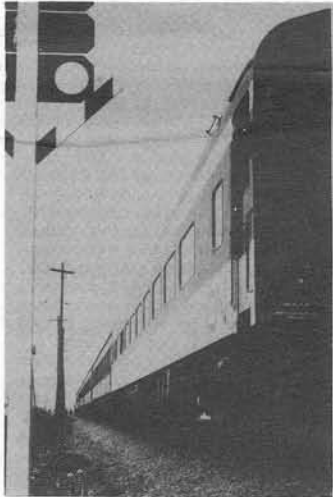


# NER 82 COUPLER

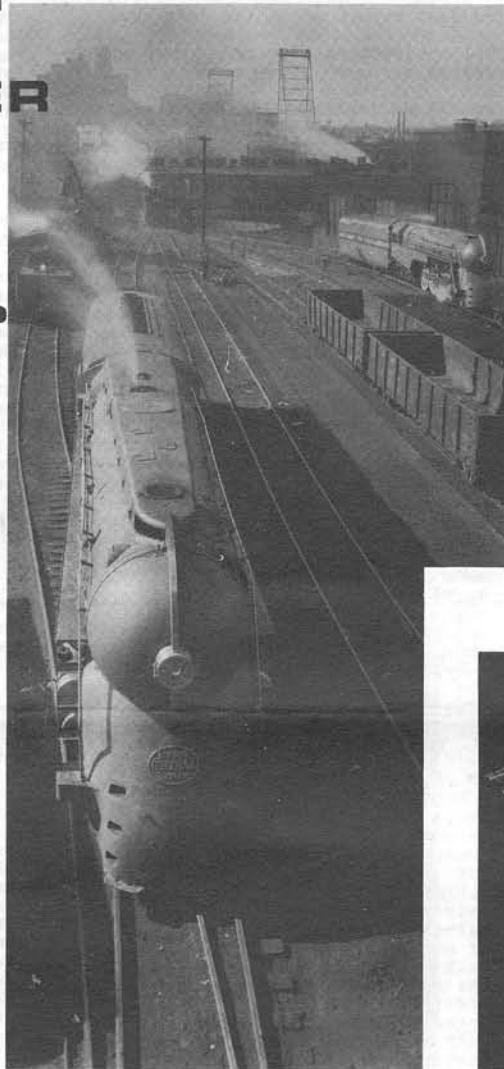
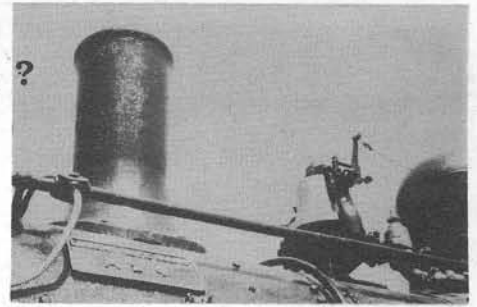
DID YOU EVER  
SEE TWO  
MORE  
BEAUTIFUL  
GONDOLAS?

## FABULOUS FANTRIP

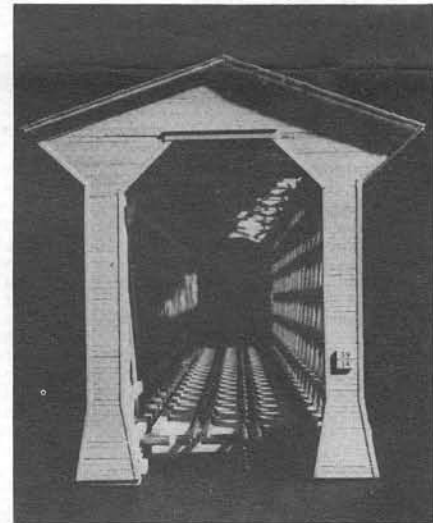
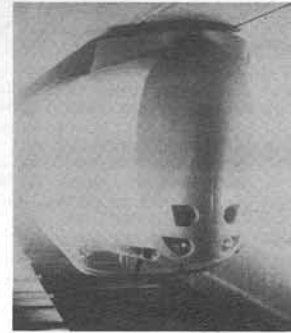


SUMMER 1968

DOES THIS  
RING A BELL?

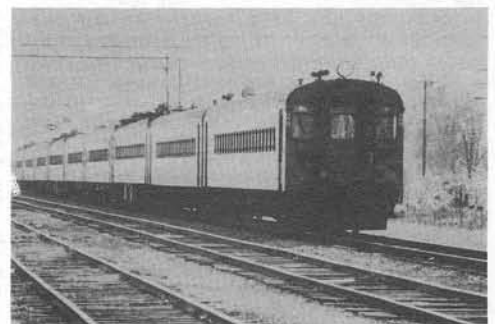


SURPRISE



MONTREAL MODELS

SEE →





*Glenn Wagner:*

It's all in a point of view. When you're looking for the next issue of the Coupler, it seems as though it's forever. And when you're responsible for material, somehow it seems as though you had just finished the last report about ten days ago!

The Directors of your Region are dedicated men and I am proud to be one of them. Imagine a Board meeting lasting from 10 PM until almost 4 AM. It happened in Montreal. Taking care of NER business, management, and policy is a time-consuming job and I can assure you it is being handled by devoted members who work for the harmony and progress that is so evident in the Northeastern Region.

Speaking of Montreal, all the officers of the NER, especially the permanent convention chairman, Dick Towle, and myself, want to express our sincere thanks and appreciation to the Alouette Division for their gracious hospitality and for putting on such a fine convention. The clinics were informative and stimulating, the contests inspirational, the fan trip a rare treat, the banquet a gourmet's delight, the speaker a humorous and enlightening personality, and the home layouts a real pleasure to see. A few even saw some of Montreal! We all enjoyed ourselves.

I want to welcome the re-elected Directors for 1968-1969: A. Herman Cole, Pete Huggar, Paul Mallery; & Dr. John Diaz, Jr.,

**PRESIDENT** Glenn Wagner  
P.O. Box 262, 51 Winne Road  
Delmar, New York 12054

**VICE PRESIDENT** Richard Towle  
P.O. Box 328 Loading Pl. Rd.  
Manchester, Mass. 01944

**SECRETARY** David R. Marlowe  
38 Grant Avenue  
Brentwood, New York 11717

**TREASURER** Frank W. Skutsch  
56 Commander Avenue  
Garden City, New York 11530

**DIRECTORS** Jack Alexander  
111 South Street  
East Bridgewater, Mass. 02333

A. Herman Cole  
110 Claude Avenue  
D'Orval, Quebec, Canada

Graham Harvey, Jr.  
P.O. Box 231  
Rockville Centre N.Y. 11571

Peter N. Huggar  
812 Prospect Street  
Westfield, New Jersey 07090

Paul Mallery  
94 Oakwood Drive  
Murray Hill, N. J. 07971

W. Emerson Randall, Jr.  
10 South Street  
Cranston, R. I. 02920

Earl Smallshaw  
Long Hill Road  
Middletown, Conn. 06457

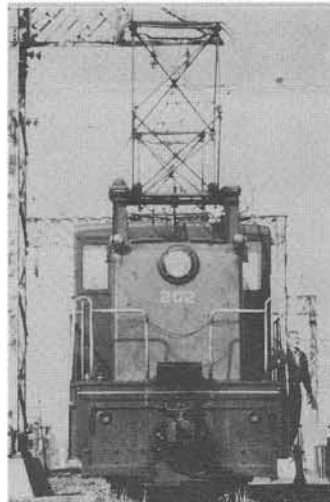
**OFFICE MANAGER** Jack Brown  
P.O. Box 404  
Wakefield, Mass. 01880

**EDITOR** Kenneth A. Martin  
34-23 24th Street  
Astoria, New York 11106

Official Bulletin of the Northeastern Region of the National Model Railroad Association  
Subscription \$1. Membership renewals and changes of address to the Office Manager.

The deadline for the next issue very likely is past, but just keep sending things in.

**PHOTO CREDITS THIS ISSUE:** The diminutive A2q 4-4-0 bell-ringer is being pulled by a 0-4-0 gasoline switcher in this Tom Prange shot. The cover A2q, covered bridge, and lower center MU shot are all by Norman Briskman. Other cover shots by Dick Towle. The NYC Hudson shots from the George Rowland collection. Other photos as indicated except page 4 and 5 all by NB (Alco PA, CN line car by Dick Towle, also electric shot on this page). Processing by NB and Olevsky.



Just prior to departing wonderful Montreal, at a quiet, elegant dinner which began with paté-de-foi-gras in aspic and ended with a caramel flan; the high-ceilinged, silver-serviced Canadian Pacific dining room in Windsor Station echoed to the sounds of tinkling crystal and the iceberg-like crash of melting ice cubes leveling off. I was pleasantly tickled then, when an innocent Long-Islander called softly from near the bar behind me and asked why the Schedules Column of the last Coupler wasn't labelled 'Past Events.' I remembered Oscar Wilde, who missed many a train, and who said (I believe in reference to the Coupler), "Punctuality is the thief of time." I wished I had recalled that apt aphorism earlier Saturday afternoon up in the elevator at the Hotel Windsor. Maybe the charming way the elevator man announced the floors in both English and French was what disarmed me, but some where between *deuxieme* and *triosieme* a voice from the rear of the lift asked what was the hundredth time for me, "Why was the Coupler late?" I know it is polite to remove your railroad cap upon entering an elevator, but for me to turn and directly address my reply was more than I could do in the pressing crowd. Whoever he was, I

and A. Thomas Prange who will be joining us in October as new members. David R. Marlowe will be our new Regional Secretary to succeed Peter Gray who has resigned.

I have not reported on the BOT meeting in Pittsburgh during March since this is being fully covered in the NMRA Bulletin.

I know you join me in thanking Ken Martin for taking over our fine publication "The Coupler." Getting out such a complete and informative paper is a gargantuan job, taking hours and hours of work. Ken brings a broad experience in writing and reporting to make the Coupler informative and interesting. His talent in editing, coupled with his subtle touches of humor and artistic abilities will add a new dimension to the publication. Our "Coupler" is among the top-ranking Regional papers.

During August I will be attending the BOT meetings and NMRA Convention in San Francisco to represent you as your trustee. I have been directed by the BOD to vote in favor of the London Convention to supersede New York as first choice. If New York wins out, we as a Region are committed to back up this convention to the fullest. Recently I have received a copy of a contingent bid from Newark to be presented at San Francisco, the aim of which is to provide a third choice convention site for '71 if, for some reason, the international situation or travel is restricted in any way to make the London convention an impossibility. The need to plan ahead for a national convention so far in advance could make for complications. We hope not.

Sincerely,  
Glenn Wagner.

am sure he understood my impatient answer, and, for propriety's sake, I hope the elevator operator counted French as his base language and knew no more English than the hotel floors.

The problems at this end of the type-writer seem labored to detail now. Plans of the Vermont covered bridge had to be pulled at the last minute due to the conflict of the La Moille County offer of same for contributions to save what I independently came upon as a splendid structure. While the LI MU plans were being retouched from spotty originals, numerous other encounters with the demon time cropped up. This culminated in the "blackout issue", which ordinarily would have been sent back to the printer but for the already close proximity of the Montreal Convention. I did receive one really refreshing letter about the dark pictures (see opposite), but what especially hurt was the amazing clarity of Norm Briskman's original photos and the great beauty of Dick Patterson's layout which failed to come across.

The tri-monthly schedule of the Coupler (which had no really regular pattern to it) will now be quarterly according to seasons, with one issue prior to and after each convention. Frankly, the complaints (which are welcome) do pay respect to both the present and past editors in that each issue is eagerly awaited.

If you send your dues renewal in before being reminded, it costs the Region 30¢ per year postage per member (one membership card and two pairs of Couplers). That make for a tight kind of financing, and 1600 extra copies of the last Coupler were sent out to our NMRA friends in the hope of recruiting a substantial block of new members. No exciting results from that drive have put pressure again for the dues to go up, but with the high National \$5 fee, I am opposed to any raise, and hope that each of you will act as your own recruiter to help spread the joy of NER.

I never did get over the confusion of the Constitution, and I believe the BOD should, sometime in the next five years, simplify that document so it makes streamlined sense. As it stands, the patchwork nature of its additions, changes, and deletions remains a hodgepodge of mumbo jumbo.

# WHAT THE OTHER 1042 OF YOU HAVE TO SAY:

Woodside, New York

Dover, New Hampshire

To the Editor;

To the Editor;

Considering the number of years I have been retrieving valve gear rivets from between the rug tufts, it was no surprise to me that I noticed the initials "NMRA" at the bottom of page 12 of the Spring Coupler on the D&RGW #81 rear driver. If the Wolcott covered bridge can be representative of the spirit of Jeffersonian democracy in that its interlaced members suggest our system of checks and balances while the sheathed structure presents a facade of unity, I find it less than searching to see symbolism in #81's almost obscure NMRA notation on that last driver.

Our splendid hobby, with over 100,000 active devotees of the drama and excitement of the flanged wheel and the poetry of recreating in miniature all the color and adventure of railroading, somehow only filters 15,000 into the NMRA. Is our publicity effort like that narrow-gauge wheel, lurking unseen beneath the grimy firebox, hidden for a good part by the revolving side rod, and receiving thrust rather than generating it? As each part of the locomotive might represent something, the headlight or smokebox front seems more the location for our promotion message - if not the whistle or bell. Even the lowly sand dome, as the reservoir for assured tractive force, would have been apropos, although on my copy of the Coupler, the battered sand dome seems to resemble a second-hand motorcycle helmet, or am I carried away?

Very Truly Yours,  
Harold Fletcher

Ashland, Ohio

To the Editor;

I have just read the last issue of the NER Coupler very thoroughly - an excellent issue! I liked your "What the other 1091 of you have to say." Sounds like this is one problem every Region has to one degree or another.

Best Regards,  
Dean A. Freytag,  
President - MCR

Merrick, New York

To the Editor;

Just a note to tell you how much I enjoyed your first issue of the Coupler. The BOD article thrilled me, and the L.I.R.R. MU equipment plans cut me to the quick - wherever that is. I particularly liked Norman Briskman's great photos of Dick Patterson's amazing layout and was especially intrigued by Dick's 24 hour lighting circuit, but why did you choose midnight for the shots?

Seriously, it was refreshing to read a model railroad publication with some well aimed but good natured humor. I've always felt that many areas of our hobby need a tongue-in-cheek approach as well as a few pins stuck in the right places. It proved to be more delightful than us sitting around telling each other how wonderful we are.

Yours Truly,  
Mike Pearsall

Ho-Ho-Kus, New Jersey

To the Editor;

Despite its lack of clocks all over the cover like a real honest-to-goodness Official Guide, I think the Pike Register Committee should be congratulated on its fine job. Considering the reluctance of the National to print one, it's a positive feather up the capped stack of the NER, and a real show of service to the membership.

Yours Sincerely,  
Rodney Pitcairn

Many compliments on the fine Spring Coupler. The quality is now comparable to that of the Bulletin, and an excellent achievement for a Region. I must admit that it seemed a trifle late but the improvement, if continued, will have been worth the interminable wait. Naturally, I'm assuming that you'll get back on a regular schedule and that we'll be receiving our Coupler on time.

Once again, everything looks better, right down to the drawings on the ballot.

Sincerely,  
Thomas B. Massingham

Dallas, Texas

To the Editor;

I certainly DID enjoy the NER Coupler. The "What the other 1091 of you have to say" section was of particular interest. Down here, trying to put out a publication is like being left out on a limb since no one, that's right NO ONE, bothers to compliment OR complain. I've always wished that we had a "Letters" column but you can't put a column in an issue without any letters.

The Port Caribou and Western Navigation Co. article was enjoyable reading, but I was sorry that the photos came out so dark. However, I had just the opposite happen to me..that is, the photos were too light. I'd rather have them dark than light.

Yours Sincerely,  
Jack Leming, Editor  
LSR MARKER LAMP

Edgewood, Maryland

To the Editor;

Many thanks for sending along a copy of the NER Coupler; it is a good looking issue although many of the photos appear rather dark.

I read with interest the criticism and replies to having judges enter the model contest. This apparently has been a sore point in NER for some time as Tom Prange mentioned it almost two years ago when he came down and helped us judge a MER Convention in Baltimore. We frequently get judges from among recent winners and just as often they bring models with them. The most interested and best qualified men to do the judging are participants and particularly winners. Our present Contest Committee Chairman has won Best of Show three times; once since being given the job. I won Best of Show three times myself before having the job. At our recent Hampton Convention, the two top awards went to one of the judges! We don't let judges score their own work - mainly because they might be too critical and not award sufficient points. This whole situation of judges being contestants was brought before our membership, and our system received an overwhelming vote of confidence.

We feel our judges are honest, fair, and objective; they judge only the model, not the builder.

Yours Truly,  
Dave Renard,  
MER LOCAL Editor

Salt Point, New York

To the Editor;

Evidently strong feelings prevail on the model contest subject and the Spring issue of the Coupler has prompted me to express my opinion. Since entering my first contest at Gärden City and having participated again at Montreal, I have a few reactions to our model contest.

Why is our organization, 1000 modelers strong, capable of so few entries in the model contest? Though a great deal of unseen work goes into the management of our conventions, they cannot be a success without the active participation of the membership. Somewhere between the beginning modeler, whose work we would all like to see, and the so-called 'pro,' whose work we all would also like to see, is an area from which a healthier participation in our model contests can be elicited. We all, and our hobby in particular, would benefit from this broader awards competition. But does the awarding of only 4 prizes in each category encourage the modeler to compete with himself or against his fellow modeler? I believe the craftsman who challenges himself to do better than his previous best is the better winner.

In what way can our system of judging promote more participation in the model contests? Under the present system, it is physically impossible for a judge to individually evaluate a model in any one category to a common standard and add a suitable note of possible area of improvement for the information of the entrant. This is more important than the point score as a positive indication of the basis for the judges' interpretation of the rules.

Could we devise a system whereby three judges, from three different areas of the Region, with understandable differences in their rule interpretation, arrive at a reasonably similar evaluation of a model with suitable notations for the modeler's future reference? I believe such a system could be devised that would work quickly and eliminate such vagaries as a difference of 16 points in a particular category from one judge to another if the three judges worked together as an evaluation committee under mutually acceptable standards of taste. And, a regulation, for whatever consideration it may merit, that might promote more model contest participation would limit the winners of the top awards in one convention to a point score certificate in following conventions.

Kindest Regards,  
Frank L. McKenna

Morrisville, Vermont

To the NER Donors to the Save the Wolcott Railroad Covered Bridge Fund;

Thanks to you and more than 300 other donors, we're over the top! The LaMoille County Development Council is pleased to report we have raised the needed \$5,000 thus assuring preservation of the covered bridge on the St. Johnsbury and LaMoille County Railroad. The gratifying response, from as far away as Hawaii, ranged from 50 cents to \$680! For your information, the Board of Historic Sites has determined that your donations are tax deductible.

As a post script to the pamphlet about the bridge which you received, Mr. Stanley Fisher sent me the following additional information about the bridge name: "In 1878, three properties on the western border of Hardwick were owned by the Chub family. I presume they also owned land down the river including the area of the bridge and crossing. I have no idea when or from whom my grandfather Crit Fisher purchased the farm. Though the pamphlet referred to the bridge as the Fisher bridge, locally it and the crossing are still called by the name Chub."

Again, my thanks to you for your interest and support. If you aren't familiar with the bridge, I hope the day will come sometime soon when you can pay us a visit here in LaMoille County and see this picturesque and historic structure which your generosity has helped to preserve.

Sincerely Yours,  
Bob Hagerman

# Perfect balance as 164 merge at Montreal

## 82 Canadians and 82 Americans meet!



It may be disheartening to the Alouette Division Montreal Convention Committee to be best remembered by the dessert at the banquet, but that exotic Galette Vacherin - a baked swirl of meringue shell topped with a mound of vanilla ice cream over a center of brandied fruits and all of that sprinkled with chopped pistachio nuts - is what everyone most marvelled at after the interesting dinner. Perfectly typical it was, too, of the entire weekend: imaginative, flawlessly planned, exciting, and delicious!

Though the 164 registered conventioners came by many means of transportation, they all found a quick and warm welcome immediately upon entering the vibrant, gracious city. Whether it was the doorman at the Windsor, or an uncommonly polite pedestrian in the impeccably clean streets of downtown Montreal, the very civilized Canadians inspired instant friendliness at the outset. In this refreshing aura, the Alouette Division of the NER presented one of the finest weekends enjoyed by the collected model railroaders in many a half year.

The planned program began on Friday



night with a lively slide show in the Oak Room from 6 until 10 PM, and those who were able to appreciate the viewing undistracted by greetings from arriving new and old friends, found the train watching via projector a very satisfactory experience. Home layout visits were conducted on Friday night and Sunday afternoon. A total of six railroads were on display. The Valois Central Railway of Walter Grayson featured ore traffic from the mines to the port area for shipment by boat. The 25x12 foot empire featured 200 feet of main line with 30 spurs all operated by a total of seven cabs. Al Wooley's North Western Railway operates with a mixture of British and American prototypes, using steam and diesel. The point-to-point pike concentrated on freight service, but passenger runs were made for the enjoyment of the



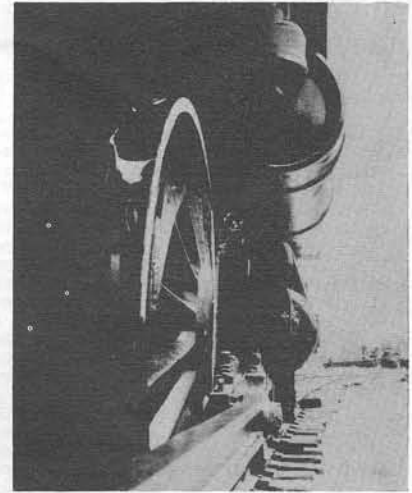
attracted visitors, as was the steam. Ron Bryant's TT3 and Ttn3 North Caledonian Railway & Pierre Bourassa's OO Laurentian Western Railway were unique gauges for most guests to see in actual operation. Other HO gauge railroads on display included the Hullo Central of Fred Motton, the Lincoln and St. Louis Railway of Eric Stewart, and Mike Field's Montreal Island and Northern Kebec Railroad. The pride of the MI&NK RR, a CNR 4-8-4 (No. 6153), was one of the winners in the model contest.

Clinics began early Saturday morning and were in continuous operation; being

## BOD:

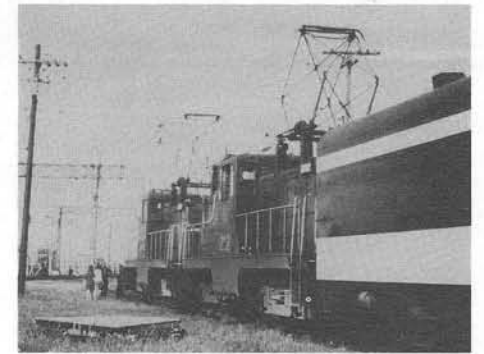
At 7 PM Saturday, May 2, just before the banquet at Montreal, the BOD met for the purpose of electing officers for the coming year. Glenn Wagner was nominated for President by Jack Alexander, 2nd by Dick Towle, and voted unanimously. Dick Towle was nominated for Vice-President by Paul Mallery, 2nd by A. Herman Cole, and also elected unanimously. It was moved by Graham Harvey, 2nd by Dick Towle, to renominate P. Gray as Secretary, F. Skutsch as Treasurer, and Jack Brown as Office Manager. The motion was approved. This meeting adjourned at 7:20.

Not so brief was the after-banquet BOD meeting, which was held in the Windsor's Blue Room. A large reproduction of Gainsborough's BLUE BOY forlornly looked down on the tedious meeting, and as the hours wore on, he seemed to want to bring his plumed hat over his mouth to suppress a broad yawn. The unique hour of the meeting was set as an accommodation to those who arrived Saturday morning by train, and this politeness completely shot Saturday



night with a lively slide show in the Oak Room from 6 until 10 PM, and those who were able to appreciate the viewing undistracted by greetings from arriving new and old friends, found the train watching via projector a very satisfactory experience. Home layout visits were conducted on Friday night and Sunday afternoon. A total of six railroads were on display. The Valois Central Railway of Walter Grayson featured ore traffic from the mines to the port area for shipment by boat. The 25x12 foot empire featured 200 feet of main line with 30 spurs all operated by a total of seven cabs. Al Wooley's North Western Railway operates with a mixture of British and American prototypes, using steam and diesel. The point-to-point pike concentrated on freight service, but passenger runs were made for the enjoyment of the

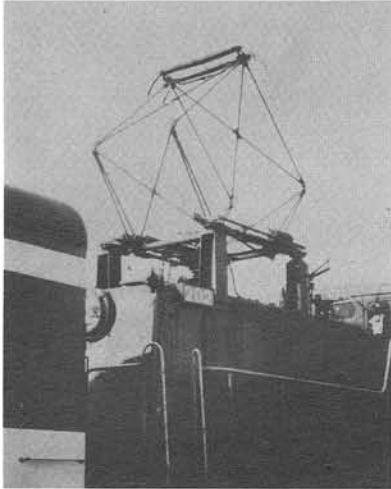
While the model contest judges retired to the Prince of Wales Salon to judge the entries, the fan trip proceeded from Montreal's Central Station at 1 PM, exactly on the advertised. A few tardy Americans, used to the hit-or-miss schedules of the LIRR and other commuter lines, had the opportunity to get a great shot of the last car's markers as the train quickly



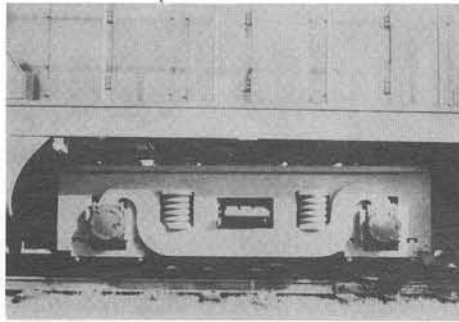
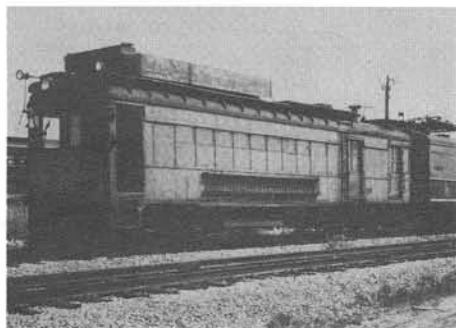
night down as a social distraction. Only a great Sunday program which included an extensive tour of Son of Expo, visits to the Delson Museum and home layouts saved the short weekend.

The Board voted to spend \$350 for an up-to-date addressing machine and supplies for the Office Manager, in a move to put the careful Treasurer in a turmoil. A membership committee will study proposals to establish a 2 year membership, and a controversial petition to the National allowing Region membership without prior National NMRA membership. Model contest rules changes were voted (described elsewhere), and the Chairman will determine whether judging will be horizontal or vertical. (the same for the judges). The Open House program is bogged down in logistic problems, and will be studied for action in 1969. A petition to form a division for the Hudson Valley (proposed) was accepted and welcomed. Bellows Falls was selected as the site for the Spring 1969 Convention. A rambling discussion ensued on the 1971 National Convention site (will be reported with more persistence after the San Francisco BOT decision - ed.), and when the meeting finally adjourned, everyone was blue in the face.

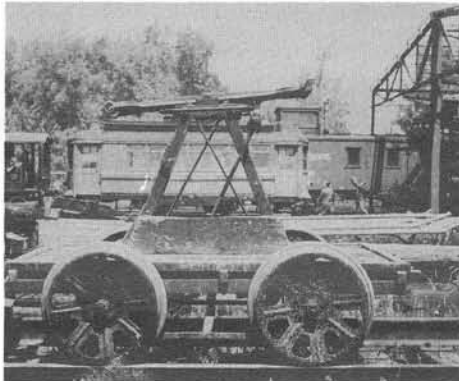
pulled out. They were able, thanks to a very solicitous CN conductor, to take two short connecting locals for a fan trip of their own, and caught up with the main group at EJ Tower, the first photo stop. The few tower operators in the NER who were along, were the least able to distinguish the neat building as a tower, despite its careful lettering proclaiming that fact. This they explained, was due to its extremely clean appearance, fresh coat of paint, and, the train's on-time arrival. What was particularly amazing about all the observed Canadian rail lines was the even ballast lines, the total absence of ANY litter ANYwhere, and the top notch condition of the equipment, even the very old.



The fan trip, pulled by a EMD SW, continued to Montreal North, where the engine ran around the train and proceeded back to EJ. The Montreal yard was passed, and its 10,446 car capacity was easily evident. Its modern facilities include automatic retardation, electronic weighing of cars - closed circuit television and recorders, and radio communication between switchers and towers. At the VAL Royal loop, the next big surprise was in store for the camera toting fans. A pair of small electrics, not originally on the program due to the extra expense, was provided by the generous CN without any charge. While the train was turned, the two tiny juice jacks were really worked over by the photographers who suddenly realized that a light in the distance was an approaching MU train. As they quickly reloaded, photographers facing the other way, realized that the light THEY saw, was also an approaching MU train, and almost as if on schedule, the meet occurred right in close camera range. One set of cars, the newer gray-green with red-orange smooth fronts, contrasted with the older set in olive and yellow, which were the same colors of the coaches in the NER train. The two trains quickly passed on their way, one on the mainline back to Montreal, and the other up a branch. The train by this time was ready to be coupled to the electrics, and the sleek new black, white and gray with red "tooth-paste" CN coach which was on the end of the consist was spotted up front. The open door baggage car, the favorite of fresh air worshippers, then brought up the rear.



As last minute shots were snapped off of a Canadian National line car; an odd gas electric which looked like something Walthers overlooked; and the box-like trucks of the electric which were a natural for modeling out of a solid block of brass, an air test was made, and the train was ready to start off. One last exuberant railfan came running out from between two CN covered hoppers, and he came back with the news that, yes, indeed, one side of each car was lettered Canadien, and the other Canadian. The low electrics stretched their pantographs up to the high wire, and off through the Mont Royal tunnel to Montreal the fan trip went.



A quick cocktail hour from 6:30 to 7:30 scarcely allowed time to view the models and change clothes for dinner, but after the exciting afternoon, no one complained. The delicious hot turkey dinner was well served, and was a sumptuous entr'acte to the marvelous dessert. Never again will a convention banquet be able to get away with a conventional dinner! The after-dinner speaker, Omer La Vallee, entertainingly told of his harried experience in the Public Relations Office of the Canadian Pacific RR at the mercy of railfan requests. The Committee was warmly thanked for their diligent, appreciated hard work. A Herman Cole, Ken Bingham, Ken Freeman, Maurice Bleau, Roy Dohn, Leo Fleming, Stewart Hay, Ralph Lawrence, Michael Leduc, John Surridge, Gordon Teel, Chris Tiessen, Darryl Townsend, Valentine Querner and Jim Thomson were responsible for the pleasant time. Movies followed in the Versailles Ballroom and the BOD retired to the Blue Room where they patiently hammered through the NER business agenda.

On Sunday morning, trips were arranged to the home layouts, and to the Delson Museum, where about twenty to thirty Canadian steam locomotives are stored. Most notable might be the red, black and gold 2-10-4 Selkirk, or the British DOMINION of CANADA streamlined 4-6-2. Some of these engines were pulled out by a tiny 4-4-0 gas switcher for the convenience of the visitors in the afternoon. A quick trip to Expo II (Man and his World) was made and the hurrying visitors realized then that a second trip would be necessary to Montreal to adequately appreciate all the attractions, including the incredible subway. When one of them remarked how flawless the Metro operation was, a smiling Canadian conceded how when the ultra-modern subway was being opened, immediately after being blessed by the Archbishop of Montreal, the entire sound system failed.

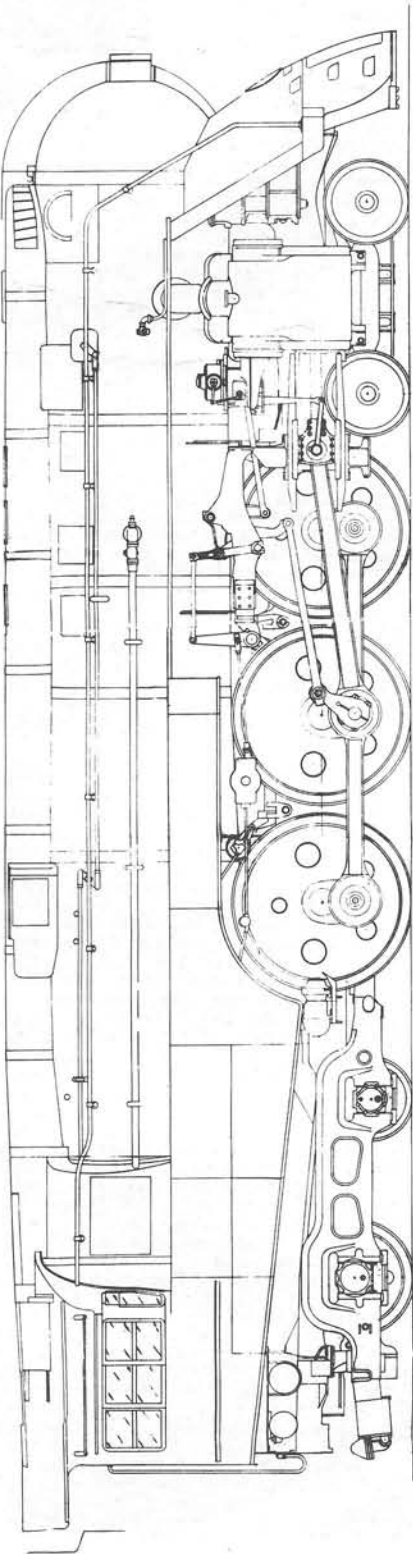
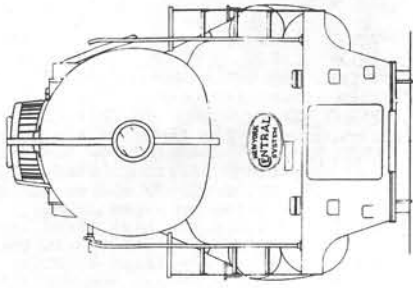
## WHY BY TRAIN

The lounge car of the northbound Montrealer, LAUREL SPRINGS, was jammed with railfans, and their conversation distracted the other passengers. For a while it sounded like a drove of railroad presidents, each loosely throwing around plans of what he next scheduled for his empire. Finally, a severe, distinguished man in a grey suit, put down his cheese sandwich, took up his drink and asked calmly, "What was the prospect for high speed service on the rails, and how did the investment picture look in affiliated holdings." It was then that Tom Prange, equally distinguished, put down his Jack Daniels, and peering easily over his half glasses, told the interested investor how an Athearn Hustler was the best thing in HO for both speed and dollar soundness, and mapped out a suggested locomotive portfolio.

The avid group, most of whom went Pullman (and spent little time in their rooms) kept a long night in the lounge, interrupted only by dashes out into the night at Harmon to watch an E8a, E7b, and E7a couple up ahead, and again at Albany where the astonishing apparition was the new (to the D&H) Alco PA up on the headend. Fresh from the Santa Fe, - still bearing lighted side number panels from the AT&SF, easily the most gainly cab unit in all of dieseldom's design department obligingly smoked up the night sky to confuse the rail reminiscencers.

This civilized way to travel to Montreal was arranged by Paul Mallery and close to the deadline the entire 6 bedrooms of the lounge car were reserved. The party spilled over into one roomette and part of a coach, and they gawked at every country grade crossing, and desolate spur and watched for every signal to drop. A few even counted clickety-clacks, but word got around that north of Poughkeepsie the tally was inaccurate. When even the late stragglers, contented with a pleasant departing dinner at the Oyster Bar in Grand Central Station, and immured with sufficient rail action, finally retired - the Pullman porters were returning the last of shined shoes to outside the other compartments. After a last supply of ice was sequestered, the exuberant lovers of the flanged wheel closed their doors and stumbled into uppers.

One heroic train watcher, safely entrenched in a lower, mistakenly left his shade up, and was very shortly thereafter awakened by a line of trees in the near distance, like a brace of standing giraffe, shielding a too early rising sun from the impatient dawn. A gray dappled mare munching new grass beat him to breakfast, but passed by rapidly as green boards gracefully dropped to red for the sleek PA ahead. The sun, red too by then, rose out of a mist to reveal long Lake Champlain as if it had come upon the DeSotoed Mississippi. The quick train, clinging to cliffs, lopped off the miles through a wilderness which seemed to abound with invisible indians like muffled drums along the Mohawk. No red-coated interruptions of the countryside interfered with the lightning sun, though some occasional tunnels took our man temporarily back to the shortened night. So low and close to the brightened shore was the track, he thought to reach out a dry finger to ripple the endless lake, but a tall windmill silhouetted against the placid, distant Adirondacks refused to turn to the wafting morning breeze. The train stopped somewhere; the view obscured by a D&H boxcar (Bridge Line to New England and Canada), and no clue to what town or time of day was visible. A pastel blue US mail truck valiantly raced the train for a way, but still no clue to where it was ever passed. No town name, just Mickey's restaurant, and Jake's scrap metal cars from out the window said what part of northern New York State was near, and when the sun's long rays fell upon a greenhouse with no windows, our awakened hero dressed and left for breakfast in the villian lounge, and found Canada quite close.

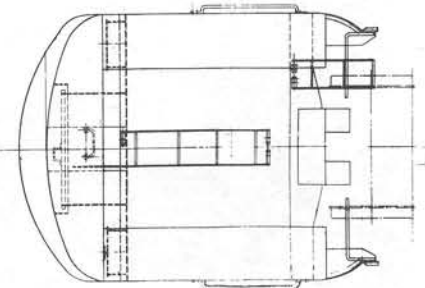
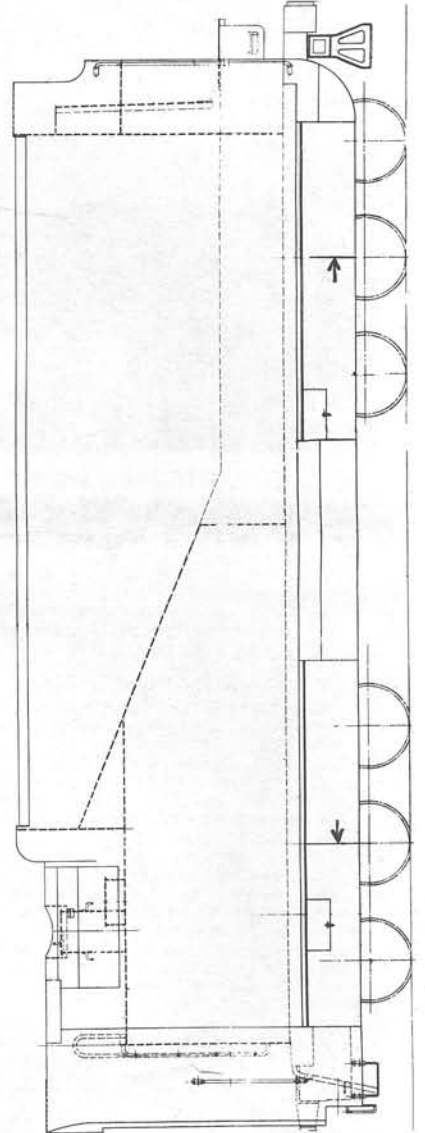
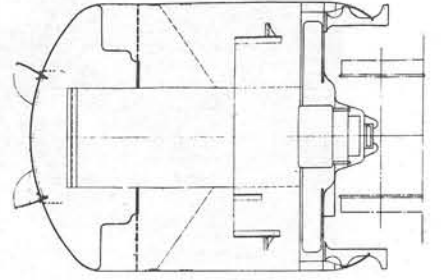
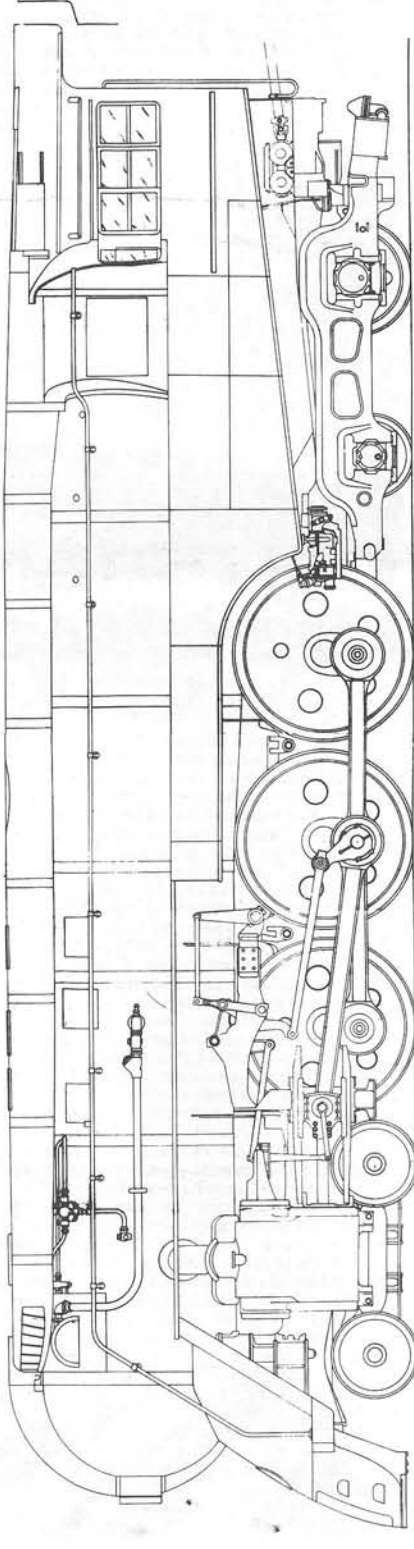


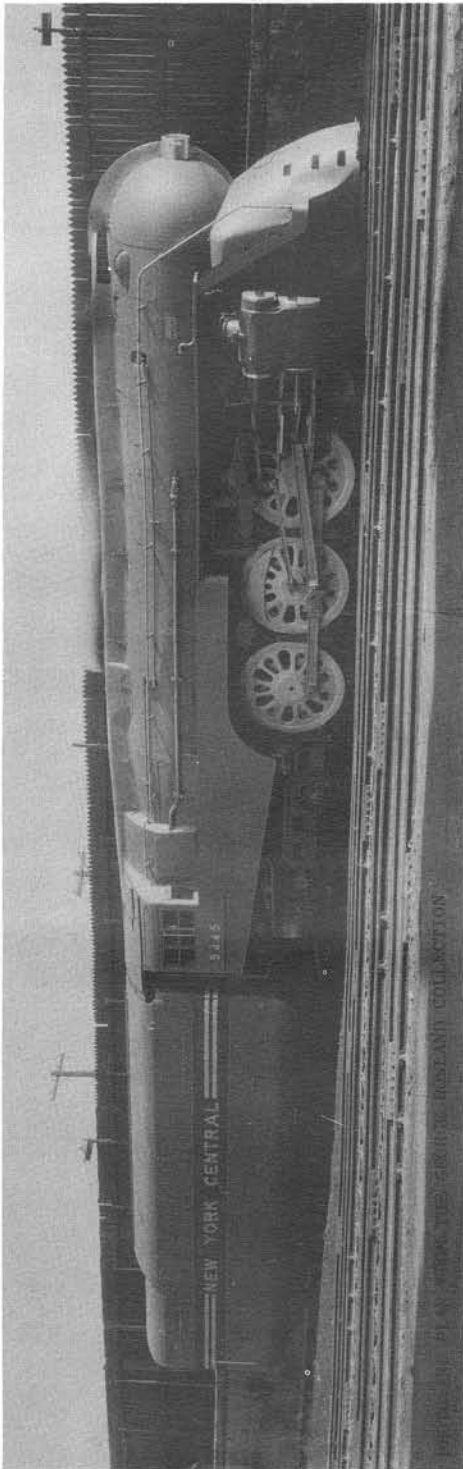
NEW YORK CENTRAL SYSTEM  
STREAMLINED J3a



4-6-4

If tender truck centers  
dimension equals 21' 11"  
plan is accurate HO scale





# HARTFORD FALL PLANS AFOOT

In what may be one of the most modern convention hotels ever used by the NER, a flurry of plans are afoot to make the Fall 1968 Hartford Convention one of the most memorable, if not the most fun. The new Hotel America, modern as tomorrow (or the day after) presents a magnificent setting for the weekend of October 11, 12 and 13. Situated in downtown Hartford on beautiful Constitution Plaza, the slick edifice is directly accessible from all highways (What about the New Haven RR? ed.) and is adjacent to a cluster of new, recently built, modern design structures in the eminent Connecticut capital.

The hotel will provide special convention rates - details will be available in the next Coupler - and the dinner menu is considered to be one of their especial attractions. The Convention chairmen, Bert Johanson and Charlie Bettinger, and twelve others have sampled the hotel's service and cuisine and have excellent reports.

The fan trip will be to the Trolley Museum at Warehouse Point with transportation provided. A full program of displays, clinics, door prizes, and a white elephant table sale, PLUS visits to home layouts of some of the top-notch model railroads in the east - including that of Earl Smallshaw, whose talented modeling



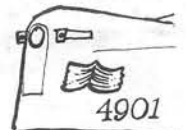
has been featured in Model Railroader and Model Craftsman for eons.

The Convention Committee has not forgotten the women and children. Shopping is merely a matter of out the rear of the hotel right into G. Fox, (and you could spend a day in there and not see it all), a bevy of other department stores, specialty shops, and other downtown attractions. For the children, the Mark Twain House, the Children's Museum, and the Wadsworth Atheneum are all within a short walk or a 25¢ bus ride of the hotel. A full description of these and other items will be available at the registration desk. Further information can be obtained from Charlie Bettinger, 29 Foster Drive, RFD #1, Vernon, Conn. 06086, or Ted Ritter 18 Dauntless Lane, Hartford, Conn.

In addition to the usual model contest and other awards, the Nutmeg Division has established, with the permission of Mrs. Dotty Hyslop, a Ken Hyslop award which is to be presented semi-annually to the person responsible for outstanding contributions to Model Railroading. The first award will be at Hartford, and the presentation will continue for 10 years to honor the memory of one of our hobby's most enthusiastic and dedicated workers of recent years.

# RELUCTANT JOURNEY

The GSD, which has had its planned meets coincide with Penn-Central's fleet of new Metroliners and then passed 4801, the still five-striped GG-1 on a later trip, met at Iselin on the day the reluctant funeral train bearing the body of Senator Robert F. Kennedy quieted the PC 4 track main. The sun was hot and bright that day, and the air was somber, and somehow it seemed proper to leave the camera in the car, the less to accord notoriety to the disordered week. Even the consist underscored its own kind of imperfection - a pale green baggage car of the new PC olive drab; 6 silver Congressional coaches; one bright red standard diner; 4 more "Congo" coaches; a double-unit tuscan diner; 4 silver cars again; 1 streamlined 7 drawing room parlor car, the Matthias W. Baldwin; a NYC private car with stainless steel observation railings facing forward; and the weighty last car, Pennsylvania business car #120,

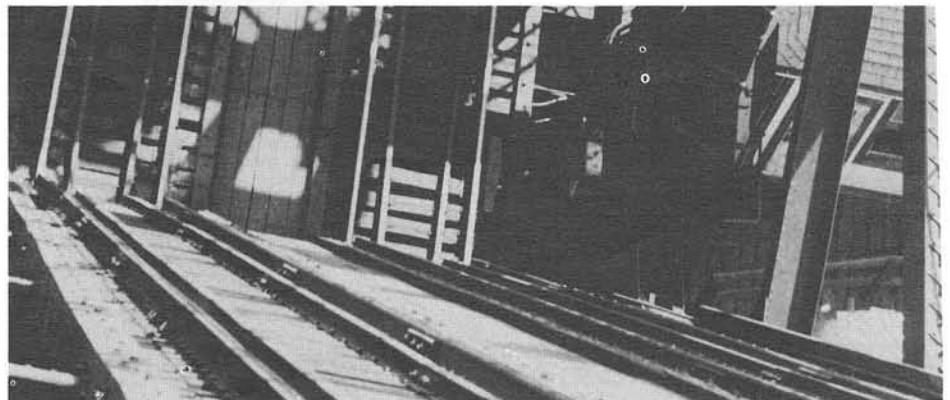


the PHILADELPHIA - one side painted out in a last minute thought to rename the car.

What started out as an eloquent last trip by rail for a man who preferred that mode of travel when he could, was distracted by a series of delays from a sticking brake in the honored car half-named for the city of brotherly love, to an accident at Elizabeth with No. 50, the Admiral, and the unsuspecting mourners on the eastbound local track. Rail protection for that special trip included fifteen carefully detailed instructions to cover the pilot train, protection power, signal and switch instructions and operating precautions. Buried deep within that unfeeling list was perhaps the most awesome tribute to the ardor of the slain Senator, "Set up same protection for movement as given POTUS," - PRESIDENT OF THE UNITED STATES.

# WHAT IS IT?

The answer is upended too.



Yes, you guessed - it's a bascule bridge, Erie-Lackawanna's HX across the Hackensack River. You are looking DOWN into the water!

# TUG COMES IN FIRST AT MONTREAL

YES-A BOAT!



Considering a certain amount of apprehension about getting models into Canada past Customs, and out again, the number of models entered in the Spring NER model contest was understandably smaller than usual. The quality of the models was extremely high, however, and of a total of nineteen entries, fourteen were prize-winners! Those who did bring models in from the United States encountered absolutely no problem - a point to remember.

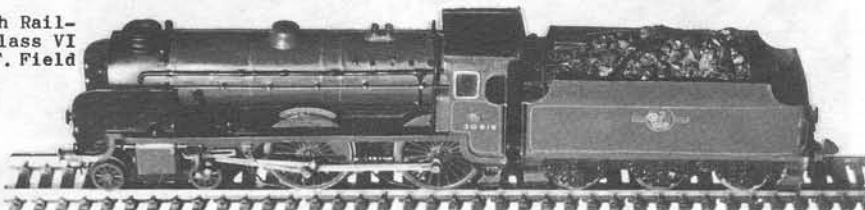
The Delaware Trophy, for the Best-In-Show model was awarded to Frank Mc Kenna of Salt Point, N.Y. His First Prize tug may seem strange as a railroading contest entry, but many railroads transport their cars across the rivers and bays of this country on carfloats, and any part of a railroad that may justifiably appear on a model railroad is eligible. It was a pleasant distraction to see a boat among the entries, and its' incredibly detailed interior brought audible gasps to many of the Montreal conventioners.

Otherwise, the Awards Banquet sounded like Norman Briskman night as he won four awards in the model contest, the HUB Division Runner-Up award, and more than one award in the photo contest.

The Sunrise Trail Division's New Modeler Award was won by M. F. Field. In addition, the Alouette Division's Host Award for the winner of the drawbar contest was presented to Ken Martin for a Hobbytown E-7 AB, all 24 wheels powered by a DC91, and weighted beyond belief.

The judges, who gave up their afternoon to carefully examine the models: Walter O'Levsky, Dr. Darryl E.R. Townsend, and Al Westerfield III, deserve an easy vote of appreciation. The Contest Chairman would like to also thank Gordon Teel, who co-ordinated the contests at Montreal and who smoothly saw to the numerous, important details that go into a successful contest.

British Railways Class VI by M.F. Field



## GREAT VARIETY AMONG ENTRIES

Quincy & Torch Lake Water Tank by Norman Briskman.

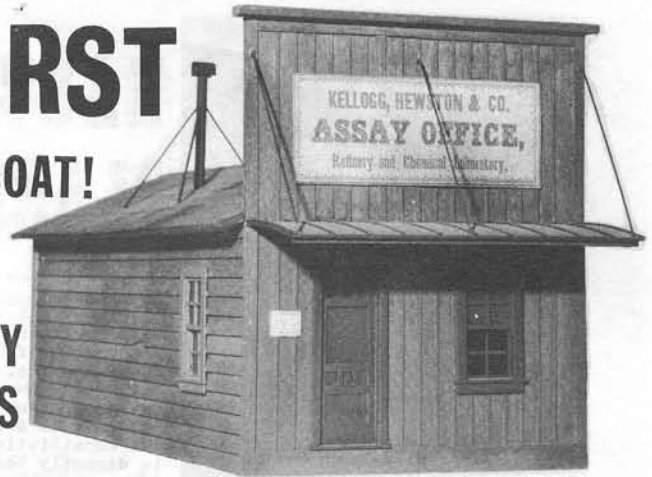


## FROM THE DOME CAR:



At the Saturday night - Sunday morning meeting of the Board of Directors, three changes in the current model contest rules were approved. The BOD felt that there were too many First, Second, and Third prizes being awarded, and that "only one horse can come in first." To give more than one category prize at each level has the effect of diluting the value of the award, they felt. Accordingly, if a point tie exists within a category, the next lowest award will not be given, i.e., if two seconds are awarded, no third will be allowed. As adopted at the Albany December BOD meeting, no judge will be permitted to enter the contest. The Board also voted a new category - Merit Award. This was established for all models which earn 87.5 points in the contest, and will immediately qualify then for the major part of the requirements for an Achievement Certificate. Up until now, if a model had enough points to qualify for a first prize (100 points, or 80% of the total of a possible of 125), a first prize was automatically given, even though more than one was awarded. The same was true of second and third prizes.

Beginning with the Hartford Fall Convention, only one first prize will be a-



Ed Frey's "O" Assay Office.

warded in each category, provided that the model earns the required points. Second and third prizes will follow in order, again, if the model has sufficient points.

Under the new system, all models earning from 75 points to 87.499 will receive an Honorable Mention. Those with 87.5 or more, but not having achieved a 1st, 2nd or 3rd, will receive a Merit Award. The total number of points, 125, would represent a perfect model. The scale follows:

First Prize	100-125 points (80%)
Second Prize	93.75-99.999 (75%)
Third Prize	87.50-93.749 (70%)
Merit Award	87.50 (or more)
Honorable Mention	75.00-87.499

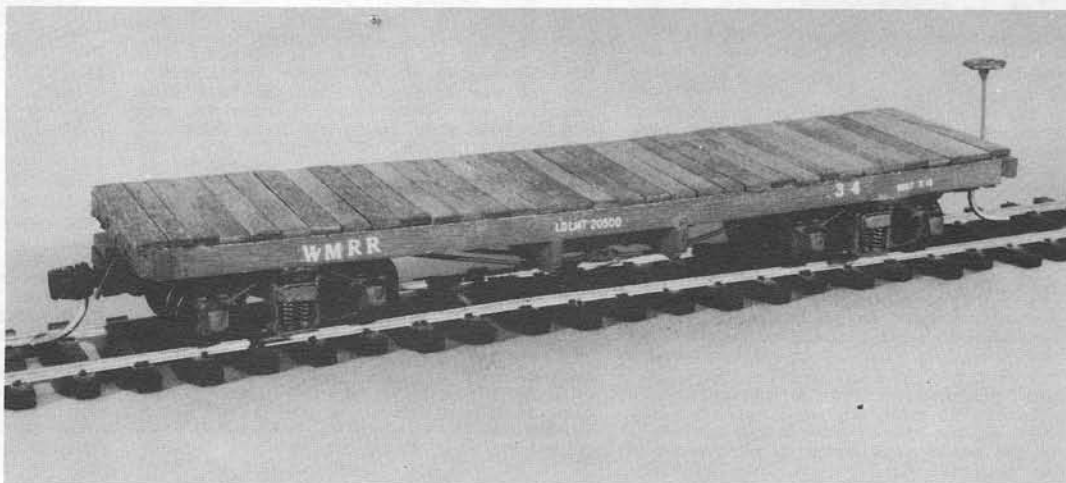
-Tom Prange, Model Contest Chairman



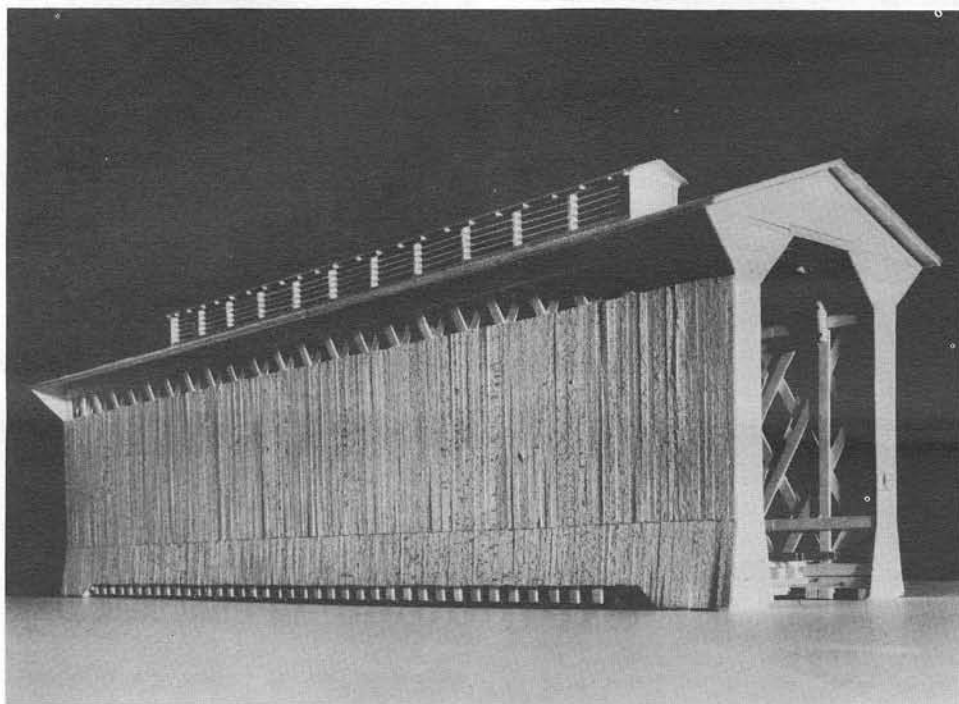
Holding aloft his BEST-IN-SHOW HO tug, Frank Mc Kenna proudly stands behind the Delaware Trophy-awarded semi-annually by the Summit-New Providence Club to the top scoring model in the NER model contest.



Complete underbody detail doesn't show in this bleak shot of Graham Harvey's neat, HO3 planked flat car. New slim Kadee couplers add scale realism. The model won a Third.

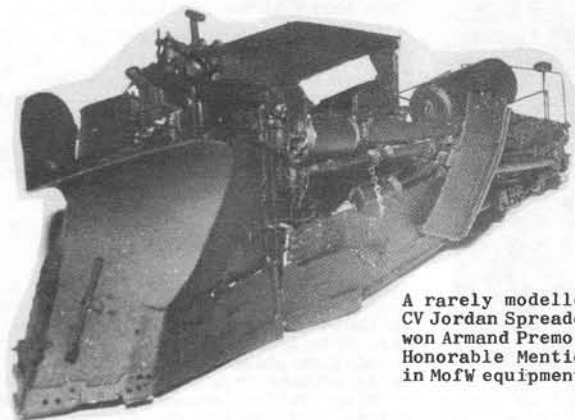


# SPRING 1968 WINNERS



Perfect, accurate model of the Wolcott covered bridge was built from plans provided to donors in the successful effort to save the prototype. This 2nd prize Norman Briskman HO contest entry clearly shows the handsome proportions of the lattice-trussed original. Individual planking looks much more interesting than milled siding. The slatted cupola vented smoke in steam days.

THELMA PAGE struts off into a morning haze for her day's first bargeload of HO cars. Home port of Salt Point, N.Y. reflects off a wet sea of scale water.



A rarely modelled CV Jordan Spreader won Armand Premo a Honorable Mention in MofW equipment.

## LIST OF AWARDS:

### MOTIVE POWER - STEAM

- 1st Prize M. F. Field  
CN Confederation
- 3rd Prize François Boucher  
Canadian National 4-8-4
- Honorable Mention M. F. Field  
British Railways Class VI

### MOTIVE POWER - OTHER

- Honorable Mention François Boucher  
Transistorized Trolley Controller

### PASSENGER CARS

- Honorable Mention Kenneth Freeman  
Canadian National Lounge Car

### FREIGHT CARS

- 3rd Prize Graham Harvey, Jr.  
Wayupinback Mountain RR flat car

### MAINTENANCE OF WAY

- Honorable Mention Armand Premo  
CV Jordan Spreader

### STRUCTURES

- 1st Prize Frank Mc Kenna  
HO Carferry Tug
- 1st Prize Norman Briskman  
Q & TL Water Tank
- 1st Prize Frank Mc Kenna  
Through Girder  
Norman Briskman  
Covered Bridge
- 2nd Prize Ed Frey  
Assay Office
- 3rd Prize Norman Briskman  
HO Engine House
- Honorable Mention Ed Frey  
Free Lance Building



## ELECTION YIELDS EXPECTED RESULT

In a coldly contested election, about the average number of ballots (30%, or 302 this time) returned to office four of the current directors, and added two familiar faces to the BOD. Glenn Wagner, NER President, was up for re-election according to a quirk in our constitution, and he expectedly steamed into first place with 268. Dr. John Diaz, Jr., our parliamentarian was second with 256, and the other new man to the board, Tom Prange, polled 249. Pete Huggar with 236 votes fills out the new BOD to take effect at the Hartford fall business meeting. The unsuccessful candidate, E. Coring Rawle, drew 196 votes. All of the winners were armed with a vast portfolio of past NMRA titles, making it virtually impossible for new talent to seep in, so long, that is, as the ballot neglects to list a nominee's aims and ideas together with his decorous model railroading lineage. This, with the sparse slate provided by the ambitious nominating committee, failed to generate

more than casual interest in the election arena.

In the realm of area directorships, a single, unopposed candidate for Canada, and for New Jersey yielded the following results: New Jersey, Paul Mallery 53, and one write in vote each; for Pete Gray and Gene Wolf; Canada, A. Herman Cole 9, with one write in vote each for Maurice Bleau and Dr. Roy F. Dohn.

A few election irregularities occurred as a result of the Coupler editor mixing up his list. In one case, three ballots were sent out, but two were returned by the honest individual, and some of the complaints of no ballot (and no Coupler) were verified by the office manager as 'no dues' or no change of address notification. The election deadline had been extended right up to the Montreal convention at the request of President Glenn Wagner due to the Coupler, ballot and Pike Register being received late in various parts of the Region on account of third class mail proving immensely unpredictable.

## Hudson-Berkshire hosts successful OPEN HOUSE - 250 attend show

One of the NER's most active (but not yet chartered) Regions, recently sponsored a model railroad open house at the Holiday Inn at Menands, New York. An estimated 250 people were in attendance, and in addition to operating layouts by the Troy, New York, and Berkshire Model Railroad Clubs, clinics were held on signalling and scratch-building techniques. These were well received, and a number of visiting NER officers were impressed with the enthusiasm of the group, together with their excellent, well-rounded program.

Two hobbyshops and several manufacturers were represented, and a number of new and different models were on display. The

lively day was an unqualified success and the group looks forward to repeating the action again in the fall. Incidentally, up until now the Hudson-Berkshire Division has been known as the Hudson-Mohawk Division but as a good portion of their members come from the Pittsfield area, the new name was thought to better describe the geographical makeup of the Region.



Looking over the Berkshire model railroad club signalling demonstration at the recent open house are, l. to r., William Chandler, President, Little Rhody Division; Glenn Wagner, NER President; Chuck Herbert, Hudson-Berkshire Division; and Robert Hallam, Little Rhody Division VP.

ALL PHOTOS BY A. V. SIMO



Tony Steele, Secretary-Treasurer of the RPI Model Railroad Club, performs wood-burning to simulate masonry at the recent Hudson-Berkshire Division open house. The structure at the lower right was detailed entirely by this simple but sure method.



Members of the Hudson-Berkshire Division inspect the RPI Model Railroad Club display. L. to r., Bill St. John, show chairman; Bill Mischler, RPI Club; John Hollner, Sec.-Treas.; and Dave Messer, Pres., who is not inspecting the display.

## SCHEDULES

READ DOWN	1:30	11:10	ALBANY	3:30	4:30	READ UP
	2:00	11:25	ALBANY (D. & H.)	3:18	3:45	
		11:50	Spring Springs	3:31		
		12:00	Fort Edward	3:36		
	3:34	12:15	Whitball	3:41	1:38	
		12:30	Fort Ticonderoga	3:46		
	W5 15	12:45	Westport	3:51	W12 21	
	6 16	1:00	Plattsburgh	3:56	11 22	
	6 50	1:15	Rouses Point	4:01	10 50	
	8 11	1:30	Montreal West	4:06	9 45	
	8 51	1:45	MONTRÉAL (EST)	4:11	8 50	

SAN FRANCISCO, CALIF. - AUGUST 21-25, NMRA National Convention, Sheraton Palace Hotel, narrow-gauge steam fan trip with barbeque, contests, layout visits, banquet and awards, live steamers; the whole bit.

NEW YORK, NEW YORK - SEPT. 5, 7:30 PM. Announcement of winners of the all summer long Polk's model contest. Everyone welcome; refreshments will be served. \$510 in prizes will be awarded in six categories, plus a \$50 best of contest prize as voted by the store's customers. Firsts, Seconds, and Thirds of \$50, \$25, and \$10 gift certificates will be presented for each following category: Expert (any car, loco, or structure by a previous winner); any kit-built rolling stock; kit-built structure; scratch-built loco; scratch-built car; and scratch-built structure.

NEW HOPE, PENNSYLVANIA - SEPT. 21, Garden State Division annual picnic from 11 A.M. on the New Hope and Ivyland RR. Register at the station in New Hope. Picnic grounds available. More information from Al Westerfield III, 13 Carolyn Terrace, Roselle, New Jersey 07203.

ELIZABETH, AND PLAINFIELD NEW JERSEY - SEPTEMBER 21. Nickel Plate Berkshire 759 will depart Elizabeth at 8:45 AM on a great trip to the Palmerton, Pa. Festival. This High Iron Company outing will include in the consist: an open-door baggage car, a snack car, 1915 open window coaches, and the open Rocky Mountain observation car. A 3 1/2 hour layover in Palmerton will allow everyone to partake of the Palmerton Festival. Tickets in advance from the High Iron Co., PO Box 200, Lebanon, New Jersey, 08833 (201-236-2200). Adults \$13.95, and children under 12 \$7.95. Include SAE.

HUNTINGTON, WEST VIRGINIA - SEPT. 27 -29 Mid-Central Region Fall Convention.

BELLOWS FALLS, VERMONT - OCTOBER 4,5. The third annual Vermont Rail foliage excursion plans a Vermont weekend adventure covering 220 miles by rail. Visits to the Proctor marble quarry and the Shelburne Museum. A sunset cruise across Lake Champlain from Vermont to New York is a special feature, and lodging at a quality motor inn is included. Part of the trip will be under steam, and the tickets fee includes all charges except food (adults \$37.50, students 9-15, 15.00, children 8 and under, free. Tickets purchased prior to September 15 are \$35, and \$14.) This two-day delight starts at Steamtown USA in Bellows Falls.

ALEXANDRIA, VIRGINIA - OCT. 11-13, MER Fall Convention.

HARTFORD, CONNECTICUT - OCT. 11-13, NER Fall Convention, Hotel America; fan trip to Warehouse Point Trolley Museum, home-layout visits, banquet, clinics, contests, and annual business meeting.

GCT, NEW YORK, and HARMON to NIAGARA FALLS - OCT. 12-13. High Iron two-day trip with NKP 759. Tickets \$37.95.

HACKETTSTOWN, NEW JERSEY - NOV. 2, GSD meet and club visit.

ASTORIA, NEW YORK - NOV. 3, Semi-annual Auction by the Woodside Society of Ferroequinologists at Turn Hall, 44-01 Broadway, from 1PM to 6PM. Repeat of the March 24 auction which was attended by 173. A brass locomotive door prize (the last one, a Frisco 2-10-0, was won by NER member Jim Driscoll of the Bay Ridge 'HO' Society.) will be given away after the tumult and trades die down. Further information from Hal Fletcher, 42-64 65th Place, Woodside, New York 11377.

# DIVISION GARDEN NEWS STATE

On April 20, an enthusiastic but disappointingly small group of MRRers were present for the GSD Little Convention held at Newark in the North Reform Church. Live clinics were presented by Gene Colburn, Al Westerfield, Paul Mallery, Gene Wolfe, Dick Towle, & Charlie Gerow. The subjects ranged from prototype trolleys to hard-shell scenery. Two tape-slide clinics were also shown. New additions to the Little Convention program were a switching layout and drawbar contest scientifically calculated to measure prototype pull, and merit award model judging. A fine roast beef dinner was followed by movies of PRR K-4's from Pat Rooney's private collection. During the afternoon the fan trip took the group via the Jersey Central and Lehigh Valley over the new Aldene Plan to Westfield for a visit to the Central Jersey Model Railroad Association. The vast "0" scale layout featured heavy afternoon traffic to please the visitors, and included something you can only do in outside 3rd rail—a cornfield meet! A pair of RDG "growlers" and a SP cab-forward tangled couplers to prove how the king gauge, at twice the size of HO, and 8 times the volume can provide 16 times the 'thud!' Upon arriving at the LV junction during the return to Newark, an ancient Western Union material car from right out of the Ambroid first series was spotted sitting on a siding and on FOX trucks! About ten minutes later approaching the PRR Newark Station, what should be passed, but the only five-striped GG-1 in prototype existence! The fan trip committee refused to say whether these attractions were arranged or just happened.

Rix Beals, the retiring Pres., introduced Charlie Gerow, Jr., the new chairman and awards for the various contests and displays were presented. Paul Mallery received the GSD 5th Anniversary award for his efforts in forming the GSD, his editorship of the GSD Whistle Post (all of the issues under his tenure appeared on time), and his many hours of assistance and help on meets and the Little Conventions. A new annual award, the Whistle Post award, was presented to Pete Huggar for the first time.

The June 8 meeting was at the Presbyterian church at Iselin, near the Penn-Central mainline, and the Watchung Valley Model Railroad Club, which has its railroad in the second floor of the quaint, brick PRR Iselin station, hosted the day. Passage of the Senator Robert F. Kennedy funeral train during the afternoon added a touching note to the rail program which featured a showing of the fantastic color movie of Dick Patterson's railroad.

Submitted by Pete Huggar

## LITTLE RHODY

The active Little Rhody Division, which regularly meets on the second Wednesday of each month at the Trinity Union Methodist Church, 375 Broad Street, Providence R.I., from September to June, has already published three issues of its Yankee Clipper. Edited by Hans Schell, and co-edited by the new Secretary-Treasurer, Mike Antoni, the 8 page newsletter presents a picture of robust model railroad action in what everybody likes to think of as the "N" gauge state. At the May 8 meeting, Bob Hallam was elected President, and Ralph Foster Asst. Division Super. The July and August meetings were held at members' homes and meets are scheduled for September 11 & October 9 at the Trinity Union Methodist Church at 7:30 PM. It is hoped sufficient members show up at these meets to carefully plan the entire 1968-1969 schedule.

Subscriptions to the Yankee Clipper are available at one dollar per year. The paper is named for the palatial NH flyer which made New-York-Boston in 4½ hours.

Submitted by Hans Schell

## ALOUETTE

During the week after the NER Montreal Convention, an Alouette Division meeting was held to prepare a report of the various committees. It was decided at that meeting that a program for the coming year be formulated. Following a meet in June inviting all those who had answered the hobby shop posters, a visit will be held in September at the Quebec club to answer a very cordial invitation extended by that group at the time of the convention.

Submitted by A. Herman Cole

## SUNRISE TRAIL

The Sunrise Trail Division March meeting was held at the Queens County Red Cross headquarters in Jamaica, Long Island, with a pre-meet luncheon at Trio's restaurant. The program included a showing of the film, "End of an Era," the steam to diesel conversion of a logging road, and a slide quiz composed of obscure prototype shots. Some were easy (wheel grinding at the LIRR Morris Park shops), and some were impossible (run down structures located in the boonocks). A model contest was held with three prizes awarded. The outgoing president awarded a total of four president's awards. The new President, Harold Miller, was installed, as were the new officers and directors. Future plans included a family outing (held on June 1st at Salisbury Park in East Meadow—the site of a retired LI G5s ten wheeler, and a dismal Sunrise Trail softball game), and a Fall meet in the Huntington area of Suffolk County during late September or early October. LI Casey Joneses are urged to bone-up on switching operation problems and strategies for the switching contests to be a regular STD meet feature. The Fall Sunrise Trail "Cannon Ball" will include plans of either a yard or MofW structure which will be the center of attraction at the model contest to be held at the January 1969 Brooklyn meeting.

Submitted by Bob Sewall

## HUB

Over 150 enthusiastic modelers came to East Weymouth, Massachusetts on April 27th to attend the HUB Division's 10th Anniversary Convention. What had started out as a bright, sunny day suddenly turned gloomy which probably assisted attendance. The program began at 10AM with registration handled by Harold Clark. The white elephant table opened then and began a brisk business which lasted all day right up to the banquet. Several manufacturers' displays were open and the model contest entries began to quickly fill the available tables. At 1 PM, after a local luncheon, the program was in full swing. Three fine clinics were presented; one each by Paul Mallery, Graham Harvey, and Dick Towle. At 5 PM, the buffet table opened, and as usual, everyone wanted to eat at one time. However, thanks to Dave MacDonald and his crew, all were served then. Chairman Bill MacIver called the annual business meeting to order at 7:30, and new directors were elected. The Don Pierce Award for outstanding contributions to the hobby was awarded to Al Lalime of Swampscott. The evening was closed with a visit to the South Shore Model Railroad Club's extensive and well detailed layout. Next year's Convention is planned for the Worcester-Clinton area.

The August 4th Trolley Tour and Lobster feed at Kennebunkport, Maine, was a less well attended meeting than had been expected, but those who were there enjoyed a variety of activity, including special fan trips on the trolleys—all off schedule. Swimming was available at Goose Rocks, which local uncaught lobsters do all year.

November's schedule calls for narrow-gauge in Maine, and January will feature Clinic Night, and maybe more.

The HUB Division has also started publication of its own paper, The Headlight, Number One of which is dated July, 1968, and, it was on time.

Submitted by Jim Crump

## NUTMEG

The Nutmeg Division recently elected at its April meeting a new slate of officers. The new President is Ralph Higgins; Vice President Clark Benson; Secretary-Treasurer Edward Pasko. The members of the Board of Directors are John Klotz, Charles Bettinger, Robert Van Cleef, Thomas Hayes, Ted Ritter, Joseph Scales, and Arthur Wadhams.

The July 14th picnic at Lake Compounce was well attended and a good time was had by all. The group is hard at work to make the Hartford Convention one of the best the NER has ever had.

Submitted by Ed Pasko

## HUDSON-BERKSHIRE

The March 3 meeting of the Hudson-Berkshire Division (formerly Hudson-Mohawk) was held at the home of Bill Carter, a member of the Pittsfield club. Bill's 16x25 foot layout features a twice-around main line with passing sidings and industrial spurs. It is controlled by CTC and Twin-T. The NMRA Tape-Slide clinic, "A day on the Glencoe-Skokkie" was shown. On March 16, the division sponsored an Open House which proved more successful than imagined (details opposite). The last meeting of the season was held on Tuesday May 28 at the general offices of the Mohawk Central RR, in Scotia, New York. About 15 attended the Open House.

A board meeting of the officers of the division was held on Thursday, June 6. The only issue of importance that was discussed was the changing the name of the division.

The annual meeting will be held on Sunday, September 29 at a place to be announced later.

Submitted by John Hollner

## SEACOAST

The proposed Seacoast Division had a slide and movie show at the Cocheco Valley Model Railroad Club on March 15 with 23 persons in attendance. Jim Robertson and Stanley Ridlen handled the projectors. Refreshments were served. On June 8, the new group met at the Seashore Trolley Museum at Kennebunkport, Maine. Rides were given on 4 cars not normally in service, as well as an after-dark "lovers" (?) ride. Ding, ding, ding, went the bell! Operation usually ceases at 5 PM, and it sounds like a good idea.

On Sunday July 21, 1968 from 12:30 to 9:00 PM, a covered dish supper with swimming and games was planned for all the family outing, at Hedding (East Epping), New Hampshire.

Submitted by David S. Decker

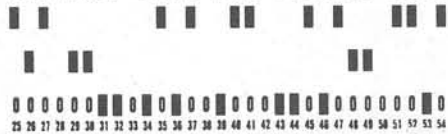
## HUDSON VALLEY

On Saturday April 6, the proposed Hudson Valley Division held its first meeting at the West Haverstraw, New York firehouse. Originally planned as the West Shore Division in a hasty move to satisfy the Coupler deadline, the new group suggested ten names before elimination voting settled on the Hudson Valley Division. This one name, it was felt, entirely covers the proposed area from Manhattan north to Putnam, Orange, and Ulster counties.

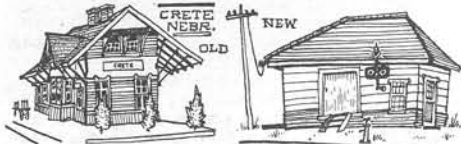
A steering committee headed by Charles D'Elia consisted of Bill Maass, Dave Herbert, Al Hull, and Ken Smith. Their first assignment was to prepare a constitution. A drawing for the door prize was won by Paul Mallery. The LaBelle kit was donated by the Rockland County Society of Model Railroaders. A tour of the club facilities was made at the conclusion of the meeting. The small but interesting club layout is housed in a NYC handcar house-supply shed, and a late Saturday afternoon freight peddler provided some unexpected prototype background operation.

Submitted by Lee Hastings

AND NOW, SAVE THE STATION DATA



From Abanda, Alabama on the Seaboard Coast Line to Zylonite, Massachusetts on the Penn-Central, the approximately 55,000 railroad stations in the United States as listed in the June, 1968 Official Guide might seem almost uncountable. As depots each day come off the railroad registrar, the actual tally certainly is declining, and at a rapid rate. Why, even majestic Pennsylvania Station would push the list down to approximately 54,999 in the sad eyes of most railfans, model railroaders, and epicures of architecture. That, though Pennsylvania Station in New York is still on the roster as a railroad depot and not



as a sports arena, is why the Railroad Station Historical Society has come into existence. Of special interest to modelers, the central location of an organization dedicated to recording a fast fading part of the American scene should smooth the collection of the vast amount of still available data.

The Society, founded in Fall, 1967 has the following objectives: a., to encourage people to photograph and collect data on railroad stations, freight houses, signal towers, roundhouses, coaling towers, and other railroad buildings, b., to publish a bulletin and other publications as the need arises, c., to act as a common meeting ground for those interested in railroad stations and other railroad buildings, d., to establish archives for photographs and data on railroad stations and other railroad buildings. Of special interest to NERers is the aim of the Society to keep its structure as simple as possible.

The bi-monthly Bulletin which began in Jan-Feb 1968 (the editor, William Rapp advises that new members so requesting may begin their membership with Volume I, Number 1 - an excellent opportunity to have a complete file of what very likely will grow to become a rich source of RR lore) is sent regularly to members upon

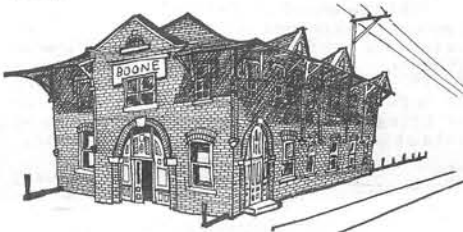
payment of \$1.00 dues per year. A welcoming note and membership card is also sent along, and though the first issues of this ambitious publication are modest, the off-set photos of various stations already portend a valuable collector's series.

The first three issues have covered Crete, Nebraska (old & new); Boone, Iowa on the Fort Dodge, Des Moines & Southern Ry. Co.; Gowrie, Iowa; CNJ's Keyport, New Jersey; and NY&LB Matawan, New Jersey. A



Buy-Sell-Swap column and a wanted list will keep NER eyes busy. Incidentally, photos of the CNJ Newark Terminal are sought by the group.

Northeastern Region members of the NMRA are urged to share their pictures, facts and Eastern vantagepoint with the Society and are welcome as members. Dues (a big bargain at \$1) should be sent to Sanford C. Downs, Secretary-Treasurer at 901 Dale Drive, Lincoln, Nebraska 68501. You may want to mention the Coupler as a reference so that a tracer on response can be kept. Be sure to state your interest in beginning a subscription with the first issue. An adequate supply for NERers is guaranteed.



The rapid restructuring of prototype railroads in the recent merger surge makes quick action necessary on preserving that area of railroad history which very likely will be lost in a bunch-up of consolidation, abandonment, name change and service reduction, and will markedly affect the physical structure of the American RR scene as we know it. The Railroad Station Historical Society presents a splendid opportunity to forestall that desecration to our history.

PENNSYLVANIA Research & Information Association



Serious model railroaders interested primarily in modeling one prototype railroad, sooner or later come to be aware of the vast amount of information about their pet road which slowly disappears from view. Plans; photographs; particular variations in a certain paint scheme in a off year; motive power acquisition and disposition; and even numbering rosters are just some of the important facts which, year after year, become more and more obscure. In an effort to accumulate this rich history in one place, groups have formed in recent years dedicated to the New Haven RR, and Nickel Plate (NC&StL) Road, and in a more thorough way, the Rail & Locomotive Historical Society. Newest to join these ranks is the Pennsylvania Research and Information Association, with headquarters at 515 Miranda Road, Pittsburgh, Pennsylvania 15241. While accumulation of data on 'THE Standard Railroad of the World' is no mean task, the PR&IA has got off to a rousing start with publication of their quarterly newsletter, The Keystone. The first issue dated April, 1968 devotes nine of its twelve pages to a complete roster of PRR passenger cars (circa 1930) and a listing of the correct numbers. Columns devoted to information exchange, miscellaneous remarks, and sale, trade or wanted listings fill out the first issue, together with a plan of the M-1 (4-8-2), and a policy statement from the editor. The Keystone plans to expand to 16 pages as soon as the membership rolls increase. Dues are \$3 per year (\$1.50 after June 30) plus an initiation fee of \$1.

An upcoming illustrated article in the Keystone will feature the various classes of tenders used behind the K4's. On the Penny, standard though it was, this could mean anything as expedience on the road often overruled the staid dictates of the design department.

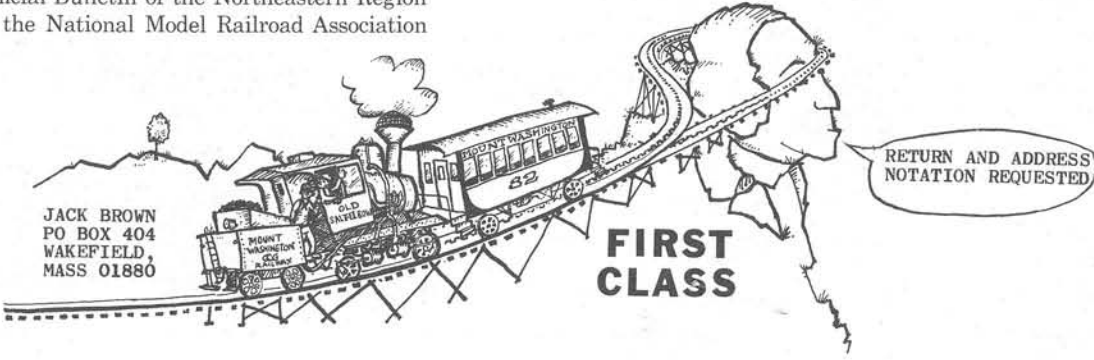
The group, besides planning a library of plans, data, and photographs for the use of members, also looks forward to compiling an all-time cross-referenced roster of PRR steam and diesel power.

NAME \_\_\_\_\_ NO. \_\_\_\_\_  
TYPE OF MEMBERSHIP \_\_\_\_\_ YEAR \_\_\_\_\_ AUTHORIZED SIGNATURE \_\_\_\_\_

# NER 82 COUPLER

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

Robert Strobel  
1203 89th St.  
North Bergen N.J. 07047



JACK BROWN  
PO BOX 404  
WAKEFIELD,  
MASS 01880