

NO. 81

NER COUPLER

SPRING 1968

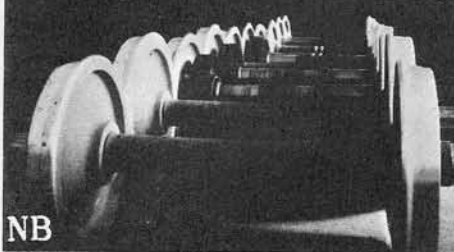
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Norm Briskman

NER 81

COUPLER

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



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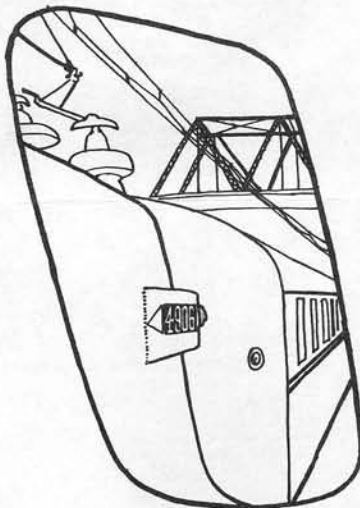
The deadline for the next issue is April 22

Glenn Wagner:

We couldn't have picked a more miserable day. Snow and ice to the north, fog and slippery roads east and south. But in spite of hazardous travelling, twenty three directors, committee chairmen, and visitors from Montreal, Massachusetts, Connecticut, Rhode Island, Long Island, and New Jersey attended the special Board meeting in Delmar, N. Y., for the purpose of electing a new office manager and new treasurer, as well as taking care of other regional business.

I am pleased to announce that Jack Brown of Wakefield, Mass. will be our new office manager, and Frank Skutsch of Garden City, N. Y., our treasurer. Both men bring experience to their respective offices which will be beneficial to the Region. We extend a hand of thanks to Jack and Frank for accepting these positions, and offer to help in any way we can to make their work easier.

This brings up the point that if you haven't received an acknowledgement of your membership renewal recently it has been due to the time necessary to transfer the books, records, and office manager's materials from office to office. We hope you understand the problem and will be patient.



It was Mark Twain, I understand, (his first piloted paddlewheeler, by the way, was the Aleck Scott) who said the right to use the editorial "we" belongs only to crowned heads, editors, and people with tapeworm. That qualifies "us," or rather, "me" but I unabashedly prefer to speak for myself. I hope you do too. And so, Letters to the Editor goes to all of three columns with this issue. Your opinion is solicited for right smack on the opposite page.

Entwined in those opinions, it is my guess, lurks the unexplored better ideas for more fun in this hobby together with the tempests in the boiler flues. Not to sidestep any tempests, a welcome is extended to whatever rollicking, dissident furor with which you may care to enliven or embroil the NER. Page 3 is your new arena.

Into that arena I hope to see publicly discussed (and out from under the tables) some of those questions for which everyone has answers afterward when the train is out on the main.

The model contest is always my own personal favorite of the conventions, and I would like to see the least possible impediment to its efficient operation. The recent Board rules revision is far from

This year we are going to try an experiment in public relations. Following the success of the Hub Division's Open House programs during the past three years, and the Chatham Model Railroad Club's success for 2 years, Dave Decker of Peabody Mass., with the help of Hal Smith of Cossayuna, N. Y., will be working on a Regional Open House, tentatively scheduled for next November. Dave is our new Publicity Director and Hal our Industrial Exhibits Chairman. I urge your support in this venture, for it has tremendous potential in the Region.

One item of national significance. The BOD voted unanimously to recommend to all NMRA members in the NER to vote against the constitutional change in the forthcoming ballot from the NMRA which would eliminate the mid-year Board of Trustee's meeting. This, in effect, would reduce the Region's interest in NMRA operations. More, not less, concern should be the Regions' responsibility, is the feeling of the Board. A motion to rescind the original motion is expected to be brought up at the March BOT meeting in Pittsburgh. Your President will attend this meeting.

Other items brought up at the Board meetings are reported elsewhere in this issue of the Coupler.

With most of our Regional problems ironed out, it looks as though we will have a good year ahead. It will be a good year for model railroading -- and fellowship.

ideal, to my mind. I know that the model contest chairman has endeavored to obtain a slate of three judges far in advance of the actual convention, and his energetic efforts in this area, even then frequently left him with perhaps, two definite, and one undecided. How he shall come across with sufficient judges now to accede to the Board's wish to have each judge only consider one category, not the entire model is a good guess. Where three were difficult to locate, six will now be required. And participating modelers may not now judge, further limiting either the judge-ships, or the model entries. Are we not being trusting? At New London, after maneuvering a 5'boxed bridge of mine through a revolving door of the Hotel Mohican, why I was abducted to judge. For the sake of anonymity, the ungainly box was lettered "It's an N gauge articulated." That, it seemed, would hold the inquiries down to a minimum, and it did safely survive a NH parlor car trip on the Patriot. According to the new rule, either I went on the fan trip for the afternoon, or ditched the bridge until the next convention. As it was neither of the other judges happened to have seen me in the revolving door, but I barely escaped unnoticed.

And elimination of duplicate prizes in the awards, without a return to the separate craftsman or master entry category is going to discourage many modelers who could never compete with the pros.

The proliferation of new divisions in the NER seems a trifle out of proportion to the amount of model railroad enthusiasm we had been accustomed to. This healthy new sign brings up certain problems of boundary lines. Where New York State was one area, it now has 3 impending divisions. New York City is now nicely split, and it seems logical to let it stay that way, as a Metropolitan division in the past was a monumental failure. By apportioning parts of the city out, a little strength is lent to each of the adjacent divisional areas, without compromising any one area. Whether these divisions might lose sight of their purpose and begin to become a forum for unresolved egos, and the ensuing political problems is a real threat. One of my favorite division papers recently consisted primarily of uninterrupted orgiastic Chinese dinner reports, & charmless missives from one of the Viets, with tales of incompatible narrow gauges. I expect to see in its next issue an article on how wide tread wheels solved the 3' & 3½' gauge difference.

WHAT THE OTHER 1091 OF YOU HAVE TO SAY:

Greenfield, Mass.
To the Editor;

I should like it made perfectly clear that although, as stated in the October Coupler, I was observed to be off-center at Morris Park it is not true that I was eccentric. People have said for years that I am unbalanced, but this case seems to prove the opposite. Rather, I was merely exercising a lifelong desire in that by slowly walking towards the center of the revolving turntable, I found myself going around in circles of ever diminishing radii.

Yours Respectfully,
Donald S. Robinson

Staten Island, N.Y.
To the Editor;

In recent years, the movement for more equal representation by divisions on the Board of Directors has made great strides. When providing for this representation, boundaries were set up, and it was felt that state lines were as good for this type of thing as any other arbitrary border. Unfortunately, these limits do not allow consideration for the fact that there are certain cases where members of the NER may live in one area, and feel tied more closely to another. Such a case exists.

Staten Island, a borough of New York, is geographically, politically, and socially closer to the state of New Jersey. (Ever sit on the Goethals' Bridge, Charlie, at 2 AM Saturday nights and watch the bar crowd rush into NY for the extra hour? ed.)

Two polls of the Staten Island NMRA and NER members have been conducted in the past two years for the primary purpose of stimulating interest in divisional activities. Whether Staten Islanders would be interested in GSD or STD affairs, or no divisional affairs at all was asked, and a decided response indicated unanimously for the GSD.

It is hoped, therefore, that the proposed Constitutional amendment to alter the present illogical boundary will be acted upon favorably by the NER membership.

Sincerely Yours,
Vincent V. Vasta, Charles Gerow, Jr.

Kew Gardens, New York

To Jack Alexander, President NER:

We would like to bring to your attention a few things which we feel were improperly handled at the Garden City NER fall convention. On Saturday, the main day of the convention, three clinics were given. One on catenary construction, one on color photography, and one on the operation of an interlocking tower. Our Mr. Tattersall gave the clinic on the catenary construction, while the Westbridge Model Railroad Club supplied the operating diorama for viewing after the lecture. We were dismayed to find that, at the banquet, when thank-you's were being handed out to just about everyone and his brother no mention was made of the three men who gave the clinics, which, really, was the main part of the whole convention in the before-noon hours that day.

Also, we would like to question how indeed does one of the judges of the model building contest end up as one of the winners. If we are mistaken, accept our advance apology, but it would seem to us that one can either be a contestant or a judge, but not both. This type of situation lends a fraudulent air to the whole contest, if not the entire convention.

We would also like to point out that Mr. Skutsch, in handing out the door prizes in conjunction with Mr. Ira Rothberg, the

chairman, did it in a most unusual manner. At all other conventions that we have attended when a door prize number was picked and the winner stepped forward to receive his prize, he then drew a slip of paper from another box which had written on it the prize. At this convention, Mr. Skutsch stood with one prize in each hand, it seemed to us, and depending on who stood up and walked up to the dais, it was then determined whether he received a brass model or a \$3.00 record album.

We think that the President of the NER should set down proper guidelines for the management of future conventions to avoid any criticism in these areas.

Respectfully awaiting your reply, I am,
Yours Very Truly,

Arthur F. Crowe, President for
Westbridge Model Railroad Club

East Bridgewater, Massachusetts

Dear Mr. Crowe;

As an ex-Officio Director of the NER, I am interested in what you had to say in your letter and I have brought some of the points to the attention of the current NER president, Glenn Wagner. We will be having a Directors' meeting at Albany next weekend, at which time your complaints will receive a hearing.

We do have a permanent convention committee whose published manual for proper convention conduct guides this committee further in working with the individual convention committee people at the site to aid them and see that things go along according to proper procedure.

To the best of my knowledge there is no established policy on the matter of a judge being barred from entering a model in the contest. It certainly presents a curious dilemma to the model contest committee, though. This is one of the matters that will be thoroughly discussed at our next meeting. I would say that while I was the Region President, I personally considered it improper for me to enter a model in the contest. I think it is poor public relations for a judge to do this, even though I have been advised that the judge in question did not judge his own model.

I do think you are exaggerating about the awarding of prizes. This was done within my ear shot and I heard Mr. Skutsch announce the next prize to be given before the party drawn was identified. In a few instances I know that the next prize was thought to be more suited for a lady winner and was therefore held back. The type of drawing of which you speak has been done at a few of our conventions but drags out the prize session even further.

I regret the oversight on the part of the convention chairman in not giving proper recognition to those who worked hard to entertain the members by giving the clinics. If you have ever served in a similar capacity you will know how easy it is to have such a thing happen.

Regards,
Jack Alexander

Woodside, New York

Dear Art;

I have been forwarded copies of correspondence from your club commenting on certain aspects of the NER Garden City Meet. Although I was a member of the Convention Committee, and participated in many areas of its operation and planning, I shall limit my comment in this note to the model contest.

First, let me make one point very clear. No judge judges his own model; nor is any judge aware that another judge has entered a model. As you may be aware, the contest form is designed so no judge knows who is the entrant. Was there as much secrecy as to the ownership of the catenary display entered by your club which had been on view all morning at your clinic? Further, there are three detachable forms for judge's scoring; no judge sees what another judge has scored. This guarantees objectivity on the part of each. It is not unusual at a model contest for a judge to tell me, "I know who built this model," and ask that I step in for him.

Accordingly, at Garden City, I judged the model in question and your statement that the builder was a judge and also a winner is completely out of order. If you and your group looked at all the models entered, I am certain that they would agree that the point scores were commensurate with each model's quality.

Best Regards,
Alfred Thomas Prange,
Model Contest Chairman

Los Angeles, California

To A. F. Crowe;

Thank you for cutting me in with a copy of your suggestions and comments relative to the N.E.R. Convention and contest.

Since the points upon which you comment are obviously of interest to the National Association as the problems are very much the same, I am taking the liberty of forwarding your letter to Mr. Ed Van Leer, General Convention Chairman, in order that he and our convention department may benefit by your suggestions in our national activities.

Again, thank you very kindly for bringing this to my attention. It is only when the membership takes the time to advise appropriate officers and puts their thoughts and suggestions down on paper that we can benefit by those suggestions.

Most Cordially,
Whit Towers,
Pres. NMRA

Rochester, New York

Dear Mr. Crowe:

Whit Towers has forwarded me a copy of your letter regarding several matters relating to the recent NER Convention at Garden City. I would like to comment on judges participating in contests.

This is not at all unusual. It presents no particular hazard to the final results. If the factor system of judging is used, a judge or team of judges work on only one factor on all models. If each judge judges each model in its entirety, a participating judge does not judge his own model.

In either case, one judge cannot completely influence the outcome of any specific model. If we eliminated all contestants from judging, we would find competent judges hard to come by.

Yours for Better Model Railroading,
E. M. Van Leer, Chairman,
General Convention Committee

Bloomfield, Connecticut

Dear Kenny;

Hoped this finds you as thoroughly disappointed as I was at this stage of the proceedings.

Am looking forward to receiving the Coupler, and, lots of luck.

Jeff French

WINDSOR IT IS! Downtown Hotel selected for 1968 Spring NER meet at Montreal May 24-26. Alouette Division is Host.

In a last minute right down to the wire choice, the renowned Windsor Hotel in downtown Montreal was selected as the site for the NER Spring Convention.

The stark reversal of history, which saw the smaller Queens Hotel abdicate before the more accommodating Windsor, culminated a six-month negotiating session, by the Montreal-based Alouette Division. At times, the Region was left with almost no convention site and the Coupler with no lead story. At once directed by the Board of Directors and the Permanent Convention Committee to categorically refute extra meeting room charges, and encouraged by the President and Vice-President to secure - no matter what - the best possible arrangement in Montreal, the Convention Committee, led by Ken Bingham of D'Orval, came admirably out of their quandry.

Particularly important to the planning committee was the necessity of keeping the package cost (fan trip, registration fee, and banquet) down to the vicinity of ten dollars. In the face of extra travel expense for the majority of North Eastern Region members in this year when the National Convention takes place in San Francisco, the Montreal Convention planners have been extra considerate to also keep the overall cost as low as possible. No sacrifice in quality has occurred in this area of economy as witness the planned program and exciting fantrip:

Friday evening and Saturday morning the photo, model, and drawbar contests will be open for entries. In addition, Friday evening will be set aside for layout visits and films. The hospitality room will also be open then.

Five excellent clinics are planned for Saturday morning at 9:30 AM. Those who arrive by train should have sufficient time to register at the hotel, stash their baggage, and have a fast breakfast due to the convenient downtown location of the Windsor Hotel and the Central Station. In addition, convention registration will be open all morning.

The clinics, which will run until 1 pm, are: Darryl Townsend on freight car construction, Ed Quince on electronics and transistor control, Doug Smith on Photo-

graphy, Dr. Roy Dohn on planning a model railroad from the operating point of view and Paul Mallery on moveable bridges. These will be scheduled so that all can be attended.

The afternoon fan trip will begin at the Canadian National Central Station and will very likely originate with electric power for the trip under Mount Royal. At Montreal North Junction, a transfer to diesel will be made for the trip through the Canadian Pacific and Canadian National Cote' St. Luc yard. A stop will be made here to observe hump operation but due to safety precautions, no detrainment will be permitted here. The trip will proceed through Ballantine junction towards the Port St. Charles area. The connection from Toronto and new piggyback facility in the old Turcot yard will be visible here if I read my notes correctly, and a stop is planned at the maintenance and repair shops at Port St. Charles. The trip then proceeds past Wellington Tower into Central Station about 5 PM.

In the evening, the awards banquet will feature a talk by the head of the Canadian Pacific Speakers Bureau, Omer LaVallee, whose lively reputation as an interesting dinner speaker and informed railroader is well known to Canadian model railroaders.

On Sunday morning, a visit to the newly developed Delson Railroad Historical Museum is planned. The large collection of English and French street cars, Canadian National and Canadian Pacific steam engines of every type from moguls and mikes to northerns, mountains, and selkirks and Canadian railroadians will be a highlight of the weekend's events. Its location on the main route south makes it convenient for returning Americans and special bus service will be available for those who arrive in Montreal by train. Further Sunday PM layout visits are scheduled for those whose Saturday morning arrival into Montreal causes them to miss the Friday evening attractions.

To read this ambitious three day schedule in one sitting seems exhausting. However, the excellent facilities of the Windsor Hotel allows for a gentle reprieve each evening. A special room rate will be in effect for NMRA guests of the hotel,

Comfortable singles at \$12.00 each and Doubles for \$17.00 will be available for the weekend. Children under 12 free. An early reservation is always a safe idea, especially for this popular convention city. Be sure to indicate to the hotel your affiliation with the NER.

Those who regularly attend the Region conventions and benefit from the semi-annual exercise in social interchange, model railroading information exchange and general pleasantries look eagerly forward to this well-planned weekend. For those who have yet to partake of this agreeable distraction to the homebound brand of model railroading, the Montreal weekend offers an excellent interruption to 6 months of unrelenting kit building, track laying, and worm and gear adjustment. For the American contingent, the extra opportunity to leave the country for 3 days of swapped modeling experience looms as an extra inducement to borrow from the "new locomotive" fund.

Certainly the bull sessions add up to the best remembered asset of NMRA fellowship and the special travel arrangements for chartered train, and plane accommodations suggests a head start by some in this area.

While no ground rules are available for discussion subjects, self-styled experts can be found from the fringe of the lobby rug to the upper leaves of the roof garden aspidistra. Nor are the St. Lawrence locks any refuge and a small briefing before departure via your back copy RMC's and MR's might be just the thing for one-upmanship. If you are a stickler for rules, the achievement awards program chairman (see masthead) can provide you with all the prerequisites for Master Model Railroader status. The model contest rules are also available from the appropriate chairman, although a safe rule of thumb (for those with but two), is that an accurate reproduction of the prototype is the best guideline to outwit the point system.

On display at Montreal will be the last six-month output of workbench, darkroom, and layout table skill by some of the best modellers in the Eastern sphere of the NMRA. Your entry in the contests will be your opportunity for others to run to the local florists for palm fronds of adulation. And, if your less than honorable mention handiwork fails to meet the exacting standards of any handy self-appointed critic, why challenge him to do as well or any better!

Up for grabs again will be the massive Delaware Trophy, a prestigious presentation to the model judges Best-in-Show and, the Hub Division acclaim for second best, their Runner-Up Trophy. The STD offers to the top scoring model by a first time entrant their special prize. But, the most satisfying recognition comes from the whispered comment or hasty salute from an admiring fan who is happy to see that you built that model he never got to, or appreciates some small detail you wondered if the judges ever noticed.

The dates to reserve on your social calendar for this overwhelming package of model railroading in action are - May 24 to 26, 1968.

The Convention Secretary-Treasurer is A. Herman Cole, 110 Claude Avenue D'Orval, Quebec, Canada. Any questions or problems you may have on the subject of travel or entry; feel free to address your correspondence to him. If nothing more important or serious comes to mind, you might ask about an item on the minutes of the Sixth Convention Committee meeting. It says cryptically, after a number of headings like, PUBLICITY, BANQUET, & BUDGET, "CROOKED CREEK has been located."

Whether a side geological excursion is planned or Dr. Roy Dohn's complete operating mining display railroad has been unearthed is the question. Tune in on Montreal to find out!

YELLOWBIRD BOSTON TO MONTREAL

Eastern New England NER members attending the Montreal Convention will have the convenience of a special group rate on a Northeast Airlines Jet flight. Dick Towle has arranged with the Yellowbird line to have a section of their flight #398 set aside for members of the NER.

The current schedule lists this flight from Boston's Logan Airport at 6:45 PM, with arrival in Montreal at 7:41 PM. This is normally a non-stop jet hop to Montreal. The special group fare available to us provided we have a minimum of 20 people is \$40.00 plus tax. This is approximately a 20% saving over an individual flight since family plan is not available on the weekend. Special children's one-half fare is naturally included in this group saving. The only restriction which NE has placed on us is that we must travel as a group going up and fasten our safety belts when directed. The return flight can be made anytime Saturday, Sunday, or Monday on an individual basis.

Anyone interested is asked to please contact Dick Towle either by mail (PO Box 328, Loading Place Road, Manchester, Mass. 01944), or telephone (617-526-1409) as soon as possible. Plans are up in the air until the end of April as Northeast then wants an indication of how many persons plan to take this flight.

If we can obtain the required minimum of 20 persons, subsequent arrangements & deposit and actual flight plans will then be made with the airline. Other in-flight details (en-route tape-slide clinics), ground transportation at Montreal, etc., will be made at a later date.

If you are interested in substituting eight hours of driving for one of flying then the group flight should be just the answer for those from the greater Boston area who plan to attend the Montreal Convention.

As an interesting comparison, the 1951 spring Boston and Maine timetable lists parlor car roundtrip fare to Montreal at \$27.08 and a roundtrip coach fare of \$22.82. The then #5, "The Alouette," took ten hours & fifteen minutes leaving Boston at 9 AM and arriving Montreal at 7:15 PM.

However, because no train service is now available, our disguised "Yellowbird" Dreamliner will cost \$13 more, 17 years later with a saving of 9 hours traveltime.

PAGO PAGO OFF

Off on the wrong track almost at the start, the budding social organization dedicated to extra-regional model railroading has cancelled plans for a coalition with the Southern Cross Region. The undiplomatic crisis was spurred by a monumental failure in the mascot program. An attempt to crossbreed an unaware kangaroo with an overeager Big Sky Blue GN goat resulted in a broken knuckle or so preliminary reports indicate. The hapless SCR representative bounded over the horizon to forestall any present merger plans, much less a resolved common image.

Though Pago-Pago convention arrangements are therefore cancelled, a program of national action is designed to narrow the stalwart group's perspective and broaden its scope. Membership now will require only affiliation in any two NMRA regions. No dues, officers, meetings, or treasury guarantees for this strange clique time to enjoy the hobby.

No achievement awards are planned, but obverse lapel pins are being looked into as a member recognition ploy.

Montreal RAIL-IN FRISCO JAUNT

Half the fun, indeed, of the NER Montreal 1954 Convention WAS getting there - but as a group by coach and pullman. We can do it again aboard a six-bedroom reserved lounge. In addition, we can have up to 18 and 22 roomettes (a carload lot) if we reserve early. Open for occupancy 9:30 PM at Grand Central and leaving at 10:30 PM, the train arrives in Montreal at 8:15 AM, Saturday. A stop is scheduled at Harmon 11:20 PM and Albany 1:20 AM Friday night.

The cars return from Montreal at 9:30 PM Sunday and arrive Grand Central 7:10 AM Monday (Albany 4:30; Harmon 6:20). The round trip 1st class fares are N.Y. \$46.12 (family 23.80), Harmon \$41.50 (21.28), Albany \$25.58 (12.99). 1/2 family rate applies to children under 12. Round trip pullman, all points, two to a bedroom is \$13.73 per person. If you want a roomette, it is \$16.95. These are the lowest possible fares, dollars less than individual reservations and only obtainable if we reserve early as a group.

The rates quoted are based on four to a bedroom suite (two separate bedrooms) and roomettes in pairs. If the reservations do not work out even, the last to reserve will have to pay a slightly higher rate.

Send your reservation together with a stamped-self addressed envelope and check payable to the Pennsylvania-New York Central RR to Paul Mallery, 94 Oakwood Drive, Murray Hill, New Jersey 07974. No reservations accepted without a check. If you must cancel later, every effort will be made to transfer your reservation to another; failing that, the normal RR redemption will be used. For maximum flexibility all tickets will be delivered on the train. A confirmation will be mailed when the RR confirms the space.

In the coaches a round trip group rate applies from N.Y., \$23.55, and 1/2 fare applies for children under twelve. For more than two in the same family, family plan is less. Send checks for group coach fares to reach Paul not later than May 10.

There is no truth to the rumor that Paul will distribute MKD's as party favors in the lounge.

ELECTION NOTICE

According to the directions published in the almost comprehensible NER Constitution, the first mailing of the Coupler for 1968 includes (on a separate form) a ballot for the election of Directors to the Board. This being an even numbered year, four "at large" Directors are slated for election (odd numbered years call for the election of five Directors by area, i.e., one each for A. New Jersey, B. New York State, C. Rhode Island & Connecticut, D. Massachusetts, New Hampshire, Vermont, and Maine, and E. Canada). In addition, two area Directors will be elected this year to fill out the second year for both the New Jersey and Canadian representatives. Only New Jersey and Canadian NER members may vote for their respective Director! Both candidates for these areas are running unopposed, however, write-in votes are permissible.

Due to the moderate delay in getting out this Coupler, the editor appreciates if each member will help get him off the hook and promptly return each ballot as quickly as a careful decision will permit.

Ballots should be sent to Bal Abrams, 154-04 58th Road, Flushing, N.Y., 11355. Returns should (and must) be in by April 30 to insure the ballot chairman and the Coupler editor being on speaking terms.

Any suggestion for an end to speaking terms with the nominating committee, however, might be appreciated. Their recent

Anyone interested in joining a railroad tour at attend the NMRA Convention in San Francisco next August may be interested in the following itinerary:

August 17 leave Chicago on the Burlington's California Zephyr arriving at Grand Junction, Colorado, Sunday afternoon where a bus would take the group to Durango. We would spend the night in a hotel near the Rio Grande station. Monday spend the day riding the narrow-gauge train to Silverton through the Rockies. Spend the night in the same hotel and have a chance to relive some of the Old West. The next day take the bus to Grand Junction and continue West through Salt Lake City thence through the Feather River Canyon in daylight and arrive in San Francisco Wednesday afternoon.

Four days are planned to sightsee and also to attend the NMRA Convention.

The return trip would take the group north on the Cascade of the Southern Pacific Railroad, arriving in Portland in the morning. Leave Portland at night on the Spokane, Portland & Seattle RR, for Spokane, Washington. Board the Empire Builder of the Great Northern and head East. Detrain at Belton, Montana and spend three full days through Glacier National Park. This stop-over is in the Northern Rockies of the United States complete with meals, lodging and tours. Spend the first night at the Many Glacier Hotel and tour the area including the Going-To-The-Sun road. Spend the second night at the Prince of Wales Hotel in Canada. The last day we will do more sightseeing and be delivered to the Glacier Park station of the Great Northern in time to catch the Empire Builder. On the way home travel into Montana, North Dakota, and St. Paul with arrival in Chicago on Saturday afternoon.

For more details on this proposed trip and cost please write Irwin F. B. Lloyd, 44 Lincoln Drive, Glastonbury Conn. 06033

published long-winded election procedure statement (in which the previous committee was obliquely referred to as "tin gods"), has been least heeded by the new "zamac messiahs." Candidates whose listing should be "in the order the names were received," are instead listed alphabetically. No more than two members from the same area may be elected to the Board of Directors, with those from the same area with less votes than the two winners declared ineligible and passed over. The verbose committee has interpreted this to mean no more than two persons from the same area may run. One petition for a nominee was withdrawn by the patient but confused candidate in the face of this ruling.

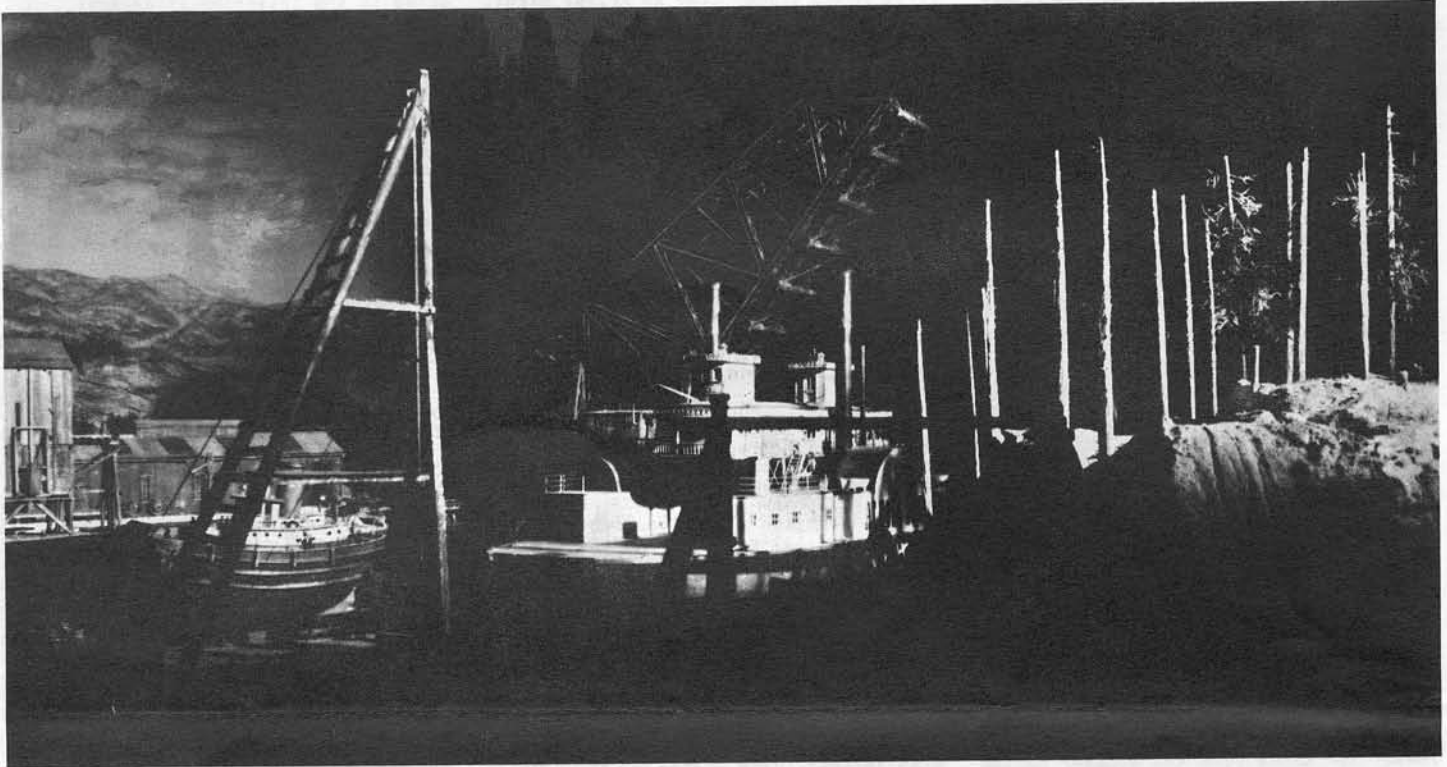
The amendment to give Staten Island back to the Indians is alternately thought to be included on this ballot, and more correctly voted upon at the annual meeting.

As a further paradox, the President of the Region finds himself on the ballot as a candidate for Director. Had he been on the ballot in this fashion in an odd numbered year, he would necessarily have to represent his own area interests in addition to the broader spectrum of responsibility.

Either way, he must then find it difficult to conclude model railroading is as much fun as reading the fine print in the NER Constitution.

DICK PATTERSON'S PORT CARIBOU RR. & WESTERN NAVIGATION CO.

ALL PHOTOS BY
NORM BRISKMAN



When Mrs. Dick Patterson opted not to have the Port Caribou saloon named after her she made a knowing choice. Aware of her husband's impeccable thoroughness and careful detailing, she envisioned a lift off roof with the second story coming into view first. Having been overlooked as a source of inspiration in the naming of the entire railroad, she graciously declined being emblazoned at the intersection of Main Street and Railroad Avenue in the western terminus of the Port Caribou RR & Western Navigation Company.

That the salt-water entrance to the forbidding harbor on the rugged northwest timber studded coast provided too active a distraction may have been a consideration in her decision, and one difficult to dispute. From the operating paddle-wheel steamer, ALECK SCOTT, to the rolling lift bridge which gently eases back nudged by its counterweights and a haunting blast on the car ferry's whistle, an uncounted total of operating features on this incredible model railroad serve to unnerve the senses. Solidly based in over 400 pounds of concrete set into a galvanized sheet metal frame and further insured against leaks with a coat of fibre-glass resin, the real water 8' x 13' railroad centers its action around the ferry which transfers narrow-gauge cars from either side of Port Caribou. The heavy lumber and ore traffic recreates an era near the turn of the century when the hustle and bustle (that saloon again!) of the rapidly expanding natural resource industry saw railroads and towns strewn all over the countryside. But while Dick has captured the pace, completing his railroad in almost four and 1/2 years, his uncanny planning presents a spectacle of unbelievable perfection. He does have a concession to a second-guessed route in the way of an abandoned and burned wood trestle. The sludgy sight of a washed out cattle car relic in the harbor mud beneath the bridge

gave pause to the PCRR&WNC directors and they replotted the harbor crossing on a magnificent Scherzer rolling lift bridge which was the pride of the town of Port Caribou for even a few years into the 20th century.

Until railroad traffic crossing the harbor became commonplace, hardy folk all through the town, together with the captive audience aboard the ferry steamer, never missed a bridge raising or lowering, night or day. It is said that even the





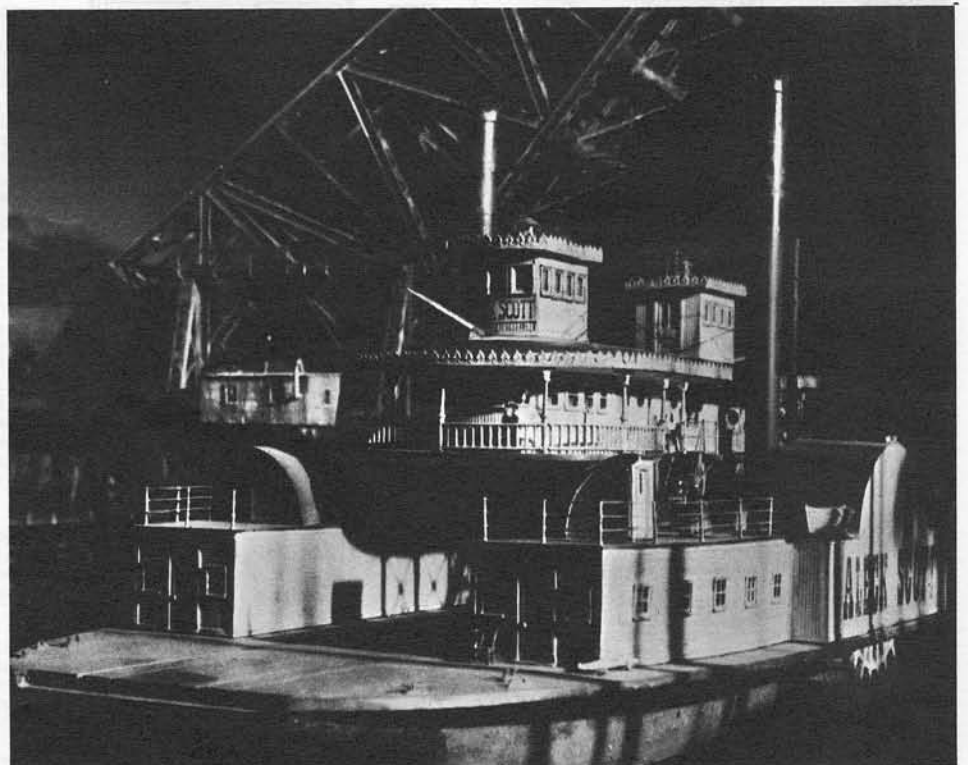
The pride of the road is a scratch-built 2-6-6-0 with an elegant stack and a lean pointy cowcatcher. Also on the roster are an O-2-2-OT, a 4-4-0, a Forney, Brill bus, C.P. Huntington, 2-8-0, all scratch built, and a United consolidation.

Dick advises that even his partially complete railroad absorbs a disproportionate amount of time in maintenance, first

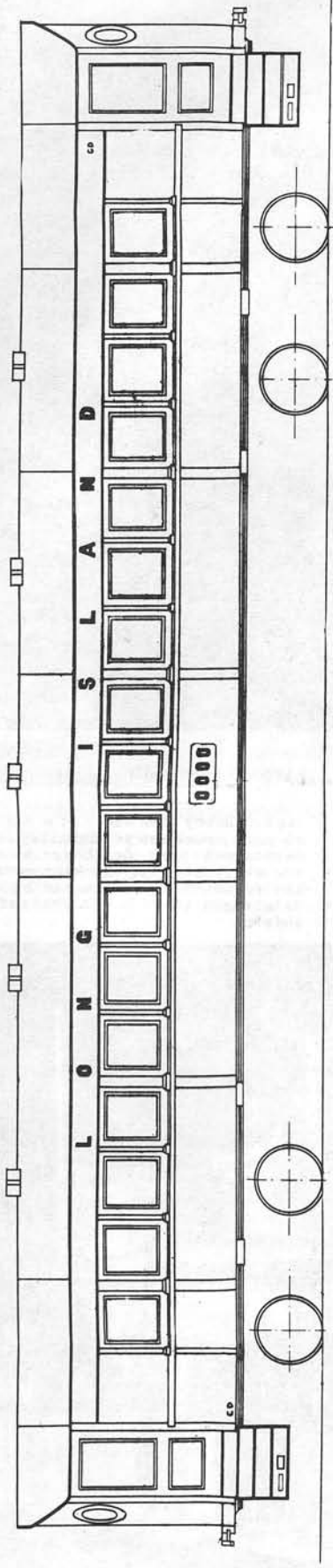
putting the figure at 80% of his modeling time and then adding, "lots and lots," to that conservative figure. With what he has accomplished in his less than 20 per cent of hobby time makes it a safe bet that no pony truck has yet derailed on the well-maintained Port Caribou. No statistics are available for backing movements but the roundhouse foreman can be consulted. He's right there in the shade of the wheel hoist.

honky tonk piano in the town saloon halted for those few minutes when the entire patronage dashed out into the night to view the rail action. And, Dick has recreated every facet of that action. From a three chime steam whistle which quietly awakens the bridge tender to working smoke units on the boat, real port and starboard lights, a 24 hour day and night lighting circuit via a 7 minute salt-water rheostat, taped honky tonk music, mercury cups to conduct track current over the bridge, rotating paddle wheels which gently slosh through the water, a 5" gauge guidance track under water to safely steer the boat into port with a minimum of damage to the perfectly detailed ferry slips, ducks at the water edge - and the perceptive eye later comes across one alighting, three waterfalls, accurately realistic scenery with a moderate touch of genius, and operating (some with smoke units) piledriver, gristmill, lighthouse, coaling station, water tower, steam shovel, windmill, tugboat, sawmill, turntable and three motored gantry crane; no detail is missed!

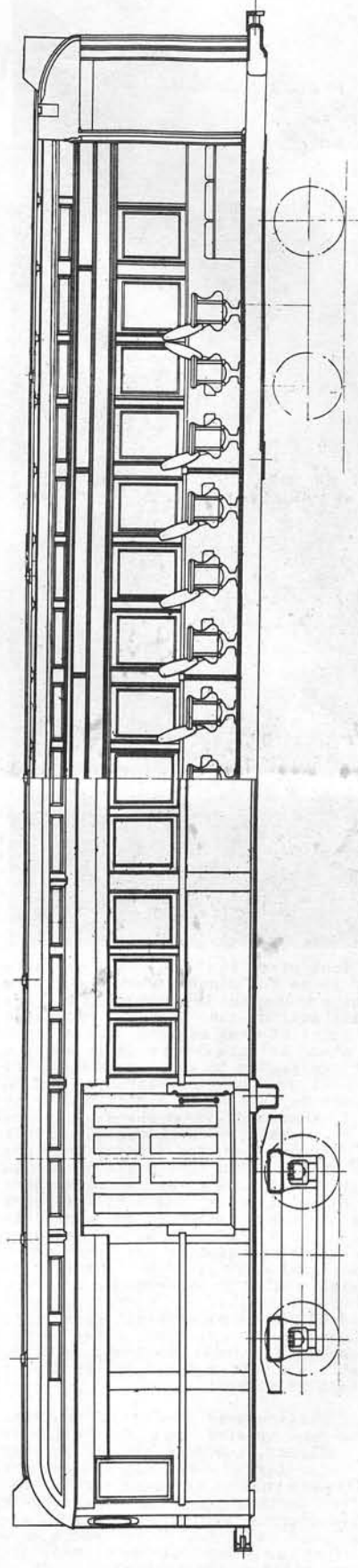
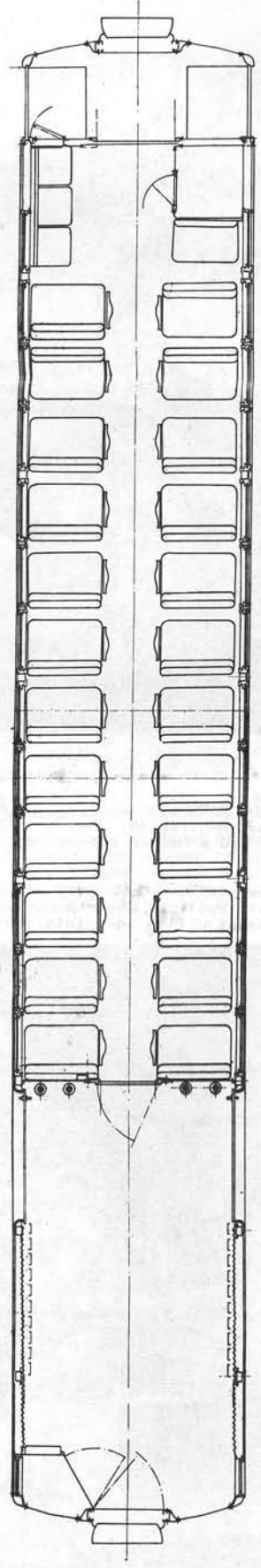
What particularly amazes is that the man who has created this fantastically total railroad, includes himself in that large percentage of model railroaders who have pikes in various stages of incompleteness from undrawn-plans to all-track-in-but-no-scenery. When pressed, Dick explains how he still has 800 trees to go - only 200 so far - and that pencil shavings which he blindly steals from the office are holding up that project and then there is the still to be finished engines and rolling stock in the company shops.



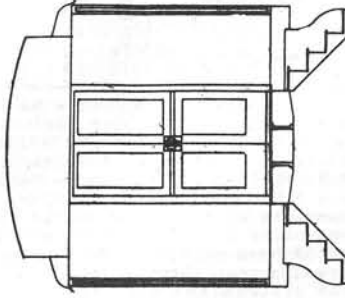
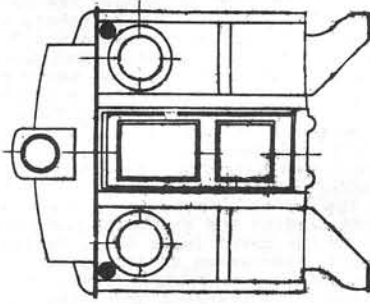
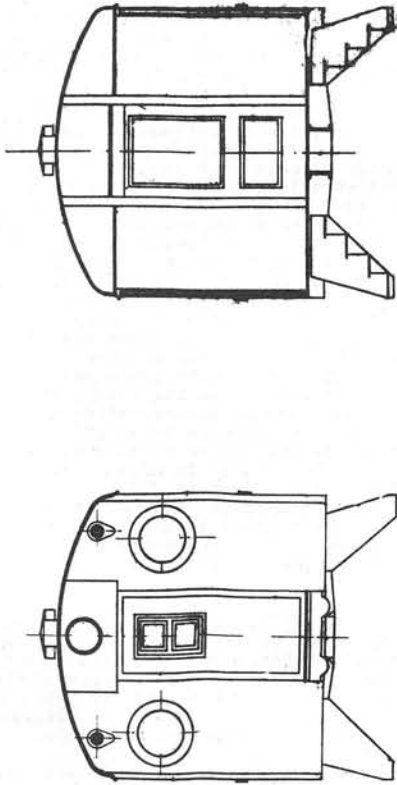
LONG ISLAND RAIL ROAD MU PLANS



ARCH ROOF COACH



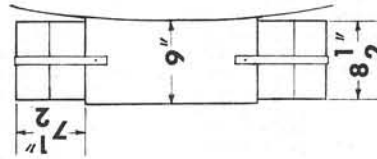
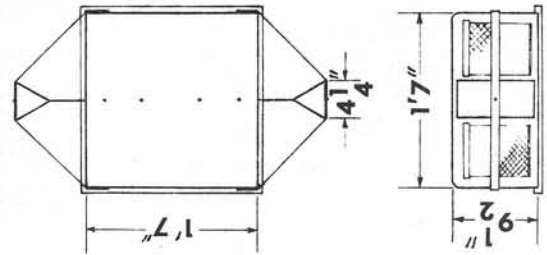
MONITOR ROOF COMBINE



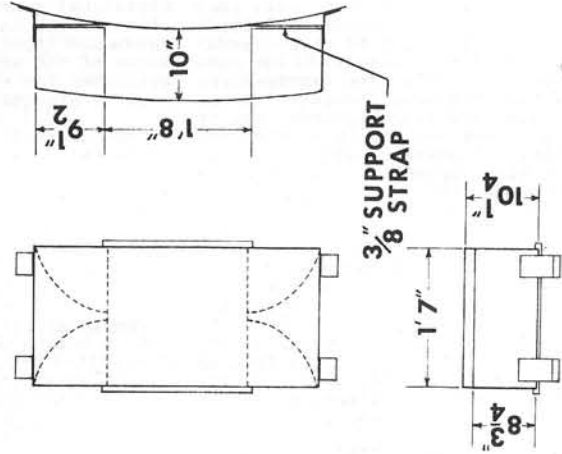
INSIDE & OUT END VIEWS

IF DIMENSION OVER
END SILLS IS 64' 5 3/4"
PLAN IS ACCURATE
FOR HO SCALE

VENT DETAIL 1



VENT DETAIL 2



CENTER TO CENTER SPACING
IS 8' 6 1/2" - 5 VENTS PER CAR

VENT DATA AND PLAN BY
GUENTHER K. RICHTERS

Board votes no on some items; yes on others.

On a severe early December Sunday near Albany, the special Board of Directors' meeting called by President Glenn Wagner pleasantly began with almost all the summoned members present. The twenty-three officers, board members, committee heads, and interested individuals, undaunted by the brutal winter weather encircling all of middle New York State, quickly dispatched the impending region business with the same perseverance that they showed in braving the cold, rainy skies. The seven and one-half hour meeting was marked by the smooth direction provided by the president in bringing to the surface the crux of each discussion point. When good humor was substituted for tedium, special progress was made without any compromise in thoroughness. A pre-meet luncheon at the Albany Howard Johnson's on the NY State Thruway was particularly distinguished by everyone's prompt arrival - almost uncannily within minutes of each other.

The BOD meeting was called to order in Glenn's comfortable Delmar home. Minutes of the previous meeting were read and accepted with only a minor correction - in that the veritable motion seconder, Pete Huggar, went unrecorded on a past seconded motion. The secretary saw to the change. Committee reports from the Sunrise Trail, Alouette, Garden State, & Hudson-Mohawk divisions were read. The pike registry & nominating reports were also noted. The Region parliamentarian and historian, Dr. J. Diaz announced that a rough draft of the region history was complete and that the finished history might be published in the Coupler. Discussion suggested that perhaps an anniversary year might merit its separate printing.

Under old business, Glenn Wagner said that two locos reported lost during the Garden City convention were paid for out of an insurance coverage, and a discussion of the convention checklist ensued to help assist future committee chairmen in running a convention. The Montreal Convention then attracted the main interest as Ken Bingham and Herman Cole detailed their dilemma with hotel booking, as many conventions were booked far in advance and a premium on space seemed to exist in downtown Montreal. The motel which had been originally considered required a \$150 extra surcharge for meeting rooms. A motion to direct the committee to find a hotel without this extra fee was made by Jack Alexander and seconded by PNH. This was voted and will be a region policy in the future. Paul Mallery then discussed the popularity of a previous train special to Montreal and announced plans to insure the NER's having just as good a time enroute this year.

A report of the fall Hartford convention was made by the convention chairman Dick Towle. It will be held at the new Hotel America in the Connecticut state capitol on October 11-13. Discussion of the 1971 British Region bid followed, and the BOD voted to favor the bid of that country for the 1971 NMRA National convention. Preliminary reports of special low charter rates by plane, fan trips of steam, diesel, and electric, and a visit to the birthplace of the Stephenson locomotive made anticipation for this event an eager hope for its successful fruition. A request that a vote for Staten Island's

divisional representational amendment be taken before the 1968 Spring convention was deemed impossible for action under the terms of the present constitution. That concluded the old business and the group rapidly plunged into new business.

The convention committee was directed to investigate the possibility of a joint NER-MER convention meet in the spring of 1969 at Easton, Pennsylvania. (later developments in the limited hotel capacity of that town make this interesting double convention little likely to occur - ed.) Dave Decker suggested a model railroad exhibit open to the public with manufacturer's displays, models, dioramas, and portable layouts, and sponsored by the NER. A motion was made and voted to form a committee to look into this and report to the BOD at Montreal with estimated expenses, and suggested program and location. Hal Smith of Cossayuna, NY was appointed industry exhibits chairman.

A vigorous discussion of the model contest ensued and the BOD directed the contest committee to award only one 1st, 2nd, & 3rd prize in each category provided that the required number of points are attained; duplicate prizes to be awarded only in case of point tie, in which case the next lowest prize will be eliminated. All other models meeting achievement award specifications will be awarded honorable mention certificates. Also each judge will judge only one category such as craftsmanship or conformity rather than judging the entire model as in the past. As a matter of NER policy a man will not be allowed to be both a judge and an entrant in a particular contest. These alterations in the contest procedure were precipitated by a letter received from an attending club at the Garden City convention (see page 3 - ed.). The absence of the Model Contest Chairman, who unfortunately had to attend a church supper, made this discussion vulnerable to alarm as his broad experience in this area went unconsulted.

A discussion of memorial awards led to the enactment of a standard award to be given to the family of the deceased whom the board wished to honor. Hal Smith came up with this reasonable and valid opinion after a rambling discussion which threatened to become maudlin at some points.

A check was received for payment of the NER 20th anniversary kits. The treasurer was authorized to spend up to \$25 to obtain an organizational seal which would be useful for contest award certification and other official documents. A motion to direct the Eastern VP, Don Robinson, that it was the NER board opinion that no non-model railroading advertising be accepted for inclusion in the NMRA Bulletin, or yearbook was made, following a National solicitation on this point.

A motion to recommend to the NER membership opposition to the national proposal for reduced trustees' meetings was voted. A vote of confidence and an official thank you to Jeff French was made for his work as Editor of the Coupler. Plans were OKed for the creation of a Nelson Blount trophy award. A review of division formation procedures for possible revision was initiated. The tired participants then adjourned for refreshments and model railroading.

SCHEDULES

Westward Hell Gate Bridge Route	150-115	New York		171	172	175
		Nov. 24	Dec. 26			
	Daily	Jan. 24	Feb. 22	Daily	Daily	Daily
New Haven R. R.	AM	AM		AM	AM	PM
	PM	PM		PM	PM	PM
to Boston, Mass./South Station	8:00	8:45		8:00	8:00	1:00
to Back Bay Station	8:05	8:50		8:05	8:05	1:05
to Providence, R. I.	8:15	9:00		8:15	8:15	1:15
	8:25	9:10		8:25	8:25	1:25

CARLSTADT, NEW JERSEY - March 22nd to April 7th. The New York Society of Model Engineers will hold their 36th Annual Exhibition in the club headquarters at 341 Hoboken Road. Club Sunday March 17 free 1 - 5 PM. One of the largest and most complete HO gage railroads in the country operating 39 scale miles including automated hump yard, and spectacular scenery. New this year; transistorized rail detection system with operating signals. The 14 mile O guage line is completely rebuilt, and now operating with new scenery. Admission 50¢, children 6-12 25¢. Armed services free. Photographers welcome.

ASTORIA, NEW YORK - March 24. Auction at the TURN Hall, 44-01 Broadway from 1PM to 6 sponsored by the Woodside Society of Ferroequinologists. This new club with a tongue-twister of a name has no tongue-tied auctioneer. Hal Fletcher, the maverick king of the horse-traders, conducts easily the most lively auctions on the east coast. While he has never resolved his long standing feud with the House of Hirohito, his motto still is "Buy and Sell American," and permeates his strong opinions and running commentary. The usual rare, hard-to-get items will be there again and here is the place for the oldies & the goodies. From 1 to 3 a no-holds barred trading and swapping jamboree; from 3 PM the gavel takes over. Tables available. Admission \$1 donation, no auction fee; Women and children first (correction-free.) Refreshment and food service on the premises. Guns checked at the door.

NEWARK, NEW JERSEY - Garden State Division, NER NMRA Meet, Saturday April 20 at the North Reform Church, 510 Broad St., from 9 A.M. Educational, scientific and informative (too) RR clinics, model contests, drawbar pull contest, switching layouts, club visit and lots of friendly RR'ers. Complete package includes banquet - Advance \$3.50, at the door \$4.00. More information from Meet Chairman Pete Huggar, 812 Prospect Street, Westfield, New Jersey. Phone 201-232-8407.

EAST WEYMOUTH, MASS. - APRIL 27, 1968. HUB Division's tenth annual convention at the Congregational Church. The busy Saturday program begins at 10:00 AM when the registration; model, photo, and slide contest tables open. The white elephant table open to receive and sell auction material - manufacturer's and dealer's displays open for inspection. Lunch locally at 12 noon. At 12:45 the clinics, tape-slide programs and movies begin the afternoon calendar. Dinner at 5, annual business meeting at 7:30, awards presentation and election of directors to follow. Promptly at 8:45 a visit to the South Shore Model Railway club pike will cap the lively evening. A 10th anniversary commemorative milk reefer kit will be on sale for \$3.00. Only 200 reservations will be sold for dinner which is \$4.00, payable in advance until April 20th. Make checks to HUB Division. Local overnight accommodations are available at the Boston Motel in Weymouth. All mail to Harold I. Clark, 3 Frederick Street, Worcester, Mass., 01605.

WORCESTER, MASS. - Last Tues. evening of every month. 8:00 PM. The Worcester Model Railroaders at 405 Main Street, Worcester, Mass., welcome interested visitors or contact Henry D. Weiss, Sec., Treas. c/o Henry's Hobby House, 61 Pleasant St. Worcester, Massachusetts, 01608.

HAMPTON, VIRGINIA - May 17-19. MidEast Region Spring Convention.

MONTREAL, QUEBEC, CANADA - May 24-26. Northeastern Region NMRA Spring Meet.

DIVISION NEWS

HUB

Last November 10th the HUB Division transformed the basement of the Second Congregational Church in North Beverly into a semblance of Grand Central Station with a concerted display of model railroad equipment which staggered the credibility of the more than 1,000 viewers the annual open house attracted. Messrs. Towle and Decker presented the vigorous program as a general attraction calculated to attract to the hobby those persons whose dormant interest needs that quiet "push" into the chasm of model railroading.

Included in the exhibit was a 3/4" gauge locomotive, a display of early RR tickets, a collection of the South Shore Club's made-to-order brass locomotives, a roster of Canadian Pacific locomotives and a model of a U.S. Navy helium car, which most of the viewers found hard to believe weighed less loaded than otherwise. Local NMRA politicians were quick to point out the theory that less dense gasses have an enormous tendency, if not predisposition, to rise.

The HUB boys plan their annual little convention for April 27th in East Weymouth, Mass., at the Weymouth Congregational Church. Clinics, movies, an auction, a white elephant table, operation, dinner, and a business meeting all for \$4.00.

Information from Harold I. Clark, 3 Frederick Street, Worcester, Mass. 01605.

SEACOAST

A proposed new division to comprise New Hampshire, Southern Maine, & North-eastern Massachusetts held its first meeting at the Cochecho Valley Model Railroad Club quarters, 440 Central Avenue, Dover, New Hampshire, on January 19th. The meeting was attended by 25 people and began at 8:30 PM. Speakers were Richard Towle, NER VP and Donald Robinson, NMRA Eastern VP.

The newest in the growing list of NER divisions then got off to a roaring start with a slide show of Boston & Maine train wrecks. The next meeting, open to all, will be on Friday March 15th at the same address. Those interested in this new division might contact Tom Massingham, at 800 Central Avenue, Dover, N.H. 03820, or D. Stanley Decker, 20 Reo Road, West Peabody, Mass. 01960.

HUDSON-MOHAWK

At a meeting on November 5, 1967 held at Bruce Stalcup's home in Colonie, N. Y., the tape-slide clinic, "How I Run My Railroad," by Doug Smith was viewed. Bruce's layout being identical to that in the tape-slide clinic made it doubly interesting to see, after the clinic, how Bruce ran his railroad. A short business meeting followed at which it was resolved to distribute NER & NMRA materials at the Harlem Valley RR Club's mini-convention on November 19 at Chatham, N.Y. Plans were formulated to issue a division news bulletin, the "FORM 19."

An early December mailing to members of 19 Order #1 included reports of the November 19 success (which attracted over 500 persons), news items, an editorial, meeting notices & other railroad trivia. It was edited by George Herbert.

The January 14 meeting was held on the Pennsylvania Northern premises at President Dave Messer's home. A short business meeting followed. Volunteers to help with "Form 19" & the mini-convention of March 16 Committee under Bill St. John were organized.

The March 3, 1968 meeting is scheduled for Pittsfield, Mass., with the Berkshire Model Railroad Club.

Submitted by John Hollner, Sec-Treas.

GARDEN STATE

The November 11 GSD meet proved to be an eye opener to many a model railroader as to what can be done with a home pike. Fifty-six persons were escorted around to the home pikes of 'Pres' Packard, Ed Diaz, Dick Patterson, and Gene Wolfe. Amazing, tremendous, indescribable, and unbelievable were just some of the words overheard as the visitors viewed the pikes. It was the first time a meet such as this was attempted and it proved very popular with the enthusiastic onlookers.

Saturday, January 20, promised as a full day of model railroading, turned out to combine the makings of a fan trip, bull-session, a Pennsylvania-Reading ramble & scramble, two subway jaunts, a gourmet gamble, and visits to two of the better model railroad clubs in the country. It started for the largest group on PRR 207 out of New York, and if the whip through the reverse curve at Elizabeth, N.J., was more stable this time, it was because the last half of the last car was well ballasted with talkative, pointing, yawning GSD railfans. An advance group who left on the earlier 'President' to take advantage of its cold coffee diner provided a camera hung welcome at Philadelphia, where after a swapping session of travel tales, the merged group transferred to the underground and even deciphered Camden transfers. In Camden, the Silver Valley Model Railroad Club turned out for a potatochip and pretzel welcome. Though slightly into MER territory, the eager group were treated to a rare highlight of what model railroading can be when a talented, friendly and cooperative club rolls up its sleeves and builds a thoroughly scenicked RR. A large number of operating features on this layout, together with a broad collection of interesting exhibits almost made the entire trip a success before noon.

After lunch on the way, they journeyed back into Philadelphia for a little homage to the Reading's cathedral-like huge arched trainshed and the beginning of the hop to Oreland. The unexpected surprise along the way when Budd's Red Lion plant was passed to bring into view a fleet of the Pennsy's new High-Speed Metroliners, added to what seemed deliberate planning by the trip committee! But the calculated accident was passed off as GSD intuition. Once in Oreland, the GATSE's famous 50-car real iron ore DM&IR double-headed articulated special again provided the main attraction to a session of spirited train watching, layout planning, electrical discussions, spunky political sideling, and protestations of non-interest in politics. The trains continued to run. So too, did the prototype and the official return was on PRR 272, although a good many of the happy GSDers stopped at a lucky find of a marvelous sea-food restaurant, while back at the trainshed some stayed for more RDG train watching, side trips on the Philadelphia trolleys and other excuses to not have the day end. The last of them returned a day and a half later which makes it advantageous to begin these popular meets on Saturday.

The April 20 Newark Little Convention is shaping up well. Details in Schedules.

ALOUETTE

The Alouette Division has found their model railroading activity overshadowed by Montreal Convention preliminaries and hope to see all of their NER brothers at the Windsor Hotel on May 24, 25, and 26.

WEST SHORE

The lower Hudson area from Manhattan to Kingston as yet has no division but a meeting is planned for Saturday April 6th at 1:30 PM in the West Haverstraw Firehouse. A pre-meet luncheon at the Highway Diner on US 9W at Railroad Avenue is scheduled for the early birds. A visit to the Rockland County Model Railroad Society is planned. For more information contact Charles D'Elia, 24 Kennedy Drive, West Haverstraw, N.Y. 10933. 914-947-2629.

NUTMEG

The Nutmeg Division, hard at work on plans for the October 11-13 Fall Hartford Convention will release a report on their current activities at a later date.

SUNRISE TRAIL

Sunrise Trail Division held its November meet at Lum's Restaurant and the Levittown Public Library. The informal program featured a Santa-Fe freight film, and 2 tape-slide clinics. A model contest was planned but only five models were entered and three won prizes.

The January meet was held at St. David's Church in Massapequa Park with the pre-meet luncheon at Musicaro's Restaurant. Another Santa-Fe film was shown with the usual clinics and model contest.

On March 16th, the LI boys will kick off their March meeting at the Red Cross building in Jamaica, Long Island. "Fun with Model Trains," and "Along the Right of Way," will be shown. A model contest is planned and a tape-slide clinic is hoped for. An identifying quiz on different aspects of the prototype is also planned.

Submitted by Robert Miller, Secretary.

LITTLE RHODY

At the recent NER BOD meeting held at Delmar, N.Y., the change of name from the Rhode Island Division to Little Rhody Division was granted in accordance with the wishes of the membership.

Since the Little Rhody Division has been duly recognized it has taken a bold step by initiating scheduled monthly meetings to be held from September through June with meeting nights set for the second Wednesday of the month. BOD meetings to be held upon call from the chairman. Until further notice the place will be the downstairs hall of the Trinity Union Methodist Church, 375 Broad Street, Providence, R.I. Word was also sent to the 160 plus members of the NMRA residing within the Little Rhody confines, plus to the many friends, loners, & interested model railroaders.

Featured are planned programs of films, both commercial and home movies of railroad interest, slides, tape-slide clinics and photo contests. Members are also invited to bring in models for display and for general discussion.

Dining car service is always available at a slight cost to defray expenses.

As there are no division dues, the RR cap is passed and needless to say each member takes this responsibility right to heart. The hat always sags. If it were not for this one fact we would still be a floundering group. Income covers rental of the church plus monthly expenses. There have also been many added donations for necessities required to run this organization. To date the average attendance at our monthly meetings has been about 28. This is encouraging as we get new faces out each month and the general interest is increasing.

In the coming month the Little Rhody Division will start a drive to activate those within the division to full membership at the cost of one dollar per year. A pass will be issued and its new quarterly news sheet, "The Yankee Clipper" will be printed. This is to coincide with a drive to increase NMRA membership whilst smoking out the loners from their cellars, attics, and caves.

The Little Rhody Division has great plans for an all aboard good trip this year what with its abundance of talent, ability and renewed interest!

Submitted by Hans F. Schell, Secretary, 125 May Street, South Attleboro, Mass 02703

SAVE THIS BRIDGE



EXTRA 66 WEST, photo by DON ROBINSON

SPECIAL OFFER MADE TO MODEL RAILROADERS IN DRIVE TO SAVE VERMONT COVERED BRIDGE

A special offer of interest to model railroaders is being made as part of a fund raising appeal to save what will be the last railroad covered bridge in service in Vermont and one of the very few in use in the country.

The remaining bridge is a town lattice truss located in the town of Wolcott on the St. Johnsbury & Lamoille County Railroad, a 96 mile single track link across the northern part of the state, which was recently purchased by Samuel Pinsky, noted short line owner. As part of a major capital improvements program the line has already replaced two other covered bridges with stronger steel structures and abandoned a third. Mr. Pinsky has agreed, however, to save the Wolcott bridge by incorporating the needed steel structure inside it provided that someone else pays the upwards of \$14,000 in extra costs required for doing the work in this fashion. The Vermont Board of Historic Sites has been able to allocate \$9,000 of state money for the project, and the Lamoille County Development Council, a private local public service organization, has launched a fund drive to raise the \$5,000 balance. Without this the bridge will probably be destroyed.

For model railroaders interested in

building a model of the original and also in helping to preserve the bridge this special offer is being made: donors of \$10 or more will receive free a set of prints from the original plans for the bridge taken from engineering drawings in the railroad's files and donors of \$20 or more will receive in addition a handsome mounted photograph of the bridge with a St. J&LC train. The plans are of sufficient size to be clearly readable for the construction of scale models. They show the bridge in its original form with plain gabled roof; in later years a cupola type full length vent was added at the peak to facilitate the escape of smoke. Construction of a model in either form would be correct as either "original" or "modernized." Donations may be sent to the Council at Box 577M, Morrisville, VT 05661, but checks should be made payable to the Vermont Board of Historic Sites which is in charge of the finances.

Mr. Hagerman, Executive Secretary of the Council, has stated that all donations, large or small, will be appreciated and promptly acknowledged. All contributors will receive an attractive illustrated pamphlet giving the following information about the bridge: its history, several names, design, and other interesting data and lore. The Office of the Attorney General of Vermont has given the opinion that donations will be tax deductible although

confirmation has not been received from the Internal Revenue Service. While the covered bridge has often been treated as a symbol of the Jeffersonian spirit of democracy, generous NERers might like to gamble that the added cupola to vent smoke congestion will be equally symbolic of a favorable IRS ruling in the area of tax relief!

What remains, though, is the more important opportunity to be an active party to preserving what has become to be more representative of the pioneer days of our country than even wagon treks west. For some a fond reminiscence of rustic American life, the covered bridge was expressive of the forward growth of commerce and communication as the early United States achieved a physical union in defiance of its untamed terrain. About it have gathered sentimental tales, folk legends, and ghost stories. It has inspired more poets and painters than perhaps any other familiar object of our native landscape.

A model of the handsomely proportioned Wolcott bridge would add as much a touch of elegant charm to any model railroad.

Knowledge that the model builder added his small contribution to help preserve the historic original also adds a certain enhancement to both the model and to the builder.

NER 81 COUPLER

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

34-23 24th Street
Astoria, NY 11106

