By-laws so as to require the President to appoint all General Chairmen and Chairmen of individual committees not under a general chairman after consultation with the Dept. Head and Exec. V.P.; referral to the AP committee of an NER sponsored proposal to give credit on the Divisional level for work in the "Master Builder" categories. One of the imponderables raised in the discussion of Divisional awards concerned the fact that the Rocky Mountain Region has a New Mexico Division consisting of only six members. It was voted to hold National Model Railroad Week on the fourth week of February each year which will be from Feb. 24th through Mar. 2, 1968.

A motion by your NER Trustee that it be the policy of the NMRA to confine its Bulletin and Data Sheet material to No. American Railroad Prototypes was lost on a show of hands vote. I would like to know the feeling of the membership with relation to publication of foreign railroad information and plans when there is still so much North American Prototype material yet to be made available. After reading the British Region publication "The Roundhouse" it would appear that they belong to NMRA due to their interest in American railroading.

All Regional Trustees filed reports with the exception of the Pacific Coast Region.

Don't forget to cast your NMRA ballot prior to the June 20th deadline. It has been several years since an NER member has held the office of Eastern Vice President. Past President Don Robinson is a candidate for the office this year and will welcome your support.

Bob East reports that while the renewal rate on NMRA members is up a few percentage points, the new memberships are down about 30% from last year. NER is 105 National members short of its quota and we have only 3 NMRA Clubs against a quota of seven. Let's all make an extra effort to reach these goals.

That's it for now from the railhead.
Signed:
Jack Alexander

A LETTER TO THE EDITOR

To the Editor of the COUPLER and the NER Membership:

This is an open letter to the Membership of the Northeast Region. It is prompted by the comments of our Office Manager in the February, 1967 issue of the COUPLER.

I joined the NMRA in 1963, the NER for the initial year 1963. I dropped my membership in the NER the following year because it (the NER) didn't offer a program or publication that interested me. In the Fall of 1965 I decided to join the NMRA for life and sent in my dues. At the HUB Division's Little Convention in the Spring of 1966 I gave the Region my life dues.

I believe, during the two years of my absence in the Region, neither the program nor the publication have improved. If anything, I feel that the COUPLER has gone down hill. This is not the fault of the Editor or the Leaders of the Region because nobody seems to be willing to help when they are asked. Until recently, I admit, I had been in this group.

The COUPLER particularly needs help if it is to put before the members of the Region a varied program. One person, or a small handful of people, cannot and should not be expected to supply all the material that is needed. Plans for prototype yards, terminals, cars and engines require time to prepare for publication. Informative articles on scenery, layout construction and operation also take time and cannot be supplied by one person.

This year we have the opportunity to vote on changes in the By-laws which will strengthen the Region's ability to elect its Leaders on a region-wide basis so that all of the POMs can have a voice, not just those of us that are able to go to the conventions.

Next, the Region should change to a one convention a year system so that the Divisions may become stronger by having one convention a year which wouldn't have to compete with the Region. This would: 1. enable a "close to home" program that would allow more members to participate, and 2. allow a better Regional Convention to be set up. It is hard to expect a person to take his family to a Regional event twice a year when he has to travel four or five hours and pay out \$100.00 when this money could just as easily be spent on a model railroad. The Divisions provide, for the most part, a one-day program within one and a half hours of home for about \$10.00-15.00.

I further propose that the Region:

1. Set up a committee to personally contact drop-out members to obtain the reason why he is not renewing his membership in the Region. (And I hereby volunteer my time for such a committee.)

2. Undertake a study to discover if a recent ruling by the National that, "A Regional Member must belong to the National in order that he be able to join the Region", has handicapped the Region in any way, and if it has, to bring this to the attention of the National. Some

Cont'd. on Next Column, Top

Cont'd from Column 2

members feel that the five dollars dues to the NMRA are too high.

3. Standing Convention Committee may be able to improve the present convention system to lower the cost and keep the program at the same level or improve the program at the same cost.

I have no complaints with the present Leaders of the Region or the Editor of the COUPLER, since some of them are close friends and they are all doing the very best they can with the limited supply of available help.

I don't want to sound like a know it all and I don't say I could do better, but if we all work toward providing a better, more varied program, the Region's Membership will increase.

Signed: D. Stanley Decker
NER 30

FROM THE OFFICE MANAGER

KEN HYSLOP

Membership as of March 22, 1967..960

Of the December 1966 expirations of memberships, 131 members were notified that their membership would expire on Dec. 31; to date we still have 32 of these who have not renewed. Are you one of them? If you are, this copy of the Coupler would be marked "Complementary" as it is the last one you will receive unless you renew. On March 1, 1967, 118 members were notified that their memberships would expire on March 31st and returns are coming in at the usual rate. Perhaps you are one of those who have meant to do it. Why not all of you check the expiration date on your card and act accordingly. Early renewal means a lot less work here at the office and saves the Region postage.

We also have members in good standing who have moved without notifying us of change of address, thus they are not getting their issues of the Coupler. This is one advantage to the Region of using first class mailing, either you get the various mailing or we get them back, which is our only way of knowing we are out of contact with a member. Also, our Convention notice which will be in the mail April 1st goes out with the labels from the National office being used, and if you are not in good standing with the National, you have no mailing label and will be left out of this mailing. We use these National mailing labels because per the rules the Region must notify all National members in the Northeastern Region, all 2700 of them, of our annual elections, as they are also represented by our President as their Trustee to the National.

We are out of mail contact with the following members: J.C. Nobel, Apt. 407d, Ft. Pepperrell, St. Johns, Nfld; Vito Matti, 160 Cabrini Blvd., New York, N.Y.; S/Sgt. Rudolph P. Smols, 2227 Suppron PP, Manhattan Beach A.F.B. Brooklyn N.Y.; Robert R. Ong, 165 N. 15th St., East Orange, N.J. Anyone knowing the whereabouts of these members please notify me.

ADVERTISING WANTED:

File Ads, \$ 5.00 per four issues
Hobby Shop, \$3.00 per column inch
Any merchandise you want to sell is \$ 5.00 per column inch, or any ad you want, lost, found or give away.

Write to Ken Hyslop, Advertising Manager, who is looking for someone to take over this job.

ACHIEVEMENT PROGRAM

by/ DON CLERKE



With the Spring Convention just around the corner, everyone will have an opportunity to bring and enter models in the model contest and possibly receive the necessary contest wins or merit awards to satisfy some of the requirements for the Achievement Certificates. I would like to take this opportunity to encourage participation in the contest and wish all those who do enter a model success with their entry. I am sorry to say that participation and a win in the "Worst Model" contest will not count in the AP Program.

This month I am going to write about Achievement Certificate #5, Model Railroad Engineer - Civil. This Certificate deals with the layout and construction of the model railroad. Certainly this subject is just about as basic as one can be, for a model railroad just cannot exist without fulfilling at least part of the requirements.

The first requirement is to prepare a scale drawing of the track plan for the model railroad. The drawing shall include all pertinent information required to construct the railroad, such as size (area), scale (of the drawing and of the railroad such as HO, N, TT, etc.), track elevations, turnout sizes, and any other information such as grades, tunnels, and natural obstacles (rivers, lakes, mountains, etc.). The design of the model railroad should include all the necessary railroad facilities. This phase varies a great deal depending on the type of railroad being modelled. I will discuss the requirements as stated in the regulations because there have been a number of questions about them.

Terminal Facilities: Because of the great variety of railroad systems modelled these days ranging from Class I railroads, logging railroads, rickety branch-line railroads and trolley systems, the size of these facilities will vary depending on the requirements of the specific railroad. Certainly one would expect to find substantial facilities for handling freight and passenger cars in yards on a Class I railroad as well as turntable, roundhouse, and complete engine facilities. However a logging railroad may have meagre facilities for handling freight and passenger cars and the engine facilities may be poor at best. If the railroad uses switchbacks there may not be a turntable or wye for turning the engine, however, this would be all right if prototypically correct. Trolley layouts will probably have only a substation for fueling and a "carbarn" for engine facilities. The point is, that the requirements should be tailored to the situation and arranged in a prototypical manner. The plan should provide, in any case, for simultaneous operation of two trains. This pretty well completes the planning stage, but when applying don't forget to send along a copy of the plan for the Regional files.

Now for the construction phase. This portion is divided into two groups, the construction of trackwork situations and the construction of specific pieces of trackwork. In addition to the construction there is a demonstration of performance required for those examples used to satisfy the Award requirements. Unfortunately, the manufacturers of trackwork are making so many varieties of trackwork available that we do not have to scratchbuild as many trackwork elements as we did a few years ago and this of course doesn't help applications for this certificate, for the trackwork examples must be scratchbuilt.

Under the trackwork situations section, you must have completed at least a 50 foot section of the trackwork. In addition to this, the trackwork should include six of the following twelve features: passing siding, spur, crossover, reversing loop, crossing, wye, simple or compound ladder, turntable or transfer table, grade elevation, superelevation, and special trackwork such as scale track, cog railway track, coal dumper track, ash pit, etc. A merit award must have been won on this category, and may I say that this must be submitted on the official form which I will send for the asking. Make sure you specify which certificate the merit award is for, since they are different for the various certificates.

In the trackwork models section, scratchbuilt trackwork models must be constructed by the applicant. No commercial parts or subassemblies may be used except for raw materials such as rail, ties, brass, styrene, etc. Here again it is not enough to just construct the trackwork, but it must operate satisfactorily as well. The modeller must construct models of at least three of the following twelve trackwork examples: turnout (point or stub), crossover, double crossover, single slip switch, double slip switch, crossing, gauntlet track, (with two points), gauntlet turnout, dual gauge turnout, gauge separation turnout, double junction turnout, or three-way turnout.

This about completes it. Accompanying the statement of qualifications should be a description of the trackwork features methods of construction and commercial trackwork components used. The standard witness signature is needed and that's it.

In the next issue of The Coupler I will discuss Certificate Number 6 for Model Railroad Engineer - Electrical.

WELCOME: Cont'd from Column 2

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Ronald S. High
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NECROLOGY

The Coupler notes with sadness the death, in January, of NER-NMRA Member James H. Wilbraham of 40 Meadow Farms Rd., West Hartford, Conn. Jim operated the NUTMEG STATE CENTRAL and the TUNXIS SHORT LINE.

On behalf of all of us in the National Model Railroad Association and the Northeastern Region, The Coupler extends sincere sympathy to the Wilbraham family.

WELCOME

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

CONNECTICUT

Earl R. Bartholomew
436 Willard Ave., Newington 06111

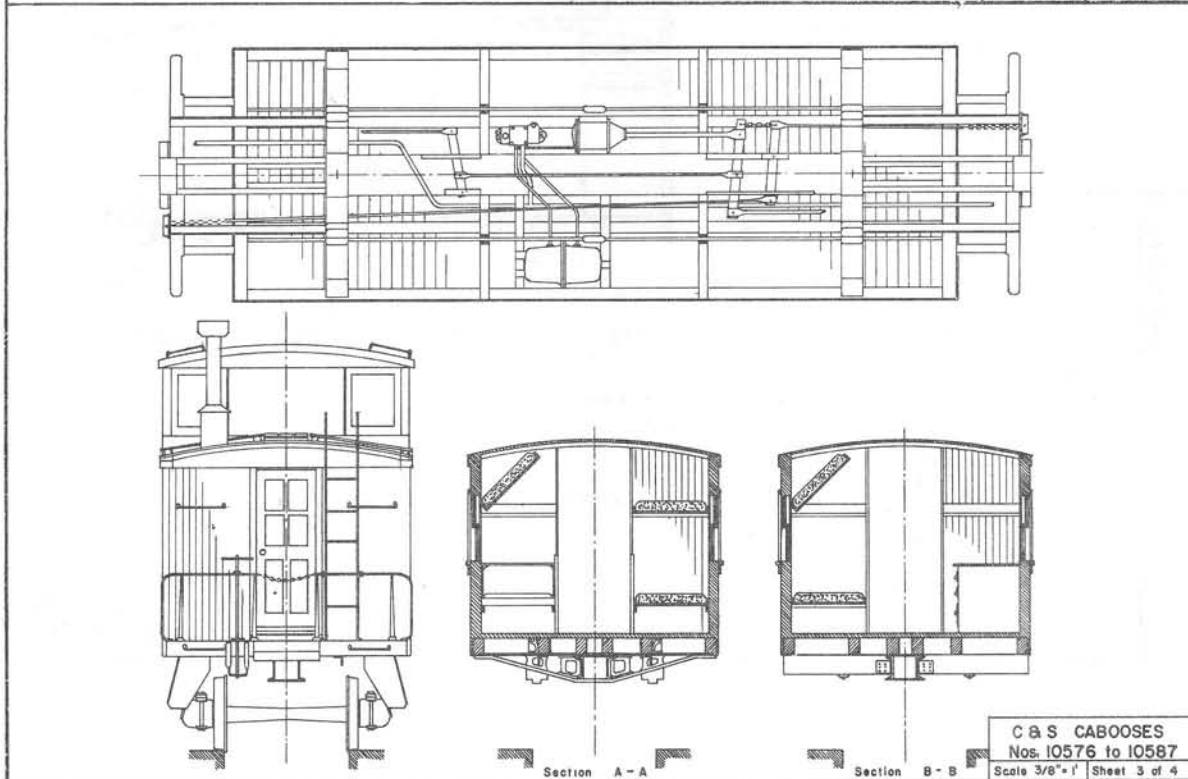
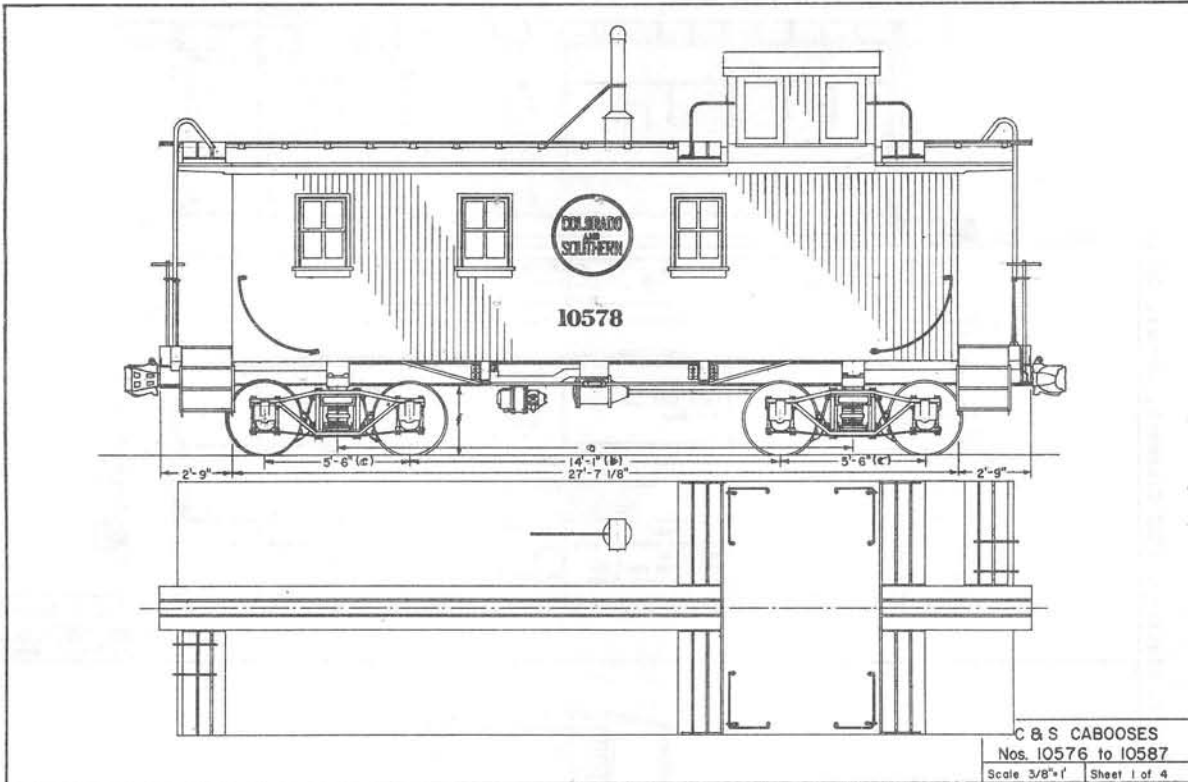
Leonard J. Bayliss
RR #2 Bamforth Rd., Vernon 06086

Cont'd. on Next Column; see WELCOME

PROTOTYPE PLANS

(FULL SIZE FOR HO SCALE)

In response to numerous requests from the members to include a prototype plan, in The Coupler, we are pleased to publish, as a supplement, these plans for a Colorado & Southern standard gauge caboose. The Coupler acknowledges permission to reproduce these drawing received from Robert J. Slattery, 1622 Claremont Av., Denver, Colo. 80220 and the Rocky Mountain Region Newsletter where they first appeared. Additional copies may be obtained from Mr. Slattery at the above address at a cost of \$1.00 postpaid.

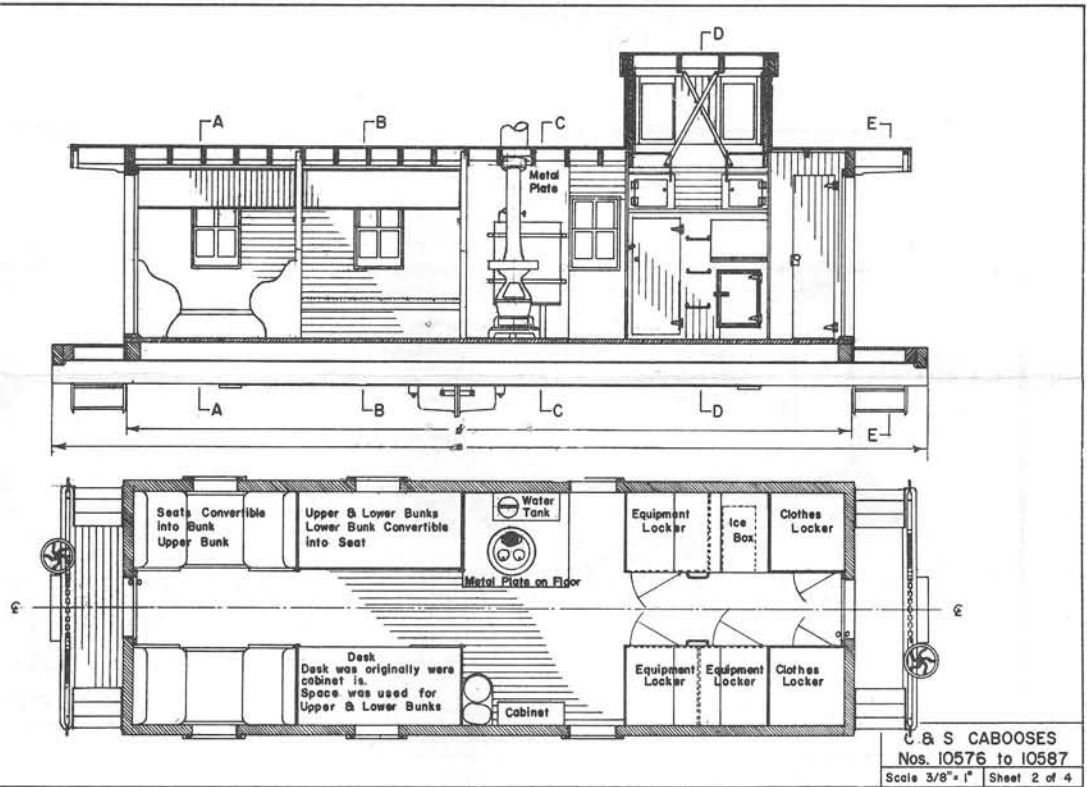


FEBRUARY 1966
3.5mm. = 1 ft.

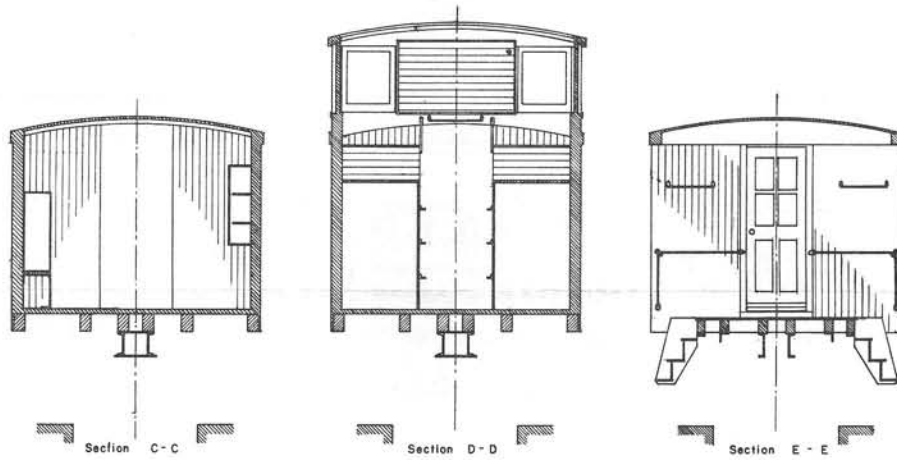
RMR NEWSLETTER
Standard Gauge Caboose

Reduced to HO scale

Additional copies, \$1.00 postpaid; Robert J. Slattery, 16712 Clermont, Denver, Colorado 80220



C & S CABOOSES
Nos. 10576 to 10587
Scale 3/8" = 1' Sheet 2 of 4



Caboose Nos.	10576 to 10587
a	19'-7"
b	14'-1"
c	5'-6"
d	27'-5 1/2"
e	33'-1 1/2"
f	2'-6 3/4"
Built	Feb. 1919 by C & S

C & S CABOOSES
Nos. 10576 to 10587
Scale 3/8" = 1' Sheet 4 of 4

PIKE REGISTER

"Official Guide to Model Railroads in the Northeast" being Published.

Since the last Coupler came out, there has been a great deal of confusion about the "Official Guide." This publication is part of the service being done for you by the Pike Registration Committee, and all listings will come from this committee's files. All members who have already registered their pikes with the NER's pike registration committee will have their pikes in the "Guide." All those wishing to have their pikes in it who haven't sent their pike name to the NER pike registration committee should send them there - see masthead for address. Only advertisements to be put in the "Guide" should be sent to Tom Prange 72-16 44th Ave, Woodside, N.Y. 11377.

For clarification, we will repeat the rules: For each pike you wish to have registered, send the committee one 3x5" file card with the pike name, your name and address (including ZIP code), and both your NER & NMRA membership numbers. Also enclose a stamped, self addressed, envelope for the registration receipt.

You may register up to a total of three pike names.

If your pike name is that of a prototype road (past or present) you MUST add a division name. Also, as we will try to note who exchanges passes, please note this on the card of the road name for which your pass is made up. Those who have already registered their pikes and who wish to have it noted that they exchange passes, please, on a postcard, let us know for which road name you wish it noted. (If anything has changed since your pike was registered with us, let us know this on a POSTCARD.)

ACHIEVEMENT AWARDS

I am happy to announce that the following certificates have been approved and will be presented at the Spring Convention at New London. Those unable to attend the convention will receive their certificates by mail afterwards.

CHIEF DISPATCHER

D. Stanley Decker, Leicester, Mass.

ASSOCIATION VOLUNTEER

Walter Olevsky, Carlstadt, New Jersey

MODEL RAILROAD AUTHOR

Walter Olevsky, Carlstadt, New Jersey
Dr. John F. Dias, So. Dartmouth, Mass.

Congratulations to the above members.

FOR THE "O" GAUGER

column by KEN HYSLOP

Interest in "O" gauge is still on the upswing. Lionel Super O is gaining in popularity. Fellows wanting operation as their prime interest and who do not have time for detail building find this the best way to get rolling quickly. Today, quite a few fellows are not having the leisure hours we had some years back, and with spring coming, the outdoors is waiting for you. I hope to have some "O" gauge on exhibit along with the manufacturers' displays at the New London Convention.

Getting away from the favorite gauge for a moment, I now have added into my basement space another operating layout, one of the unusual kind. I had so much equipment in boxes that I have picked up

Continued on Next Column, Top

Cont'd from Column 1

down through the years that I had to "clean up the basement" for the Nutmeg Division meeting on March 18th. The only place to put this stuff was on the walls, so we hung peg-board and put in a floor under the storage area and we now operate Standard Gauge Lionel and Ives trains and have a small museum of old time trains for the youngsters to enjoy. By today's model railroad standards these are nothing but old toys, BUT, so far, many an oldster has "played" with these trains for quite some time. This museum of mine is open to any and all, BUT once again, only by appointment. I am not at home that much for drop-in visiting. Always glad to have you if you will call first.

MODEL CONTEST RULE

Please note that there was a compounded error in the Model Contest Rules published in the February, 1967 issue of The Coupler, page 6.

Not only were there two "Paragraph 11's", but both were wrong. The first one was correct - as far as it went. Then the typist, (Yours Truly) became dissatisfied with the way it looked and started again. The second try looked a little better, but contained an error: The sentence beginning "The Judges designated by the Permanent Convention Chairman shall be required to pay...." should read "The Judges designated by the Permanent Contest Chairman shall be required to pay...."

The full, correct (and proof-read) Paragraph 11 reads as follows:

"11. There shall be a minimum of three Judges at each contest, selected as per 4 above, and a teller, if available. The judges designated by the Permanent Model Contest 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."

My apologies for the error.

Alfred Thomas Prange
Model Contest Chairman.

OUTSTANDING HOBBY SHOPS

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OPERATION

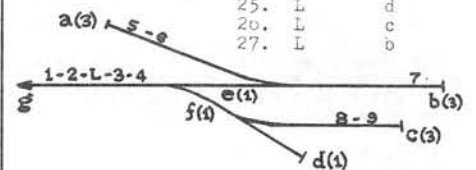
problem/

by ROB ROBINSON

There is always a lower limit to the number of moves needed to accomplish any given car shuffle. This is quite axiomatic. The usual situation is that this minimum is not very obvious, and is found by only a few of those replying to the problem, if at all. The February problem is an exception; almost everyone came up with a twenty-seven-move solution. The ones who found less had omitted some necessary moves, and their inclusion brought the count up to 27 also. In total, nine of twelve solutions used twenty-seven moves. What is rather surprising, however, is that there seem to be a great many different valid solutions of this length. Of the nine, six were different, although variations on the same theme, and only one of them occurred more than once. It would seem as if twenty-seven is the absolute minimum for this problem.

The following people took the time to reply: Jack Alexander, Bob George, Mark Hilmantel, Pete Gray, Ivon Preble, Alan Bliek, William Gray, Pat Bowen, and Theodore Hahn. A typical solution goes like this:

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



The May problem is quite a simple one. The region under consideration is a set of spurs with no outlet. Consequently, cars 3 and 4 have been placed before the switcher at some prior time since they must be set out at 'c'. Cars 1 and 2 behind the locomotive are to be left at 'a' along with 6. Car 7 is to be left at 'b' when finished, while cars 5, 8, and 9 will leave with the locomotive when finished. Track section capacities are in parentheses following track identifications. Anyone wishing to submit an answer may send it to me at: 1285 Lesine Street, Montreal 9, Quebec, Canada. Unfortunately, I haven't the time (or money for postage) to reply to letters sent to me, but they certainly do not go unread, and all comments and criticisms are taken to heart. Contributions, such as actual problems which arise on your pike, are also welcome. Variety is the spice of life (so they say), and your problem editor finds it increasingly difficult with each succeeding issue to devise original switching situations. So long for now.

NOTICE, Cont'd from page 1

as published in the February, 1967 issue of The Coupler relating to a change in the method of nomination and election of Directors. All those intending to have their votes cast by proxy must sign the back of their membership card before delivering it to their proxy. Any card not signed by the member will be declared not valid for a proxy to vote.

DIVISION NEWS

GARDEN STATE

Fred Huss, Sec'y., 305 Elissa Court, South Plainfield, N.J. 07080

Our annual Little Convention was held on Saturday, March 18 at the North Reform Church, Newark. About 45 persons attended which was approximately half the number expected. No doubt this was due to the snowstorm the day before and the bitter cold the day of the meet. Nevertheless, those that did attend enjoyed themselves with the many clinics, subway (trolley) ride, club visit, dinner, and movies.

Gene Wolfe gave his clinic on Detailing Steam Locomotives which was very thorough. Walter Olevsky gave a clinic on How to Improve Our Models. A clinic on Cerrobend Casting was given by Al Westerfield and Mike Wessel gave one on Building an Inexpensive Telephone Amplifier.

Rix Beals and Dick Patterson teamed up to make a color movie of Dick's fabulous Hon3 layout. This movie was one of the feature attractions of the Convention and after further refining will definitely be shown at future meets. Dick's layout features many working models including a steel lift bridge, an operating sawmill, and a river with real water and a car ferry which crosses from one side of the layout to the other! Incidentally, our November meet will consist of visiting home layouts in the Plainfield area which will include visits to the homes of both Dick Patterson and Gene Wolfe. Neither of these layouts should be missed as they are excellent examples of what can be done for fun and enjoyment in model railroading.

The NMRA tape-slide clinic "Building a Roundhouse" was, I believe, the first ever given at a GSD meet and we plan to show many more in the future.

After lunch we all braved the cold and the biting wind and walked down to the City Subway. The City Subway is run by the Public Service Transport Co. and operates from Penn Station in Newark to Belleville which is about 20 minutes away by PCC car. Quite a ride for 20¢! On the return trip we debarked at Park Ave. and walked a block to the Newark Model RR Club which opened especially for us. It is 0 gauge, 3-rail and measures 11' x 100' at present with a 34 x 100 layout planned. Originally founded in Elizabeth in June 1945, they moved to Newark in 1951 and to their present location in 1965.

Upon our return to the North Reform Church we held our annual Business Meeting and elected officers for the coming year. Rix Beals was elected President and the new Directors are: Ed Cornish, Ridgewood; Charles Gerow, Staten Island; Bob Hermann, Newark; Bob Pool, Fairlawn; and Dick Patterson, Plainfield.

After the banquet Glenn Wagner showed his movies of the D&RW narrow gauge to Silverton and Ken Martin showed slides taken on his many trips. We'd like to publicly thank Glenn for coming down from Albany just to show his films. It was deeply appreciated and thoroughly enjoyed by all.

Cont'd on page 10; see GARDEN STATE

RHODE ISLAND

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

Despite delays in planning plus adverse weather conditions the newly organized Rhode Island Division held its first Open House on Saturday, Feb. 18th

Continued on Next Column, Top

Continued from Column 1

1967 at the Trinity Methodist Church in Providence, R.I.

Approximately 80 interested visitors braved the blizzard and extreme cold to attend during the meeting which was held between 1:00 and 8:00 P.M. Ten members placed on display models ranging from "0" gauge through S, HO and N scale with rolling stock and power, trolley and an "N" gauge operating layout. Also on display were an HO diorama, timetables, books, passes and old railroad stocks.

Over 800 35mm color slides were being continuously shown and this fine collection drew a great deal of interest.

The members who displayed their equipment were pleased at the interest shown by the visitors and will plan for a bigger Open House in 1968.

ALOUETTE

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

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

HUB

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

The Hub Division held Open House in observance of National Model Railroad Week in the Unitarian Church, Melrose, Mass., Friday Feb. 17, 1967, from 7:30 to 11:00 P.M.

502 adults registered and were given an NMRA application blank, approximately 100-125 children were present. The visitors were from an area within 40 miles of Boston with a few travelling 135 miles; 5 states were represented.

Participation by people asked to put on a display was fabulous, actually 110% because we had three people walk in off the street.

Displays consisted of operating railroads in HO and Hon3, a trolley system and a trackless trolley layout, a typical hobby shop, an electrical circuit information booth, railroad pass printers display, an operating cutaway locomotive model showing valves and valve gear motion, locomotives, passenger, freight, traction and circus equipment of various gauges, booths featuring the building of craftsman car kits, locomotive detailing and weathering.

The highlight of the evening was the teenagers of the Wayland Model RR Club, who walked in with a sheet of plywood with no track on it and then proceeded to build a complete layout, mountain with a tunnel, plaster, paint and scenic the whole railroad during the evening, then operate it before the show closed.

Tape clinics and movies were shown to capacity audiences and a drawing was held for door prizes. It was a very busy evening.

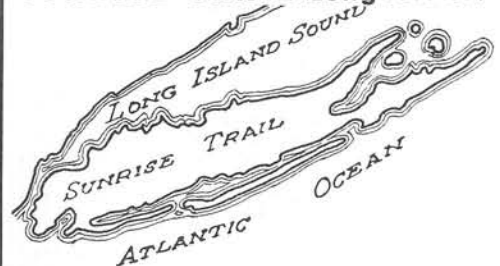
NUTMEG

Edward J. Pasko, Sec.-Treas., 63 Hoffman St., Torrington, Conn. 06790

The Nutmeg Division held its bi-monthly meeting on March 18th at the home of Ken and Dottie Hyslop with 58 in attendance, including 8 HUB Div. members and four or five visitors.

The group had an enjoyable time operating Ken's new Standard Gauge layout as
Cont'd. on page 10; see NUTMEG

SUNRISE TRAIL (Long Island)



Secretary: Robert Miller
152-27 135th Ave
Jamaica, N.Y. 11434

The SRT has been busy preparing for the NER fall convention which we are sponsoring. By the time you read this, we will be over a year old, and we now already have over 145 members, and a regularly published paper. At our last meeting, in January, we had 74 persons present - our record to date. The next meet - which will be over by the time you read this, will again have many clinics, movies and even a model contest as well as good food. After that, we are having a joint meet together with the Garden State Division on Staten Island, at the Sailor's Snug Harbor on June 17 starting promptly at 10 AM.

Fall Convention - "Sunrise Trail in 67"

The Fall convention will be held in the sumptuous Garden City Hotel on Long Island. This will be an ideal location only a minute's walk from the Garden City station on the Long Island Rail Road. The committee has already begun making plans, and there are already two extras planned - a color slide contest, and a special "Chairman's Contest."

The 35 mm color slide contest will be unlike most other contests, inasmuch as all entries must be mailed to the sponsor before hand. Frank Skutsch, President of the Sunrise Trail Division is handling this, so mail all slides to him at 56 Commander Ave., Garden City N.Y. 11530 before August 1, 1967. This is being done so that competent judges, from a local camera club, will have a chance to do the job right.

All slides should have the member's name & NER membership number on them.

Cont'd on page 10; see FALL CONVENTION

MOHAWK-HUDSON (Proposed)

John Hollner, Sec'y-Treas., 12 DeVoe Dr., Albany, N.Y. 12205

An organizational meeting for a proposed Hudson-Mohawk Division to serve the New York Capital District area was held January 15, 1967, at which time a Constitution and By-laws were drawn up and the following officers elected:

President: David W. Messer, 12 Hillview Ct., Wynantskill 12198
Vice-Pres: George W. Herbert, 353 Seventh Av., Trpy 12182
Sec-Treas: John Hollner, 12 DeVoe Dr., Albany 12205
Director: Edward Bond, 23 Ableman Ave., Albany 12203

The next meeting was an Open House at the home of Dave Messer on March 3 to see the results of construction progress on the HO gauge Pennsylvania Northern. This is the first of several planned open houses for the modelers in the New York Capital District area to get to know what the other fellow is doing. The next meeting is scheduled for 7:30 p.m. April 14 at the home of Ed Bond.

TROLLEY SPARKS

column by / **JERRY LAWLOR**

In the last Coupler we talked about using your imagination. We said that in trolley modelling as in model railroading you were limited only by YOUR imagination. A recent group discussion in one of our local hobby shops brought this to mind.

We spent some time discussing model motoring and its influence on model railroading and toy train sales. As you know, opinions on this topic vary widely; I don't intend to discuss them in this column. What did come out of the discussion was the revival of an idea which was demonstrated at our Springfield, Mass. convention. There was some interest expressed at that time, and on the theory that many of you who do read this column do not attend conventions, I thought I would mention it here.

One of the reasons model motoring is not accepted by scale modellers is the unrealistic appearance of the roadway on which it operates. Basically, it consists of two pair or rails with a slot between each pair. The thought struck immediately - where have I seen this before? The answer came as quickly -- where street cars operated by cable or underground third rail.

Step number two was to wonder how this arrangement could be adapted to trolley modelling. The answer was simple. One of the motion picture company's bought a cable car body many years ago from the California Street Cable Ry. and mounted it on a truck chassis. If this worked for movie use, I thought it would work on a model railroad. It does.

I cemented Aurora car bodies with mechanisms attached inside two Tyco trolley bodies. The tops of the auto bodies should be painted black before mounting. A minimum of cutting and trimming with a sharp knife and a razor saw will result in a snug fit. To keep the streetcar from "whipping out" on the curves both front and rear guide pins should be installed. Use the original Tyco side frames. Cut the insides of these frames to clear the wheels. Check vertical clearance of the side frames when the assembly is placed on the roadway (pardon me, track). The frames should effectively hide the rubber tires.

Paint the body in your choice of colors and you are ready to operate. If two or more cars are operated, be careful of clearances on curves. Many prototype lines would not permit their cars to pass on curves. If your line operates by cable or by third rail exclusively, the plastic trolley pole can be removed. For more sophisticated forms of operation one or two trolley poles could be installed. Using the overhead as a common return two cars could be controlled independently in the same section by arranging for each to pick up power from a separate control rail.

Now you have a reason for the rails in your model motoring "street". Incidentally, operating repairs to the mechanism are most economical. Aurora makes some repair parts available. The complete mechanisms can be replaced by buying new Aurora cars and relegating their bodies to your pike's junk yard.

These are the basic elements of an idea which resulted from the use of imagination. I know it works. We displayed a hastily constructed layout at the Springfield convention. I am sure that others can improve on it and will. If any of you try it, let us hear from you; we'd like to know how you make out.

Jerry

CONVENTION, Cont'd. from page 1

CLINICS

Five, and perhaps seven, clinics are scheduled for Saturday morning. These include two tape slide clinics: Why A Train and Build A Roundhouse. Three LIVE clinics will be presented: Bridge Construction by Don Clerke; Operation by Cliff Boynton; and Connecticut's Forgotten Railroads by Cliff Boynton. Two additional live clinics by Paul Mallory and Paul Hackett are in the making but not yet confirmed. An open discussion period with a panel of five experts is also scheduled. You bring the questions - they may have the answers.

CONTESTS

There will be all sorts of contests. Of principal interest is the regular model building contest, open once again in all categories, but check the contest rules published in the February Coupler to know exactly what the categories will be, also the scoring system.

Then there will be a Photo Contest, a Pass Contest, and the frosting on the cake, a contest for "The Poorest Model You Have Ever Build". These latter three contests will be judged by popular vote on ballots to be provided.

FAN-TRIP

There will be a fan trip during the afternoon. Three possibilities are under consideration, selection not yet final pending determination of costs and operating problems. This should be decided and announced in the Convention Flyer which will reach you before this Coupler does.

OTHER ACTIVITIES

In addition to the above there will be a display by the Connecticut Rail Historical Society, Art Wadhams in charge. Also the small item sales table with everything priced under \$ 3.00. This was successfully introduced at Portland last Fall. The Central Vermont Railway yard will be open for inspection and your photo pleasure.

After the fan trip comes the Happy Hour followed by the banquet promptly at 6:30. There will be a choice of entree according to the latest word so no menu is published here. Following the contest awards and drawing for door prizes there will be an Auction of model railroad items for the rest of the evening.

BUSINESS MEETING

Sunday morning, May 14, a group breakfast is planned. This will be followed by the annual Election Meeting which in addition to the election of new Directors includes other important business pertaining to Constitution and By-laws changes announced in the February COUPLER

This should be over by noon allowing plenty of time to get home and take Mother out for Mother's Day. Or better yet, bring her to the Convention and give her a fine weekend, not just a day.



Don Robinson announces there will be an informal meeting of The Deadhead-ers sometime during the New London Convention. New members will be welcome at that time. This organization was described in the February Coupler

Don also announces that the NER gets a plug in a 32-page supplement (with photos) which he wrote for the reprint of the 1938 Blount-Richardson book: "Along the Iron Trail". Copies are available from Don at \$4.25 for the soft cover and \$5.25 for the hard cover. Don will autograph them if requested but thinks most people will consider this a ruination of the book. His additional material is concerned primarily with those developments which led to the building of Edaville and Steamtown, and a brief history of the latter. Orders may be sent to Don Robinson, Steamtown USA, Box 71, Bellows Falls, Vt.

STEAM, Cont'd from page 1

trip from Hartford to Derby via Waterbury, and spent the winter in Hartford.

NER members attending the Sunday business meeting on the 14th can probably catch up with this at Waterbury around 2:00 p.m. and chase it into Hartford with their cameras. For further information and schedule write the Conn. Valley Chapter, NRHS, P.O.Box 351, Hartford.

The Steamtown Foundation and Branford Electric Railway Ass'n will sponsor steam excursions over the New Haven RR on May 21 and May 28 using Steamtown 4-6-2 #127. The May 21st trip will run from New Haven to Waterbury to Hartford to Willimantic; then via the Central Vermont to New London and back to New Haven on the NH RR mainline. The trip on the 28th will be from New Rochelle, NY to Canaan, Conn. via the New Haven's Pittsfield Branch. For details, write the Branford Electric Railway Ass'n., P.O.Box 457, Short Beach, Conn. 06405.

On Sundays the High Iron Company plans to sponsor mainline steam excursions over the Jersey Central from Jersey City to various destinations in Pennsylvania and New York State using a Steamtown Foundation ex-CPR 4-6-2. Information should be obtained from the High Iron Company, 418 Catalpa Ave., No. Plainfield, New Jersey 07063.

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. _____

GARDEN STATE, Cont'd from page 8

Charles Gerow is in charge of the June meet to be held on the 17th at Sailor's Snug Harbor, a home for retired seamen, on Staten Island. This is a joint meet to be held with the Sunrise Trail Division. Registration will begin at 10:00 A.M. in the library. The program will consist of an informal get-together of the Divisions' memberships. Roundhouses on various topics will be informally conducted. Everyone is requested to bring a model or models of one or several different types to discuss at the Roundhouses. They can be your best or your worst model(s) just so long as you bring something. We can all learn from your past experiences and I'm sure we'll all feel less ashamed of that model we hide when someone visits our layout. Coffee and light refreshments will be served but it is suggested you bring your own lunch as eating establishments are rather limited in the area.

There will be a trip to the Staten Island Society of Model Railroaders via the Staten Island Rapid Transit. A bus runs to the ferry terminal every 20 minutes and train service from the terminal to the club is every 20 minutes. Round trip fare on the bus and train is \$1.10. If you wish to ride to the end of the line it is \$1.40. Because of the limited area at the club itself it will be necessary to leave in groups of 10-12 at intervals of about 20 minutes. Snug Harbor also contains a museum featuring a display of model ships which should be of interest to all of us as most of them are "scratch-built".

The annual Family Picnic will be held in Flemington, N.J. on the Black River and Western in September.

NUTMEG, Cont'd from page 8

well as the regular "O" gauge setup. A showing of slides taken at the 1966 National Convention in Cincinnati was another feature of the evening. At the business meeting details of the New London Convention were ironed out. The resignation of Carl Peschel as Secretary, due to his moving to Ohio was regretfully accepted and Ed Pasko named Secretary-Treas. as replacement.

A meeting of the Nutmeg Directors will be held at Art Wedhams on April 15th and the next regular meeting of the Nutmeg will be May 13th at New London in conjunction with the Regional Convention.

FALL CONVENTION, Cont'd. from p. 8

No glass mounted slides, please, for we plan to project them in a "continuous" cycle, which will make focus changes very difficult for other than cardboard mounts. The limit of entries is 2 each of prototype &/or model. Also, please enclose a 3x5 file card with your name, address & NER membership number with each slide, with some identifying info. The 3 x 5 card will be the entry blank. Also, please enclose a self addressed & stamped label for returning the slides.

The other contest is being sponsored by Ira Rothberg, who tells us: "As chairman of this coming September's NER convention, I feel I can indulge myself in a few of my hitherto stifled modeling quirks. So, as an ex-denizen of Kansas where motor cars of "Uncle John" Santa Fe, and the UP were evident enough till recently to intrigue this poor soul, I have decided to give the chairman's trophy to the category of MOTOR CARS.

"They may be entered as scratch or kit built and will be judged in the regular contest as well. But for the added Trophy my esthetic judgement will be the only guide - no feller's, I'm not really partial to Kansas roads, just the "Bugs"

"A word of clarification - to me, at least, motor cars mean independently motorized units such as RDC's, Gas-Electrics, and the like - NOT MU's or trolley cars."

Beside the special contests, we have planned a fan trip on RDC's including a shop tour, special events for the lady of the house, and many other goodies.

THE DREAMLINER

Bob Brinkman, who is handling details of the Dreamliner special train movement for the NMRA, is particularly interested in learning if there are plans being made for a group trip from the Northeastern Region to the 1967 Convention in Miami. If so, it might be possible to join forces with the Dreamliner at Atlanta and travel together from there to Miami and then back to Washington. If any groups are contemplating such a move they are advised to contact Bob as soon as possible at 5740 Bloomfield Glens, Birmingham, Mich. 48010.

Certain details relative to the NMRA
Continued on Next Column

Dreamliner have been resolved, and since they differ from the schedule announced in the NMRA Bulletin, they are published in the Coupler for the benefit of NER members.

The NMRA Dreamliner will depart from Garrett, Indiana, on Sunday evening, Aug. 6th for a 12-day private-car tour of southern and east-central states en route to and from the 1967 NMRA Convention in Miami.

Departure from Miami after the Convention will be on Sunday evening, Aug. 13. While the train is parked for occupancy for two nights in Washington, D.C., a guided tour of that city will be made on Tuesday and an excursion to the B & O RR Museum in Baltimore will be made on Wednesday. Return arrival at Garrett will be on Friday morning, Aug. 18th.

Equipment will consist entirely of privately-owned sleeping, buffet and lounge cars. All enroute meals, special tours, and Miami transfer transportation are included in the fare, which starts at \$290 per person for an upper berth. A full range of train accommodations is available, including berths, roomettes, bedrooms, compartments, and drawing rooms. A detailed brochure is available from Private Cars, Inc., 9100 Front St., Ft. Wayne, Ind. 46808, and early reservations are recommended.

The principal changes noted above from the original release in the Bulletin are

1. Elimination of the day in Atlanta due to the use of scheduled trains rather than a special movement.
2. Substitution of a day-long excursion to the B&O RR Museum in Baltimore in place of the Williamsburg tour, this being more in line with the general interests of the group.
3. Inclusion in the basic fare of all enroute meals, of the chartered tours in Washington and of the B&O Museum, and of chartered transfer between the train and the convention hotel in Miami.
4. Direction of inquiries relative to accommodations to the operator, Private Railroad Cars, Inc. rather than to Bob Brinkman.

NERers planning group travel and wishing to join up enroute should still contact Bob for details on going about this.

FIRST CLASS



THE COUPLER

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

125 Lordehip Road STRATFORD, CONN. 06497

R. STROBEL
1203 89th ST
NORTH BERGEN N.J. 07047