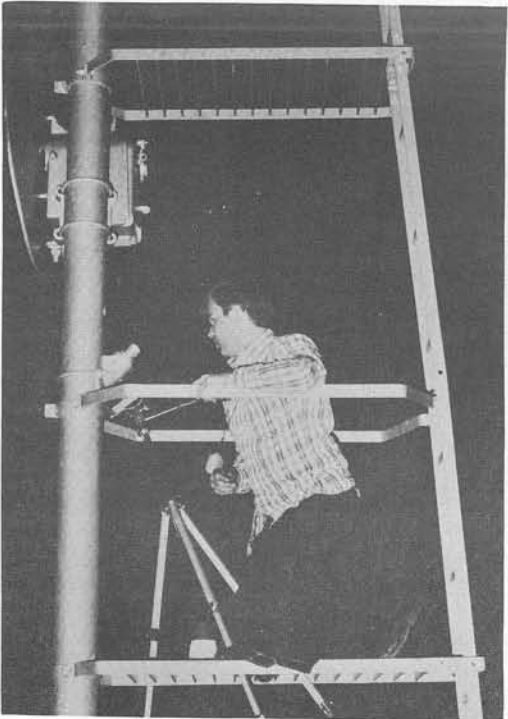


**NER 86**  
**COUPLER**

EVER SEE A BOXCAR WITH NOT ONE BUT TWO WALKIE-TALKIE ANTENNAS??



SOME RAILFANS WILL DO ANYTHING FOR A SHOT



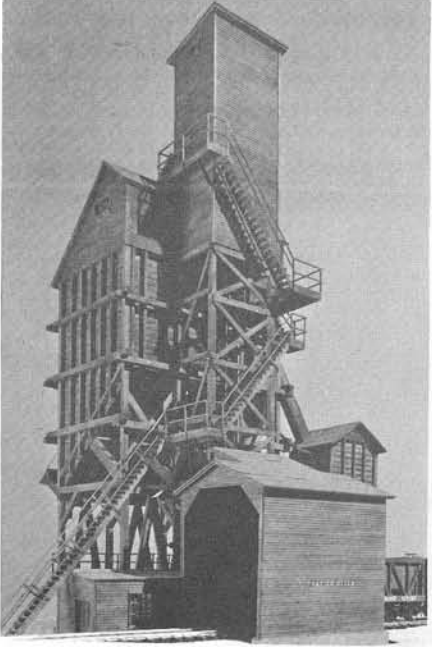
**BELLOWS FALLS REPORT**

**MODEL CONTEST WINNERS**

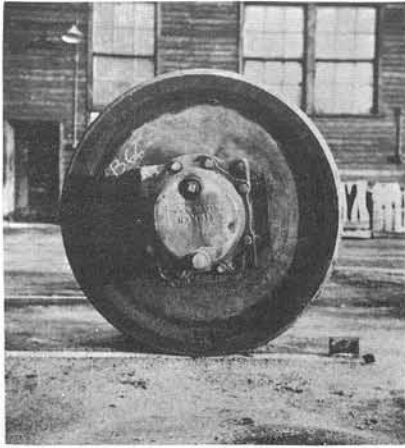
ANYBODY KNOW HOW THIS MAN GOT HERE, AND HOW WILL HE GET OUT?



**STEAM AT EAST ORANGE**



**(Indian) Summer 1969**



## BIG WHEELS

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P.O. Box 262, 51 Winne Road  
Delmar, New York 12054
- VICE PRESIDENT** Richard Towle  
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Official Bulletin of the Northeastern Region  
of the National Model Railroad Association

Subscription \$1. Membership renewals and  
changes of address to the Office Manager.

Oh, yes, this Coupler is late and if you  
want all the reasons it'll be even later.

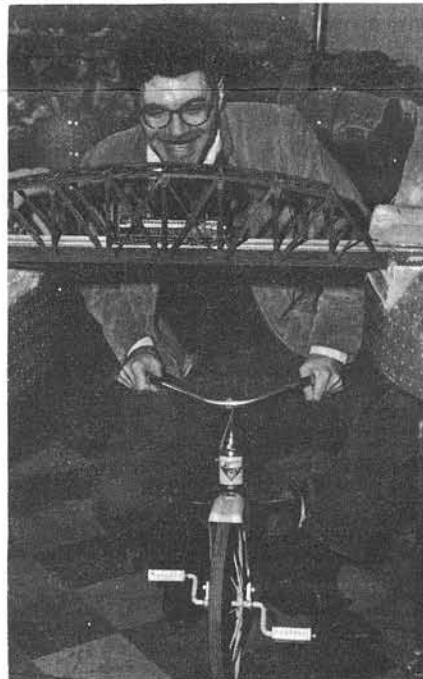
*Glenn Wagner:*

I once heard that summertime is a slack time for model railroaders. It maybe for some, but not for your Region officers, Committees, and the editor of the Coupler. Their work continues the year round for the business of your Region goes on continually, preparing meetings and conventions to be held this and next year.

Looking over the program for the East Orange, New Jersey convention to be held in October, it looks as though the convention committee is hard at it to make the best of a hotel situation requiring changing the location and facilities for the meet, and coming up with a better-than-ever convention.

During August the National convention of the NMRA was held in Minneapolis. Previous to the convention program, the semi-annual Board of Trustees meeting was held and as your President, I represent you at these meetings. The business of running the NMRA is carried on and the plans and programs for future activities are discussed and acted upon twice each year. All Region Presidents as well as National Officers and Committee Chairmen get together with a great opportunity to discuss area, local, and national problems and programs. The interchange of ideas and suggestions for the betterment of our organization and the advancement of model railroading as a hobby make these meets valuable beyond compare.

If you never attended a National con-



EDITOR PROVES MODEL RAILROADING IS FUN

Inasmuch as the call for a revision of our ponderous constitution came from this column, a word is in order here again on the solemn document as we prepare to accept the new version at the annual meeting to be held in East Orange. I do endorse this simplified version if only that the committee labored long and painfully over it and no sensible reason exists to subject any living being to that kind of parliamentary torture again. My original notion was that model railroading might be fun, and even a blast at times, but that you could never guess so from our "Book of Rules." Chairman Paul Mallery (I like to call him Chairman Mao-llery sometimes to watch his good-natured eyes twinkle) undertook the tiger's share of the work

vention I urge you to do so. If you could not make this one, maybe you will the next. National conventions are so chock full of things to do and see you cannot afford to miss one. The model contests, and model displays are worth the whole trip. Then add to that the layout visits, clinics, fan trips, commercial exhibits (92 were on view in Minneapolis), and the general atmosphere of good fellowship of model railroaders getting together and you have the makings of a grand time. One of the fun aspects of the convention is the banquet. Last year in San Francisco the NER members made a point of sitting together in the North East corner of the banquet hall. At Minneapolis someone forgot the compass but we still had a good time. If you're coming to East Orange this October 10, 11 and 12 you won't have to look for any particular corner to find your favorite friends. They'll be at all points of the compass! See you there!

Word comes to me that some of our members just never have enough of conventions and are planning to journey in true plush style to attend the MidEast Region Convention in Philadelphia this October 3-5; going via PRR's open-end observation-parlor lounge "Queen Mary." Attending a Regional convention outside of your own area can be extra fun since convention formats differ from Region to Region. If you especially like to join in the fun with modelers from other areas, you will look forward to the joint TRI - Region convention to be held in Binghamton, New York, next year. This fun get-together will be sponsored by the Niagara Frontier Region, the MidEast Region, and our very own Region. Watch for details in the Coupler.

*Glenn*

and in numerous detailed mailings to the committee (Doc Dias, Jack Alexander, Gordon Teel, Jeff French, Dave Marlowe, Glenn Wagner, and me) brought about a measure of order from opinions and ideas which ran the gamut from narrow-gauge N scale to 1 1/2" broad gauge. A number of substantial changes in procedure resulted (outlined on page 3) and only one point still jars my sensibilities. That is the statement about how a Garden State director must be on the board at all times (highly unlikely not to happen) to satisfy our incorporation, and therefore protect us legally. I know of one offer to pay for our incorporation in any other state to untangle that seeming inequity, and I was thinking all along only that it would save about six more sentences, which, after all, was what I rattled on about originally.

More was saved than words, however. The document now is streamlined with little in the body that might require those tedious amendments which we were forever being bombarded with, and which, I doubt if very many persons really cared about. What did it have to do with model railroading? Still, the membership right to place any question on the ballot it so desires offers a balance and protection for a free and open forum for discussion of ideas.

On a similar subject, two letters were printed in the last Coupler objecting in "the strongest possible terms" - both gentlemen used the same term - to a previous printed letter, signed, "Name Withheld." In that letter, concern was expressed about a division meet which failed to live up to expectations (to put it mildly) and the writer asked not to be identified so as to not embarrass those in his area. A reasonable request, and accordingly I also deleted his home town. Apparently the shoe slid along the third rail very nicely because wild speculation then commenced about which division, and which meet really was the culprit. One of the two letter writers, himself the editor of a division paper, had a long history of allowing absolutely anonymous letters into print (some of them flatly libelous), and the other objector turned out to be the chairman of the division which didn't do its homework, though he signed his name with a long list of titles, which made me think of Pooh-bah.

## VOTE FOR THIS ON OCTOBER 11!

A new Constitution for the NER will be presented to the membership at the annual meeting to be held after the banquet at the East Orange convention, October 11. This new Constitution is a total amendment of the present Constitution and by-laws.

The most obvious change is that of structure. The new is more clearly worded, better arranged, and simpler. Several important procedural changes have been made, however. Direct election of the President and Vice-president by all NER members will be substituted for the present "electoral college" method. Membership questions will be settled by a mail ballot of all NER members and not just by those who can attend the annual meeting. This latter improvement will eliminate the feverish proxy collecting drives of the past which hardly satisfied any concept of fairness.

Inflation has caught up with the NER. The dues set 23 years ago are no longer adequate. The new Constitution calls for a modest increase. Memberships will be for two years instead of one thus cutting in half the paperwork and expense of follow-up. Of greater importance, a new member will get twice the exposure and, the likelihood of a second convention in his area before his initial membership expires. Another cost cutting feature will be elections held only every second year.

The new Constitution provides greater flexibility in that all routine matters are consigned to the by-laws which will be established or amended by the Board of Directors. Only basics or matters of direct interest and concern to all members, such as dues, are included in the new Constitution.

*Paul Mallery*  
Paul Mallery, Chairman  
Constitution and By-laws Committee

### CONSTITUTION OF THE NORTHEASTERN REGION

#### ARTICLE I - NAME AND PURPOSE

Section 1. The Northeastern Region of the National Model Railroad Association, also known as the NER, was organized April 28, 1946 at Kingston, N.Y. and became a non-profit corporation of the State of New Jersey on August 27, 1953.

Section 2. The purposes of the NER are the furtherance of the objectives of the NMRA, the hobby of model railroading, and the promotion of closer social activities among members of the NMRA and the NER.

#### ARTICLE II - MEMBERSHIP AND DUES

Section 1. The classes of membership are:  
A. Regular; NMRA members may become regular members upon application to the Office Manager and payment of dues; \$3 for two years, \$6 for five years.

B. Life; Life members in the NMRA may become Life members upon application to Office Manager and a single payment of \$30.

C. Honorary; Honorary members may be elected by the Board of Directors and shall not pay dues or vote.

Section 2. Subscribers: Anyone may become a subscriber upon payment of a fee equal to the dues of a regular member for the same period of time. Subscribers shall have no vote. Subscribers automatically become regular members upon becoming NMRA members. Regular members automatically become subscribers upon lapse of NMRA membership.

Section 3. The Board of Directors may waive the payment of dues for regular members and subscribers.

#### ARTICLE III - MEETINGS

Section 1. An annual meeting shall be held in September or October to receive reports from Officers and Committee Chairmen, to discuss matters pertaining to the NER, and to install newly elected Officers and Board members.

Section 2. Semi-annual social conventions shall be held, one in conjunction with the annual meeting, the other in May or June.

#### ARTICLE IV - OFFICERS AND DIRECTORS

Section 1. The Officers of the NER shall be the President, Vice-president, Secretary, and Treasurer.

Section 2. The Board of Directors, also known as the BOD, shall consist of the following: President, Vice-president, immediate past President, seven other directors, and, if elected under the provisions of Article VII, Section 5, a special Director. The President shall be Chairman of the BOD.

Section 3. The general management of the NER shall be vested in the BOD which shall hold title to all monies and property of the NER in trust for the members. A majority of the BOD shall constitute a quorum.

Section 4. The term of office for the President, Vice-president, and other Directors shall be from taking office at the annual meeting following their election until replaced by a successor.

Section 5. The Secretary, Treasurer, and assistants to the Treasurer shall be appointed annually by the BOD.

Section 6. A director may appoint another regular or life member by written proxy to act on his behalf as a director on all matters at meetings of the BOD. Such proxies shall be counted in all voting and in determining a quorum.

Section 7. Vacancies developing on the BOD shall be filled by appointment by the President except that the President shall be replaced by the Vice-president.

Section 8. Vacancies developing in positions normally filled by appointments of the BOD may be filled on an interim basis by appointment by the President, such interim appointees to serve until the next meeting of the BOD.

Section 9. The BOD shall make agreements for the services of an Office Manager to perform the routine duties of the NER.

#### ARTICLE V - STANDING COMMITTEES

Section 1. The standing committees shall include the following: A., Nominating, B., Ballot, C., Permanent Convention, D., Auditing, E., Membership, F. Model Contest.

Section 2. The President shall appoint Committee Chairmen. Such appointments to be confirmed by the BOD and to terminate upon expiration of the term of the appointing President.

Section 3. Except as otherwise provided, the Chairman of any Committee shall have the authority to appoint or replace members of his Committee.

Section 4. The composition and duties of the Committee shall be as specified in the by-laws.

#### ARTICLE VI - NOMINATIONS

Section 1. The Nominating Committee shall prepare a slate of at least one candidate for each elective office. To meet requirements of New Jersey corporate law, at least one of the candidates nominated shall be a resident of the state of New Jersey.

Section 2. Not later than 60 days before an election, a minimum of 30 regular and life members, not more than 10 from any one area may petition the nomination of a candidate for President, Vice-president, or other director. Such candidates shall appear on the printed ballot and may become part of the slate of the nominating committee.

#### ARTICLE VII - VOTING, ELECTIONS, & AMENDMENTS

Section 1. Only regular and life members shall be entitled to vote or serve as Officers or Directors.

Section 2. Amendments to the Constitution, election of the President, Vice-president, and other directors; matters petitioned

under article XI; and matters the BOD may direct shall be submitted to the general membership for decision by mail vote.

Section 3. A two-thirds majority of the votes cast shall be necessary to amend this Constitution.

Section 4. The preparation of questions or proposals and the means of handling the mail vote shall be as set forth in the by-laws. The right to write in names not otherwise on the ballot shall be preserved.

Section 5. In the election of Officers and other Directors, the candidate receiving a plurality of votes for any given office shall be declared elected except that no more than two directors shall be elected from any given area. A tie vote shall be resolved by a majority of the incumbent BOD. To meet requirements of New Jersey corporate law, if no resident of the state of New Jersey is elected as a director under the preceding provisions, among the candidates who are residents of New Jersey, the one receiving the greatest number of votes shall be declared elected special director.

Section 6. Election of the President, Vice-president, and other directors shall take place in even numbered years. Other matters may be submitted to the membership in any year.

Section 7. Except as otherwise provided, a simple majority of votes cast shall decide.

#### ARTICLE VIII - REPRESENTATION AREAS AND DIVISIONAL ORGANIZATIONS.

Section 1. The NER territory shall be divided into logical geographical areas for the purpose of electing directors. These areas shall be as specified in the by-laws.

Section 2. Divisional organizations may be chartered within the NER in accordance with the by-laws to provide local activities.

#### ARTICLE IX - PUBLICATIONS

Section 1. The Coupler shall be the official publication of the NER and shall be issued at least four times per year.

Section 2. An editor of the Coupler shall be appointed by the President and confirmed by the BOD.

Section 3. Other publications may be authorized by the by-laws.

#### ARTICLE X - BY-LAWS

Section 1. By-laws to implement the provisions of this Constitution may be adopted or amended by a two-thirds majority of those present of the BOD at a directors' meeting, a quorum being present.

#### ARTICLE XI - INITIATIVE AND REFERENDUM

Section 1. The membership shall have the right to have any proposal placed on the next ballot by petition by a minimum of 30 regular and life members, not more than 10 from any one area.

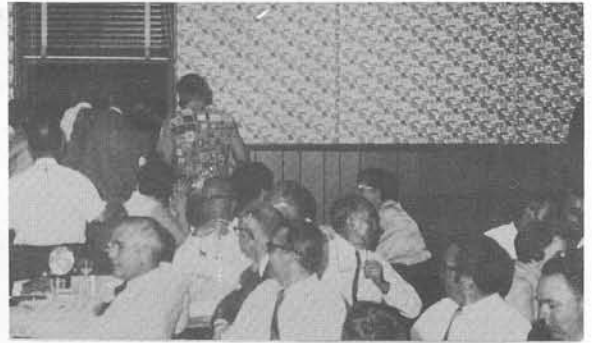
Section 2. A two-thirds majority of votes received on such proposals shall be required to adopt the proposal.

#### ARTICLE XII - IMPLEMENTATION

Section 1. This Constitution becomes effective immediately upon adoption except that elections under its provisions shall be held the year following its adoption whether that year is even or odd. When installed, the newly elected officers and other directors shall replace all those elected under the replaced Constitution.

Section 2. This article shall not be included in any copy of the Constitution published after its adoption and shall automatically be deleted from the Constitution following installation of the first board of directors elected under its provisions.

# BELLOWS FALLS - BANQUET AUDIENCE DESERTS - RUNS TO WATCH B&M TRAIN!



Take a large collection of preserved steam engines, sprinkle in a live steam fan trip, add Vermont countryside, and a great banquet and you have a grand NER Spring convention.

Model railroad fans converged early Friday night on Bellows Falls, and the first photographers began setting up their tripods for the celebrated illuminated night run of a B&M freight. Scheduled for about 11:30 PM, the train came through slightly late but beat a hasty retreat out of town when the engineman saw what should have been a green signal erupt into a flash of bursts of light and clicking shutters drowned out the sound of clicking wheels.

Early next morning, the model contest entrants began filling out forms and putting their year's handiwork on display as manufacturers did the same one flight up. The Bellows Falls high school was the setting for a procession of 15 clinics from Jack Alexander on inspecting the Rio Grande; Lawrence Bailey on painting backdrops; George Bishop on homemade decals; Roy Dohn on Model Railroad design with operation in mind; John Kuppenheimer on Track detection circuits; Tom Landrigan on the why of scenery; Paul Mallery on the railroads of Mexico; Kenny Martin on Mainline Fluidity; Don Robinson on prototype dispatching; Glenn Wagner on modeling in narrow gauge to Toni Marlowe with a scenery clinic for women and children, designed to keep them out of trouble.

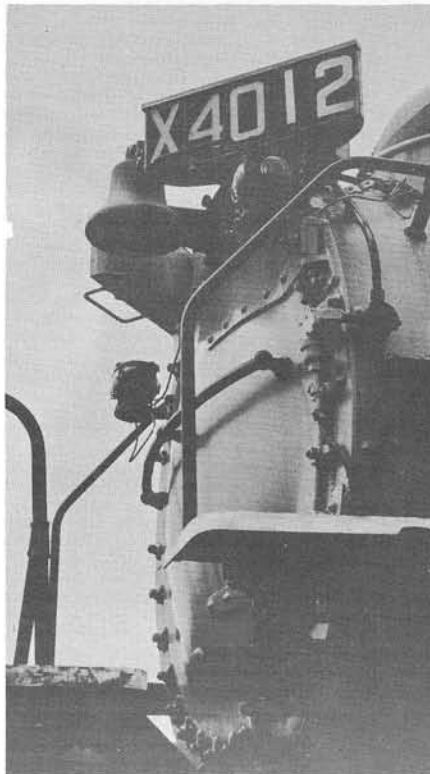
About this time the white elephant table entrenched itself out on the sidewalk and sales progressed vigorously. The cocktail hour at the Elks hall preceded the banquet which featured a roast beef dinner, served family style, and no one heard any complaints about the full platters of food. After what seemed like endless announcements from a droning microphone, (an NER convention speciality, it seems,) Gordon Teel began to announce what the entire convention should revolve around, and what the banquet is arranged for - the model contest awards. His luck was less than total as a local freight decided to compete with him, and at the first sound of a diesel horn, at least half the hall made a rush for the wall windows to film and watch their first love - a train. As soon as order was restored, Gordon continued the announcements and Walter Neuman of Long Island was the winner with an almost prototypical-looking HO coaling stage.

An auction followed and early Sunday morning, after a breakfast by the ladies of the Eastern Star, the steam fan trip behind 2-6-0 #89 went trailing off into the Vermont woods. Four run-bys kept the camera bugs happy. Those who still had some film left when they returned to the terminal at Steamtown quickly squandered it, and after lunch everyone dusted cinders off their windshields and left with the happy view of steam locomotives getting smaller in the rear-view mirror.

COMING NEXT ISSUE: The exciting entries in the zip-code contest with the winners showing amazing ingenuity with odd numbered zips, and a report on the Minneapolis NMRA 1969 convention PLUS East Orange!



Fence separates fantrip from Steamtown exhibits as engine prepares to chuff off.



Union Pacific Big Boy #4012 (how did you guess?) looms over Steamtown's exhibits.

Deserting the banquet for some impromptu train watching, NERers flock to the window to answer the call of the tame - a diesel honked. From left to right: standing - his back to the camera - Freddy Hottin, seated foreground Forbes Hauptmann, Doug Smith, (former NER president); behind him at the window in emblmed jacket - Skip Hayden all the way from California; Irwin Lloyd and Dave Laughridge in foreground to the left of Jeff French (holding glasses) and behind him Sylvia Schwartz, Penn-Central block operator. Completing the picture in right foreground is Dave MacDonald and Don Robinson, recent NMRA Eastern Vice-pres.



NMRA National Treasurer "Huebe" Huebenthal wins the fan trip raffle of a Alco brass switcher delicately wrapped in cerise.

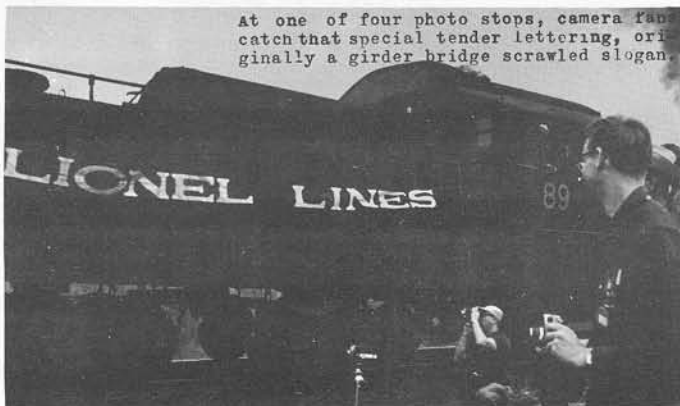
## From the Office Manager:

ATTENTION CANADIAN MEMBERS: Due to a fee for exchanging Canadian cheques, NER dues should be mailed to the Canadian treasurer, Gordon Teel (address on masthead - page 2).

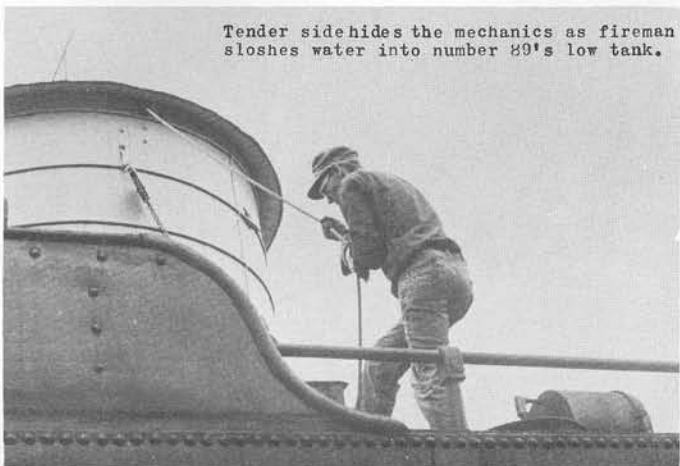
NER MEMBERS - If this issue is stamped in red your dues are due. \$1 til October 10, \$3 for two years after that - IF the new constitution is approved at the annual meeting which it should be and if it isn't you'll be paid up for three years anyway.

The following persons have moved and left no forwarding address:

David Woodhead of Montreal, Canada  
Howard Anderson of Commack, New York  
Any clues, anybody?



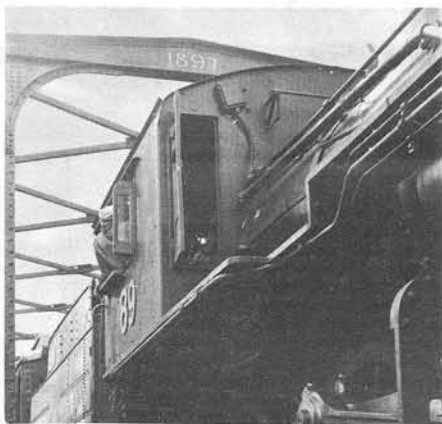
At one of four photo stops, camera fans catch that special tender lettering, originally a girder bridge scrawled slogan.



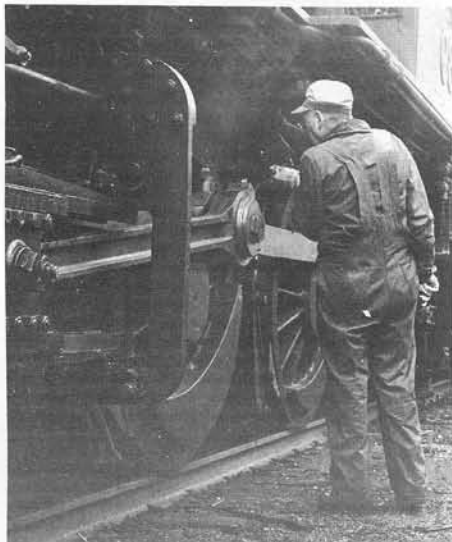
Tender sidehides the mechanics as fireman sloshes water into number 89's low tank.



Green mountain RR. no. #89 smokes it up past Summit. A Edwill Brown shot.



72 year old bridge supports younger engine.



# EAST Oct. 10-12 ORANGE NO LEMON

Gene Wolfe and Dick Patterson  
LAYOUT VISITS FEATURED!

Originally scheduled for the previous weekend, the NER Fall Convention found it necessary to relocate late this spring by the news that the Elizabeth-Carteret hotel had quite suddenly declared bankruptcy! The hurried changes in the program caused a flurry of extra work for the committee, but curiously, the new schedule and the new dates (October 10-12) have allowed a really great fan trip on the Morris County Central behind ex-Southern 2-8-0 steam! Also the train will venture to Morristown to pick us up, adding to the length of the ride.

Registration will begin on Friday at 7 PM and slides and movies will be shown all evening. A special extra-cost layout visit on a Erie-Lackawanna train which has agreed to make the extra stops will leave Brick Church at 7:30. Anyone wishing to purchase tickets at reduced rate for this trip should be at the hotel by 7 PM. This will visit the Summit-New Providence club, and the West Essex club. Other layout visits will be conducted to Gene Wolfe's great railroad, and Dick Patterson's absolutely fabulous Port Caribou and western Navigation Co. RR. This super detailed extravaganza of action will feature an operating side-wheel steamer, an operating drawbridge, 24 hour lighting circuit-timed to 7 minutes, unbelievable scenery, and a reported live monster in the lagoon.

Saturday morning's schedule includes the ever-popular model contest (everyone bringing a model? - that's what we're all about) and manufacturer's displays will

be set up to go early. Clinics will begin at 10 AM (will be repeated later Saturday evening after the banquet and Sunday morning). They include engine servicing, Erie-Lackawanna diesels, scratch building cars, transistor power, prototype diesels, and use of homosote on the layout. Lunch will separate all this diesel action from the STEAM fan trip (departs at 12:45) from the Brick Church station to Morristown via the E-L, and then steam to Whippany and Roseland. The train will operate over portions of the line not usually carrying passengers and will include three stopovers. Return to the hotel to clean the cinders from your hair, unless you save them, and the Happy Hour delightfully precedes the banquet which starts at 7:15 PM. The guest speaker will be Steve Shaffan of the Atlas Tool Company, and the NER annual meeting will commence at 8:30 PM.

Clinics will commence one hour after the meeting whilst a lively auction with noted auctioneer Hal Fletcher adding his particular touch of color and expertise to the proceedings. Don't plan to bid too low on any of the collector's items because Hal knows the value of everything ever manufactured in this hobby, and expects you should too when you join the action!

Early Sunday more clinics are scheduled and club visits are planned to various parts of the region (including home layout visits as on Friday) to accommodate the returning visitors, if they want to go back home. Advance registration should be sent to Irwin F.B. Lloyd, 44 Lincoln Drive, Glastonbury, Connecticut 06033. The banquet is \$8, the fan trip \$4 and the registration \$3. Complete package prior to October 3rd is \$13. Checks should be made payable to NER Conventions. Room rates at the hotel Suburban begin at \$12 for singles and doubles from \$17. The hotel's address is 141 South Harrison Street, in East Orange, New Jersey. A really fine restaurant is located in the hotel so plan to arrive early Friday and start the weekend off with a pleasant dinner. See how many NER friends you can recognize coming into the lobby!

# Model Contest Winners

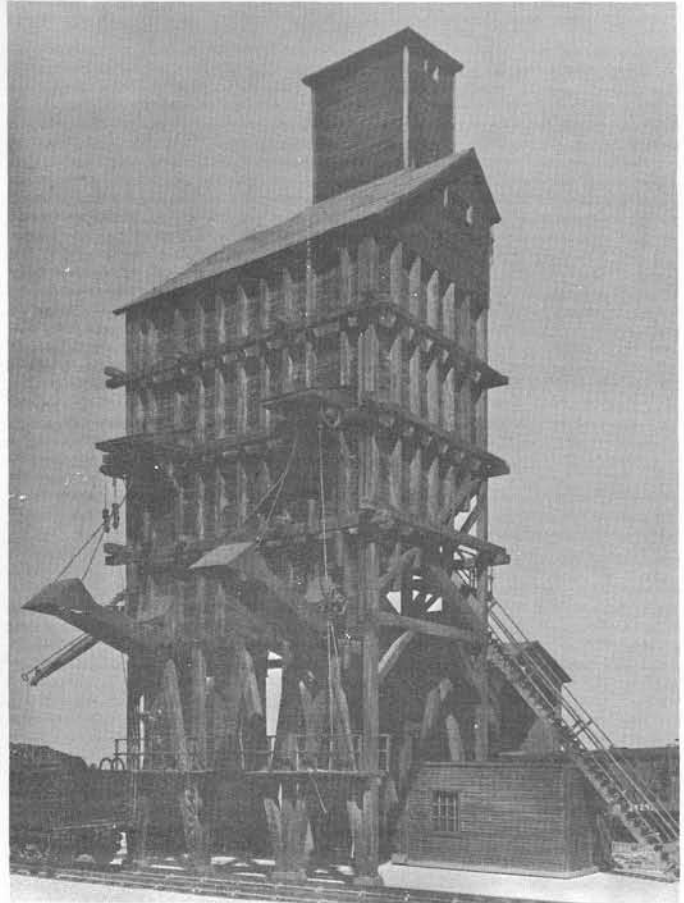
A total of forty-four models were entered in the very successful Bellows Falls model contest. Thirty five of these were prize winners which indicates the extra high quality of all the models entered. Anyone who had a chance to observe them first hand would immediately agree.

The Delaware Trophy for the Best-in-Show model was awarded to Walter Neuman for his HO coaling tower. His first prize model was built from plans which appeared in Model Railroader several years ago.

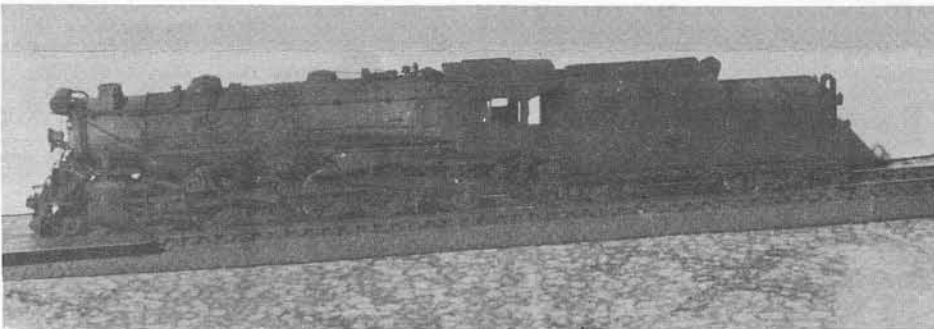


Walter Neuman's very prototypical looking coaling station, was good enough to win a first prize and Best-in-Show.

photo by Norm Briskman all others this page by Jeff Alexander. Prints by Walter Olevsky, MMR.



Gordon Teel, our new model contest chairman, tallies up the judges' scores.



Two views of Ernest Robichaud's well-scenicked HO cement plant



The HUB Division Runner-up award was awarded to John T.M. Pryke for his model of a new Haven-L-1 2-10-2. It is interesting to note that there was only a 1 point separation between these two awards.

The judges, who gave up their afternoon to carefully examine the models were: Al Westerfield, George Konrad, Norman Briskman, and Dave Newcomb. A special thanks to George Konrad and his charming wife who gave up the entire Saturday to look after the numerous details that go into a successful model contest.

Gordon Teel  
Model Contest Chairman

## MOTIVE POWER - STEAM

1st prize - John Pryke New Haven 2-10-2  
2nd prize - Stanley Warden NYC Hudson  
3rd prize - Stanley Warden CNW Mikado  
Merit Award Harold Horner Sleepy valley and Western 0-6-0  
Merit Award John Pryke NH R-1 4-8-2  
Merit Award John Pryke NH H-16 4-4-2  
Honorable - Harold Horner M&W 2-10-0  
Honorable - Burton W. Towle NYC 4-8-4

## MOTIVE POWER - OTHER

2nd prize - John Pryke New Haven EP-4  
Honorable - Bill Kress PRR DL-640  
Honorable - Raymond Towle PC DL-640

## PASSENGER CARS

1st prize - Jim Kennedy Feather River baggage car  
2nd prize - Dave Messer NYC express reefer  
Honorable - Michael Owens combine  
Honorable - Andrew Miller Yosemite Mountain combine

## FREIGHT CARS

1st prize - Mark D. Hall Northern Pacific box car  
2nd prize - Bob Silveria box car  
3rd prize - David E. Smith ATSF stock car  
Merit award David E. Smith ACF 85' flat  
Merit award David E. Smith 86' hy-cube  
Honorable - David E. Smith air slide covered hopper  
Honorable - Michael Owens Wabash gondola

## M OF W EQUIPMENT

Honorable - Andrew Miller Yosemite Valley caboose  
Honorable - Robert Silveria Tina Pacific caboose  
Honorable - Bob DuPont supply car  
Honorable - Bob Dupont Tall Pine caboose

## STRUCTURES

1st prize - Walter Neuman coaling tower  
2nd prize - Alan McLean CPR water tank  
Merit Award Arthur J. Sessa signal tower  
Honorable - Alan Labocki feed store

## DIORAMAS

1st prize - Ernest J. Robichaud - cement plant  
2nd prize - O. C. Billings III layout in coffee table  
3rd prize - Gordon Holland Mt. Washington cog railroad  
Merit award William S. Parker typical 1920 scene  
Merit award Arthur J. Sessa brick signal tower

# SCHEDULES

# TRAINS! CLIMAX BOD MEET

Newark, N.J.	10:40	10:40	1:35	1:35	5:24	7:20	8:30
New York, Pennsylv. Sta.	10:55	10:55	1:50	1:50	5:40	7:35	8:45
New Haven, Conn.	11:20	11:20	2:10	2:10	6:00	8:15	9:15
New York, Pennsylv. Sta.	12:31	11:51	3:40	3:40	7:30	10:00	10:59
New Haven, Conn.	1:02	1:23	4:05	4:10	7:55	10:20	11:20
Berlin, Conn.	2:28	2:33	4:55	4:45	8:24	10:57	11:29
Hartford, Conn.	3:16	3:21	4:58	5:08	8:49	11:22	11:22

**BAYSHORE, LONG ISLAND** - September 27 - Sunrise trail division fall meet will be held on Saturday at the community room of Macy's South Shore mall from 1 PM to 5 PM. Events will include tape-slide clinics, films, a model display, and a switching contest. Information from Bob Sewall, 564 Forest Avenue, Massapequa, New York 11758.

**EAST ORANGE, NEW JERSEY** - October 10, 11, and 12 at the Suburban Hotel, South Harrison Street. Movies, Clinics, club visit, model contest and manufacturers exhibits, banquet, annual business meeting, auction, and a fabulous steam fan trip. For more information write Bob Judge, 508 Lakewood Road, Neptune, New Jersey 07753.

**Hoboken to Scranton, Pa.** October 11 - 759, the famous Nickel Plate Berkshire will be operated by the Railroad Enthusiasts for a 270 mile roundtrip. The trip will not follow the Erie-Lackawanna main line near the East Orange convention site, but will take the Greenwood Lake branch. However, a second section may run on October 25. Data from the Trip Committee, The Railroad Enthusiasts, P.O. Box 71, Leonia, New Jersey 07605. Fare \$17.95, children under 12, \$9.95.

**ASTORIA, NEW YORK** - November 2 Auction at the Turn Hall, 44-05 Broadway, 1PM to 6PM, sponsored by the Westbridge Model Railroad club and featuring the irrepressible Hal Fletcher as auctioneer. A lively trading and selling (and buying) session. Any resemblance to model railroading is purely coincidental. Information from the gavel pounder, 42-64 65th Place, Woodside, New York 11377 Phone 212 IL 76236.

**TROY, NEW YORK** - November 9, Sunday at 2 PM. The Hudson-Berkshire Division will hold a meeting in the RPI model railroad club-room on People's Avenue. A repeat of the bridge clinic by Tony Steele, RPI club president, will be presented by popular request. Information from David Messer, (Hudson Berkshire President and acting Secretary-Treasurer), 12 Hillview Court, Wyaantskill, New York 12198.

**STOUGHTON, MASS.** November 22nd, 1-9PM. Norfolk County lines (S gauge) open house at the American Legion hall, Prospect St. Displays, operating layout, movies, refreshments, white elephant table. Admission 50¢, children 25¢, information from Francis La Prise, box 74, Boston, Mass. 02124 (617- 82b-5124).

**ROCKY HILL, NEW JERSEY** - December 6-7. Pacific Southern Railway Company (HO), is giving its sixth annual exhibition for the benefit of the Rocky Hill volunteer fire department and rescue squad. Continuous showings on the hour of HO gauge timetable operation on 3,000 feet of track. Saturday from 11 AM to 5 PM, Sunday 1 to 5 PM. Adults \$1, children 50¢ in advance or \$1.25 and 75 cents at the gate. Reserved show on Sunday December 14 (\$1.25). Club located on Washington Road. Further info from Thomas P. O'Leary, Jr., G-12 Millstone River Apartments, Princeton, New Jersey 08540 Phone 609 452-2565

**LONDON, ENGLAND 1971** - The NMRA Convention Chairman has authorized a group tour to leave from New York City for London, England for the August 1971 NMRA National convention. A considerable saving on air, hotel and sightseeing fares will be possible for a large group. Present plans call for a five-day stay in London, for the convention and another ten to fifteen days elsewhere in Europe at places of both railroad and general interest. For further details write to Robert Kirsh, 210 East Broadway, Long Beach, New York 11561.

Coincidental with the Saturday, April 12 Hudson-Berkshire annual open-house in Pittsfield, President Glenn Wagner came upon the brilliant idea of also sponsoring the Northeastern Region spring Board of Directors meeting for the same weekend, and as the Constitution revision committee meeting was imminent, he reasoned, why not also wrap into the jam session a visit to some of the better model railroads in the western Massachusetts area. This had been done at the national mid-year BOT meeting at Canton with tremendous success.

The result of course was that in anticipation of the awaited joys, business did move along nicely, although the caravan did have to wait on a late-filling car as the constitution was tackled carefully and thoroughly late Saturday.

Visits were arranged to the layouts of Dick Elwell whose hand laid track, refined



Right smack in the middle of where a new bridge goes, Paul makes a point of Malterian logic while exhibits director Hal Smith looks on incredulously. Affable Jack Alexander listens while president Glenn Wagner inspects the foreground trackwork, which, in this case, is out of sight.



An Alco hood and cab unit meet a 2-10-2 whilst above an EMD E-8 glides over with the Mohawk and western crack streamliner.

circuitry and telephone-dialed roundhouse stall selection was amazing to the wide eyed visitors. Don Robinson injected himself into the scenery, and trains ran around him without any schedule interruption. Frank A. Czubyrt's elaborate diesel stud and Pennsylvania kind of RR operation was especially attractive to the "running" fans and special requests for many differing engine lash-ups kept the road foreman of HO engines backed up. John Misiasek's Mohawk and Western was visited next and the elaborate bridges, spectacular scenery, and fine trackwork on his HO railroad amazed the eager visitors. The last visit, to Al Simo's completely scenicked railroad completed the evening, and his elaborate collection of clocks enchanted the timetable operation boys, who suddenly then realized how late the hour was, and planned to make a return visit the next day.

Minutes of the Board meeting of that Sunday follow: A certain amount of business transpired during which the balance

of Jack Brown's salary as Office Manager was arranged to be settled with the Treasurer, consistent with Jack's resignation of that post. Al Westerfield then presented the slate for the 1969 election. The ballot committee reported that the ballots were printed and ready to be distributed. Discussion took place about when the ballot should be mailed; with, after, or before the Coupler and the latter course was chosen. The membership committee reported its' completion of a questionnaire for those persons who fail to renew their NER membership. A suggestion was put forth that all members be sent a bill when their membership expires instead of stamping the Coupler in red. It was voted that no personal letters to visit a member's own layout be printed at Region expense or be included in a welcome packet.

Hal Smith reported on the industrial exhibits displays for Bellows Falls, and announced that the Grange Hall was available at \$20 per floor. A flyer will be printed to attract the general public (the great unwashed multitudes Hal called them) to the exhibits, while 10% of the total sales would be deducted for the Region to help defray expense of the hall.

Paul Mallery then read the draft of the new Constitution to those in attendance. The report was accepted without revision. Glenn Wagner then suggested that the Coupler adhere to a definite schedule, which the editor preferred not to have as recurring problems, such as limited liason with the Boston printer were gradually being eliminated.

The interim office manager then startled the meeting by announcing his resignation due to alleged obscene phone calls he claimed to have received. No tracer was put on the calls, however, so no culprit was apprehended. In this day and age when so little is left in that obscure category of "obscenity," speculation ran high as to what was said, but the %#! office manager declined to elaborate. Glenn Wagner reported that the NMRA model railroad week chairman requested that the Region withdraw its suggestion to change the timing of the week until further National study is made. A decision to reimburse the BOD members stranded in Albany after the 11/17/68 meeting was deferred to a later date. There being no stated NER policy about personal motel bills.

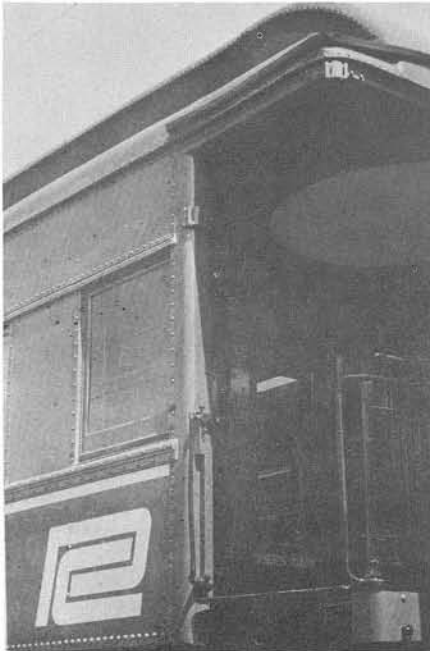
The Bellows Falls Convention Committee presented their report, and an assistant treasurer was appointed for Canada to transmit funds periodically to the Treasurer, as excess transmittal fees had been encountered until then. Gordon Teel was appointed to fill the post. Paul Mallery moved that the constitution as presented by the constitution committee be placed before the membership at the 1969 annual meeting as an amendment to the present constitution. The next meeting was scheduled for September 7. The meeting was then adjourned.

%=i, \*=t, &=e, #=n, ?=r, and !=m.



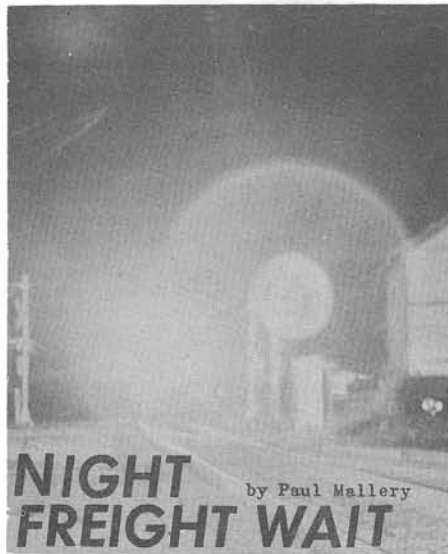
Ore mine along the upper reaches of Al Simo's layout loads up cars for visitors.

# RIDE THIS CAR



"QUEEN MARY" PC PARLOR LOUNGE OBSERVATION

A special trip from New York to Philadelphia to attend the Mid-east Region fall convention at the Bellevue Stratford hotel is planned for the weekend of October 3-5. What makes this visit into a neighboring region especially attractive is use of PC "QUEEN MARY" which will be reserved exclusively for the NER. Fare is the regular 1st class rate, \$17.80 round trip or 8.90 one way. The MER meet plans a visit to the RDG Port Richmond terminal and a ride aboard the new PATCO subway to Lindenwold, New Jersey. The car is scheduled to leave New York at 5:00PM and depart Philly on Sunday at 3 PM. Info from Ken Martin, 34-23 24th Street, Astoria, New York 11106



As we stood that Friday evening of the Bellows Falls Convention waiting for the 11:30 freight to pass, I could not help but wonder of the passenger trains once served by that station. So, upon returning home I looked up the passenger service at Bellows Falls in the June, 1944 Railway Guide. There were far more trains than I expected.

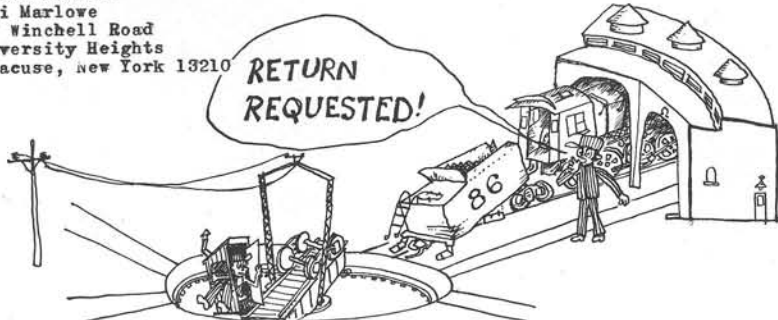
Here is the list of trains we might have seen if our Friday of watching had been twenty-five years earlier. Destinations given are those of through cars.

TIME	TRAIN	DESTINATION
Ar 2:42AM	B&M 732	"Washingtonian" from Montreal to Washington (Pullmans).
Lv 2:42	"	"
Ar 2:50	B&M 733	"Montrealer" from Washington to Montreal (Pullmans)
Lv 2:50	"	"
Ar 3:50	Rut 46-146	"Mount Royal" from Ogdensburg and Montreal to Boston (Pullmans)
Lv 4:50	B&M 5502	"
Ar 5:03	B&M 78	from Montreal to Springfield
Lv 5:15	"	"
Ar 6:45	B&M 5501	from Boston to Boston
Lv 6:55	B&M 5504	to Boston
Ar 9:31	B&M 712	fr White River Junction to Springfield
Lv 9:35	"	"
Ar 9:40	B&M 703	from Springfield to White River Junction
Lv 9:50	"	"
Ar 12:12PM	B&M 5503	"Green Mountain Flyer" from Boston to Montreal
Lv 12:35	Rut 165-65	"
Ar 12:32	B&M 73	from Springfield to White River Junction
Lv 12:45	"	"
Ar 1:24	B&M 72	day White Mountain Express from Berlin to New York (Parlors)
Lv 1:30	"	"
Lv 1:35	B&M 5508	to Boston
Ar 3:07	B&M 77	day White Mountain Express from New York to Berlin (Parlors)
Lv 3:10	"	"
Ar 3:40	Rut 64-164	"Green Mountain Flyer" from Montreal to Boston
Lv 4:00	B&M 5510	"
Ar 6:50	B&M 717	from Springfield to White River Junction
Lv 7:05	"	"
Ar 6:50	B&M 5507	from Boston to Rutland (through coaches)
Lv 7:10	Rut 159	"
Ar 8:00	Rut 156	from Rutland to New York
Ar 8:06	B&M 728	fr White River Junction to New York
Lv 8:23	"	"
Ar 8:10	B&M 5509	from Boston to Boston
Ar 10:50	B&M 5511	"Northern New York Express" (Pullmans) from Boston to Ogdensburg
Lv 11:25	Rut 143-43	"Mount Royal" to Montreal
	Rut 143-51	"
Ar 10:58	B&M 79	from New York to Montreal and Berlin
Lv 11:16	"	"Connecticut Yankee"

# NER 86 COUPLER

FIRST CLASS

OFFICE MANAGER  
Toni Marlowe  
126 Winchell Road  
University Heights  
Syracuse, New York 13210



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