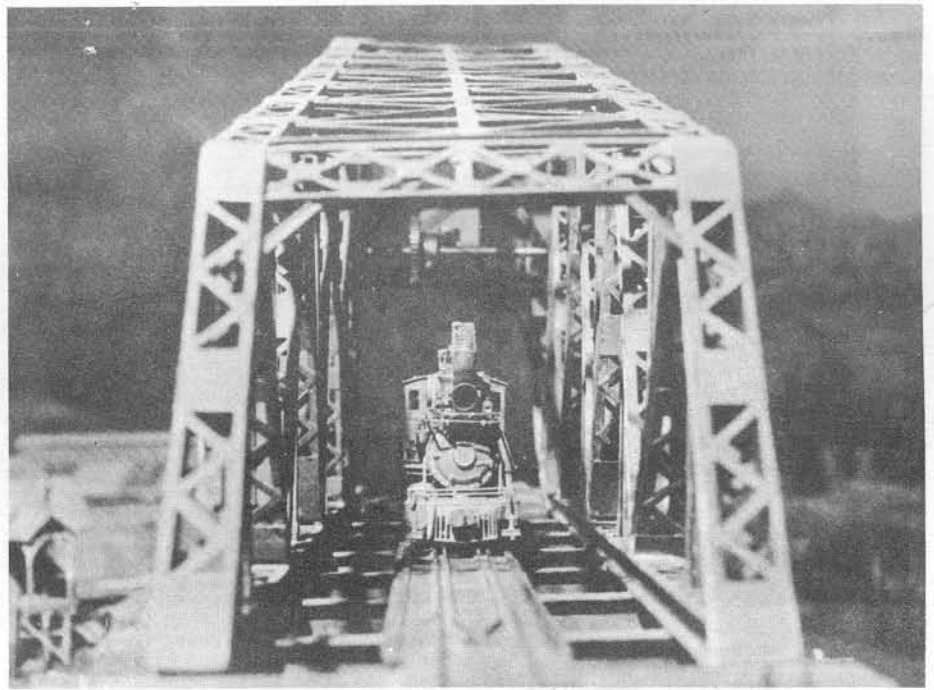


**NER** no. 87  
**COUPLER**



**SOO shop tour**



**LAYOUT  
 LAYOVER.**



MODEL WINNERS  
 CONTEST

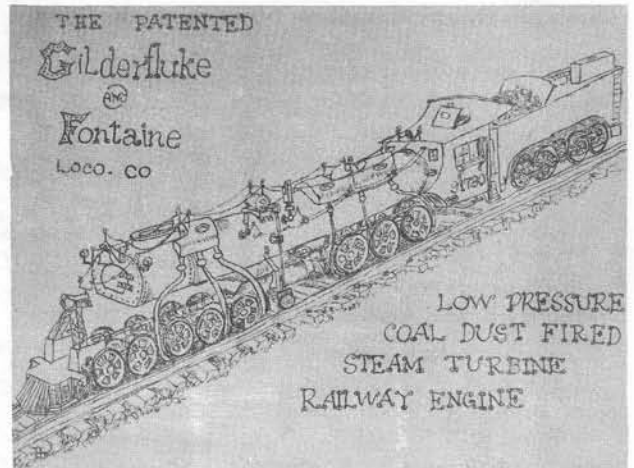
**STRUCTURES STRONGEST**



**AT**

**EAST ORANGE FALL MEET!**

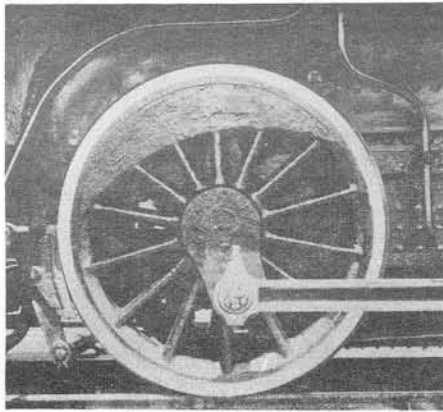
**EDITOR DUMPED**



**ZIP  
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 LOCOS**



**Fall  
 1969**



## BIG WHEELS

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VICE PRESIDENT	Graham Harvey, Jr. P.O. Box 231 Rockville Centre, N.Y. 11571
SECRETARY	David R. Marlowe 126 Winchell Road, University Heights, Syracuse, N.Y. 13210
TREASURER	Frank W. Skutsch 56 Commander Avenue Garden City, New York 11530
CANADIAN TREASURER	Gordon Teel 172 des Marguerites Avenue Chateauguay, Quebec, Canada
DIRECTORS	Jack Alexander 111 South Street East Bridgewater Mass. 02333
	Dr. John F. Dias, Jr. 227 Union Street New Bedford, Mass. 02740
	L. Jeff French 270 Duncaster Road Bloomfield, Connecticut 06002
	Ralph Higgins 24 Powder Ridge Road Hazardville, Conn. 06036
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	Paul Mallery 94 Oakwood Drive Murray Hill, N.J. 07971
	Gordon Teel 172 des Marguerites Avenue Chateauguay, Quebec, Canada
	Glenn Wagner P.O. Box 262, 51 Winne Road Delmar, New York 12054
OFFICE MANAGER	Toni Marlowe 126 Winchell Road, University Heights, Syracuse, N.Y. 13210
EDITOR	Kenneth A. Martin (Little Cog) 34-23 24th Street Astoria, New York 11106
PHOTO EDITOR	Norman S. Briskman 3 Bender Court Dix Hills, L.I., N.Y. 11746

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 old deadline is dead! Long live  
the new deadline!

## PREZ SAYS:

As a first order of business as your new president, I think it is important for you to know who will be working for the NER during the next year. Many of our previous chairmen have asked to be replaced so that they could get the dust off the rolling stock and get the pike back into operation.

Our new Permanent Convention Chairman, Jack Alexander of East Bridgewater, Mass., brings a wealth of NER experience with him. Jack replaces Graham Harvey, of Rockville Centre, New York, our new vice-president. Irwin Lloyd of Glastonbury, Connecticut - that familiar face at the convention registration table continues as PCC treasurer; assisted by Forbes Hauptman of West Hartford. Doug Handy of Springfield, Vermont will be our new ballot committee chairman, taking over from Bal Abrams. Bob Judge of Long Branch, New Jersey will be at the throttle of our National Model Railroad week program. Bob's experience as a newspaperman and convention committeeman at East Orange will be a great asset in the promotion of this all important facet of our hobby.

Bill MacIver, Jr., of North Weymouth, Massachusetts will head up the Regional Nominating Committee for 1970, and Stan Bradley of Tenafly, New Jersey has accepted the position of Region auditor. The all important area of model contests finds Gordon Teel, of Chateauguay, Quebec, as Chairman; assisting will be George Konrad of Peabody, Massachusetts - a model builder of both regional and national note.

Don Robinson, NMR, of Greenfield, Mass., is the new achievement chairman, and with Don's expertise in this field, you can be assured this program will be promoted vigorously.

Another new program, which Al Lalime has agreed to undertake will be a special projects committee. The idea of this group will be to provide assistance - educational or instructional - to underprivileged or handicapped children who are interested in our hobby. We will cooperate with any orphanage, state hospital, or interested

group. It is my hope that each one of you will look into the possibility of giving a helping hand in this area, and if you know of a group as might be contacted let us know of what assistance we can be in furthering an existing program or in beginning a new one - be it a slide show, a demonstration of models, or the building or refurbishing of a model pike. More important, we will be making a contribution to the growth of our great hobby. This is a project that both individuals and a division could undertake to everyone's advantage. Anyone interested with ideas on a group should contact Al at 11 Rock Avenue, Swampscott, Massachusetts for further details. He will be most pleased to hear from fellow model rails.

Getting back to Committee Heads, Hal Smith of Cossayuna, N.Y. will continue as chairman of our industrial exhibits committee. We have enlarged this group to include Jack Brown of Wakefield, Massachusetts, and Bill Brundage of Williamstown, Massachusetts, as committeemen. The following people are continuing in their positions for the ensuing year: Office manager - Toni Marlowe, Syracuse, New York; Secretary, Dave Marlowe, Syracuse, New York; Parliamentarian, Dr. John R. Dias, Dartmouth, Massachusetts; Treasurer, Frank Skutsch, Garden City, New York; assisted by Ira Rothberg, Westbury, New York, and Gordon Teel of Canada; NER Official editor, Paul Mallery, Murray Hill, N.J.

We still have some appointments to make and you will be informed in the Coupler about them.

Looking ahead to 1971 your board of directors has approved the formation of a London trip committee. I've asked Irwin Lloyd to act as chairman. Some interest has been shown in a sea trip so we have Charlie Gerow and Paul Mallery looking into this mode of travel.

In addition to the plans being formulated by Irwin for the Regional trip, a charter plane from New York is being organized for a two-week period. As details become available, we will keep you posted. However, I urge everyone to plan now for what will be a memory of a lifetime ... "London in '71!"

In the meantime, let's continue to keep the model railroads moving, and from here on the right-hand side of the cab may I wish you all a very merry Christmas and a happy new year.

(1970)

Dick

# IMPORTANT

JOIN UP AT THE OLD RATE NOW!

# NOTICE

At the annual meeting held after the banquet at the East Orange Convention it was voted unanimously by the membership to raise the dues to three dollars for two years; five dollars for six years; and \$30 for life-life members must be NMRA life members.

At the BOD meet on Dec. 7th it was decided that the old rate would be in effect for 7 days after receipt of this Coupler. So, if you send in your dollar now, you can extend your membership in the NER for one year at the old rate. Dues should be sent to the office manager, address left. NER Canadian members should send their dues to the Canadian treasurer, Gordon Teel.

Photos in this issue are by Alfred Thomas Brange, Richard Towle, Graham K. Harvey, Richard Henschka, Jack Alexander, Oliver C. Billings III, Norman Briskman, Walter Olevsky, Jeff Alexander, William MacIver, Jr., Cover Zip loco by L. Hill, of Temple City, California. Processing by Norman Briskman and Walter Olevsky.



The unpredictable, haywire, and generally late arrivals of recent Couplers has prompted the Board of Directors to take action at their December 7 meeting to insure that the membership has a reasonable chance of expecting an issue every ninety days; leap

years, Februarys, and thirty-one day months notwithstanding.

Therefore, the present editor who obviously has a complete lack of familiarity with either clock or calendar was immediately voted ex-editor, effective at once and forthwith henceforth.

# BOARD VOTES THE COUPLER ON TIME

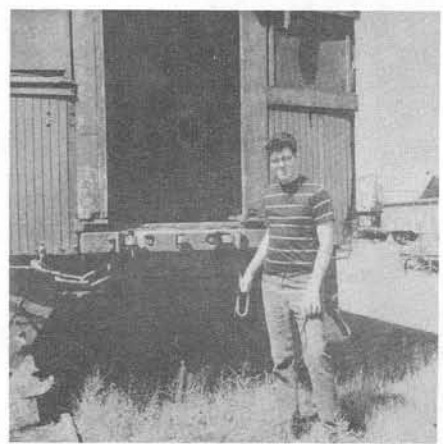


I HEAR THEY'RE PUTTING A CLOCK ON THE LEADING TOWER OF PISA....

IF YOU HAVE THE INCLINATION YOU MIGHT AS WELL HAVE THE TIME!



## next issue a bang-up job!



EDITOR UN-COUPLING

No more 69. That year slid by as quickly as 68 did and 70 will. The same unladen track, unbuild kits, and unpainted engines still stockpile on our workbenches. It seemed to me a good year to outdo even an O gauger and I acquired a full scale cabin car to keep me busy calculating how many bottles of Floquil it will take to cover it. That means I have temporarily sidetracked my full circle roundhouse project and the one hundred PRR ore cars I wanted to scratch build this year. Sound familiar? Well, besides all that I was still trying to squeeze out a Coupler every three months and you know better than me that they always were late.

Why they were late makes a long, uninteresting story, but what makes it hard to tolerate from this end is certain of the criticism from quarters (more like nickels and dimes) which are least in a position to pass judgement on a metronomic scale. We have seen our divisions grow out of their metier to strutting political entities, playing at games of Little Region. Part of the political scene necessarily is windbagery, and some of them have been particularly good at it. From a division whose entire annual social calendar consists of little more than an annual summer picnic and a once a year banquet to install new officers, I have heard the most unflinching complaint. What they have done to encourage model railroading in their state had eluded me, and where their responsibility lies in living up to the NMRA goals I easily question. Yet, it has been a demand of theirs that the Coupler come out exactly every three months: on the dot. Why, their past division secretary never sent any report of activities to the Coupler, and ignored requests to do so. The present secretary must be telephoned for this information.

A second division out this way with much political talent, and whose imaginative programs duplicate each other with tedious regularity has put a disproportionate amount of their effort in asking on the

Coupler. Simi larly, elsewhere, (no direction of the compass is without in- get the most unflagging kind of critique.

Certainly the Couplerschedule has been totally defenseless. That is not to say that a number of persons haven't been very solicitous and helpful directly in tackling the various problems between typewriter and printing press. But, for an instance, of all the events listed on the enclosed flysheet, not one, not one - was sent in to the Coupler. Tying up all the loose ends is the editor's job, I know, but there has been just a single contributor to the NER Coupler who has been always (and pathologically so) on time. He is the only person who can point to the difficulties of late Couplers and be listened to by me.

Why I have suddenly become thinskinned to this kind of feces of the male species of a cow is that the Coupler schedule (or lack of it) has become the favorite dumping ground of our administrative problems. The sliding membership drop is directly attributed to the Coupler. Let, I question the statistics which leave out an entire quarter of renewals to bolster up the panicky numbers. The accounting of the Coupler costs has similarly been presented with alarm, and indiscriminantly thrown about with little regard for the fact that 90% of our membership receives directly little more than the Coupler and if we have 1200 members at a dollar apiece, I think 4/5 of that should go for the Coupler and not on motel charges. Is there anyone who wants less photographic coverage here? Do you not feel that pictures of the model contest are more important to your viewing pleasure than endless reports of board meeting trivia? I say we have a deliberate tendency to complicate our operations just so our winded ones can make themselves feel important. When the printed version of our new constitution was objected to on the floor of our annual meeting, it was because a few hyphens were missing and some letters were not capitalized that should have been: Is that model railroading? When that new constitution was proposed it was to simplify our very tangled ground rules, yet after the proposed changes were voted, it later turned out that some associated section was not in exact wording with the voted change, so in the next ballot you will have to vote AGAIN on a part of the constitution. Here the BOD bypassed an opportunity to act in the spirit of the vote and instead encouraged our unendurable, endless non-model railroading business.

Where it hurts you is at places like the last convention where it was not possible to show a fantastic, great film at the banquet because of little time (the annual meeting had to be scheduled Saturday night so a majority of the attendance could vote on the important once-and-for-all (or so we thought) constitution change. Instead the 40 minute film was shown well after midnight to a deserted hall and watched primarily by a handful of late stayer-uppers amid a desolate scene of disarrayed tables.

A measure of how extensive this political rumbling is - comes to the surface when divisions outdo each other in trying to make Region conventions in their area fantastically profitable for the Region. It has become a yardstick of how successful a convention was, even though our registration fees have soared, and the banquet costs alone discourage much attendance at conventions. I think the Coupler schedule has unnecessarily absorbed some complaint about low convention attendance where, for families especially, the cost of a weekend comes to the equivalent of not one, but two brass locomotives. That becomes a major consideration, then, whether one should jump all over the Region in search of what might turn out to be a pleasant weekend, or bypass the social aspect and stay at home.

We even have had our self-important divisions so over-reacting to the Constitution that it easily proved to me that the hazard in the Region is not the late Coupler (I'm not defending tardiness) but the blathered verbosity that alienates the guy who is in all this because he likes trains. Trains?? Trains? What are they?? One division declared that it would post-haste pull itself out of the Region (something it cannot do) if a minor change prevented seating one of their directors from out of their area. A second insisted unequivocally that it would out if the dues went up even a penny. Surreptitious petitions circulated about sinking the new draft for other imagined slights, and if one worked on the constitution committee it was incomprehensible that so much steam was generated over points which were carefully considered to the point of tedium. Fear about the director balance was rampant and all the time what was sought by the committee was the simplest, most fair kind of arrangement. What was substituted for discussion was the worst kind of provincialism, and it still seems amazing that in the face of these retarded threats, any constitution at all was saved, much less the markedly direct one we now do have.

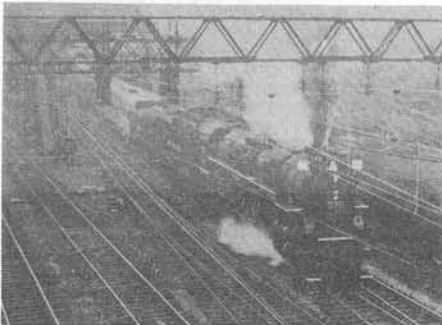
What direction the Region now takes is still unclear, and I very frankly am sorry I just don't have the kind of time to devote to the Coupler regularly. I think a favorable reaction to the model-railroading-is-fun approach was apparent to me as the result of the Coupler's refusal to be too serious. I would guess a reprint of "A Dillar a Dollar," might be appropriate now, except that I always felt that it's last three lines were patently obscene. Painting my cabin car should keep me even more occupied, and I was very surprised to find those little Northeastern basswood roof walk strips are really 1x6's. Almost makes me feel like an "O" gauger. And the little girl in the bank who certified the check for the caboose wants to be the first to have dinner aboard. Maybe I shouldn't tell her that she may have to help pulverize the 35 pounds of chunk iron ore I recently picked up for the ore car project. I do have a crockery replica of the "Jupiter" full of bourbon, which will do until the stove is in working order. I wouldn't want to freeze any bank teller. Her name is Marietta, and I'll let you know if she's naughty.

# EAST ORANGE A JUICY WEEKEND!

SOME JUICY CONVENTION!  
ALL THEY DID WAS BID  
ON DUES, LAY TRACK AND  
WATCH BRITISH FILMS.



While it is less common for a NER weekend convention to be loaded with diesel, electric traction AND steam action, rare is the word for a weekend which packs in all three plus the usual model activities and then adds a chance to see Nickel Plate's Berkshire #759 on a nearby fantrip hauling a former N&W auxiliary tender and the PRR Broadway Limited's observation lounge "Mountain View" - albeit painted blue and gold in belated tribute to the Golden Spike ceremonies. Though that early Saturday AM plump for photographers was marred with a heavy cover of impenetrable mist, it did set an early pace for the weekend's activities. The extra-early birds who arrived on Friday night were in for a real start as carloads of modelers visited the first rate railroads of Gene Wolfe, Dick Patterson, and some of the local model railroad clubs. Inevitable bull sessions made it a long and late Friday night.



While the Saturday morning clinics were on in full blast, Hal Smith supervised the elaborate manufacturer's displays. Blinding brass competed with invisible "N" and a new N&W 2-8-8-2 smaller than your fist stole the show in that new, popular scale which everyone finds hard to resist just picking up a car or two, and then a section of track...and that's all it takes to start. A large collection of magazines from an estate were sold in just over an hour by possibly the most impromptu white elephant sale we have yet seen. It was even reported that the buyers ran up to their rooms immediately to read their "finds."

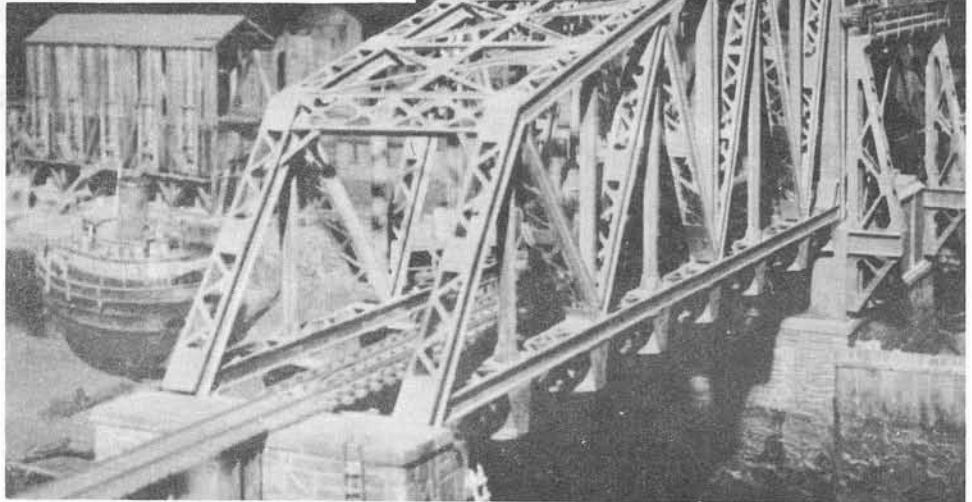
What very often proves to be the most popular event of our semi-annual weekends, the fantrip, then emptied the hotel of all but the contest judges. A unique half-hour trip via Erie-Lackawanna MU cars (complete with old glass globes and cane seats) took the picture-snapping group to Morristown, where the Morristown & Erie connects with the E-L. A local diesel shifter busily set



## NEW PRESIDENT



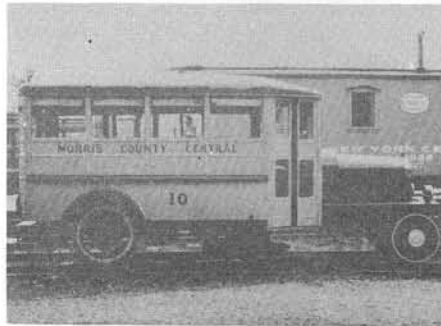
## INSTALLED



Operating rolling lift bridge on Dick Patterson's Port Caribou and Western Navigation Company RR. was an unforgettable treat to convention home layout visitors.

out cars as diehard steam railfans looked the other way, awaiting that unmistakable chugg-chugg - the Morris County Central 2-8-0 which came to the end of the line to meet us. We were rapidly away and the welcoming cinders rained down in nice profusion.

The long, pleasant afternoon was over too soon, and back to the hotel via E-L, again, where two overeager fans measured the car interior, the objecting conductor, & then one of them called out to his recording pal from behind the washroom door with the last of the dimensions, "It's fifteen inches across, and the opening runs clear through to the tracks."



The banquet was NER usual, immensely overpriced (with no provision for children's special fee), but adequate if you need something to gripe about besides the convention committees' unending thank-yous to themselves, which, however, the Garden State Division went out of their way to not do, a very welcome change, indeed!

The installation of the new president followed, and plans for the new year were announced. Outgoing president Glenn Wagner presented awards to Paul Mallery, Frank Skutsch, and Kenny Martin (for lateness).

A later showing of the BBC film about the Flying Scotsman proved to be one of the finest rail films of all time in everyone's judgement, and it was regretted no time was available to feature it at the banquet. The annual meeting followed dessert. Aspirins were served.



## PHOTO CONTEST

Black & White - Prototype  
1st prize - Donald S. Robinson - Colorado and Southern; Extra East

Color - Prototype  
1st prize - Louis Palisano - Engine 89

Color Slide - Prototype  
1st prize - Bob DuPont - Southern Pacific #378.

## 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).

# Model Contest Winners

## MOTIVE POWER - STEAM

3rd Prize - Thomas C. Malden - D&RGW 2-8-2

## M OF W EQUIPMENT

2nd prize - Robert E. Bird - "Big Mouse" crane car.

3rd prize - Robert E. Bird - Logging Equipment tie car.

Merit Award Robert E. Bird - Logging equipment rail car.

Honorable - David W. Messer - Burlington rail and tie car.

## STRUCTURES

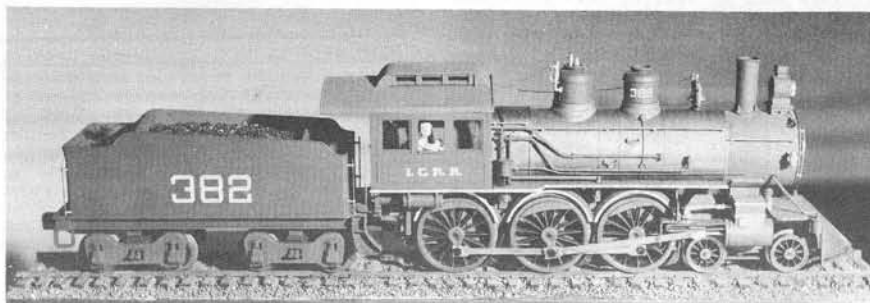
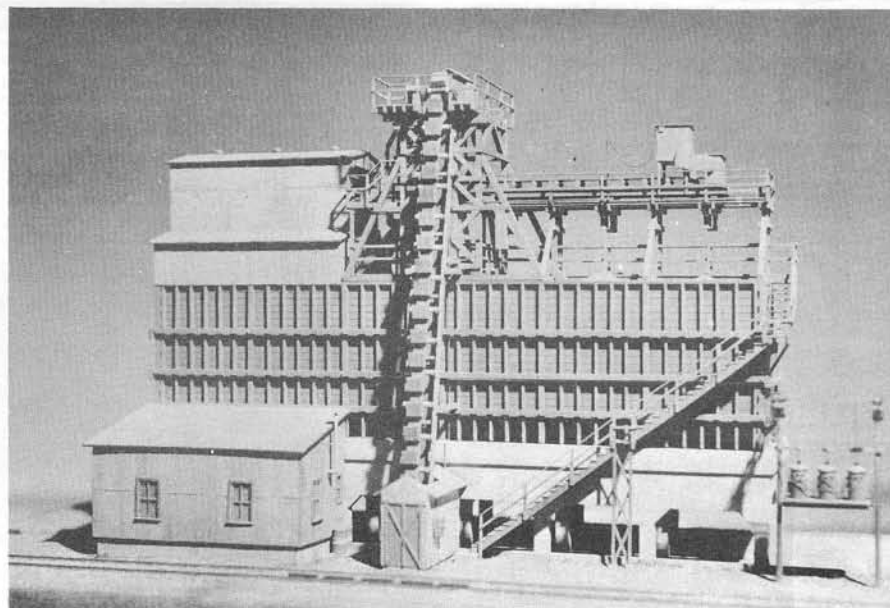
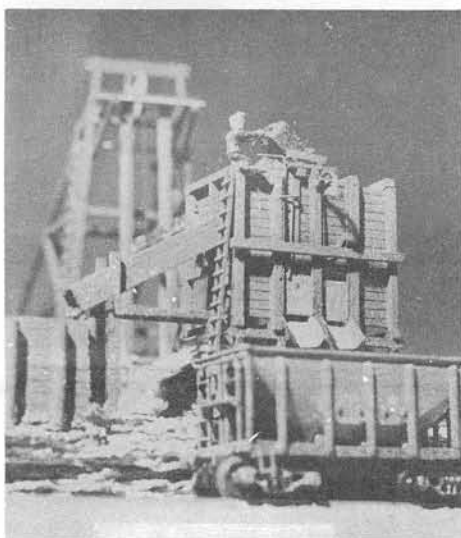
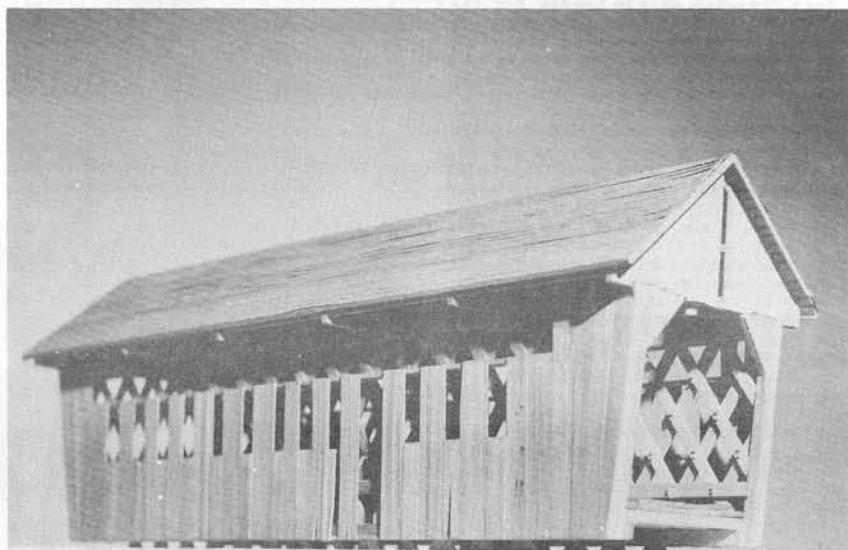
1st prize - Lou Lehrman - Fullcourt Press building.

2nd prize - D.W. Messer - HO rock bunker

3rd prize - Rev. E. Felsey - Cilleyville covered bridge

## DIORAMA

3rd prize - W. Terry Nesbit - Mine head frame



For a Region which is quite active in model railroading, the number of models entered at the East Orange model contest was very disappointing. A total of twenty-five models were entered by 12 entrants, and only nine of these were prize winners.

The Delaware Trophy for the Best in Show was awarded to Lou Lehrman for his scratch-built model of a Fullcourt Press building. Of special note is the fact that this was his first attempt at scratch building, and, his second attempt at model building. His first model was built from a kit.

It almost seemed like Lou Lehrman might as he first won the Sunrise Trail Division's New Modeler award; at which presentation it was leaked that he was the Delaware Trophy winner, completely disarming any semblance of suspense.

The Hub Division's Runner-Up award was presented to David Messer for his HO rock products bunker. One was very tempted to toss in a scale rock just to see what would happen. The judges were Norm Briskman, Walter Olevisky and Bob Mohowski all of whom gave up their afternoon to judge. Glenn Wagner, Jack Alexander, Norm Briskman and Dick Towle judged the photo contest. Gordon Teel was the NER contest's chairman, assisted by Bob Herman of the Garden State Division, who divided his time between looking into the various details of the contest, and visiting a new son. In the last four model contests, this is the second chairman whose wife had a baby shortly before the convention which makes you wonder if we aren't presenting awards for the wrong things.

# SCHEDULES

Newark, N.J.	10 40	10 40	1 35	1 35	5 24	7 20	6 30
New York, Pennsylvania Sta.	10 55	10 55	1 50	1 50	5 40	7 35	6 45
<b>NEW HAVEN RAILROAD</b>							
New York, Pennsylvania Sta.	11 20	11 20	2 10	2 10	6 00	8 15	8 15
New Haven, Conn.	12 31	12 31	3 40	3 40	7 20	10 05	10 05
<b>change</b>							
train	change	change	change	change	change	change	change
New Haven, Conn.	2 25	2 33	4 05	4 10	7 55	10 20	10 20
Hartford, Conn.	3 02	3 09	4 33	4 41	8 24	10 57	10 57
Berlin, Conn.	3 02	3 09	4 33	4 41	8 24	10 57	10 57
Hartford, Conn.	3 16	3 21	4 56	5 05	8 49	11 22	11 22

**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 data write to Robert Kirsh, 210 East Broadway, Long Beach, New York 11561.

**LONDON, ENGLAND 1971** - The NER is planning a three-week trip to London for the 1971 NMRA National Convention. Following the convention, two weeks will be devoted to touring Europe. Details will be available shortly. For information write to Irwin F. B. Lloyd, 44 Lincoln Drive, Glastonbury, Connecticut 06033. This tour is expected to leave from Boston.

**LONG BRANCH, NEW JERSEY** - Garden State Central model railroad club, 160 Broadway. Open house to celebrate National Model Railroad Week. Operating HO model railroad and railroad movies. Free admission. Saturday and Sunday February 21 and 22; 1-5 PM. Friday February 27, 7-9 PM. Saturday and Sunday February 28 and March 1st, 1970; 1-5 PM. More information from Bob Judge, the guy who creates his own awards, 508 Lakewood Road, Neptune, New Jersey 07753.

**READING, PENNSYLVANIA** - April 17, 18, and 19, 1970. The Hotel Abraham Lincoln will be the site for the Mid-Eastern Region Spring Convention.

**NORTH CONWAY, NEW HAMPSHIRE** - June 5, 6, and 7. Northeastern Region Spring Convention.

**MARCH 15, 1970 - MORRISTOWN, NEW JERSEY**. Morristown Club Auction. Information from Oliver Billings III, Fox Hollow Road, Convent, New Jersey 07961.

## THINGS TO READ WHEN YOUR COUPLER DOESN'T COME

New to the scene of grasping onto that dwindling store of railroad history, and with the aim of providing a central meeting club of like-interested members, the Ontario and Western Technical and Historical Society (Robert Mohowski, P. O. Box 405, Franklin Lakes, New Jersey 07417) has come off to a rapid-fire start with their paper right up in quality and rich in content in its first issue. An Annual banquet already was launched and more famous MR authors and big names were in attendance than not. The attraction of this quaint road is intense, and you should want to join up right now. Dues \$3 per year.

The Railroad Station Historical Society (Sanford C. Downs, secretary, 901 Dale Drive, Lincoln, Nebraska 68501) is devoted to preserving that vast amount of data on stations, and other railroad buildings such as coaling towers, round-houses, signal towers, and they publish a six times a year bulletin complete with plans and photos and all kinds of interesting items. Dues are three dollars.

Pennsylvania Railroad fans (Pennsy nuts finally organized their scattered numbers together early in 1968 to form the Pennsylvania research and information Association (PR&IA), Elmer M. Steuernagel, 515 Miranda Road, Pittsburgh, Pennsylvania, 15241, president. Dues are three dollars per year and bring you four issues of the Keystone, a well put together paper which comes closer each issue to exploring the immense store of data known as the PRR.

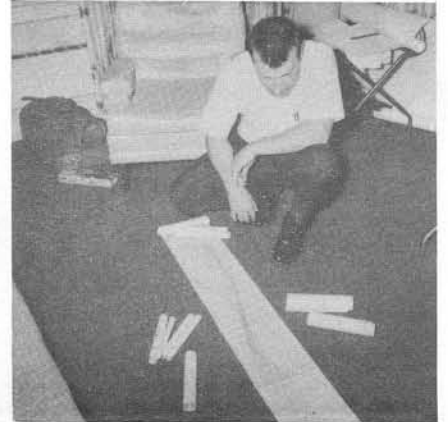
Last summer's annual NMRA Convention at Minneapolis featured the usual heavy schedule of events crowded into four days. With at least six things to do at any one time, it almost seemed guaranteed that a modeler would have a great time, and he did. While it is hard to capture in pictures some of the warm camaraderie that the common interest in trains and model trains can create, a view here of some of the scenes at that 1969 convention should be of interest to anyone who was unable to attend last year's, and who might like to plan attending the 1970 NMRA National in St. Louis.

## Minneapolis highpoints!

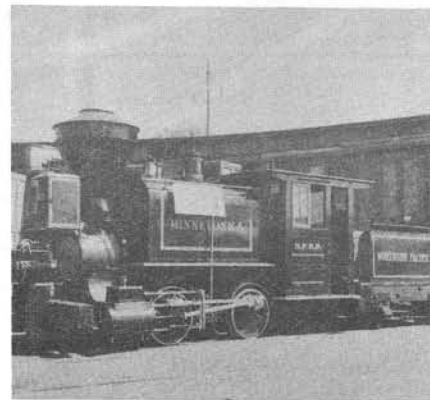
NMRA Office Manager Bob Bast receives an award from cigar-toting president Whit Towers, as Ken Mortimer, next president, enjoys the merriment.



Model railroading is all things to all people - here a Mid-Central member unrolls pages of miles of super-railroad, benchwork for which will begin soon.



The S00 Line shop tour of their Shoreham yards was highlighted with a number of interesting pieces of equipment which the gracious S00 spotted for our pleasure. This strange car is used to haul large rubber bags of polyethylene pellets.



Northern Pacific strutted their famous "Minnetonka" - which was shipped a number of miles to be on viewing display for the NMRA Convention.

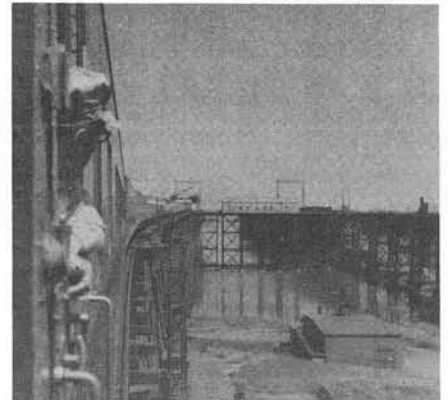
**MISPLACED at the East Orange Convention:** A large manila envelope, addressed to Paul Wheeler, containing photographs and slides was misplaced the Saturday night of the convention and should be sent to Charles Gerow, address in NMRA directory, if anyone inadvertently came across it.

President Glenn Wegner was missing a case containing certain D&RGW film & Rio Grande slides which are irreplaceable. He would appreciate locating same, if it turns up to have been included with someone else's luggage in error. Thank you.

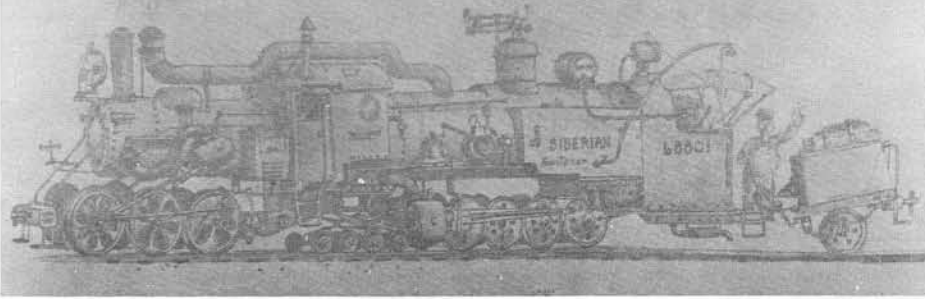
Highlight of the awards banquet, which featured a speech by the president of the Great Northern on the dismal outlook for passenger trains, was the picketing of Altures and Lone Pine president Towers by his disgruntled help. Here, Linn Westcott, editor of MR, parades through.



The Friday fantrip featured a GN jaunt to the Allouez ore docks at Duluth where the water is oxide red from the iron, and here the entire train was edged out onto the pier - first time for a passenger train.



# ZIP CODE LOCOS



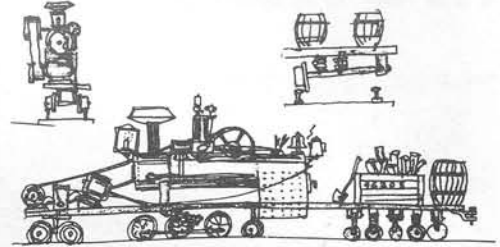
Locomotive designs, the wheel arrangement of which were based on an entrants' ZIP CODE, were featured in a special NER contest this past spring. Surprisingly, the best response came from the west (and even Hawaii!) where zips abound in nines and eights. The judges were hard put to pick the three winners as each entry outdid the other for ingenuity and (even!) sound engineering practice. Model railroaders proved themselves to be very equal

A first prize \$25 Union Pacific share of stock was awarded to Lloyd Larsen of Grand Island, Nebraska for a 68801 Siberian camelback switcher (with muffler!).

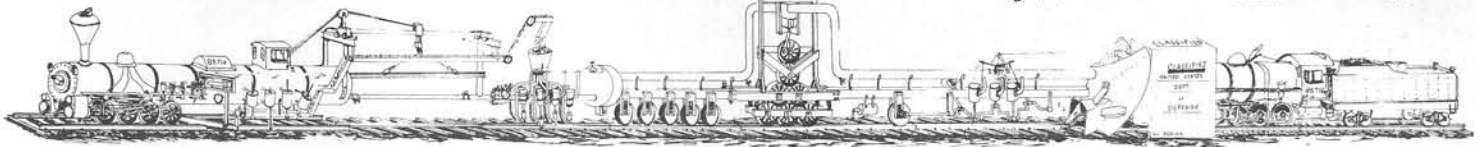
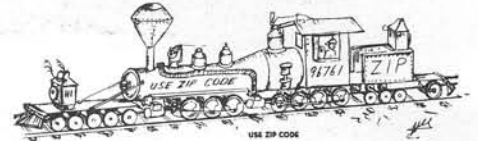


to the task of designing machinery which very often made use of odd axle arrangements. More than one entry even provided brake shoes for zero axles.

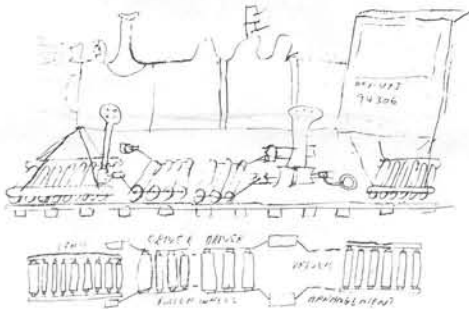
Ingenious swing-axle suspension on the rear 5 wheels keeps the firebox coffeepot from spilling. 4-6-2-0-5 by E. J. Mousley, of Indianapolis, Indiana.



9-6-7-6-1 by James N. Martin was the entry from furthest away - Lahainaluna, Hawaii and featured an antlered headlight.

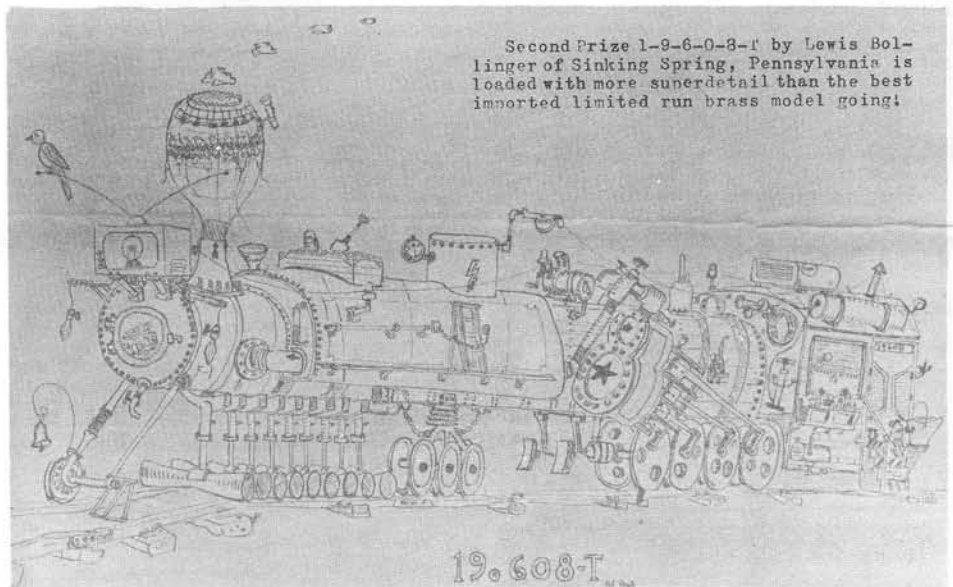


45" long entry was sent in by Wayne Weslowski of Tucson, Arizona, where they have the room for wide radius engines.



Roller-wheeled 94306 by A. D. Pearlman of Palo Alto, California paves between the rails and flanges pavement simultaneously.

11373 Zip entry by Lou Palisano of Elmhurst, New York, was locked in car trunk the weekend of the judging and unfortunately missed the judges' eyes.



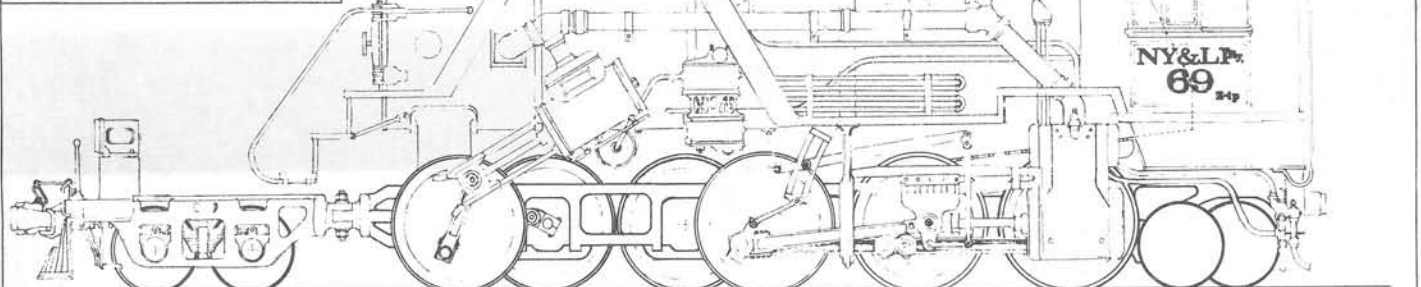
Second Prize 1-9-6-0-8-1 by Lewis Bolinger of Sinking Spring, Pennsylvania is loaded with more superdetail than the best imported limited run brass model going!

19.608-T

## WHEEL & CAM ARRANGEMENT

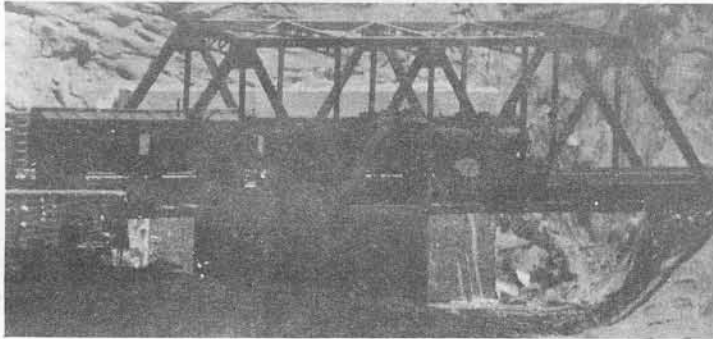


WORLD'S FIRST 3-RAIL, CAM ACTION, DUPLEX- DESIGNED, 1969 by L.PALISANO ALL RIGHTS RESERVED.

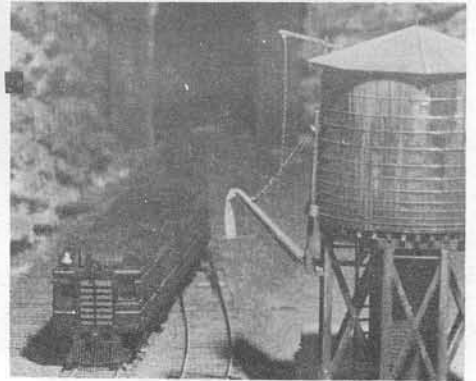


"ELMHURST" Type 1-1-3-7-3 - Class Z-1p

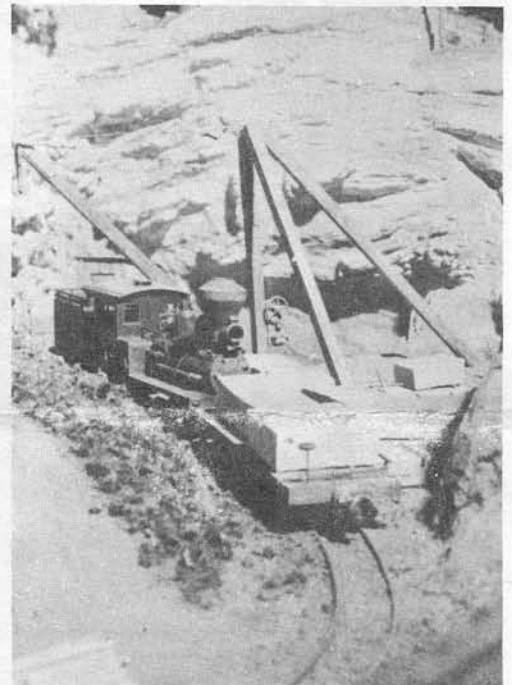
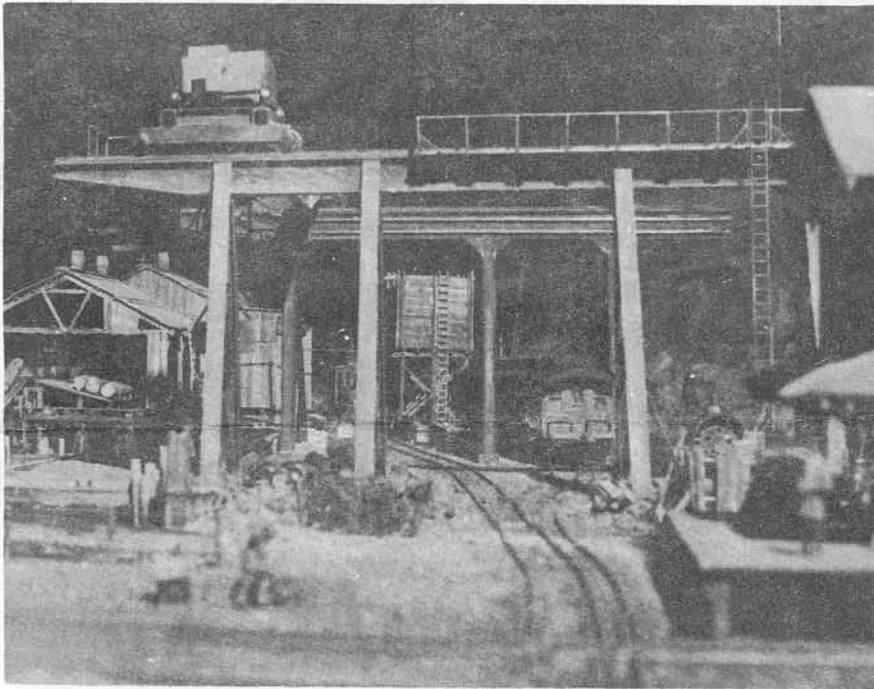
# MORE EAST ORANGE...



LAYOUT VISITS TO GENE WOLFE AND RICHARD PATTERSON RAILROADS A BIG HIGHLIGHT OF EAST ORANGE CONVENTION!



WATCHUNG, PASSAIC and NORTHERN RR. daily gas electric run stores up at water tank it has no need for. Note code 70 fine track. At left WP&N freight makes shadows on the roundhouse on Gene Wolfe's pike. Below, two closeup scenes on Dick Patterson's fabulously detailed Port Caribou & Western.



**NER** no. 87  
**COUPLER**

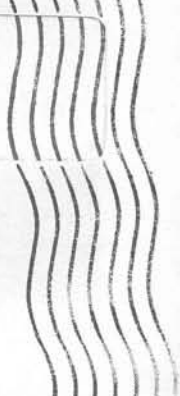
**FIRST CLASS**



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



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







THE NORTHEASTERN REGION OF  
*The National Model Railroad Association, Inc.*



December 10, 1969

Dear Fellow Model Railroader & NER Member:

Last Sunday December 7th your NER Board of Directors met in Glastonbury, Connecticut. Two extremely important actions were voted by your BOD which I feel merited immediate communication to you.

First, our quarterly newsletter "The Coupler" has been off schedule due to the tremendous amount of time needed to prepare it. Our Editor, Ken Martin, is employed by the Penn-Central and with his required overtime for P-C and other commitments, he has found it increasingly difficult to perform his Coupler editorial duties. This edition of "The Coupler" will be Ken's last, although you will no doubt continue to see some of Ken's talented work within its pages.

We are looking for a new Coupler editor. However, in the meantime you will continue to receive your Coupler on schedule. The winter edition will be edited by myself with the help of the Hub Division as staff, and the spring edition will be handled by Don Robinson. The deadlines are December 31, 1969 for the winter edition with all material going to Dick Towle, Box 328, Manchester, Mass. 01944, and March 30, 1970 for our spring Coupler with all material going to Don Robinson, 408 Davis St., Greenfield, Mass. We need good feature articles, plans, photographs, and news of coming events. So if you want your Coupler on time, then send us your material on time!

Secondly, I had the unpleasant duty of informing the Board of a large membership drop in the Region during the past year. When I took office in October 1969 we had lost approximately 35 per cent of our January 1968 membership rolls. I presented to the BOD the corrective actions which, as your President, I am taking to reverse this trend. Among these are:

1. Our Membership Committee will be sending a special letter to all of our former members, asking them to re-join the NER.
2. Our Membership Committee will be setting up a contest for recruiting new members in which the first prize will be a free weekend at our North Conway Convention.
3. I am asking all Division Heads to serve on an advisory committee to the President to coordinate programs aimed at Divisional/Regional growth.
4. The Region's Industry Relations Committee, comprised of Hal Smith, Chairman with members Jack Brown, and Bill Brundage have been requested to work with our Divisions in arranging "Open House" programs through

over--

the winter and spring months of 1970.

5. Your Directors were requested to visit and work with clubs, for the mutual benefit of all. So please let them know when and where the activity is.

With all of us pulling together, I am sure that we can reverse the downward membership trend that we have evidenced. Some of the programs which have already been announced are:

January 14--Providence, R.I. Little Rhody Division Slide Show by Dr. John F. Dias, Jr.  
Contact: Bill Robertson, 43 Dennis St., Attleboro, Mass. 02703

January 17--New London, Conn. Nutmeg Div. Annual Dinner Meeting.  
Contact: Ralph Higgins, 24 Powder Ridge Rd., Hazardville, Conn. 06036

January 25--Jamaica, L.I. Sunrise Trail Meeting at the American Red Cross Building.  
Contact: Ira Rothberg, 2714 Hyacinth St., Westbury, New York 11590

January 31--Lynn, Mass. Open House Program sponsored by the HUB-SEACOAST and LITTLE RHODY Divisions.  
Contact: Paul Carlton, 4 Howard St., Wenham, Mass. 01984

January 31--Ramsey, New Jersey. Garden State Division Meet.  
Contact: Charles F. Gerow, Jr., 75 Geldner Ave., Staten Island, New York 10306

Feb. 21--March 1--National Model RR Week--See forthcoming Winter Coupler for schedule of events.

Feb. 27 --Boston, Mass. Bay State Society of Model Engineers--Open House and Auction, 45 Poplar St., Roslindale, Mass.  
Contact: BSSME, Box 162, Boston, Mass. 02101

June 5,6,7--North Conway Convention, North Conway, N.H.  
Oct. 9,10,11--Tri-Regional Convention, Binghamton, N.Y.

Why don't you take in some of these events? Past or present NER member, I think you will find them interesting and informative.

The second item which I wanted to report on concerns our Constitution/By-Laws, and Dues structure. At the East Orange Convention Annual Meeting, the membership voted affirmatively on the new Constitution. On Sunday your Directors followed suit with the By-Laws. These documents now govern us as a group and under the new Constitution, our dues are now set at \$3.00 for 2 years; \$6.00 for 5 years, or \$30 for life. This \$.50 per year dues increase is NER's first since 1946, and by going to a 2-year cycle it was felt that some of the Office Manager's work load could be cut, plus saving on printing and postage, which has been the major factor in our having to increase the dues.

The only oversight made in the Constitution was an effective date for the dues increase. So I have set the date of January 1, 1970 as the effective increase date. To those of you who have let your NER membership lapse, I am making a personal request that you send your buck to our Office Manager, Mrs. David Marlowe, 126 Winchell Road, University Heights, Syracuse, New York, 13210, before the first of the year.

In closing, my thanks to all of you for your support of the Region in the past, and I hope that you will be with us in the future.

May the Blessings of the Season be with you and yours.

Dick Towle, President