

THE COUPLER



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

Ken Martin Appointed New Editor of Coupler

Coming to the COUPLER this February after twenty years of kit accumulation, will be Kenneth A. Martin of New York. Editor No. 10 who uses no tobacco, explored 'HO' after a childhood bout with tinplate. Now abuilding the only 4x8 with 5' bridge, his junction railroads the Martin's Creek and Gravesend, and the Fanny Hill & Tawny Port RR feature one double-slip, a 3 way switch, a reversing loop, a gauntlet, two mains, a six-foot station and uncounted tunnels in an uncluttered sylvan setting.



1968 - Photo by Pete Gray 3rd

Ken, part rail fan, proudly owns a LIRR de-croosoted tie on which he displays his modest collection of number plates. What it lacks in charm to new doormen when moving, it more than makes up for in function as a room divider. Addition of two short lengths of rail, and a pair of tie plates will give Ken his very own right-of-way.

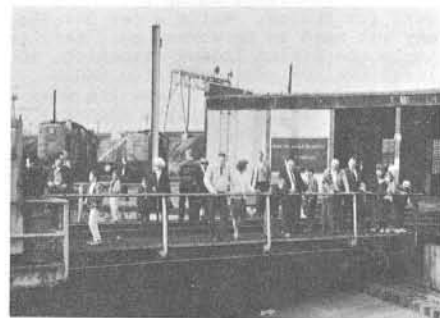
While he has a heavy-handed preference for the PRR, Ken finds appeal in the LNE, ERIE, SEABOARD, RF&P, LV, ACL, DL&W, SCL, flanged wheels, E-L, B&M, LIRR, JCL, D&H, NH, and the NER.

Save for about twenty Model Railroad Author points via various letters to the editor (he once, at age 14, severely bad-

Continued on Page 7: New Editor

Glenn Wagner Installed as NER President

Fantrip, Awards Banquet, Annual Meeting Highlight Garden City Convention



(J. French photo) Garden City Fantrippers get ride on LIRR turntable at Morris Park shops. Sign on wall reads: "When you gamble on safety, you bet your life!" Other end of turntable was being balanced by Don Robinson.

Paul Mallery, Herman Cole Elected as Area Directors

Concluding an action-filled weekend at Garden City, Glenn Wagner of Delmar, New York was installed as new president by Don Robinson, Eastern VP. The brief but eloquent ceremony at the Sunday morning business meeting capped a lively three days which had the Garden City Hotel's regular residents jockeying for position in the overstuffed lobby seats. Expecting a racing season one week later, the little old ladies with canes were non-plussed to find instead a parade of railroad hats and jackets. However, the extensive LI Convention Committee, primarily Sunrise Trailers, matched the lobby guardians cane for cane, as they strutted their newly adopted curious emblem.

What must easily take first place among the weekend events, however, was the excellent fan trip which touched freight only

Continued on Page 8: Convention

Don Robinson Named President; Huebenthal

DONALD S. ROBINSON of Greenfield, Massachusetts, a Past President of the Northeastern Region, was declared elected to the office of Eastern Vice President of the National Model Railroad Association as a result of the 1967 Balloting.

This office is but the latest of a number in which Don has served both the National and Regional organizations. Don has joined both NMRA and NER in 1948, has attended 4 National Conventions and seldom missed a Regional affair. From 1961-63 he served NMRA in an appointive capacity as Chairman, Narrow Gauge Standards; has been Chairman of the Golden Spike Centennial Committee, 1963 to date; is a member of the 1966 Nominating Committee and Achievement Program Advisor on Narrow Gauge (1966).

Don holds Master Model Railroader Certificate number 13.

On the Regional side of service he was Editor of "The Coupler" (1959-63); President (1963-64); Regional Director from 1960-1967; Chairman of Model Contests

Continued Next Column

NMRA Eastern Vice-Reelected Treasurer

Continued from Column 1
(1965) and Chairman of the Spring 1957 and Fall 1962 Conventions.

R. H. (HUEBE) HUEBENTHAL was reelected Treasurer of NMRA for 1967 despite an effort to discredit his conduct of this Office by an anonymous mailing during the 1967 election.

Huebe has been a member of NMRA since 1942 and NER since 1946. He has served as National Treasurer continuously since 1951. Appointive NMRA offices include being Chairman of the Electrical Circuits Committee (1946 to date); member of the Honors Screening Committee (1956-66); and member of the Glossary Committee (1960 to date). He has held various offices in the administration of the Northeastern Region.

Huebe was presented with Honorary Life Membership number 10 in recognition of his outstanding service to NMRA

The Northeastern Region congratulates both of these deserving members.

In Memory of Kenneth T. Hyslop, 1910-1967

Your Editor, Officers, Directors and fellow members of the Northeastern Region were shocked and saddened to receive word of the sudden death on October 13th of our Office Manager and Director, Kenneth T. Hyslop.

Ken was a native of Stratford, Conn. where he was owner and operator of the Train Exchange Center. He was a member of St. Luke's Episcopal Church in Bridgeport, the St. John Masonic Lodge, the NMRA, NER and the Nutmeg Division.

He is survived by his wife and NER Treasurer, Dorothy Hyslop, two sons Ronald and Raymond, and a daughter, Mrs. Raymond Blauvelt of Nutley, N.J.

In addition to being our Office Manager and a Director, Ken has served the Northeastern Region in numerous capacities during his many years of membership, and given unstintingly of his time and energies. Most recently he was Chairman of the New London Convention Committee. We shall feel his loss deeply.

To Dottie and all of Ken's family, The Coupler extends sincere sympathy on behalf of all the members of the National Model Railroad Association and its Northeastern Region.

THE COUPLER

Published by the

NORTHEASTERN REGION of the
NATIONAL MODEL RAILROAD ASSN. INC.

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Jack Alexander *
East Bridgewater, Mass.

Key:

* Ex-officio member -Past President
% Term expires in 1968
Term expires in 1969

Subscriptions to the Coupler are available at the rate of \$1.00 per year (4 issues). Please remit to the Office Manager at the address above.

The Editorial Popoff



At the recent Garden City convention your Editor participated in a bull session at which the accomplishments of the outgoing administration were being discussed. There was considerable feeling that the most outstanding achievement was the revision to our Constitution and By-laws which established area representation on the Board of Directors and changed the election procedure to a mail ballot.

I reserved my opinion for expression in this column. To me, the one monumental accomplishment which stands out above all others is the restoration of HARMONY within the Northeastern Region. While the new provisions in our Constitution and By-laws are important legislation, to my thinking these were the instruments through which unity has been preserved. In looking back to the Newark Convention with its recriminations, ill-feelings, personalities, proxy battles and threats of secession, it is to the everlasting credit of the officers, directors, study committees and eventually the membership itself that an effective compromise was worked out during the past two years which enabled NER to mend its fences. While a few details may yet need to be worked out, particularly the Staten Island situation, at least the new administration under President Wagner can devote its energies towards more positive programs for the good of the Region.

One matter which your Editor would like to see our officers, directors and Eastern V.P. work on in the future is that of having our Regional dues collected by the National office. A sizable fraction of our dues dollar must be utilized for expiration notices and subsequent follow-up. In high finance circles we've heard "it takes a buck to make a buck", but honestly fellows we just don't have that kind of dough to invest. Since the NMRA sends out renewal notices annually to most members (some exceptions) it seems logical that the Region's renewal notices could also be included with this mailing if we could shift to a concurrent expiration date. Payment could be either to the National with reimbursement to the Region or direct to the NER Office Manager. I hope the new BOD will give some thought to this.

* * * * *

The Fall Convention in Garden City from which I have just returned was a success in every way except attendance. The Committee under Ira Rothberg did an excellent job of organizing an interesting program of clinics, exhibits, contests, fan trip and awards banquet. There was adequate tub-thumping and pre-convention publicity not only in the Model Railroader, the Craftsman and the NMRA Bulletin but also in our July Coupler and a special edition of the Sunrise Trail Division "Cannonball". Despite this the anticipated record breaking attendance from the populous Long Island, Metropolitan New York-New Jersey and southern New England areas failed to materialize, and, in fact, was only slightly above the 153 who turned out at "remote" Portland, Maine a year ago. I have a theory, and it is only that, that the early date of September 22nd was a major factor. It follows too closely on the heels of summer vacations and the Labor Day weekend. Members are still licking the financial wounds caused by Expo '67 and other vacation expenses. Yards, golf, home repairs and getting the kids back to

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school are still matters of primary consideration. The summer's accumulation of dust is still on the layouts, and until we start thinking of model railroad it is just too doggone early to get enthusiastic about a convention. Granted our Constitution calls for the Annual Meeting to be held in Sept. or October each year, but I can't help feel that around mid-October is the most satisfactory time for this.

* * * * *

Looking back over the past two years that I have held office as Coupler Editor it is interesting to see what has occurred in some of the areas I have expressed an opinion on from time to time. For example, in my first Editorial I stated it would be the policy of the Coupler to publish construction articles, plans and layout features. We had a few of these but this idea fell short by both a lack of contributors and a lack of space. With respect to the latter, a 10-page issue is the maximum possible for single first class postage and to keep our printing bill within reasonable bounds. The Coupler seemed to get filled up and no space left for plans. A policy of boosting the Achievement Program has, I believe, been accomplished. A neutral political attitude has been hopefully adhered to. An editorial solicitation for pike and commercial ads to offset increased publication costs went the other way and these have virtually disappeared from the pages of the Coupler. Recommendations that the banquet and auction be speeded up (the latter by a sales table for items under \$3.00) brought immediate results. A recommendation that Region dues be increased has temporarily been obviated by increases in membership. I advocated the return to a full model contest at each convention and adoption of the NMRA point system for judging, and both of these are now in effect. My objections to making the Coupler the responsible media for conduct of the nominating and balloting procedures in our revised Constitution and By-laws fell on deaf ears but at least resulted in the addition of an "escape" clause. Following an Editorial about convention locations and the lack of future bids there has been a marked improvement in advance scheduling. Finally, it is too early to assess results of the last Editorial which was for membership promotion. The first 3 weeks following mailing of the July Coupler to non-NER members brought in 44 new members and it is hoped that the applications will continue to come in.

* * * * *

With the end of track in sight I would like to acknowledge the cooperation received from President Alexander and the NER Directors we both served. I would be remiss not to include a public word of thanks to Jack for the President's Award which he felt my efforts were worthy of and which provided me a pleasant surprise at Garden City. At the same time, the award was possible only through the help received from many, many contributors to the Coupler such as Ken Hyslop, Jerry Lawlor, Rob Robinson, Earl Smallshaw, Don Clerke, Frank Skutsch, Tom Prange, all the Division Secretaries and others who sent in photos, features and other material. My best wishes go to Ken Martin who succeeds me as Editor. I trust all the members of NER will provide him the same help and cooperation which has been extended to me while I had the opportunity to serve the Region in this capacity.

Editorially yours,

Jeff French

THE COUPLER OFFICIAL NOTICE

Deadline for submitting material for the February COUPLER is Jan. 15th

DISPATCHER'S TOWER

Of all the facets of model railroading, I never expected to be President of the Northeastern Region of the NMRA. It came with an unexpected jolt. But now that I am involved, it's all stops out for all that is best for model railroading for the individual and the region.

In looking over the records, I find we have grown from a handful of interested modelers to a membership of approximately 1109. This means we have a hobby that is interesting, challenging, and fun for many. To provide for these interests and widen the scope of the hobby for each individual, I believe, is a contribution the region can make to the individual through our conventions, The Coupler, and by personal contact with others interested in the hobby. You have to give to get, so I ask each of you to take an interest in your region by taking part in its activities and getting to know your fellow hobbyists better.

Ferretting out the talents and interests of the members who were willing to give their time to the region by taking part in the committees was quite a task, but a rewarding one, for, with one exception, everyone contacted offered to help. Several volunteered. It is this spirit of enthusiasm so typical of model railroaders that is adding a new dimension of fun for me in the hobby. We can use lots of help, so if you would like to join us, please contact one of the directors, committee chairmen, or myself.

With the new distribution of representation in the region, we should be able to operate more effectively. It is my hope that we can proceed harmoniously to improve the management of the region and provide more for the membership. There's a green board ahead for all of us. Let's make the most of it so model railroading will be more fun for everybody.

I'm all for it. How about you?

Signed: GLENN WAGNER

OFFICIAL REGION NOTICE BY-LAWS AMENDMENT

On motion by Vince Vasta, seconded by Charles Gerow, the following amendment to the By-laws was proposed at the annual business meeting of the Northeastern Region of NMRA at Garden City, N.Y. on Sept. 24, 1967:

Article V, Section 1 would be changed as follows:

1. Delete the words "according to state line boundaries" and substitute therefore: "as follows"
2. Subsection a: add the words "plus Staten Island, New York". to read: New Jersey, plus Staten Island, N.Y.
3. Subsection b: add the words "except Staten Island". to read: New York State, except Staten Island.

The amendment will be voted upon at the next annual meeting in the fall of 1968, or such earlier official meeting as may be called in accordance with the Constitution, or may appear as a question on the Official Ballot in February, since due notice has been given the Membership.

ERRATA

The Coupler takes this opportunity to correct an error of omission and one

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Continued from Column 1
of commission which occurred in the July issue.

CORRECTION TO BY-LAWS AS PUBLISHED: Article IV, Section 1 should read: The President shall appoint a permanent three member Ballot Committee, . . . etc. The word "permanent" was added by amendment at the New London meeting and was inadvertently omitted in publication.

The correct address of the Chairman of the Nominating Committee, Frank W. Skutsch, is 56 Commander Ave., Garden City, N.Y. 11530. Not 93 Suffolk Lane, Garden City, as published.

Nominating Committee Procedure Statement on Page 8

Model Contest RESULTS by TOM PRANGE

There were 49 entries in the Model Contest at Garden City on September 23, 1967, not including all the cars in two trains (one of 12 cars and one of 4 cars) in all scales and divisions.

This was one of the best showings in the past few years, and is an important revitalization of a highlight of the NER's Conventions.

The winners were:

Motive Power - Steam

1st Prize - Frank Mc Kenna, Salt Point New York; Colorado Central ng Engine.

1st Prize - Frank Mc Kenna, Salt Point New York; Reading Engine

1st Prize - Norman Briskman, Wantagh, New York; Mt. Washington Cog Railway Engine

Motive Power - Other

1st Prize - Norman Briskman, Wantagh, New York; Lake Shore Switch Motor

3rd Prize - Andrew Miller, Watertown, Mass; PRR Baldwin BP-20

Passenger Cars

Hon. Ment. - Arthur Crowe, Uniondale, New York; Diner-Lounge

Freight Cars

2nd Prize - Frank Mc Kenna, Salt Point New York; N & W Hopper

Hon. Ment. - H. Burnstein, N. Massapequa, New York; Stock Car

Hon. Ment. - Frank Mc Kenna, Salt Point New York; Ore Cars

Hon. Ment. - Frank Skutsch, Garden City New York; LCL Car

M of W, Caboese and Non-Revenue Cars

1st Prize - Paul Mallery, MMR, Murray Hill, New Jersey; Hand Car

1st Prize - Frank Mc Kenna, Salt Point New York; Caboese

2nd Prize - Vincent Vasta, Staten Island, New York; BRT Caboese.

Hon. Ment. - Frank Mc Kenna, Salt Point New York; Caboese

Structures

1st Prize - Eugene Wolfe, Piscataway, New Jersey; Water Tower

3rd Prize - John Pollak, Patchogue, New York; Water Tower

Dioramas - Displays

1st Prize - Vincent Vasta, Staten Island, New York; Short Line Coal/Water Facility

2nd Prize - H. Anderson; Coal Yard

2nd Prize - James Johnson, Staten Island New York; Chama Coal Tower

Cont'd from Column 2

3rd Prize - Davis Marlowe, Patchogue, New York; Lumber Yard

3rd Prize - West Bridge Club; Catenary Display

NEW ENTRANT AWARD

Frank Mc Kenna, - Colorado Central ng Engine

HUB Runner-up Award:

Paul Mallery, MMR - Hand Car

Host Chairman Award:

Charles Martin for a LIRR version of a "Gallop'n' Goose"

DELAWARE TROPHY:

Vincent Vasta - Short Line Coal/Water Facility

The Model Contest Chairman would like to thank Walter Olevsky, MMR; Vincent Vasta and Al Westerfield III for giving up the Saturday Afternoon Fan trip to judge the Contest.

All of those listed above who have won Third Prize or better are automatically qualified for one leg of the Achievement Program requirement. If you've won more you're farther ahead. Write Don Clerke, (see address in masthead) for details.

Alfred Thomas Prange
Model Contest Chairman



(photos by J.French)
TOP: Contest Chairman Prange presents D Delaware Trophy to Vince Vasta.
MIDDLE: Best in Show coal and water stop diorama of Vince Vasta.
BOTTOM: First Award Lake Shore Electric scratchbuilt by Norman Briskman

ACHIEVEMENT PROGRAM

by/ DON CLERKE

DIVISIONS AND THE ACHIEVEMENT PROGRAM

The Divisions of the NER have expressed considerable interest over the past year in the Achievement Program. Since the Divisions in our region make up a large share of the model railroading activity, I feel that the Division's role in the AP should be presented. This is a particularly good time to make the presentation since the NMRA Board of Directors has just taken action relative to the Divisions participation in the program. To further understand the situation, we should consider the divisional set-up throughout the entire NMRA.

While the NMRA recognizes the division as a part of the NMRA system, there is little, if any, restriction placed upon the divisions as to their charter, model contests, and activities in general. The NMRA feels it should stay out of the picture and let the divisions and the Region conduct their own business. As a result, little conformity exists between the divisions from Region to Region. In fact there are some Regions that do not have any divisions, nor do they want them. With a set-up like this, it is easy to see that it is difficult to establish a National program that would benefit all the members equally.

Last Spring there was a proposal made to the National, that they adopt a system for giving credit to divisional activities. In order to act fairly on the proposal, the National Achievement Committee conducted a poll of the Regions to determine if more credit (than already allowed) should be granted for Divisional work. The results of the poll indicated that there was no basis for recognizing model contests and other activities, beyond the recognition already given, since there was no uniformity in almost all activities on the divisional level. As a result, it was recommended that the Achievement Program remain unchanged at this time, and having tabulated the results of the poll myself, I feel that it was a good decision. That does not mean, however, that you may not work towards achievement certificates at the divisional level. The achievement program has always recognized the activities of the division in the model building and volunteer categories.

Models judged at Divisional meets are eligible for Merit Awards, providing the contest was conducted under the Achievement Program Merit Award judging rules and the judges are approved by the Regional Achievement Chairmen. As many of you know, I have been promoting the idea of the Divisions conducting merit judging contests with the achievement program specifically in mind. This would afford the Divisions an opportunity of having a model contest and receiving credit towards the various Master Builder Achievement Certificates at the same time. I have prepared a list of all the Region members who hold the Master Builder Certificates and are automatically qualified as judges. A copy may be had by contacting me. This type of activity also gives the modeller, who may not be able to attend the Regional conventions an opportunity to have his model judged.

Recognition is given for the Association Volunteer Certificate to those who hold the office of President, Vice President, Secretary, or Treasurer of the Division. The number of points allowed for these positions are the same as for a Regional committeeman. This certificate is used since the regulations for Association Official Certificate are specific about who is eligible.

There is one very important point to be made, and that is, the Achievement Program being an NMRA activity, makes participation in the NMRA necessary if participation in the program is desired. I make the point for it is generally not necessary to be an NMRA member to be a member of the Division.

As you can see there are many areas where Achievement Certificates may be earned through the Division. I hope that the Divisions will soon be conducting Merit judging contests.

It should be easy to see why the Achievement Program and the Divisional relationship is set up as it is. As the Divisional concept grows and becomes of age, as the Regions are now, I'M sure the Achievement Program will be growing with it and be eager to present the programs necessary when the time comes.

If there are any questions or materials you need relative to the Achievement Program, please drop me a line.

WELCOME

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

CANADA

David L. Best, Montreal 36, Quebec
Rene Ouellet, Cap Rouge, Quebec

CONNECTICUT

Edward E. Blackman, Ridgefield 06877
Charles V. Conger, Woodmont 06460
John E. Desmond, Jr., Naugatuck
William R. Douglass, East Hartford 06108
Frank J. Grand, Windsor Locks 06096
Myles M. Gray, Wilton 06897
Dick Hanschka, Bloomfield 06002
Robert J. Kent, Milford 06460
Ralph W. Moore, Stamford 06906
Michael J. Robinson, Jr., Wallingford 06493
Henry F. Schultze, Hazardville 06036
Donald R. Wolfgang, E. Hartford 06118

Continued on Page 7; See Welcome

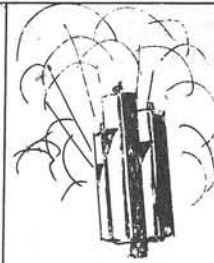
MODEL CONTEST RULE CHANGES ANNOUNCED

At the NER Board Meeting on Sunday, September 24, 1967, at Garden City the members approved certain changes in the Model Contest rules as proposed by the Model Contest Chairman.

The separate classifications of Master (entrants who had won before in a category) and Craftsman (those who had not won before) were dropped. It was explained that all entries were judged on the same point scale of 125 points, and the requirements for first, second and third and Honorable Mention were the same for both classifications. The separate classifications created confusion among the entrants. In addition, the Sunrise Trail Division has established the New Entrant Award, going to the person with the highest point score in the contest.

The Board also approved the printing of Honorable Mention Certificates and Ribbons, which had not been available in the past. These will be issued at all

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Whistle Stops

Two notices from D. Stanley Decker, 20 Reo Road, Peabody, Mass. 01960

First: The HUB Division Fall Open House to be in Beverly, Mass. at Second Congregational Church (corner Conant St. and Cabot St.-Rte 97) on November 10, 1967 from 7:30-10:30 PM.



MISS PEGGY AVERY (photo by Dick Towle)
Second: HUB Division will hold an Open House (see above) and I, David S. Decker, would be interested in hearing from anybody interested in helping to present a display or any other way. Please contact me at 20 Reo Rd. W. Peabody, Mass. 01960.

* * * * *

The Pacific Southern Railway Co. of Rocky Hill, Inc., an HO gauge model railroad club, is giving its 4th Annual Exhibition on December 9 and 10, 1967. The exhibition is for the benefit of the Rocky Hill Volunteer Fire Dept. & Rescue Squad.

This Exhibition will be at Washington St., Rocky Hill, N.J. It will feature continuous showings on the hour of HO gauge timetable operation over 3,000 feet of track. Saturday 12/9 from 11 AM to 5 PM; Sunday 12/10 from 1-5 PM. Admission: Adult \$1, Children 50¢. Contact: Thomas P. O'Leary, Jr., G-12 Millstone River Apts., Princeton, N.J. 08540 or call 609-452-2565.

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future contests.

The Board also voted to create the "F. Nelson Blount Memorial Award." Most of the NER Members are familiar with the Fan Trip facilities at Steamtown and at South Carver, MA., and many have enjoyed them. The award will be for construction of steam locomotives and will be designed to provide for separate contests for scratchbuilding, cross-kitting, super-detailed kit and the like. A Committee consisting of Donald S. Robinson, MMR, Walter Olevsky, MMR and Alfred Thomas Prange, Model Contest Chairman, was appointed to formulate the rules and prepare an appropriate Award and Certificates.

It was also noted that the rule requiring a separate lockable room for the Contest was not being enforced, to the detriment of not only the Contest but also to the Commercial Displays; who would like to remain open during the judging (generally during the fan trip,) but are now forced to close.

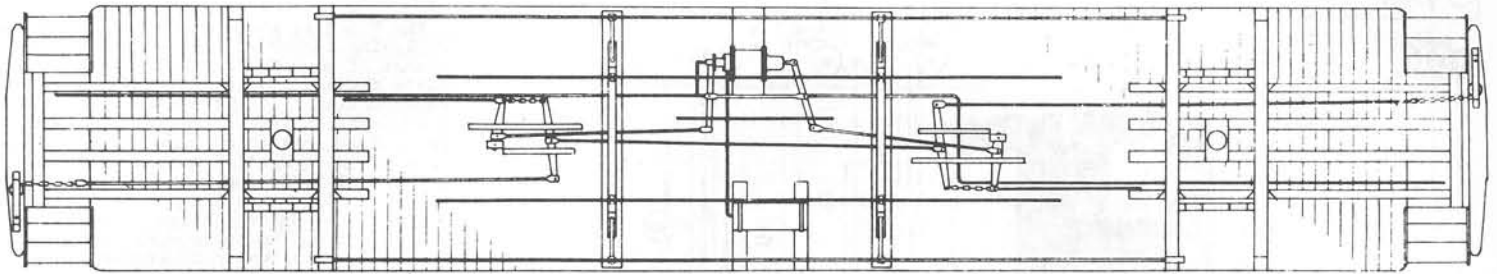
It was felt that the above changes would further enhance the Region's Model Contests.

Alfred Thomas Prange
Model Contest Chairman

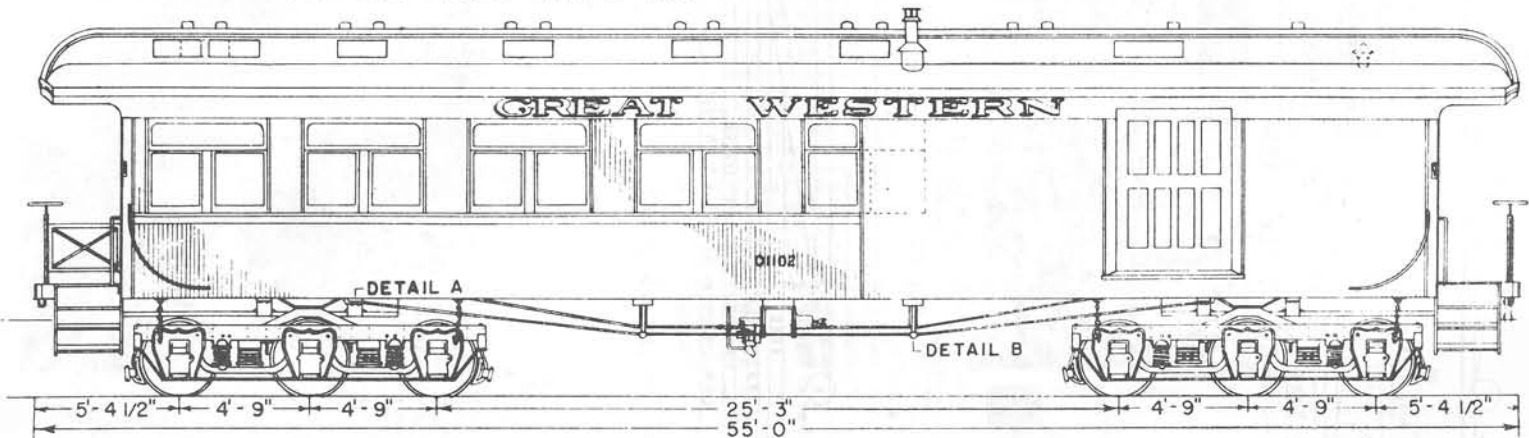
PROTOTYPE PLANS

(FULL SIZE FOR HO SCALE)

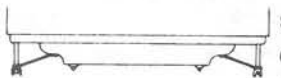
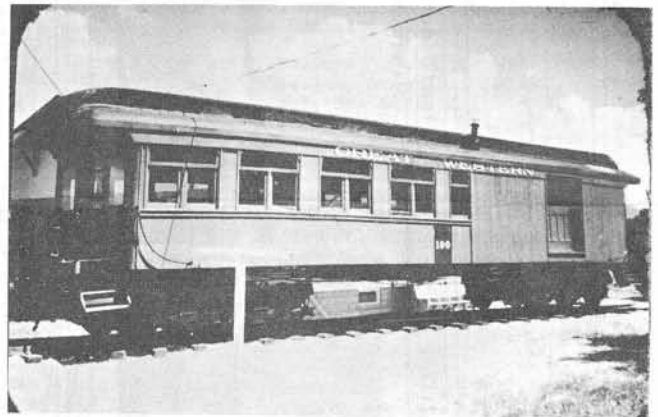
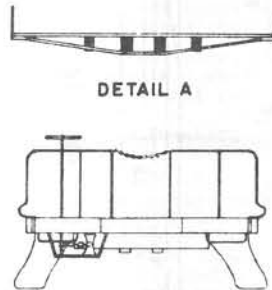
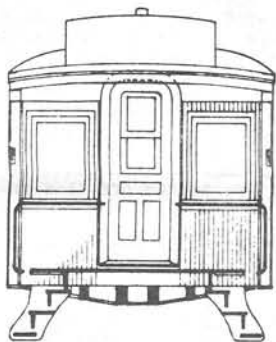
The Coupler acknowledges permission from Robert J. Slattery of Denver, Colo. to reproduce the drawings published below for the Great Western Railway combine #100. These plans first appeared in the Rocky Mountain Region "Helper", 3/58.



COACH IS NOW NUMBERED NO. 100
BUILT BY HICKS LOCOMOTIVE & CAR COMPANY
PURCHASED SECOND HAND IN 1904

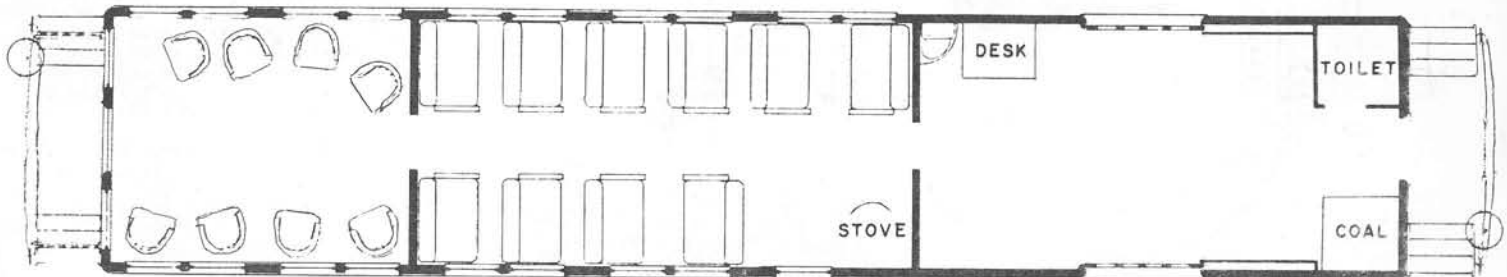


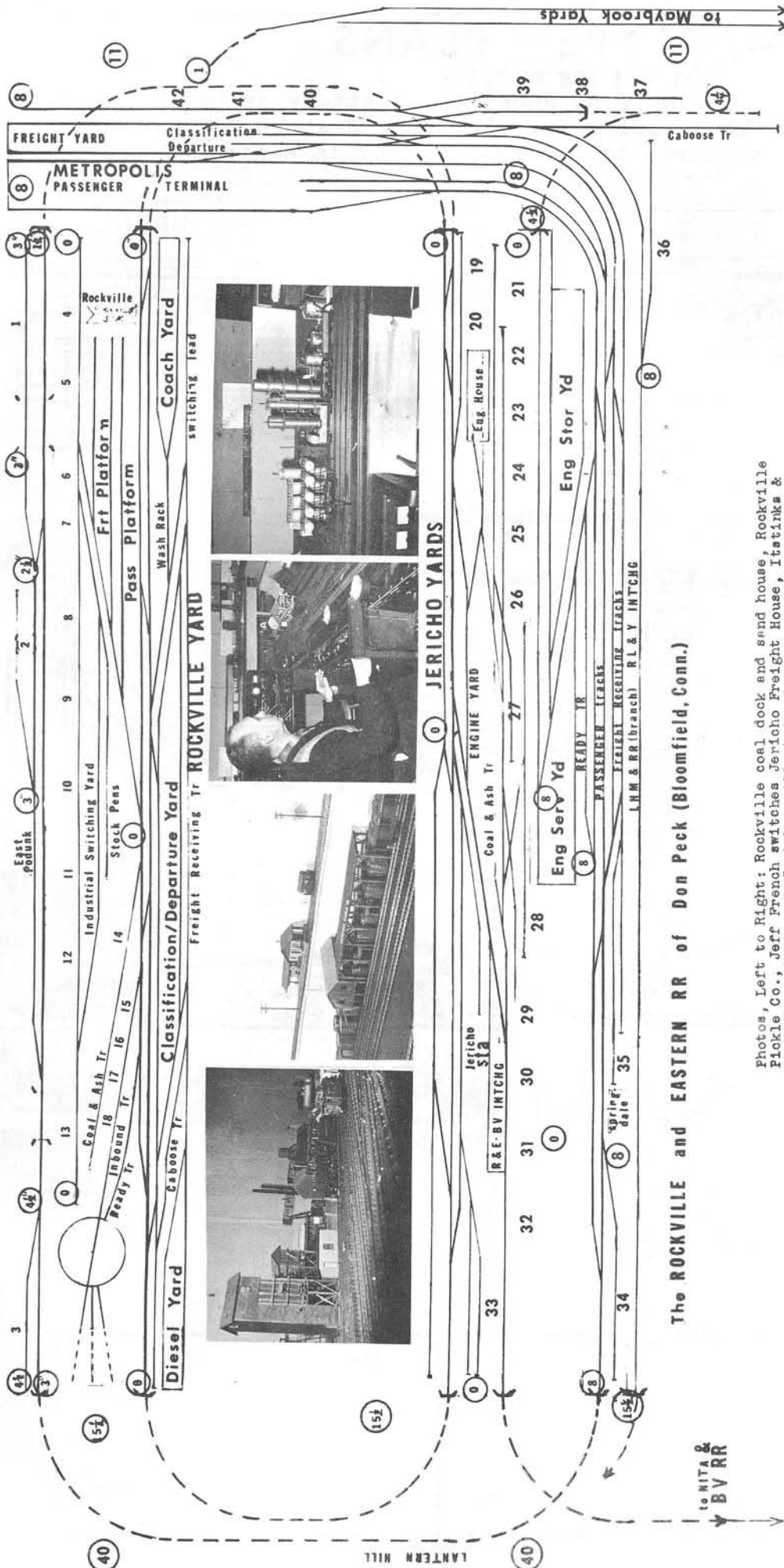
© RJS 1958



DETAIL B

SIDING IS 2" TONGUE AND GROOVE
GATES AND END RAILS ARE 1/2" x 2" STRAP IRON
WINDOWS, PLATFORM GATES & TRAPS ARE ON THE
PASSENGER END ONLY - SEE PLAN





Operation on the ROCKVILLE and EASTERN RR

The Rockville & Eastern RR is the 12 x 28' point to point home layout of Donald B. Peck, 49 Foot Hills Way, Bloomfield, Conn. This railroad connects Rockville and points east with Metropolis, and provides intermediate on-line service to West Rockville, Jericho, East Podunk and Springdale.

The R & E is about to resume operation following a year's shutdown caused by a change of venue which necessitated complete disassembly (by sections) and reconstruction by the operating crew which was converted into a track gang last year. This crew which operates on alternate weeks at Don's R & E, Doug Smith's Brook Valley RR, and Jeff French's Red Lodge & Yellowstone RR also includes NER members Fred Hottin, Allyn Wadhams, and Don Petersen. The three operating railroads also physically interchange cars for destinations on each other's layouts. On the R & E, the Brook Valley interchange is at Jericho via the R&E-BV Connecting RR to Nits Jct. on the BV. Interchange with the RL&Y is effected at Metropolis via the Lantern Hill Mining and RR Co. branch.



Operating night on the R&E. Camera-shy Don Peck is turned away, others: Fred Hottin, Doug Smith, Jeff French, Al Wadhams. Rockville Yard is on left.

On a typical operating night the R & E requires a Chief Dispatcher and Operators for the classification yards at Rockville and Metropolis, and for the two mainline cabs. A third mainline cab is being provided for, and the Maybrook Yard will also require an operator.

All freight traffic is generated at Rockville based on demand for commodities created by on-line or off-line industries, and the initial destination of the empty is to the specified supplier. (e.g. French's Cannery at West Rockville might need a tank car of fuel oil which it orders from the Deep Rock Oil Depot at Jericho.) An empty tank car is dispatched to Deep Rock either from empties already in the Rockville Yard or called in from the reserve pool stored at Maybrook. Depending on whether the industry is served by the westbound or eastbound way freight, the empty will go out on either the WFW or the through freight west to Metropolis where it is reclassified for the WFE. The waybill which accompanies the car naturally determines its ultimate destination after loading. Empties picked up enroute all end up at Rockville but they may be returned from Metropolis in a through freight east. Timetable passenger operations are also engaged in using a fast clock, and frequent cries of "Stop the clock!" echo through the night when something goes awry.

Westbound, the main line, after clearing the Rockville yard limit, tunnels under Lantern Hill emerging at Jericho which is ignored on the first trip around the oval to West Rockville. This

Continued on Page 7: See R&E

Photos, Left to Right: Rockville coal dock and sand house, Rockville Fickie Co., Jeff French switches Jericho Freight House, Itstinka & Howe Chemical Co. at Jericho. All photos by Doug Smith.

The ROCKVILLE and EASTERN RR of Don Peck (Bloomfield, Conn.)

R & E LAYOUT; Continued from Page 6
is the industrial area for Rockville and switching must be done before proceeding under Lantern Hill again to Jericho with its large industrial complex. A yard switched does the switching chores here while the road engine is serviced for the run to Metropolis. Leaving Jericho it is upgrade all the way through East Podunk and Springdale to Metropolis. Once on the arrival track here the Yardmaster takes over, cuts off the locomotive which is turned on a suppressed wye and taken to the engine house. The Metropolis yard switcher has the final chore of reclassifying the train into cars for local delivery, way freight east, or through freight east.

On the adjacent track plan the several classification and storage track areas have been blocked out to simplify the trackage to show primarily the routes and industrial service tracks. Track elevations in inches are indicated on the plan as circled numbers, except at Lantern Hill where these indicate the elevation of the terrain. The uncircled numbers identify the industries served by the R & E and are keyed as follows:

1. Allen's Bull Market
2. East Podunk Freight Station
3. Towers Chemical Co.
4. Rockville Icing Plant
5. French's Cannery
6. Green Cement Co.
7. Cliff Robinson - Fuel Oil & Gessoline
8. Rockville Pickle Co.
9. Sauer Milk Co.
10. I.T.Burns - Coal & Fuel Oil
11. Menasha Woodenware Co.
12. Warpe & Shrink Lumber Yard
13. Rockville Yard Steam Plant
- 14-18 Rockville Yard Stores, Oil (Bunker C), Sand House, Coal Dock, and Ash Pit respectively
19. Fuller's Flour Mill
20. Jericho Freight House
21. I.Sawyer - Sawmill
22. Deep Rock Oil Depot
23. Frank Furter & Son, Meat Packers
24. Fred Zunder - Warehouse
25. Dohn-Peck, Plastic Moulders
26. Porliss Cement Co.- Bulk Storage Silos
27. Lantern Hill Mining Co. Crushing Plant
28. Smith's Machine Co.
29. Hot-tin - Cold Storage Plant
30. Scrapmore Paper Co.
31. Wadham's Furniture Co.
32. Poore, Grubb & Co. Food Packers
33. Itstinks & Howe Chemical Co.
34. Black Diamond Mine
35. Springdale Freight House
36. Metropolis Icing Plant
37. Spurious Products Co.
38. Wett E. House - Wholesale Chemicals and Fertilizers
39. Al K. Hall - Distillery
40. Metropolis Freight House
41. Ravenscroft Brewery
42. General Stores Warehouse.

Letters to the editor

132 Laurel St.
Wapping, Conn.
Sept. 27, 1967

Letter to the Editor:
Subject: Model Contest Awards

The model contest committee should be complimented for the work they have done during the past year in revising the model contest rules and judging standards, and for restoring the contest to the system of permitting all categories of models to be judged at all contests. Their success may be noted by the increase in participation at both New London and Garden City.

However, one of the practices now used by the committee in the distribution of awards I personally do not agree with. That is the awarding of multiple place awards in a given category. This allows more than one model to receive, say, a first place award provided the point count received for the award is received. To my way of thinking there should only be one first, second and third place award given in any given category.

I would like to propose that the system be revised to award one first, second and third place award in each category.
Continued Next Column; top

Continued from Column 1
gory, except in the case of a tie, and that all models not receiving one of these awards be awarded an honorable mention, provided 87.5 points are received by the model.

I would like to make this recommendation in the form of a poll, to determine the feelings of the membership about this. If you have any thoughts on the subject please write to either Tom Prange or Don Clerke. Our addresses may be found on the Coupler Masthead, page 2
Sincerely,
Don Clerke

Continued from Page 1: New Editor
gered the editor of the now defunct O scale "Whistle Post"), and two kinks, his publishing career amounts to two years at the helm of a Navy (US) heavy attack carrier's monthly attempt to inform and keep at bay the troops. Though it was a generally uneventful series, his 'rye' sense of humor once created a minor incident in Athens which had the entire Sixth Fleet on a small alert in that cradle of civilization. Totally unrelated, he says, and due to a navigational error coupled with an overbearing ebby current, was his subsequent going adrift 3 miles into the Tyrrhenian Sea in a punt smaller than his model railroad and a lot less watertight. He guesses it was the salt air and his steel verve.

Expecting to make friends again with his spike-laying pliers, he was surprised to hear at the declassé Garden City Hotel that he volunteered to edit the COUPLER. To quote him, "Out at the Morris Park turntable, until I saw three-dozen persons counterbalanced by Jeff French, I didn't imagine the weight an editor throws. Even when the table came full circle to reveal Don Robinson slightly off-center, I still decided to be overawed with the job."



US GIRLS

by JOAN KELLY

After adding a welcoming air of charm to Friday's lively hospitality room, this fall's active raiettes were away early Saturday morning to a clinic of their own. A tour of a local meat freezing plant was so "cool", that one of the group emerged from among the pork chops sporting their guide's elbow-patched sweater.

But, as she said later, the battle with the Arctic breeze was worth it. Supermarkets beware! Now model railroader's wives know that a steak is not a steak is not a steak. And, we're watching for any freezer cases packed above the freezer line.

After lunch at Stouffer's, Garden City's answer to a fashionable restaurant, they left for San Juan Hill...correction, Sagamore Hill. The adventurous Teddy Roosevelt was still alive amongst the stuffed meese (like cabeece) heads and leopard-skin rugs. After many stairs and a hefty walk with Teddy's never tired image as a guide the ladies crossed the spacious estate to the museum. What's this? A cartoon? Hmmm-a locomotive! Seems TR was the good guy and the RRs the bad guys? That's not what hubby says! Tch! Tch!

Despite Saturday night's banquet, some stout hearts still had energy to take in the Old Westbury Gardens, on Sunday morning. The awe-inspiring, exquisitely furnished eighteenth - century house was in such a beautiful state of preservation it took up a disproportionate amount of time. And no layout in the basement!

With what time was left, only two of the elaborate peacock-studded gardens were explored. With a ruffle of feathers, all the girls waved goodbye. The peacocks replied in kind.



Welcome; Continued from Page 4

MAINE

William L. Soule, Jr., Orono O4473

MASSACHUSETTS

- John M. Boardman, Belmont O2178
- Leonard G. Brooker, Wakefield O1880
- Thomas H. Burke, Marlboro O1752
- Douglas E. Carpenter, Westford O1866
- Richard Davidson, Jr Jefferson O1522
- Arthur E. Ellis, Bedford O1730
- Richard C. Essenberg, Somerville O2143
- Robert Feldman, Newton Highlands O2161
- Stanley W. Filipek, Attleboro O2703
- David Frary, Swampscott O1907
- D. L. Galamie, Mattapan O2126
- Scott A. Graham, Reading O1867
- Bob Hayden, Jr., Swampscott O1907
- Capt. Edward F. Hayes, Holden O1520
- Kendall B. Hampton, Brookline O2146
- Harvey J. Humphrey, Framingham O1701
- Paul Huntington, Randolph O2368
- Ralph Lapadula, Medford O2155
- James Merrill, Medway O2053
- Alfred R. Mott, Sudbury O1776
- Chester A. Price, E. Braintree O2184
- Norman N. Roberts, W. Brookfield O1585
- Harold J.A. Street, Needham O2192

NEW HAMPSHIRE

David Collinge, Newfields O3856
Rollain Mercier, Nashua O3060

NEW JERSEY

- Paul E. Barber, Westwood O7675
- Peter Barder, Summit O7901
- James C. Brower, Cranford O7016
- John Gleysteen, Summit O7901
- David M. Johnson, Ocean Grove O7756
- Carl Kleck, Murray Hill O7971
- George Mason, Old Bridge O8857
- G. George Moss, Edison O8817
- Harry Romanetz, Parlin O8859
- Rolf Slegert, Red Bank O7701
- Jeffrey Jay Van Wagenen, Fair Haven

NEW YORK

- Vincent J. Alvino, Bayside 11361
- Howard Anderson, Commack
- Kenneth J. Anschutz, Sr. Huntington Sta. 11746
- Clinton E. Brown, Glendale 11227
- C.A. Butterfield, Watertown 13601
- George V.C. Carter, Huntington 11743
- P-M Pol Ua Ceallaig, UAS, ACD Brooklyn 11215
- Walter W. Colburn, Jr. Bay Shore 11706
- Walter J. Conlon, Greenlawn 11740
- Edward C. Day, No. Merrick 11566
- Richard J. Daum, New York City 10040
- Reginald Day, Jr. New Rochelle 10801
- Henry R. DeLuca, Little Neck 11312
- Leonard Di Cindio, Brooklyn 11215
- Peter J. Eaton, Rouses Point 12979
- Marvin Feinstein, Bronx 10471
- Francis X. Gruber, Albany 12200
- Robert L. Gustafson, New York City 10033
- Bonifacio Hassan, Jr. Woodmere 11598
- Norman H. Hazel, New York City 10017
- John S. Horvath, New York City 10009
- Raymond J. Johnson, Jr., Liberty 12754
- William E. Jordan, Jr. Jamaica 11434
- Stuart D. Kantor, Syracuse 13203
- William H. Keil, Huntington 11743
- Michael J. Klein, Bronx 10457
- John D. Langwell, Freeport 11520
- James Levitt, Rockville Centre 11570
- William H. Maass, Cornwall 12518
- Arthur G. Martin, Glens Falls 12801
- Fred W. Meyer, Scotia 12302
- Kurt A. Meyer, Farmingdale 11737
- Martin P. Miller, Melville 11746
- Ferenc Payerle, No. Babylon 11703
- Paul Rivers, Albany 1220?
- Guenther Richters, Merrick 11566
- William T.L. Romei, Hyde Park 12538
- George M. Rowland, Bronx 10452
- Michael Ryzuk, No. Bellmore 11710
- Michael Schwartz, Brooklyn 11234
- Rev. Frank L. Scidmore, Latham 12110
- Irving Simels, Syosset 11791
- James P. Sommer, Yonkers 10710
- SP/4 John J. Starbenz, Brooklyn 11227
- (611 Trans.Co.(ADS) Element #1 APO San Francisco 96296

Continued on Page 12: see Welcome

Continued from Page 1: Convention branches, the LIC car floats, a never to be forgotten jaunt through the LI Morris Park car shops at Jamaica and a ride on the turntable. No railfan with camera missed a shot of the wheel-grinder, and its circular 4th of July effect. The much touted snow plow built upon a K-4, really was a steam tender hung behind a creation, which though it may do wonders in the winter, had only the cab rear roof outline as any vestige of Altoona Works. But, contrary to announced reports of its demise, the paired roundhouses still survive, as does the coaling station. Souvenirs in the way of wheel turnings are sure to be next years' collectors items.

The pleasant late summer weather helped make the weekend a success as modellers of all gauges arrived early Friday evening to renew old acquaintances, make new friends and sample raillette hospitality. Viewing the extensive manufacturer's exhibits is a favorite Friday night pastime of the boys who on Monday morning have first crack at "what's new" back home. Slide viewing has also got a Friday night following of regular proportions. The Board of Directors meeting kept the brass out of circulation but they did resolve to catch up later at the inevitable parties. They also resolved to submit a National bid for the 1971 Convention; investigate the possibility of a joint MCR-NER meet in the spring of 1969, publish a pike registry; institute an amendment for inclusion within the GSD all of Staten Island including half the Verrazano Bridge; grant a charter to the STD and Rhode Island divisions; and adjourn.

Saturday was a madcap day with clinics all morning, a quick lunch, and off to the fantrip. The judges began the tedious job of evaluating the many model contest entries and though they did get a head start on the happy hour, their sober judgement, good taste, and superior modeling ability kept them locked in for a long afternoon.

The awards banquet in the evening was preceded by a happy hour which gave everyone the stamina to sit through the speech-making. After a less than enchanting dinner, awards were presented for the model contest winners, photo contest winners, and Jack Alexander presented President's Awards to Dick Towle, Irwin Lloyd, Earl Smallshaw, and Jeff French for dedicated service. A pair of spider web encrusted charters were presented to the Rhode Island and Sunrise Trail Divisions in advance of actual printed plaques. Vincent Vasta of Staten Island and Paul Mallory of New Jersey accepted the Delaware and Hub trophies for topnotch modeling. Convention Chairman Ira Rothberg next presented the winner of the special contest with a genuine Long Island brake-wheel and then everyone knew why the fantrip special had trouble spotting the RDCs on the return to Garden City. There were a total of four rounds of applause for the committee by Sunday A.M., so that mention here of their long, thankless hours certainly is superfluous.

A moderate auction followed the banquet (in all fairness to Lucius Beebe - dinner is a better word), and those with no extra roundhouse stalls re-grouped into socializing areas of the hotel. Some went off to the HUNT Room, where the elusive quarry was good service, a specialty of the GCH.

The Annual Business Meeting got underway promptly at 10:10 AM. President Jack Alexander accepted minutes, treasurers and office manager's reports and noted membership was up around the 1100 mark. A special election of directors was held and Herman Cole of Quebec, and Paul Mallory of N.J. were elected. A progressive recapping of the last two years' activities by the President ended in a standing ovation in appreciation of his fine leadership. After gavel and bell were turned over to Glenn Wagner, an energetic layout of the coming plans for the Region were outlined with a hope that even greater strides will be accomplished towards the end of more fun in model railroading for the NER.

NOMINATING PROCEDURE for '68 ELECTIONS by F. Skutsch, Chm.

The Nominating Committee has the following report for the membership, per the new By-laws:

For the election to be held in Spring, 1968, there will be two separate elections. The normal election will be "at large" to fill four "at large" vacancies. We will try to have at least one nominee from each of the election areas, and hopefully, two, for you to vote on. We certainly will appreciate anyone contacting us with the names of possible nominees, and as we stated in the July Coupler, we still feel those members who feel that one of their fellow modelers in their area would make a good candidate should send his name on a nominating petition.

There will also be a special election of two directors, one for New Jersey and one for Canada, for the balance of the two year term, inasmuch as at Garden City the election at the Annual Meeting was only for a one-year term in accordance with Art. V, Sec. 7 of the By-laws. We would also appreciate members in these areas contacting their area representative with the names of possible candidates, or petitions preferably.

Therefore, to sum up, there will be, in the Spring, by mail ballot, an election for a total of six directors - four "at large" for two-year terms and one each for one-year terms from New Jersey and Canada.

With one exception nominating procedures are as described on page 8 of the July Coupler. The exception was an error as regards the number of signatures needed on a nominating petition - we said that five signatures were needed (we had not seen the revised By-laws at the time, which state that there must be the signature of the proposing member, plus the signatures of three other members.). The Committee feels that the signature of the candidate on a statement that he will accept the nomination would suffice as one of the "three other members", and so, a petition with three signatures, plus the signed statement of acceptance by the nominee will suffice.

We would like, categorically, to state that the reason we prefer that candidates be nominated by petition is NOT that we wish to shirk our responsibilities to find capable candidates, but that we do not wish to seem to be little tin gods who decide who would be "politically acceptable" as directors. We are currently already searching for capable candidates to fill the vacancies for which you, the members, will vote on in the Spring, and we will continue to do so. We only feel we should give the POM a chance for once to help choose who will represent him on the BOD, especially as he is more likely to know who is willing (and has done so in the past) to work for the betterment of the whole membership. We will do the job we have been asked to do, but refuse to be "little tin gods".

MEMBERS ARE REMINDED THAT THE DEADLINE FOR SUBMITTING CANDIDATES BY PETITION, AS ANNOUNCED IN THE JULY COUPLER IS 12/31/67. Please send, to your area representative, as listed again below, your petitions as soon as possible.

Area	Committeeman and Address
NEW YORK	Frank W. Skutsch, CHAIRMAN 56 Commander Ave. Garden City, N.Y. 11530



FAR-FLUNGERS ORGANIZED

A little known and almost obscure organizational meeting took place in an overcrowded CN caboose at New London last May 13th. Occasioned by the early closing of the Hotel Mohican's Pequot Room, a stalwart group formed for the purpose of encouraging participation in adjacent region activity and to foster an interchange of model railroading on an extra-divisional basis.

The Far-Flungers, as they voted to be known, require for membership Northeastern and Southern Cross Region affiliation. Their first convention, planned midway betwixt the two regions, is set for convenient Pago-Pago. Dreamliner plans and fantrip details have yet to be worked out, but Raillette activities have been carefully explored. These will include grass-skirt weaving and flower leiing.

Foregoing the usual politics, no officers or constitutional amendments were either proposed or voted upon. The cupola crowd reported both end platforms to be in agreement. This lack of leadership for the seemingly guideless group is considered, by them, an asset to efficient operation. No dues are planned in a move to do away with the treasury, but undersized wallet membership cards will be printed shortly. The Far-Flungers promise to adopt a mascot as soon as a North American animal can be successfully crossbred with any kangaroo, wallaby or agreeable dingo.

The convention committee at present includes 2 NER Directors, one MMR, 3 Best-in-Show winners, a stock broker, one teetotaler, and an "O" Gauger. After a preliminary disagreement, they unilaterally agreed on the slogan, "Put Pago-Pago on the same map as Walla-Walla and Paw-Paw"

Don't be the first in your Division to miss the "Fun in the Light of the Full Moon" Convention! Model Railroading will be discussed. More information about this jumping, fun organization can be had from The Editor, 34-23 24th Street, Astoria, N.Y. 11106.

Continued from Column 2

CANADA	Dr. Darryl Townsend 5686 Queen Mary Rd. Montreal, Quebec, Canada
MASS., MAINE, N.H. and VT.	William MacIver 40 Brae Rd. No. Weymouth, Mass. 02191
CONN. and RHODE ISLAND	Jeff French 270 Duncaster Rd. Bloomfield, Conn. 06002
NEW JERSEY	Al Westerfield 13 Carolyn Terrace Roselle, New Jersey 07203

Signed: FRANK W. SKUTSCH, Chairman
NER Nominating Committee

Continued on Next Column, Bottom

PIKE REGISTER OFFICIAL GUIDE BEING PUBLISHED

With this column, and the publication of the "Official Guide to Model Railroads in the Northeast," I am handing over the reins of the Committee to Bill Kelly, whose address you will find on the masthead. In these past 2½ years, I have had many fine contacts, and made many friends in working with this committee. Now, I feel, what with having taken over the chairmanship of the Nominating Committee, that I should let Bill, who has worked hard on our project since its beginning, get some credit for his fine work.

The completion of the current register does not, however, end the job of the committee. As soon as enough new pike names are received, we intend to publish them in the *Coupler* in a form that can easily be inserted into the "Guide." So, if your pike name isn't in the current guide, be sure to send it to Bill for inclusion in the first supplement. Thank you for your fine cooperation in this project.

Frank W. Skutsch

THE POET'S CORNER

NORTH OF THE LAKES

Silver serpent in trainshed standing,
Awaiting the westward horde;
Station crew efficiently handling
Food and supplies aboard.

Departure time relentlessly nears,
The ticket gates open wide;
The concourse echoes laughter and tears
Of the separating tide.

At last there comes the familiar "board"
At last comes the familiar "board",
A uniformed arm lifts high;
Motion comes as the arm is lowered,
Inertia yields with a sigh.

Passengers settle down, each in his way,
For his journey, long or short.
First-time riders happy and gay,
The hardened - another sort.

For some, a chance to check a file.
Or read the latest book,
While others doze and sleep awhile,
But most just look.

Town and country gliding by
Afford great pleasure.
Farm, or lake, or mountain high,
Viewed at leisure.

That some of travel experience,
That extraordinary throne,
The view so clear, immense,
The railroad dome.

The lulling rumble of flanged wheel
Coursing the gleaming rail
Engenders a lacadaisical feel
As reveries prevail.

Fine meals, music, comfort and speed,
No matter why you travel,
Here is all a person could need
The cares of Life to ravel.

"THE CANADIAN" awaits your pleasure,
Stainless steel ashine,
To offer joys you'll treasure
Through passing time.

ROB ROBERTSON

ED. NOTE: The above Robertson Ramble was submitted to The Coupler 'way back in Sept. '64 and just came to light. Rob, please accept our apology for not publishing earlier.

Book Review

NORTHERN RAILS: A complete Guide to the Railroads of Maine, New Hampshire and Vermont. 26 pages, 9½ x 12", illustrated, published by author Dwight A. Smith, Jr., 97 Bartley Ave., Portland, Maine 04103. Soft cover, price \$ 2.00.

Here for the first time is a publication that gives a complete, up-to-date picture of railroading in Maine, New Hampshire and Vermont. The booklet contains descriptions of all the region's railroads, large and small. Two original maps, 26 photos, loco rosters, freight schedules, directories of museums, passenger operations and steam locomotives, gazeteers and more are found between the covers of this informative booklet.

Dwight Smith is a member of the Northeastern Region and Delaware Trophy winner at Portland last fall. He is eminently qualified to write on his subject, having been with the B&M RR in freight sales since 1947, except for a 3-year stint at General Manager of the Springfield Terminal RY in 1956-59. From 1958 to 1956 he was headquartered in Concord, N.H. and travelled throughout N.H. and Vermont. Since 1959 he has been in Maine where his job requires extensive travel throughout the state.

ACHIEVEMENT AWARDS

The old adage that "the early bird gets the worm" applies very well to the Achievement Program. During this past period between conventions a total of eight applications were received for certificates but unfortunately only four were received in time to be processed for presentation at the convention at Garden City. It takes about four to six weeks to have a certificate approved by both the National and Regional committees. The reason for this is that we are at the mercy of the Post Office Department and the application and certificate has to pass through many hands before it is returned to the Region for presentation. The Statement of Qualifications, after being reviewed by the Regional Chairman, is sent to a National Committee member for review and then to the National Chairman. After approval it must be sent to the person who does the lettering of the certificate itself and then back to the Region. When you put this on a National basis with sixteen regions submitting applications for the certificates it becomes a big job. I must urge that you try to get the Statement of Qualifications to the Regional chairman as early as possible to assure that the certificates will be ready for presentation at the convention.

The following certificates were awarded at the convention at Garden City:

ASSOCIATION VOLUNTEER

Balfour J. Abrams, 154-04 58th Rd.,
Flushing, N.Y.
L. Jeff French, 270 Duncaster Rd.,
Bloomfield, Conn.
Ira D. Rothberg, 2714 Hyacinth St.,
Westbury, N.Y.
Frank W. Skutsch, 56 Commander Ave.,
Garden City, N.Y.

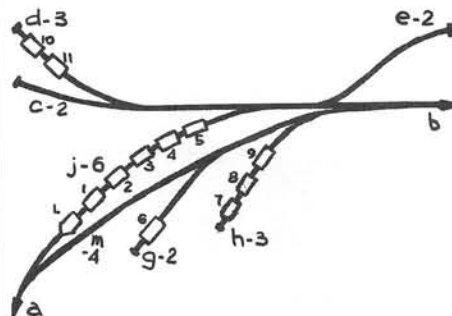
TRAIN EXCHANGE CENTER
3636 Main St. STRATFORD CONN.
06497 Mail Order - All Gauges
Repair Service - OPEN FRIDAY NIGHTS
Ken & Dorothy Hyslop

OPERATION

problem/

by ROB ROBINSON

ED. NOTE: All good things must sometime come to an end, and Rob feels that he has exhausted his stock of interesting operation problems. We are certainly appreciative of Rob's many contributions to this feature of the Coupler and hope that someone will step forward to continue it. Volunteers are sought and should make themselves known to Kenny Martin, new Coupler Editor, at 34-23 24th St., Astoria, N.Y. 11106



This problem goes as follows:
set out cars 1-2 @ e, 3 @ g, 4 @ d,
5 @ c. Pick up, behind locomotive L,
cars 6,8,9,10, & 11. Where siding capacities are not shown, assume they are large enough to hold many cars.

JULY OPERATION PROBLEM SOLUTION

1. L-1-2 to a
2. L-1-2 to b
3. L-1-2 to d
4. 10-11-L-1-2 to b
5. 10-11-L-1-2 to h
6. 8-9-10-11-L-1-2 to b
7. 8-9-10-11-L-1-2 to g
8. 6-8-9-10-11-L-1-2 to b
9. 6-8-9-10-11-L-1-2 to j
10. 3-4-5-6-8-9-10-11-L-1-2 to b
11. 3-4-5-6-8-9-10-11-L-1-2 to g
12. 4-5-6-8-9-10-11-L-1-2 to b
13. 4-5-6-8-9-10-11-L-1-2 to d
14. 5-6-8-9-10-11-L-1-2 to e
15. 5-6-8-9-10-11-L to c
16. 6-8-9-10-11-L to b
17. 6-8-9-10-11-L to j
18. L to b
19. L to a
20. L to j

The above solution was the best one received to the July problem, and came to me from Carl Sardaro. Three other solutions, each of twenty-two-move length, were received from Jeff French, Elton Smith, and Donald Hodge. The difference in all cases was one extra move to set out cars 4 and 5. The merits of pulling around almost all the cars, as is done here, should be obvious. (At least in theory.)

FROM THE OFFICE MANAGER KEN HYSLOP

NER Membership as of 9/30/67..... 1,112
NMRA Membership in Region,
as of 9/30/67..... 2,365

A new file is being made up. All members are being assigned new numbers, the first digit indicates the Quarter in which membership expires. Color coded card here at the office speeds paper work connected with renewals and expirations. A more detailed report next issue on members in voting areas. Some 7,500 pieces of mail went through this office last year.

DIVISION NEWS

GARDEN STATE

Fred Huss, Sec'y., 305 Elissa Court, So. Plainfield, N.J. 07080. The following report from Pete Huggar, Recording Sec'y., 812 Prospect St., Westfield, N.J. 07090

The Garden State Division held its annual family picnic at Ringoes, Sept. 17 (Black River & Western RR). The weather was typical of the '67 summer, cloudy and raining and it held the attendance down to 50-60 (registered) but others arrived when it began to clear later in the afternoon.



All had a great time riding behind #60, a beautiful Alco 2-8-0, cinders and all. A special photo run-by on the return trip was caught by many shutterbugs. A 13 year old fan "dragged" his Dad (an NER Director) for a ride in the cab of #60 when the engine changed to the other end of the train for the return trip to Flemington. (Poor guy!).

November 11 (Sat.), the GSD will make a tour of some of the fine home layouts in the Plainfield-Westfield area. Among the brass hats whose railroads we will see are the following:

1. Gene Wolfe's - one of the GSD's and NER's finest modelers.
2. Dick Peterson's - his beautiful HON3 pike was seen in the movies at the Little Convention in Newark.
3. Ernie Mikus's new pike with code 83 rail on individual ties can be seen in its early stages.
4. "Pres" Packard's - dream pike becomes a reality now that he's retired.
5. Ed Diaz's - at last count he had two.

The meet will begin at the Willow Grove Presbyterian Church in Scotch Plains where groups will be formed and guides provided. For details call Pete Huggar 201-232-8407.

It is planned to visit a MRR Club in MER territory in January for a joint meet with some of MER's finest.

The GSD plans to encourage modelers to have models judged for merit awards by NER sanctioned judges. The NMRA tape-slide judging clinic has been purchased to aid both judges and modelers. The program is being headed by Al West-erfield, another of NER's (& GSD's) fine modelers.

ED.NOTE: Thanks, Pete, for your kind remarks on past Couplers.

NUTMEG

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

The Nutmeg Division held its September meeting at the home of Art Wilcox, Deer Island on Bantam Lake, in Bantam, Conn. It was well attended by the members of the Division because of the combined

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layout of the HO and OO gauge railroad. During the meeting President Charlie Bettinger announced that the committee for the '68 Fall Convention was meeting September 16th at the Hotel America in Hartford for a preview of the hotel and its facilities. Tentative dates of Oct. 11, 12, and 13, 1968 have been selected for the convention. After the meeting many of the members enjoyed a couple of hours at railroading with a number of trains in operation.



(J.French photo)
Nearly 50 Nutmeg Div. members and their families attended the annual outing at Lake Compounce on July 17th.

HUB

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

The Hub BOD met in August, but nothing was decided on dates or place for the coming Open House and 10th Anniversary Little Convention. These should be resolved at the next BOD meeting and will be announced in the next issue of the Coupler. (See Whistle Stop for notice on Fall Open House).

To all NER members in the voting area of Massachusetts, New Hampshire, Maine and Vermont, who may have a possible candidate for Director in the NER. Send the name of your choice, after you have asked him if he is willing to serve in this capacity, to William MacIver, 40 Brae Rd., No. Weymouth, Mass. 02191, as he is the Nominating Committee member for this area.

ED. NOTE: Thanks for the kind message, Hal, and your offer of continued cooperation with Ken Martin, my successor.

HUDSON-MOHAWK (Proposed)

John Hollner, Secy.-Treas., 12 DeVoe Dr., Albany, N.Y. 12205

The Annual Meeting of the proposed Hudson-Mohawk Div. was called to order at 2:05 p.m. on Sept. 17, 1967.

An active membership was discussed. Dues for membership were voted on and passed at \$1.00 per year. The officers announced that membership cards will be printed as soon as the treasury is large enough to sustain such an expense. President-elect of the Northeastern Region, Glenn Wagner, mentioned the upcoming regional convention to be held at Garden City. Dave Messer explained the aims of our Division. The foremost aim is to unite all model railroaders in the Tri-City area several times a year to exchange modelling ideas and get acquainted. There will be five meetings per year to be held: Sept. (prior to the Fall NER Convention), Nov., Jan., March, and June.

An election of Officers was held with the following results:

Continued Page 11; See HUDSON-MOHAWK

SUNRISE TRAIL (Long Island)



Robert Miller, Sec'y., 152-27 135th Ave. Jamaica, N.Y. 11434.

The next meeting of the Sunrise Trail Division is scheduled for November 18th. Contact Graham Harvey, 2473 S. Seaman's Neck Rd., Seaford, N.Y. for details.

CONVENTION WRAP-UP

by Ira Rothberg, Chairman

The convention is over, the conventioners are all happily recuperating, the chairman and committee are tiredly recuperating, and all of us are beginning to think of Montreal in the spring.

Now that it is all finally finished I would like to formally thank our three superb clinicians: Walt Tattersall, Dick Towle, and Kenny (I'de as usual) Martin. And what can I say to all who worked so hard to give our region such a fine convention, but let me name them for you: Frank Skutsch, Tom Prange, Graham Harvey, Jim Clockey, Harold Miller, Lou Krue, Jack Macintosh, Bob Miller, Capt. Meschem, Fred Leger, Bill Kelly, Charlie Goertz, Lou Wozniak, Rudy Morganfruh, Dave Marlowe, Bob Sewall, Charlie Vollmer, Sam Berliner, Hy Cohen, Bill Kress, John Pollak, Bob Wells, and Art Parker.

Remember our girls who fed coffee and stuff to the weary travelers as they

Continued Page 11; See SUNRISE TRAIL

RHODE ISLAND

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

RHODE ISLAND DIVISION GRANTED CHARTER!

The first order of business at the BOD meeting held on Aug. 16, 1967 at which the newly installed Chairman, Bill Chandler, presided was to draw up a petition for charter to be presented to the NER Board which was to meet on Sept. 22nd at Garden City, N.Y.



It was with a great deal of pleasure, and honor, that on Sept. 23rd President Jack Alexander presented the Charter to Secretary Hans F. Schell of the Rhode Island Division.

At the forthcoming scheduled meeting to be held at the Trinity Union Methodist Church, 375 Broad St., Providence, R.I. on Oct. 18th plans will be made to activate a program wherein all members of this Division will find great interest

Continued Page 11; See RHODE ISLAND

TROLLEY SPARKS

column by / JERRY LAWLOR

How big a roster of equipment do you need to run a model trolley line? Of course, the answer to that question depends on the size of the operation you have planned and the type of scenery you like to model.

A large metropolitan area might require a very large number of cars. Probably more would be required than the average modeler could afford to own. If you like the idea of a metropolitan operation, however, the number of cars required could be considerably reduced by modeling a small section of your city. Perhaps the junction of one or two lines could be modeled to provide some interesting operational possibilities. If the ends of your lines are concealed behind some of your scenery, and if reversing loops are used at the ends of the lines, frequent operation of a few model cars can simulate the frequent headway of the many cars operated on the prototype line. If your metropolitan lines are so arranged that only one side of any car is visible at any one time, the apparent number of cars in use can be doubled! The idea is really not original. It appeared many years ago in the Model Railroader, and is the brain child of Courtland Christienl.

The fact that a visitor to your layout can see only one side of each car at a given time means that if the car carries a different number on each side, we have created the illusion that we have twice the number of cars in operation. This may be carrying the illusion too far to suit some of you, but many of us subscribe to other illusions such as the use of a painted backdrop, for example, to give greater depth to our model scenes.

A small city or a large town could be served by a smaller roster of cars. The entire operation of the Ft. Collins, Colo. municipal trolley system was covered by three single truck Birneys! They met at a wye located at the intersection of Mountain and College Aves. every twenty minutes. This single track system was finally abandoned in 1951. (One car has been preserved at the Colo. Rail Museum at Golden)

A small "side of the road" interurban line could be modeled after the Springfield Terminal Ry. Today this line is serviced by a GE 44 ton diesel switcher. It connects the town of Springfield, Vt. with the Boston and Maine RR at Charlestown, New Hampshire. During its years of electric operation and passenger service, one steel (#16) and one wooden (#10) combination car provided accommodations for passengers, baggage, and some LCL freight. Carload freight service was handled by a steeple cab electric. Incidentally, both combination cars are at the Warehouse Point, Conn. Trolley Museum of the Conn. Elec. Ry. Assn.

These are only a few suggestions to stimulate your imagination. I am sure that you will find many more in William D. Middleton's new book published by Kalmbach Pub. Co. I found "The Time of the Trolley" a thoroughly fascinating book and heartily recommend it to anyone planning a model trolley line. The pictures alone are worth the price of the volume. Once you pick it up you won't find it easy to put down until you have gone through the entire book.

HUDSON-MOHAWK; Continued from Page 10
 President: Dave Messer, 12 Hillview Ct. Wynantsville, N.Y.
 V. Pres: George Herbert, Jr. 353 Seventh Ave., Troy, N.Y.
 Director: Jack C. Schramm, 28 Leto Rd., Albany, N.Y.
 Reappointed as Sec'y.-Treas. is: John Hollner, 12 DeVoe Dr., Albany

A suggestion was made by Pres. Messer that the Division have a booth at the Harlem Valley Railroad Club's Hobby Show to be held in Chatham, N.Y. on Nov. 19th. At this booth we could advertise the NMRA, the NER, our Division, and accept membership applications for each organization. This will be looked into by the Secretary. Glenn Wagner will make arrangements for the November meeting of the Division.

After the business session closed the NMRA tape-slide clinic "How to Build a Roundhouse" and the movie Alturas Lone Pine "Peddler Freight" were viewed by the thirteen members before breaking up.

SUNSET TRAIL; Continued from Page 10
 dragged in Friday: Joan Kelly, Florence MacIntosh, Ann Cohen, Judy Harvey, Lorraine Krue, and my own wife, Sandy - we love you all.

And our special thanks to Irwin Lloyd, Regional Convention Treasurer, Ken Hyslop, Regional Office Manager, and Jeff French, ye old Editor, without whose help the whole mess would never have flown.

We all tried to give as much railroading, real and model, as was possible for as little cost as was possible in the County of Nassau which has one of the highest costs of living in the country. In fact we cut corners so closely that we ended up with a slight deficit. In fact if you'd like to have dinner with us some time Y'all come - but you'd better like beans!

SUNRISE TRAIL MODEL CONTEST

Frank McKenna of Salt Point, New York, was the first winner of the Sunrise Trail New Modeler's contest with his model of a Colorado Central narrow gauge steam locomotive, which, with 107 points also won a first place in its regular category. Due to the newness of this contest, we were unable to announce the winner until now, and have mailed Frank his certificate. Congratulations Frank!

This was the first time this contest was run off, and we felt that many new modelers entered it with many fine models. Our objective is to bring out those fine models which we know are around, but whose owners needed more incentive to enter the contests. The only requirement in this contest is that the modeler has never before entered any NMRA model contest on the National or Regional

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 level - he may have entered a Division contest. The judging is done in the normal way by the regular model judges, and the model also entered in this contest, having the highest score, wins.

Remember, this contest will be held at all future NER conventions. You modelers who have not entered before will be competing only with each other for this contest, so, lets see many of you bringing your models to Montreal and Hartford

RHODE ISLAND; Continued from Page 10
 as a result participation will increase.

The Division membership is composed of model railroaders of long association with the hobby. New and younger members will be given all the tips needed for model railroading that the old timers acquired through experience in their day.

Division members will now embark on the second phase of the life of this organization so let's meet as often as possible. Any questions that the members may have regarding our Division may be sent to the Secretary at the address at the top of this column.

F. Nelson Blount, Founder of Steamtown, U.S.A., and an honorary member of the Northeastern Region came to an untimely death when his aircraft crashed in New Hampshire on Sept. 1, 1967.

IN MEMORIAM F. NELSON BLOUNT

by DON ROBINSON for NER

No words of sympathy can truly express the feelings of the members of the Northeastern Region at the loss of F. Nelson Blount. His efforts on behalf of the preservation and restoration of steam locomotives were widely known and appreciated by not only our members but also nearly everyone else with an interest in railroading. The trials and tribulations encountered during the first four years of the Steamtown project would have defeated a man of lesser determination. Although it is regrettable that he did not live long enough to see his plans brought to fruition, we can be thankful that he was with us long enough to get them well established. It is to his eternal credit that he asked none of his employees to do any job that he would not be willing to undertake himself. While Steamtown was conceived primarily to satisfy his desire to operate standard gauge steam motive power it gave equal pleasure to many others who lacked the financial resources to pursue similar objectives. We all owe him a debt of gratitude. There are many more things I could say, but the one I find superfluous is "Rest in Peace" for I know of no man who was better prepared for death.

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.

Welcome; Continued from Page 7

- Richard Straus, Huntington Sta. 11746
- Walter Tattersill, Woodhaven 11421
- Robert H. Tydeck, Huntington Sta. 11749
- Charles Vollmer, West Babylon 11704
- F.H. Waring, East Hampton 11937
- James E. Williamson, Hempstead 11550
- Raymond A. Yerks, Wantagh 11793
- C. W. Young, Yonkers 10701

VERMONT

- Alice T. Hawks, Bellows Falls 05101 (Hi Alice, Glad you enjoy the Coupler)
- Frank B. Orr, Bennington 05201

SLIDE CONTEST RESULTS

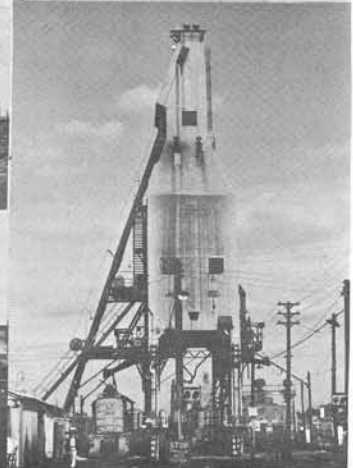
The Sunrise Trail Division's 35 mm color slide contest results were as follows:

- FIRST AWARD: Jeff French, Bloomfield, Ct.
- SECOND AWARD: Don Robinson, Greenfield, Mass.
- THIRD AWARD: Don Robinson, Greenfield, Ma.

The approximately 100 slides entered were projected continuously at the Convention on Friday evening and Saturday morning.



**NER
GARDEN
CITY
Photo
Album**



ABOVE: Paul Mallery receives Hub Div. Runner-up award from Bill MacIver. We feel better about our vertical kinks after seeing those on the LIRR. Station scene at Garden City. Mt. Washington Cog Ry. as modelled by Norm Briskman.

TOP: Irwin Lloyd receives President's Award for distinguished service from Jack Alexander. Jack as seen at Hub outing. Fantrip RDC special at Bliss Yards. LIRR ferry dock at Long Island City.

ABOVE: New Pres. Glenn Wagner was also at the Hub summer meet. Second Award coal yard diorama of H. Anderson. Converted coal stage to sand tower at Morris Park. (Photo credits: Watermelons by Dick Towle; all others by Jeff French)

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