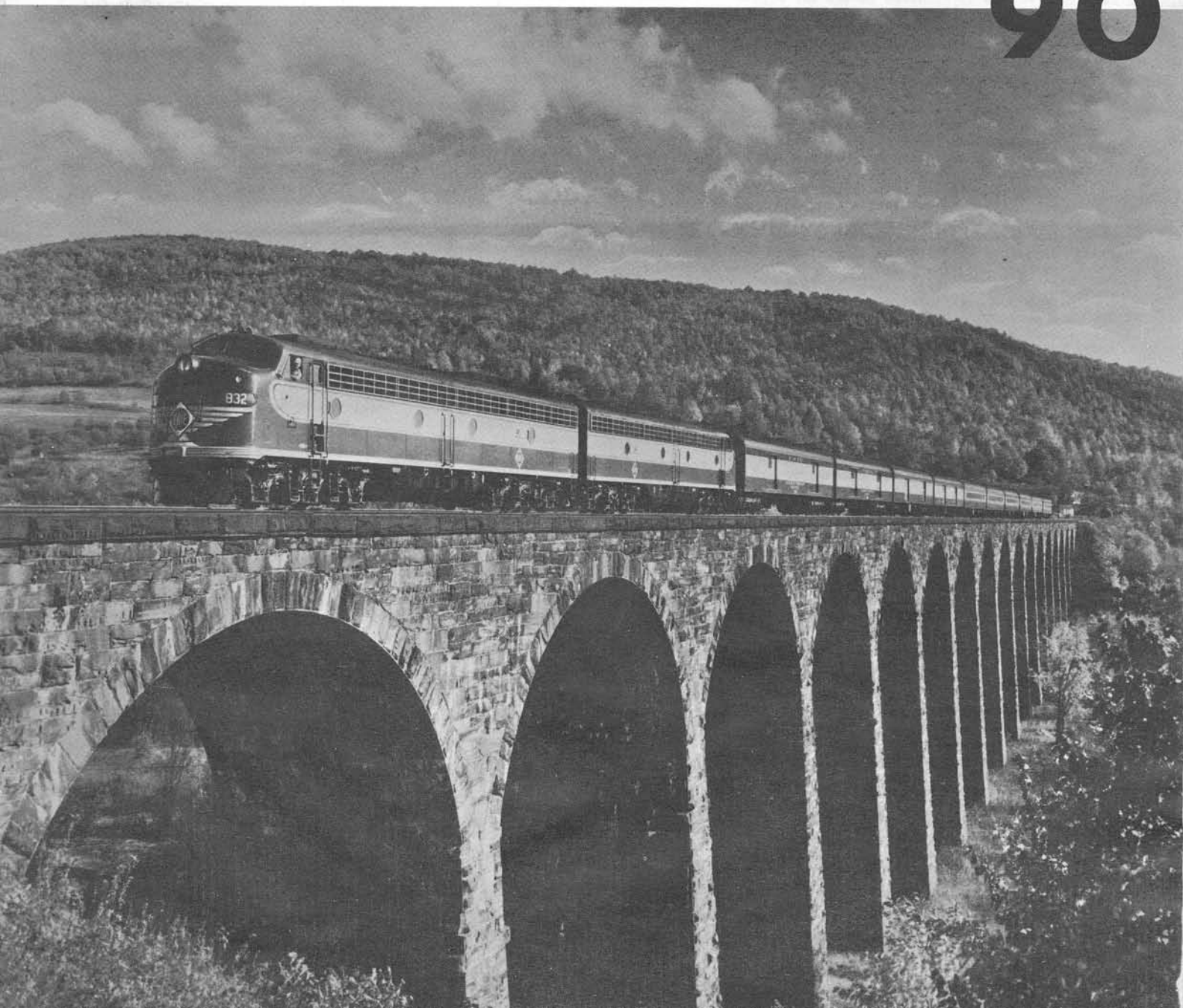


BINGHAMTON CONVENTION OCT. 9-11

LONDON '71



90



NER LONDON TRIP '71

This trip will take you from BOSTON to LONDON, HOLLAND, BELGIUM, LUXEMBURG, GERMANY and SWITZERLAND, then home. The itinerary outlined below is for a week in London to attend the NMRA Convention and then to tour Europe for two weeks. The trip includes the flight from Boston to London and returning from Zurich, Switzerland. The stay in London will include your accommodations only. When you leave for the continent we have a courier who will spend his time showing us the points of interest along the way, arranging our meals and accommodations, and being familiar with the countries--answer our questions. Twin bedded rooms will be in tourist class hotels. A group of forty people will be taken on this tour. To get a better plane fare we have reserved 80 seats on a scheduled airline, so there will be room for people to fly over and back with the tour group but do their own traveling during the three week period.

AUGUST 15, 1971 Sunday Leave Boston's Logan Airport at 9:00pm. on BOAC flight BA562-Y. Enjoy an evening meal, then relax all the way over the puddle. You will arrive in London at 9:10am. on Monday, and transfer to the Mount Royal Hotel or equivalent to enjoy sightseeing on your own and attend the NMRA Convention.

AUGUST 22, 1971 Sunday Transfer to Liverpool St. Station to board a train for departure at 10:20 am. Arrive Harwich Quay at 11:35am where you'll board a ferry at noon for the trip across the Channel for Holland. Arrive at Hook of Holland at 6:15 pm and transfer to a train for Amsterdam, 8:05pm will find you getting off the train so that you may go to your hotel. During the day you will have a chance to get acquainted with your courier who will be your guide for the next two weeks.

Monday There will be a full day of sightseeing in Amsterdam, including a Canal boat ride in the "Venice of the North". This city is the diamond cutting center for industry. Fine shops and good food will be a feature. You will visit the Rijksmuseum to see the outstanding collection of Dutch and Flemish Art including Rembrandt's "Night Watch".

Tuesday This will be the first day of your Europabus Tour on clean, efficient buses designed for sightseeing. You will travel south to Rotterdam, the largest port city in Europe. On to Breda an industrial city. Continue on to Antwerp, Belgium where you visit Ruben's House. Visit Ghent where narrow streets and medieval houses of the older part of the city lend a picturesque quality. Spend the night in Brussels which has fine parks, boulevards and large public squares. There are well known theaters, concerts and excellent cuisine in this city.

Wednesday Entour via Waterlog and Namur which is dominated by a hill on which rests an 11th century Citadel. Have lunch at Dinat which is noted for its copperware. Then on to Bastogne where in December 1944, 27000 allied troops were killed in the Battle of the Bulge. You will go from here to Luxembourg, which is 1000 years old and one of Europe's most important fortresses. You will spend the night here.

Thursday Visit the American Cemetery at Hamm where over 5000 American WWII soldiers are buried. The Cathedral of Notre Dame is in the city of Luxembourg. Continue your trip along the Mosel River thru to Koblenz, Germany. Afternoon for your leisure.

Friday Upon leaving Koblenz you will tour the countryside to St. Goarshausen. Here you will take a launch cruise up the Rhine River to Rudesheim which is a famous wine center including a museum. There are picturesque old houses here with their quaintly shaped turrets and gables. Your motor coach will take you via Wiesbaden set about a beautiful landscape in the Rhine Valley. You continue on to Frankfurt the principle transportation center of German Germany.

Saturday The motor coach takes you via Heidelberg, the setting for "The Student Prince", and a 550,000 gallon wine cask at the castle. On to Baden Baden in the Oos Valley of the Black Forest. Continue to Freudenstadt in the heart of the Black Forest for lunch. In the afternoon you will see the Rhine Falls at Shaffhausen and then drive to Zurich, Switzerland, one of the most beautiful cities in the world.

August 29, 1971 Sunday The morning is yours in Zurich for your own activities. You will stay in Zurich for the rest of the tour, thus you will be able to visit many of the points of interest in this beautiful country. In the afternoon you take a trip Lucerne to visit the Transportation Museum.

Monday thru Sunday There will be train trips for one day at a time to the following places. Benese and Oberland and then up the worlds highest railroad, Golden Pass, Lucerne, on Interlaken, Montreaux and Lausanne which are on Lake Geneva. Other trips are as follows: train to St. Gothard and Lugano which is Italian in character and has a great promenade along the lake front, St Moritz one of the most celebrated holiday resorts in Europe and on to Engadine Valley and Piz Corvatch, Bellinzona which is an important railway junction and the gateway to St. Gotthard and San Bernardino Passes, Lausanne, Lake Geneva and Geneva the seat of many international organizations.

Monday Transfer to the airport for a 9:55am flight to Paris arriving at 11:00am. Then leave on Pan Am flight 53-Y at 12:45 pm for Boston where you will arrive at 3:20pm.

You will see advertised prices for lower rates than I am quoting here, but keep in mind that this trip is during the peak vacation period and we are using regularly scheduled airlines and the best equipment. The group will be traveling together with common interests and from the Northeast Region. You must be a member of the NER to join this group.

Now just how much is this going to cost you? Just \$700.00 each for the trip as outlined. It may change when the airlines establish a firm price for 1971. If you are at all interested in this trip and would like to receive more information when it is available, please fill out the form at the end of this article. It will not

EDITOR SOUNDS OFF —

LETS PULL TOGETHER

Every-so-often, I here someone say that the NER is run by a clique of the members that wish to play God. Well, there is more to it than that. If it weren't for this handful of members not much would get done, and if a few more of the criticizing members of the Region were to help out the present officers and staff, I feel most of the complaints would stop.

In reality, your officers, for the most part, would be just as happy to be at home, in the position you are in, and let someone else be God. Now lets review what the duties of the major officers.

PRESIDENT To hold this office you must be able to donate about one weekend a month, sometimes more, to travel to some event in the Region. The evenings are spent writing answers to letters written to him by the members or business matters that may require his attention from the NMRA.

VICE PRESIDENT The person holding this position is the assistant to the president, coordinates membership activities, and fills in for the president when he is unable to be at meetings. This individual also, from time to time handles special assignments as directed by the president. All these efforts cost this man 30 hours a month or more.

SECRETARY He takes care of correspondence of general business that does not require action by the president. To do this job properly would take about 10 hours a week. This does not include activities connected with board meetings.

TREASURER He is responsible for the financial affairs of the NER. He pays the bills and receives funds from the membership. He also acts as a watchdog to see that the NER does not spend more money than it takes in. This takes 5 hours per week or more.

The DIRECTORS These men are charged with the running of the business of the Region and keeping the activities planned well in advance. Sometimes, a disappointing individual is elected to the board and this means a tougher job for the hard working members of the board. This work will take the Directors to board meetings that may be held anywhere in the Region. The time involved depends on how far a particular director has to travel. (I will add that all the officers go to these board meetings) Many hours are also spent writing letters to the other board members and officers.

OFFICE MANAGER This job, over all others takes more time than most persons would be willing to take away from their model building. Just about everything you get from the Region goes thru this persons hands at least once. It could take as much as 60 hours a month for this indiv-



UNDER THE OVERHEAD

by John Muise
19 Leyland Avenue
Haverhill, Mass 01830



Here is a picture of the Traction Editor's favorite car, model that is. It is an R & T aluminum casting kit - Traction Terminal is selling defective kits still, for this model. I bought it a few years ago, ready-built and painted, from Boston Model. The car is painted in the new MBTA colors of gray, white, black and yellow, and is numbered 3215. Photo taken by Dave Decker.

NER NORTH CONWAY: The trolley view

My friend, Ed Stowe, and myself were among the many at the convention. It was worth going, just for the banquet-that food was something else; I'd still be eating that Seafood Newburg, if they hadn't cleared the table! But back to Traction! We set up two small operating loops, one HO, the other O, and ran some cars on them, for comparison purposes.



Portable "O" Trolley line, on display at North Conway, 1970

Boston Model had a large display, including a good selection of "Traction Heritage", and back issues of "Traction & Models". Among their other activities, Boston Model builds kits, and will custom-build to your specifications. Two cars that they had built-up from Franklin's Type 5 were on display, one in Boston colors, and the second one, which had a modified front, in the red and grey of Reading street Railway's #800.

We wandered over to the **Alco Models** display. They make a model of the Pennsy oops! Penn-Central-E-44. Coming soon is a DD-1, from the same railroad. This was a side-red boxcab, with 4 leading wheels, and 4 large drivers, usually run in pairs, with the drivers of each unit back-to-back. Max Gray brought one out "O" some years back.

MBTA NOTES

Construction continues on 2 Rapid Transit extensions. The "South Shore" has been slowed by the bankruptcy of a right-of-way contractor, and a cement-truck drivers' strike. Service to Quincy is expected to begin in early, or mid-, 1971. Rolling stock is already in operation on the Harvard-Ashmont line, on a trial basis.

South Shore cars are 50' long with a brushed aluminum finish-accented with a red stripe-and have large, tinted,

picture windows. The ride is noticeably quieter than the other MBTA "Rapids". Seating is arranged like a railroad coach, the seats being upholstered, and with high backs. They are not reversible. A peculiarity of the tinted window cars is that you cannot see out when you are underground, and have to depend on the intercom to know where you are. Hope the "T" gives voice instructions to some of their men.

North of the city, the Melrose extension of the Forest Hills-Sullivan Square line is continuing. Part of the extension involves eliminating the elevated structure from North Station to Sullivan Square. This will be done by running through a new tunnel under the Charles River, near North Station. Service on this line is expected to begin in 1973 or 1974.

When the Melrose line is completed it will replace the Boston & Maine's RDC powered commuter trains between Melrose and Boston. Shuttle service is expected to be run between the end of the MBTA's 3rd rail line, and Reading, using the RDC's. The MBTA would like to get some BIPED equipment, to make the entire trip. BIPED is their code for dual-powered cars that would go from Boston to Melrose electrically then to Reading using a diesel or turbine to drive the traction motors.

Whether a car can be built to meet the requirements of both conditions is a moot question. Rapid Transit cars have operating characteristics and requirements that are far different than those of, say, an RDC.-weight, length, start & stop cycles, minimum radius, et cetera. Besides Public Service of NJ's gas-electric/electric trolley buses and some battery-powered interurbans that got an assist over hills from overhead electric lines, does anyone know of dual-powered, self-propelled, passenger equipment? Locomotives that have had this feature include the New Haven FL-9' diesel-electrics, which have an outside 3rd-rail shoe mounted on their trucks, to operate over the Penn-Central line to Grand Central, and some NYC oil-electric switchers of the 1930s.

Back in operation is the North Station Loop. At present it is being used for turning cars only-these cars carry "Haymarket Square" signs, and this station is the last stop for passengers. Whether passengers will ever be carried to the loop is not known now. The track is right above the new North Station of the Melrose line. If the loop does become a passenger stop, it will be possible, in 1973 or 1974, to reach North Station on electric cars underground, on the surface, or above ground!

FOR MODELLERS

In "O", Franklin Models' Differential Dump Car Kit has been released. Unlike their last three models- the C & L E container car, the Boston EL steeplecab, and the Boston "Type 5"- which were cars used on specific lines, the differential Dump was used throughout the United States. A couple of years back, "Trolley Talk" had a well-illustrated article about these cars.

Well, I guess that is it for this issue. If there is anything you would like to have in this column, just drop me a line at 19 Leyland Ave. Haverhill, MA, 01830. And if you are in the neighborhood, just give me a buzz, 373-0704.

John M.

ANNUNCIATOR

by Donald Minnich
57-E Garden Road
Northshore Gardens
Peabody, MA, 01960

This column for this issue contains potpourri from various sources and individuals. Our regular column returns next issue.

Would Keith Gatling PLEASE send us his correct address so we can send him his just reward for his contribution to the last issue.

In the August 8, 1970 issue of the "Northshore '70" magazine section of the **PEABODY TIMES**, was an article about your **N.E.R. COUPLER**. The article was entitled "abandoned station: a sequel". The article featured the pen-and-ink sketches by William Aeberli which appeared in the 2-89 issue of the **N.E.R. COUPLER** upon permission of the author. There also was a picture of George Konrad's fine model of the Rowley station as well as a picture of George. The article mentioned George's experience and fine workmanship in our hobby; short notes about Dave Decker, our editor and travel photographer; Dick Towle, Region President and an excellent professional photographer; finally a short portion about this author.

We have received several letters from members praising the **COUPLER'S** contents (79%), a few malcontents (8%), and the rest (13%), both liking and disliking our efforts. Although we obviously cannot please everyone, we hope that we will please the majority of members. If you have that pet construction article about the scale model thing-a-majig you have constructed, why not send the article in to us for publication.

ANNOUNCEMENT: With many thanks to the **CAL-BIOCHEM Corporation** (with whom I am employed), we have new prizes for a contest.

During the next four issues, a multi-transistor radio with batteries and earphone, will be awarded to the author of the best feature construction article. The contest will be open to N.E.R. and N.M.R.A. members. For deadlines, see page eight of this issue of the coupler. For complete details, write to this author. A panel of independent judges will be utilized and all decisions are final. Non winners of the transistor radios, but all entrants will receive a useful gift in any gauge.

Special Notice

Due to the demand for back issues of the "NEW" **N.E.R. COUPLER**, the following issues are the **ONLY** editions available. '88, and a few of 2-89, complete with blueprints of the Rowley station. Send twenty five cents (25¢) to cover postage and handling.

SUPER SPECIAL OFFER: A FEW COPIES OF A FOUR PAGE SPECIAL INSERT OF THE ROWLEY STATION PLANS ARE STILL AVAILABLE. These have NO printing on the back and are available from the business manager for thirty-five cents (35¢) each in HO and N Scale. These are certain to be a collector's item. Lastly, for only eleven cents (11¢), suitable for framing, a beautiful pen-and-ink drawing of the Rowley Station (see page 5 & 16 of issue 2-89)

QUESTION:

What railroad of the United States has the largest active fleet of steam engines in service? (Submit an answer immediately. Best answer wins a prize)

D.M.

DINING CAR IN OPPOSITE DIRECTION

If you have a favorite recipe that you would like to share with your friends in the region, send them to the Coupler Editor, 20 Reo Road, W. Peabody, MA, 01960.

From the N-gauge Dining Car of the Ontario and Western Railroad, Don Minnich chief steward.

LOBSTER CANAPE'S

Chop Lobster meat very fine and season with flavor salt (Lowrey's, flavor or onion, or garlic) season pepper or Tobasco (brand of blended sauce) lemon juice. olive oil, and very fine sherry (never use cooking sherry, always use same type as you would serve your guests.*) these should moisten the lobster enough to spread easily as well as to season it. Spread on garlic toast or crackers. Shrimp may also be used the same way. (*Recipe modified from California Wine Council, Market Street, San Francisco, California)

CRETONS

1 Lb. de panne. Faire fondre, couler
3 Lbs. de maigre cuit
Passer au hache viande
2 Oignons
Poivre au goût.
Eau bouillante
Sel à l' ébullition, au goût.

laisser cuire trois heures.
(Tip of the engineer's cap to Mrs. Pauline Rousseau of Lowell)
(Engineer's note: If you would like recipes in French, German or what have you—let me know—Don M.)

D&R SPAGHETTI SAUCE:

3 slices of lean bacon
1 TBL minced onion
½ LB meat- sausage
1 LB chopped beef
1 quart* sized jar prepared meat sauce
Ragu, Buitoni, etc.
dash garlic powder
1 TBL Italian Seasoning
1 tsp salt
cut lean bacon into thin cubes, and fry; when bacon is almost done, add minced onion; add sausage meat, and chop into fine shreds while cooking (in frying pan with bacon & onion); when brown, add chopped beef, and also chop into fine bits while frying, when all meat is browned, and evenly cooked, pour in meat sauce turn flame to simmer, and stir in garlic seasoning, salt and continue to simmer for 15-20 minutes.
Serve with Thin Spaghetti, which has been boiled in heavily salted water, as directed on package.
This recipe will make about 2 qts of sauce, which will go nicely with 2 lbs of spaghetti.
A gallon of chilled Chianti will touch off a nice entree for 6-8 persons.
Serve with Italian bread, and make something very light for desert; the new Jello Parfait mixes, in fruit flavors, would be nice. (*Approximate size)

ARE YOU GOING TO
BINGHAMTON IN OCT.

DIVISION HIGHLIGHTS

Division Secretaries should all reports to the Coupler Editor.

HUB

The Headlight, the HUB Division's Paper has a new set of editors. They are Hank Burke, Larry Bailey and Ron Fraser. Address all notes to Hank Burke at 15 Fairmont Street, Marlboro, MA, 01752.

SEACOAST

The happy winner of the Seacoast Division raffle was Allan Bliet, 190 Broadway
N. Attleborough, MA,
02760

NUTMEG

WHAT HAPPENS WHEN THE MEMBERS OF THE NUTMEG DIVISION SWITCHED FROM CONN, TO N.H.

It all started when eight enthusiastic railroaders piled into one small camper for one unbelievable weekend.

As we attempted to move the trailer, onto the site, we discovered that something was blocking the wheel. The blockage was caused by one of the lady directors toes. This injury allowed her to fluff off for the rest of the evening. After our midnight snack, we staggered into our designated places in the camper. A few giggles and snores later, we woke to discover one of the raiettes who retired at the north end of the camper and awoke at the south end amidst the luggage and debris of the previous happening. This makes the first time in recorded Nutmeg Div. history we ever had a motorized sleeping bag. The previous night our illustrious NER President asked us to awaken him the next morning. We descended upon the Towle Camper in great numbers and encircled same and began to gently rock the vehicle. A well placed finger on the siren button of the President's car soon had the whole camp aroused. And so with many thanks from the pres, we returned to the campsite for breakfast, which was terminated by a distant train whistle. Grab your cameras, run for the tracks, here comes the train don't look back. What to our wondering eyes did appear—but a locomotive, a caboose and an engineer. We were fortunate enough to get on the first trip of the second century to the top of the famous Mt. Washington. After lunch, the men went back to the school to see the clinics and such, while the raiettes went shopping. The Board of Directors wishes to express its thanks to the Connecticut people that attended the banquet at North Conway. New Hampshire left such a wonderful impression on us all that we are still talking about the fun we had during that fantastic weekend. We feel that railroading under canvas is "more" fun. Look out Binghamton--Nutmeg Division's coming!!!

Mr. & Mrs. Charles Bettinger
Mr. & Mrs. Edward Pasko
Mr. & Mrs. Robert Boyden
Mr. & Mrs. Robert Van Cleef

The Nutmeg Division held its annual picnic at Lake Compounce, Bristol, Conn, Sunday July 12th.

Some of the many guests included the Towle and Decker families and Bill McIver along with about 100 Nutmeg Division members. The weather was ideal for the occasion.

It was worth a long drive to see the engineers, of the division, drive the scooter cars—and they say the kids drive erratically—ask Bob Boyden how it feels to

get caught in a traffic jam of Benson and Higgins.....

The miniature golf match was a competitive nightmare. The Nutmeg team, which seemed to get an unusual number of holes in one, beat a Hub team which did not fair as well. The steam train, formerly owned by the Gillette Estate, was rented and operated for the Division's exclusive use.

Next meet will be on September 19th. See the LINE UP for information.

HUDSON-BERKSHIRE

September 27, 1970 the Hudson-Berkshire Division will hold its annual business and dinner meeting. Contact David Messer at 12 Hillview Ct, Wynantskill, New York, 12198.

GARDEN STATE

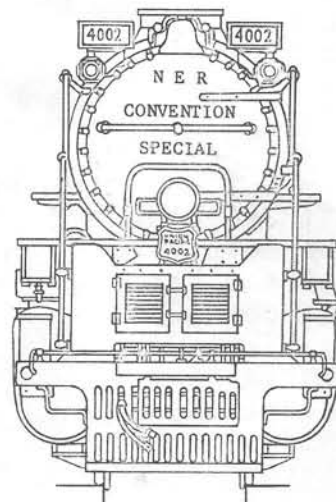
November 14, 1970 the Garden State Division will hold a meeting at the First Presbyterian Church, 1307 Springfield Ave New Providence, New Jersey. Registration is \$1.00 with a starting time of 1 p.m. there will be clinics, movies, contests for models and photos plus a layout visit to be made. Contact Paul Macmillan at 37 Sherwood Drive in New Providence, N. J.

ABANDONED RAILROAD RETURNS TO LIFE

Yes, the train is back on the Island of Maui. It is named Lahaina-Kaanapali & Pacific Railroad and runs thru the sugar cane fields in the area. The track was laid on the rights-of-way of former Cane Railroads of the region. If you ever get the chance to ride on this Hawaiian Railroad, I think you will enjoy it.

Anybody interested in getting information about putting on an NMRA Week program should contact John Nelson 5 Edgewood Drive, Syosset, N. Y, 11791. He is Chairman for this event for the NMRA.

John is also interested in hearing from you if you have some comments about experiences you have had about Mail-Order Concerns.



NASHUA VALLEY RAILROAD

During the Hub Division's 1970 Spring Convention at Marlborough, many NER members visited the Nashua Valley Railroad Association's layout in Bolton. This article is a brief description of the layout.

BY
GEORGE BISHOP &
JOHN MUISE

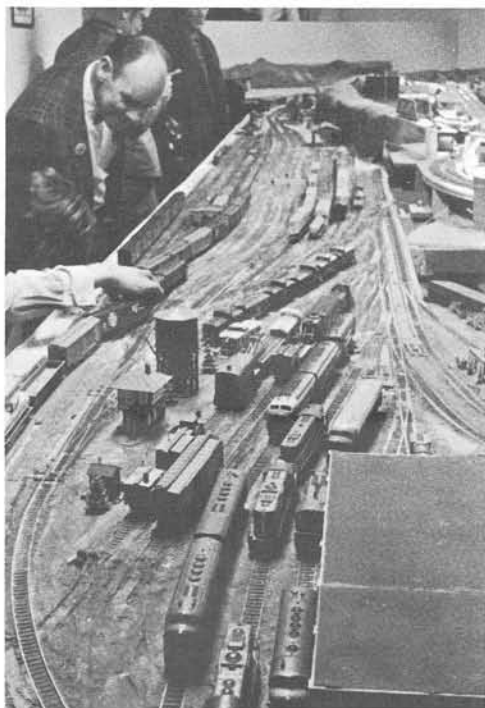
Our layout is in a room 26' by 40'. Most of the benchwork has been completed - only the terminal at Smithboro remains to be done. Trackage from Griffin Junction - at the left center of the plan - to Smithboro is the only trackage on the plan that is not completed.

Electrically, the main yard (between Randolph and Whiteville); Plummersburg Cabs A & B; a heavy electric cab at Williamstown; and a trolley cab at Martinsboro are fully operational. The line between Randolph and Summit features heavy electric helper service, independently controlled - some great cornfield meets have occurred on this section! A local trolley line serves Martinsboro.

On the main line, route cab control is featured. The engineer pre-selects his route from the track diagram. The

switches are thro-
ically in front o
as he turns the l
to the block, and
single button. A
tion unit is bein

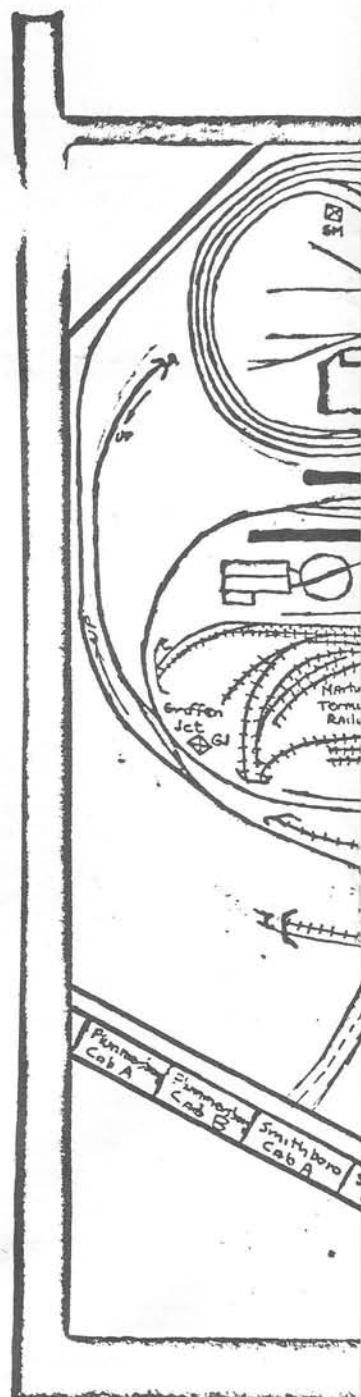
A 2 division
the eventual goal
boro Division wil
Chandler through
Griffin Junction
ton, to Smithboro
division runs fro



Above: A view of the main yard, with a "wrecker" in action. In the background is Frank Muise, of "Franklin Models".



Right: Looking at the main yard from the other direction. Club Prexy, Skip Nelson, is partially decapitated individual at the left.



ASSOCIATION

Terminal 85, Route 85
Bolton, Mass, 01740

own automat-
f the train,
lock selector
pushes a
track detec-
g installed.

ailroad is
. The Smith-
l run from
Plummersburg,
and East Wes-
. The other
m Whiteville,

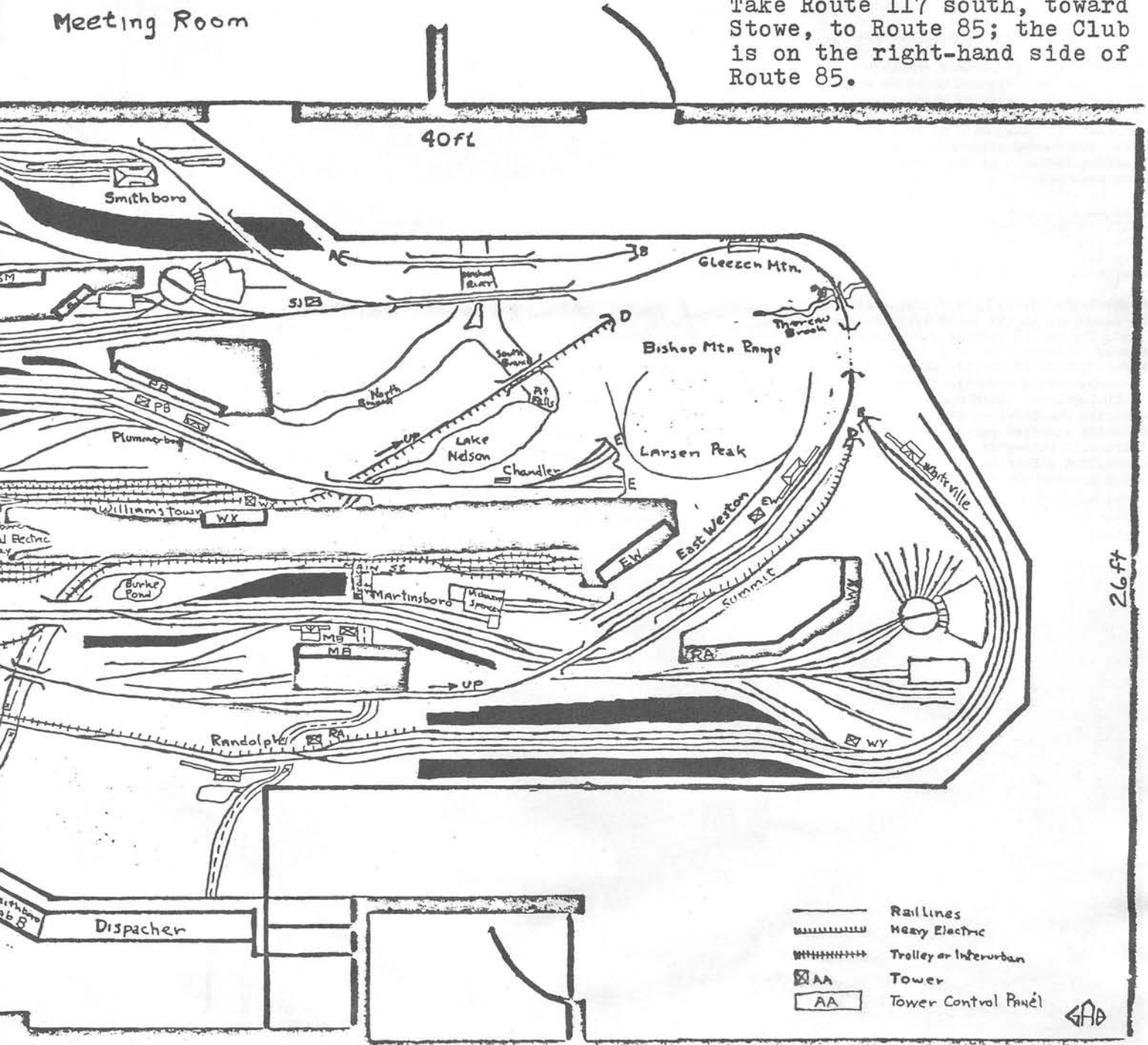
under the mountains and across
the Nashua River - between "A"
and "B"- then up a long con-
cealed grade through Griffin
Junction to Martinsboro; then
it enters "heavy electric" ter-
ritory at Summit, continuing
through Williamstown, and end-
ing at Randolph.

Almost no scenery has been
installed. A small amount has
been put in the main yard, and
around the Nashua River. When

scenicked, the Gleezen Mountain
will reach almost to the ceil-
ing, concealing a three-track,
9 block reversing loop, plus
operators.

Visitors are always welcome
at the Business and Entertain-
ment Nights - the 1st & 3rd
Sunday evenings of the month
(unless the 1st Sunday is on a
holiday week-end). The club
is located less than 1 mile
from the Route 117 exit of 495.
Take Route 117 south, toward
Stowe, to Route 85; the Club
is on the right-hand side of
Route 85.

Meeting Room



- Rail lines
- |||| Heavy Electric
- ||||| Trolley or Interurban
- ⊠ AA Tower
- AA Tower Control Panel

GAD

BINGHAMTON → NEXT

GO WEST TO THE
FALL CONVENTION

Plan to attend the first Tri-Region Convention, October 9-11 in Binghamton, New York. Enjoy the beautiful fall foliage on your way to the Convention coming from any point of the Region. The Sheraton Motor Inn will be the Convention Headquarters, located in a beautiful residential area overlooking the Chenango River and downtown Binghamton. To reach the Sheraton Motor Inn, 59 Front Street: from the North on Interstate 81 take Exit 4; from the West on Route US 11 and 17C go south on Front Street; from the East on Route US 17 and I-81 take Court Street exit and loop around to Main Street or Riverside Drive which both cross Front Street.

The Motel has 182 rooms and has offered us one free room for two people for Saturday night, to be selected from those who reserve before September 29th so send your reservation as soon as you can.

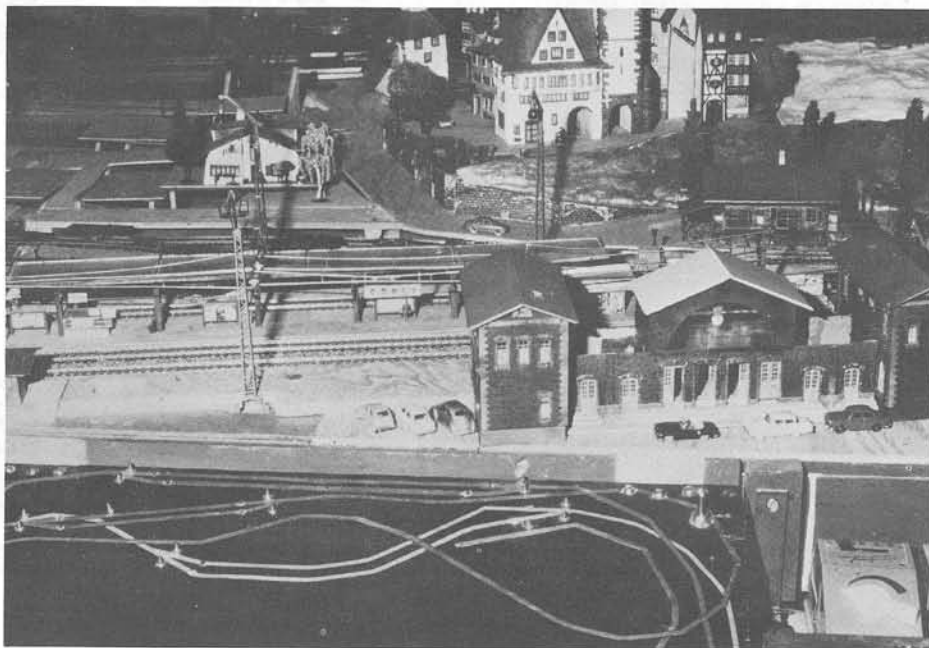
LAYOUTS: You will have a chance to visit some home layouts built by some great modelers, most of whom have not shown their layouts to members of our association. They will be open Friday night and Sunday afternoon.

CLINICS: The best of the three regions have been secured for your benefit. There will be clinics running all day long and most will be repeated.

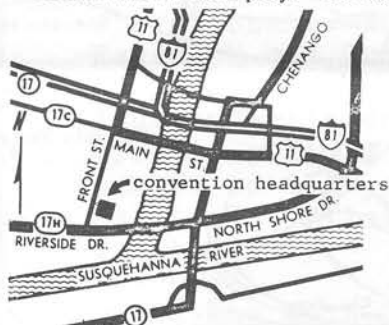
RAILROAD FACILITIES: Shuttle buses will take you to the Erie-Lackawana and Delaware and Hudson yards to observe their operations. Railroad men will be on hand to answer your questions and to show you Wreck Train. It is likely that there will be some cars in the yards with unusual loads for you to inspect and take pictures.

MANUFACTURERS DISPLAYS: We have arranged for many exhibits for your inspection. **MODEL CONTESTS:** Each Region will conduct its own Model contest in accordance with its standard rules. In addition there will be awards for best in convention. Entries will be accepted Saturday from 10A.M. until 1 P.M.

The photo below is of Wendell Greer's 5 x 10 layout is one of the 8 other layouts that will be open for your visitation at the Tri-Region Convention. This photo shows some of the excellent construction.



This layout belongs to Mrs. Brooks. It will be open for your inspection on Friday evening and Sunday afternoon. Mrs. Brooks is a Concert Pianist who would rather switch than play. The layout features "Overhead" and "Third Rail" pickup.

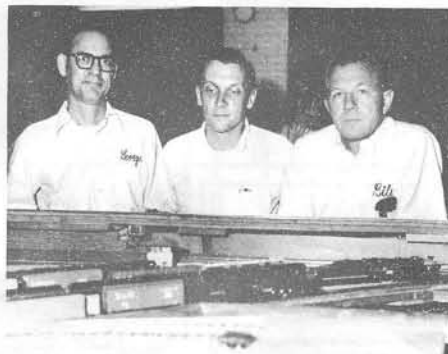


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PHOTO CONTEST: All members attending this convention are encouraged to enter. This event is limited to Color or Black & White Prints up to 8" x 10". NO slides. **AUCTION AND WHITE ELEPHANT TABLE:** Material for the auction will be accepted Sat. until 4 P.M. Put a minimum price on each item to be sold. Items with a minimum of \$4 or less will be placed on the White Elephant table to be sold at the marked price to anyone on a first-come basis. The Auction for over \$4 items will follow the banquet by one half hour. We will provide tags. **MOVIES:** There will be some films shown during the weekend on many phases of railroading. Please bring any interesting films you may wish to show also. **BANQUET:** A happy Hour will precede the Banquet after which Model Contest winners will be honored and the Photo contest winners will be announced. There will be a quick distribution of prizes.

continued on page 9

George Johnson, Pres. MER; Dick Towle, Pres. NER; and Bill Hammer, Eastern V. P. look over the Northern Virginia Model RR Club's layout on July, 20, 1970. This was the last run of the club which found that its headquarters was about to become a new highway.



CONTINENTAL BREAKFAST: Will precede the three separate Regional Business Meetings. **FOR THOSE STAYING UNTILL MONDAY:** As this will be Columbus Day and the Canadian Thanksgiving weekend, there will be a chance to visit home layouts and to enjoy more movies on Sunday night. The stores downtown will have special Columbus Day Sales on Monday and also there will be a County-wide band contest downtown. **WOMEN'S PROGRAM:** There will be a hospitality room Friday night where coffee will be served by the Committee. On Saturday morning there will be a tour through the Roberson Center for the Art and Sciences, which has a planetarium as well as many interesting displays. It is situated half a block down the street. Saturday afternoon for those who reserve a place, there will be buses to take you downtown to Drazen's Department Store, where you will have a delightful luncheon and fashion show. This is an extra and must be checked on the Registration Form and paid for at the Registration desk to guarantee space for you. After the banquet while the auction is underway there will be BINGO with prizes for you girls. **CONVENTION COST:** Complete package received before September 29, \$10.-- thereafter \$12, no exceptions whatsoever. If it becomes necessary to cancel a pre-registration, this may be done by phoning Mr. Lloyd before Oct. 7 at (203) 633-4377 and you will receive a refund.

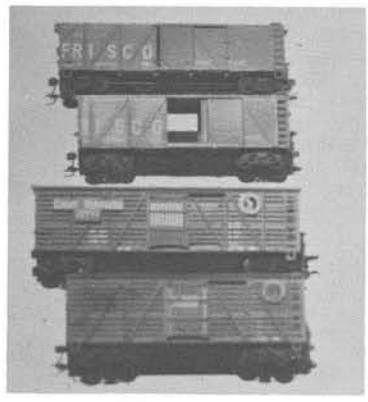
ENGINEERING DEPARTMENT

CAR CHOPPING
by George Konrad

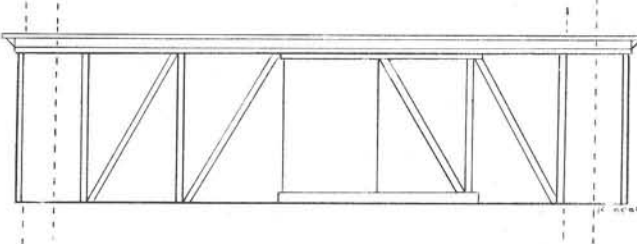
Car chopping is a pastime I engage in quite frequently. There are several good reasons for this, the first one is to obtain a desired prototype. You can usually find a car that comes pretty close to something you are looking for, with a little chopping or in some cases expanding you can easily have the exact prototype you want. Versatility in free-lancing is another good reason. Layout space consideration is a third reason, a given number of thirty six foot boxcars for instance takes a surprisingly smaller amount of space than the same number of forty foot cars. Another reason is to make larger cars better fit a period pike, and I find this to be the reason I generally use for chopping a car.

There are three common types of kits to be altered, the plastic kit being the most common. You can alter a plastic kit or a plastic ready-to-run car just as easily. I have done several different makes, Train Miniature box cars, for instance, are very easy to cut and give satisfactory results. The Athern three dome tank car can be cut down to a single dome period car. This was outlined several years ago in "Model Railroader" in some detail. I have also cut down an Athern pickle car, a four tank car to a three tank car. I just couldn't justify a fourty foot four tank pickle car, that's a lot of sweet gerkins! A three tank car of gerkins is enough for the miners on my layout, they get pickled enough on Saturday nights as it is. AHM cars can also be readily chopped, their long flat car and depressed center car are good subjects. The depressed center car was an especially pleasing project. If you can still find them the Lindberg stock car makes an excellent choice for cutting, changing the forty foot car to a thirty six foot length.

file, make your cuts and finish good enough so filler material is not needed. I find it a lot easier to cut carefully and file carefully than to try and patch with plastic filler or wood putty. This just doesn't seem to work out for me. A miter box is a nice thing to use if you can. Generally on a plastic car you can only use the box on something such as a flat car. A wood kit's components generally fit into the box very nicely. If you can, try to cut out center sections rather than cut an end away and then trying to rebuild the end. On plastic cars the ends generally have a lot of cast-on detail, this would



be hard to replace. Do not hesitate to cut away cast ladders if they are in a logical place to cut added ladders will look much better anyway. The second method of cutting is a power saw, if you use a veneer blade it doesn't seem to mar the finished edge, flash lumps will form but after you are all done they will break away cleanly. Some sort of fixture will possibly be needed to hold the car body square against the cross head, otherwise such details as grab irons, door tracks, etc. will cause the car body to tilt as you move it through the blade and if your cuts are not square you are going to have a me-



You may either cut off the end and make one cut through the body as shown on the left or you may make both cuts through the body as shown on the right

Wood kits are another source of car chopping material. I have cut several Ambroid kits, a two door baggage-coach to a caboose-combine. This was outlined in the December 1954 "Model Railroader". LaBelle coaches also lend themselves well to cutting. I have cut a large LaBelle day coach to a smaller coach, the plans for which were in "Model Railroader". Incidentally, both of the above cars may be seen in the August "Model Railroader" trackside photos. Some metal kits also may be chopped, such as an Ulrich forty foot general service gondola to a thirty six foot gondola. This worked out very nicely, for on the Southern Pacific prototype there is one unlettered panel, this was cut away and the resultant car was left an exact thirty six feet.

Of the three above types of cars, the metal kits are the most difficult to alter, the plastic kits being the second most difficult. The hardest thing in cutting the metal and plastic kits is to keep your edges straight and square. The wood kits are by far the easiest, for as you will readily understand you cut the individual components as you assemble the kit.

There are two methods of cutting the cars, the first and harder method to use is the razor saw. You must use a sharp and straight saw, this is essential to keep the edges of your cuts square. You will finish your cut edges with a

rry mess for yourself. A filler block is a good idea to prevent side collapse in box and stock cars. After you cut away the end there is nothing to hold the sides from falling in against one another as you cut, therefore a block of wood cut to the inside dimensions of the car will keep the sides from wandering as you move the car through the saw blade.

You must also cut the other components of the car, such as the floor, frame, roofwalk, and roof if it is a separate assembly. The most important thing to remember is to make your cuts at different locations than those of the sides. If you make them at the same spot you will lose a lot of rigidity, keep your cuts staggered so that your sides support the frame and vice versa. On roof walks you can generally cut off one end if they don't have cast-on brace detail. If I can I usually replace the plastic roof walks with wooden roof walk stock. If you must cut the roof walks do not cut them straight across, this will stand out like a lumberjack who doesn't need a bath. What must be done is stagger cut the individual boards in the walk, not an easy task I'm afraid.

I am sure you will find car-chopping a usefull addition to your modelling techniques. The investment in time is small and the end result is a usefull and distinctive addition to your manifest.

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LINE UP DIVISIONAL

September 19, 1970 the Nutmeg Division will have a meeting at the home of Doug Smith 23 Madison Lane in Simsbury, Conn, 06092. A call to Doug will get you all the details.

November 14, 1970 the Nutmeg Division will sponser an Open House from 10:00 am to 6:00pm. in Stratford, Conn. The location is Boothe Memorial Park, Main St. (near Merritt Parkway)...displays, operating layouts, exhibits, white elephant table switching problems, door prizes and much more. Contact Ted Ritter, sec. at 42 Sunset Terr, Vernon, Conn, 06086.

CLUBS

December 12-12, 1970 the Pacific Southern Railway Co, Washington Road in Rocky Hill New Jersey will present its Seventh Annual Exhibition. Continuous showings on the hour from 12-5pm on Saturday and 1-5 pm on Sunday. Adults \$1.25, Children 75c for the benefit of the Rocky Hill Volunteer Fire Dept. and Rescue Squad. HO gauge timetable operation on a new layout built in 1970. More information may be obtained from Thomas P. O'Leary Jr, G-12 Millstone River Apts, Princeton, N. J. 08540.



NORTH CONWAY GOES OVER — THE — HILL

Registration started at 7:00PM Friday with Irwin Lloyd doing a land office business, and Jack Alexander, Irwin's assistant, standing by trying to keep up with Irwin. Over half of the convention goes arrived Friday so that Irwin & company could have an easy day Saturday.

The editor of this paper had told of the wonderful chance to take pix of the M.E.C. going thru Crawford's Notch Saturday AM. Well, he was "done in" by the M.E.C.. The railroad altered its fr-eight schedule just four days before the convention took place. So the picture taking opportunities were not as good as they might have been.

Early risers at the campgrounds by the Saco River saw the B&M freight go out on time. The entire consist fit on the bridge over the river with room on both ends for more equipment. We are not saying that the bridge is unusually long but a train of only 1 GP-7 and a caboose doesn't take much space.

The Mt. Washington fan trips broke up the routine of the day. The trains departed at 9:30, 11:30 and 1:30 on Saturday. All trains had meets which you could photograph.



The first crew up Mt. Washington with a revenue trip. Fireman Peter Jeskey and Engineer Frank Thompson (background)



Marker at top of Mt. Washington



First down train meets second up train (on siding)

While the FT's were running, displays were open for viewing at the school. Movies were shown at the school continuously, also clinics ran throughout the day in class rooms at the school.

During the afternoon Gordon Teel and his crew were busy checking the models entered in the contests. The results were as follows:
The Delaware Trophy for the best -in show was awarded to Walter Neuman for his HO gauge Wabash 2-6-0. It was a close race for this trophy as there was only 1 point separating the two top models. The Hub Division Runner-up Award was awarded to John A. Young for his O gauge Wabash 2-6-0.
R. W. Koch received the sunrise Trail New Modelers Award for his outside braced box car.

A Special thanks to Walter Olevsky, George Konrad, Dave Newcomb, and Dave Messer for giving up their time to judge the model and photo contests.

MOTIVE POWER-STEAM

1st Prize-Walter Neuman-HO Wabash 2-6-0

2nd Prize-John Young-O Wabash 2-6-0

FREIGHT CARS

2nd Prize-Mark D. Hall-Pulp Wood Car

3rd Prize-John A. Young-36'reefer

Merit Award-R. W. Koch-Outside Braced

Box Car

Merit Award-Mrs. L. M. Miller-Penn. Cov.

Hopper

Honorable Mention-Michael Owens-High

Side Gondola

Honorable Mention*G. Harvey-Freelance

Work Unit

Honorable Mention*Bill Oikle-Huntington

Transfer Caboose

Honorable Mention*Ralph Higgins-Caboose

*Maintenance of Way Category

PASSENGER CARS

1st Prize-Doug Smith-Engine House

2nd Prize-Walter Neuman-Freight Station

3rd Prize-David W. Messer-Combination

Passenger & Freight Station

Merit Award-Jack Alexander-Coaling

Station

Merit Award-Alan Lagocki-Interlocking

Tower

Honorable Mention-Jack Alexander-Water

Tower

Honorable Mention-Bill Oikle-Freight

Station

Honorable Mention-Bill Oikle H₂O tower

PHOTO CONTEST

1st Prize-Mrs. Bernice Perry-1478 on

bridge-Black & White Prototype

1st Prize-Black & White Model-Henry

Groth-Shay drawn mixed train.

1st Prize-Walter Lagocki-Bellows Falls

Fan Trip, through covered bridge

A special contest was held for the Directors and Executives of the NER. Each one was asked to bring a model to the convention. The three judges, Walter Neuman, Charles Santoro of Alco Models, and John Pollack, were asked to select the best three models. Their choices were as follows:

1st Prize: George Konrad-Terry Crane

2nd Prize: G. Teel-Rail & Tie Car

3rd Prize: G. Teel-Howe Truss Bridge

The Banquet was served to 226 persons at 7:30 PM. The results of the chef's efforts were superb. It was the best meal ever served to this reporter at any regional or divisional convention.

After all hands had all they could eat, the awards were presented. The

region also presented Division Charters to all divisions.

The evening was topped off with an auction that lasted well into Sunday. Many modeling "gems" were offered at the auction and went out with new owners.



The cake was made up for the Convention by the Chef of the Eating House



JACK ALEXANDER GETS NER CONVENTION GOAT

In an extreme effort to satisfy all attendees of the North Conway Convention the Committee obtained a goat so that J. Alexander would be able to have a sufficient supply of milk. The goat was presented to Jack at the Banquet.

ATTENTION ALL MEMBERS OF THE OFFICIAL FAMILY—REGIONAL and DIVISIONAL

There will be a special Seminar on the first Saturday in December. If you have a position in the Region or a Division you and your wife are eligible for the fun. The affair will be in the Hartford Conn. area. Details will be sent later.

The AT&SF Ry. reports that it has a new movie out. "The Argentine Yard-A Design for Tomorrow" is a 16mm color sound film. Write to: Santa Fe Film Bureau
316 Railway Exchange
80 East Jackson
Chicago, Ill, 60604

HELP NEEDED-- A newcomer to the hobby needs some help. He is interested in Trolley, Elevated and Rapid Transit construction and equipment.

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Brookfield, MA, 01506

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LOOKING BACK AND AHEAD

by Dick Towle
NER President

It was a scant ten months ago at the East Orange Convention that I took the reins of NER from Glenn Wagner. Little did I realize at that time the job which was ahead of me, or of the many people who were part of the new administration. For the first few months new problems seemed to creep up every day. I remember Glenn saying something about the NER Presidents job being a seven day a week job, funny I thought, one night a week should be adequate to take care of Region business. How wrong I was! The daily mail always had something new in it, and weekends-forget it! Every weekend meant going somewhere in the region for a meet, open house, or other fun filled day.

It has been a great ten months, and now having been thoroughly indoctrinated I am looking forward to the next twenty six months as your President. I'd like to thank everyone who helped to make our first year the success that it was. Without people like Graham Harvey, Dave and Toni Marlowe, Frank Skutsch, Gordon Teel, Bill MacIver, and specially the Coupler Staff, Dave Decker, Don Minnich, George Konrad and Jack Brown the NER wouldn't be moving ahead as it is. It would be impossible to list everyone, so if I overlooked you, it isn't intentional, your efforts were appreciated. I can think of one example of one individual came forth and did "his thing." One year ago North Conway as a convention site had just received BOD approval, and a man so new to NER that he had not even been to a convention was to be the Chairman! That man was Fred Driscoll. Fred, like everyone else on the team had lots of ambition and energy, but little experience, however he dug right in and came up with one of the best convention programs we've had, topping it off with what many of our experienced convention-goers thought

was the best banquet ever held, and surprised even himself when his attendance prediction of 125 turned out to be 253!

As we look ahead there will be some new faces in the official family, and you will find a complete listing in the next Coupler. Some of the new faces have been working in other areas, and are taking on new responsibilities as others step down, literally to the basement to work on the railroad, since the amount of time that you can spend on the pike is minimal when your time is being given to the region. Assisting myself and Vice President Paul Mallery will be Bill MacIver as Secretary; Charlie Gerow, Treasurer; Ted Ritter, Office Manager; Charlie and Pat Bettinger, Membership Co-Chairmen; Bill Brundage and John Misiaszek, Industry Relations; Graham Harvey, Fiscal Planning; Doug Handy, Public Relations; and Ed Kuhn, Nominations. The list is far from complete, and if anyone has some time to give for a better NER please let us know.

There are two very important dates coming up in the region and we hope you have circled them on your calendar. The first being the Tri-Region Convention which will be held October 9-10-11 of this year at Binghamton, N.Y. The Tri-Region will see us joining with the Mid Eastern and Niagra Frontier Regions for a first of its kind three region affair. The prices for both registration and rooms will be very reasonable, the program fantastic, and the chance for fellowship just great. I have promised my counterparts, George Johnson of MER, and Jean Houde of NPR that NER will have the largest number in attendance, and I'm counting on all of you to help NER come out on top when the three of us settle the bet. Forbes Hauptman is

Chairman, assisted by Irwin Lloyd, and Ken Donahoe-MER; and Ken Tompkins-NFR.

The biggest convention in both size and number of miles to be traveled to attend will be the national London '71, which is being hosted by the British Region. Knowing of the plans that our British cousins are making this will be the convention to attend. Most of the regions have set up tour and travel arrangements, and the NER is no exception with our arrangements being handled by the originator of the "Lloydliner", Irwin Lloyd. NER is holding eighty seats on BOAC flight 562, leaving from Boston on Sunday evening August 15, 1971. Our return is scheduled for Sunday September 5th on Pan Am's flight 53, originating from Zurich, with a pick-up stop at Paris. The costs if we have 80 seats filled will be \$220.00 for air fare only or \$775.00 including air fare and the grand tour of Europe including Holland, Belgium, Luxemburg, France, Germany, and Switzerland. The tour group is limited to forty people, and we have had an October 15th deadline for holding the space, so Irwin must have a fifty dollar deposit by that date from those planning to go. If 80 people do not sign up, the air fare will be higher, and possibly we will not be able to hold any group of seats because of the large number of people traveling at that time of year.

If you have any questions please contact Irwin, and don't forget that October 15th is the deadline for signing up for the trip of a lifetime.

Happy Model Railroading-

Dick

SOOT & CINDERS

by Richard Hanschka
81 Kenwood Drive
Bloomfield, CT. 06002

This month we have a picture of an American of the 1870's. The photo was taken in 1871, at Concord, New Hampshire. Concord Railroad's #31, "Amoskeag", was built in 1871. This may have been taken just prior to her first trip over the road.

Like most engines of the time, she was designed to look attractive and colorful. AHM's HO models of the V & T "Genoa" and "J.W. Bowker" show some of

the color of this period. Brass & the bright colors made the engineer's and fireman's jobs a bit harder, as they had to clean and polish the engines.

The clearness of this print reflects the fine original glass negative. In the 1800's, a photographer also had to prepare his own plates. The glass was first cut to size, then carefully cleaned. After this, a coat of a silver-based chemical was applied to one side of the glass. Each glass plate had to be prepared the same time-consuming way. If a photographer "blew" the picture, much more of his time has been lost than just the time clicking the shutter.

His equipment was large, bulky, and expensive. To have a picture made was costly. The Concord Railroad must have felt that preserving the appearance of the "Amoskeag" to be important. We are assuming the photo to have been made for the Concord line, since it was taken on railroad property. If the builder - Manchester? - had wanted a photo, he could have taken it at his plant, and would have the builder's plate showing. If it was not possible for the plate to show, then he would most likely have his name on a sign in the picture, as the trolley and car builders did.

Dick

Rowley, Mass. Aug. 18, 1970

Mr. Donald Minnich
c/o Editor The NER Coupler
Dear Mr. Minnich

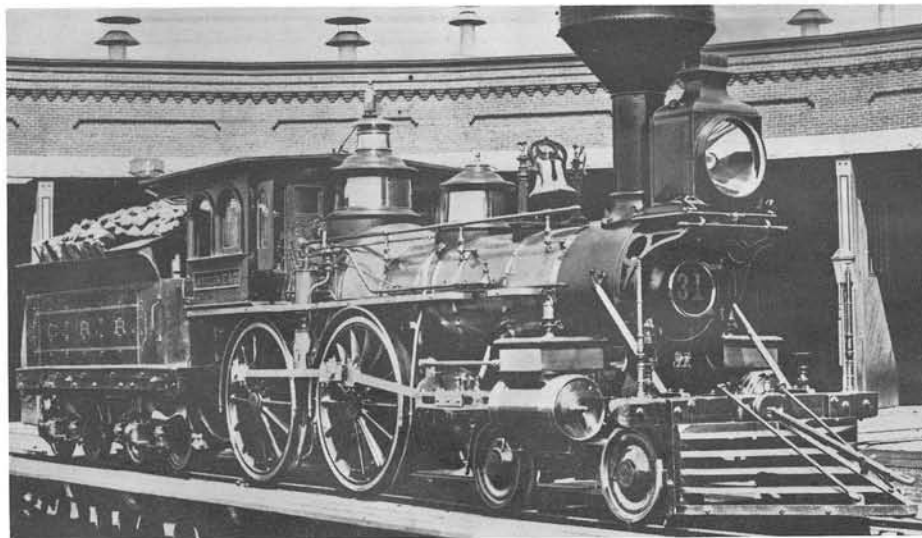
Today I received the NER 2-89 along with the article from the Peabody Times dated Aug. 8, 1970. It made me very happy I was of help to you. I shall always keep and cherish these to the end of my days and will always feel I am now an Honor Member of the NER Coupler and you a personal friend.

Sincerely,

Frank W. Fletcher

LINE UP

September 19, 1970 the HVD will hold its first mini-convention, in Chester, N. Y. from noon to 6 pm. The location is St. Pauls Episcopal Church Hall, Rte 94 and Maple Ave. Free Admission. The womens guild of the church will sell coffee and sandwiches.





This is the new "Official Family" for the NER and consists of the elected officials and appointed office holders. These people will be taking office at the Business Meeting at the fall convention in Binghamton, N.Y. Remaining appointments will be listed as they are made by the President.

- PRESIDENT** Richard Towle
P. O. Box 328
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Manchester, Ma. 01944
- VICE PRESIDENT** Paul Mallery
94 Oakwood Drive
Murray Hill, N. J. 07971
- SECRETARY** William MacIver, Jr.
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172 des Marguerites Avenue
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5 Terri Road
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- Norman Briskman
3 Bender Court
Dix Hills Melville, N. Y. 11746
- NER "OFFICIAL" EDITOR** Jeff French
270 Duncaster Road
Bloomfield, Ct. 06002
- NMRA WEEK** Bob Judge
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Neptune, N. J. 07753
- ACHIEVEMENT PROGRAM CHAIRMAN** Donald S. Robinson
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- PARLIAMENTARIAN** Dr. John Dias, Jr.
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OFFICIAL NOTICE

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