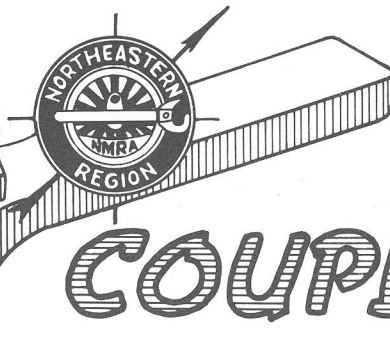


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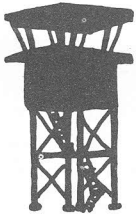


COUPLER

ISSUE 40

FALL 1956

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



THE DISPATCHER'S TOWER

During the past year I have spent many long and thoroughly enjoyable hours in the capacity of your president. As the senior officer of the Region I have a rather complete picture of the affairs and problems of the Region constantly at hand and I have generally liked the picture, liked the manner in which it has developed and also the final result at the end of the year. Yes, difficulties have appeared and have generally been solved, often on very short notice. But, in general, I feel that NER has advanced to a considerable degree. At this time I wish to express my sincere appreciation to the Members of the Board and our Editor for their cooperation. They have given their wholehearted support, given generously of their personal time and have been more than willing to respond to emergencies. I want to thank the many individuals who have also cooperated with the Officers of the Region thus contributing to the benefit of all members.

In the "Winter" issue of 1955, I mentioned plans for the betterment of this paper. One of the items was mailing and this has proven to be the greatest difficulty. The Coupler was once actually lost in the Post Office; difficulty was experienced in centrally collecting the printed paper, the necessary address labels, stamps, etc., for the actual mailing which originated in widely separated places. This sort of thing was not only annoying but has been the major cause for the delays.

The Region has now established a central Mailing Office (described elsewhere in this issue) with a new, complete and up-to-date mailing list, new stencils and other equipment. Beginning with this issue our largest problem should be eliminated. While mentioning the Coupler, I again emphasize the crying need for reporters. If you, as an individual, have any source of news, please communicate with our Editor and tell him. You don't have to be able to "write", he will do that for you if needed. Simply send any news of NER, clubs, railroad activities, etc., but DO it. Have you ever realized that NER embraces something like 300,000 square miles of this land? Well it does! And no one can expect ONE person to keep in contact with such an area without assistance. Do volunteer to help! All that is entailed is a short letter occasionally.

Congratulations to the group in the Hartford, Conn. area who have gathered together and formed the "NUTMEG DIVISION" of NER. Charter members number 22 and I have been informed the membership is growing rapidly. Having been a charter member of the Metropolitan District (NER'S first district) and having known the enjoyment with that group, I am more than pleased to see this new group in Conn. organized and

Continued on page 5

JAMES E. SEE RE-ELECTED PRESIDENT

136 Attend Concord Meet

Perfect weather greeted the 136 members and friends gathered for the 10th annual convention of the Northeastern Region held in Concord, New Hampshire the weekend of October 5, 1956.

After a six-hour fan trip on the Claremont and Concord Railroad, a banquet was held at the Hotel Eagle with Mr. Sam Pinsly, President of the Claremont and Concord Railroad, as speaker.

As part of the Saturday evening program slides were shown by attending members -- this is a new feature for the convention.

On Sunday morning President James E. See called the business meeting to order. After the secretary's minutes and treasurer's report were read and approved, Irwin Lloyd reported on membership promotion which has reached a new high for the Region at 609 members.

President See reported that the bell voted at the Burlington Convention had been delivered to the New York office of the British and Irish Railways who, after taking publicity pictures, promised to deliver the bell to the British Region in time for their October Convention. Also announced was the establishment of a new mailing center. The Board of Directors appointed Wayne Roundy to have charge of the office for the first year. A report on the Trenton Convention was given by Charles Wellington, convention coordinator, who also announced that a group from Springfield, Mass. had consented to handle the spring convention and that bids for the fall convention were in order.

The resolution, tabled at Trenton, concerning a change in the NMRA constitution to allow petitions or referendum was discussed. It was brought out that such a resolution had been presented to the Board of Trustees meeting in St. Paul and it was being studied by a committee. A motion by Wayne Roundy, seconded by Harry Towers to again table the resolution was passed by a 30 to 7 vote.

The motion presented at Burlington, Vermont to limit the terms of the Directors was discussed. It was moved by Harry Towers, seconded by Nelson Gates to approve the proposed amendment. After considerable discussion the proposed amendment was put to a vote and it was defeated unanimously.

T.K. Salmon offered the following motion: That the President appoint a committee of the directors to consider better election procedure in order to obtain a greater percentage of our NER members taking part in the voting for directors and the committee to report at the Spring meeting. Motion seconded by Dr. Diaz and was passed with but one nay.

Continued on page 6

THE COUPLER

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

OFFICERS

*JAMES E. SEE, President.....1 Orchard Drive
White Plains, New York

IRWIN F.B. LLOYD, JR., Vice President.....
11 Case Street
Hartford, Connecticut

*ROGER MARBLE, Secretary-Treasurer.....
169 Lovell Road
Holden, Massachusetts

DIRECTORS

CHARLES MCK. WELLING.....156 Sandford Avenue
North Plainfield, N.J.

*DOUGLAS C. BROWN.....21 Leland Avenue
Plainfield, N.J.

ARTHUR C. WADHAMS.....24 Hawthorne Terrace
Torrington, Conn.

*DR. JOHN F. DIAS, JR.....120 Elm Street
South Dartmouth, Mass.

* Terms Expire Fall 1957

Convention Coordinator.....CHARLES MCK. WELLING
156 Sandford Avenue
North Plainfield, N.J.

Publicity Director.....FRED OSMERS
36 Banbury Lane
West Hartford, Conn.

Prototype Operations Committee.....W. WATSON HOUSE
Suite 514, 36 Pearl Street
Hartford 4, Conn.

PHILLIPS HOUGHTON, CHAIRMAN
5 W. 65th Street
New York, N.Y.

Coupler Mailing Office.....69 Ocean Avenue
Old Orchard Beach, Maine

Coupler Editor.....CHARLES OGREN
44 Prospect Street
Greenfield, Mass.

One thing that your Editor hasn't been able to figure is: what happened to the 50 people who attended the banquet but not the business meeting? were they all guests? Still a better question would be: what happened to the 535 members of NER that didn't even attend the meet? For the Tenth Annual Meeting only 7.2% of the registered membership attended. Are there only 86 members who are interested in the activities and business of the Region? It is your Editors belief that a person only gets out of an organization what he, or she, puts into it. It seems to me that the same people are doing all of the work all of the time. In reading through back issues of the COUPLER the same names come up all of the time. One of the points of business at the last meeting was that of election procedures..."to obtain a greater percentage of our NER members taking part in the voting for directors..." This, in my opinion, could lead to mailed ballots similar to those used by the NMRA. Would this not tend to increase the apathy among members toward attending the meetings? Unlike the NMRA conventions, the Region meets are usually held within a few hours travel time from most points in the Region, enabling most people to attend. Perhaps it might be an idea to change the time of the business meeting so that those who cannot make the overnight trip could possibly make the business meeting. At any rate, lets get behind the Region, its activities and its business. Lets try to increase the percentage of members attending the meetings. See you in Springfield in the Spring?

Many, many thanks to the contributors to this issue of the COUPLER. This is a publication for and by members of the NER. This issue contains material of interest to members, as it was submitted by members. At time it is difficult to put out a paper containing pertinent information because of not being informed. The COUPLER is always on the lookout for material. Why not have your club secretary send a copy of the minutes of meetings? I would like very much to devote a page to club activities. I have been receiving the BAY LINE BREEZE from Boston and would like to hear from other clubs. With sufficient contributions, the COUPLER could grow from the present eight pages to twelve. This is not held to just clubs. If any member of the Region has ideas or experiences they would like to pass on to others, don't hesitate, send them along. This is the NER's paper and should be devoted to the NER and its members. If you have something to say, send it to me. Don't worry about writing style or anything like that. As long as we get the facts and the main points of the item, we can take it from there. I'll be expecting to hear from you.

Spring convention will be held in Springfield, Massachusetts possibly the third weekend in May. Don Robinson, President of the Pioneer Valley Model Railroaders, is Chairman. He reports that plans are well underway and an active and interesting program being planned. More on this in the next issue.

Speaking of the next issue, for those interested in contributing material, the closing date will be the 25th of January. I am trying to get the COUPLER back on a four-times-a-year schedule. Final deadlines will be in the next issue.

Have a very merry Christmas and a happy New Year.

CHUCK OGREN, Editor



THE HOSTLER SEZ:

Congratulations to Jim See on his re-election as President of NER, and to the other Directors upon their election to office.

After reading the minutes of the meeting in Concord, your Editor was sorry that he had to miss the convention, but at that point he was busy with a new addition to the Onion River Short Line staff. Along with a Wrecking Crew (one small boy) and Head Breakman (one smaller boy), the line now boasts of a Short Circuit (an even smaller boy). What was your excuse for not attending?



HOT TIME FOR ENGINEER

When the DeWitt Clinton locomotive began its first run on August 9, 1831, between Albany and Schenectady, the engineer had to keep dancing all the way because the engine floor got too hot. The trip took one hour, 45 minutes.



AND THIS IS THE LAYOUT THAT JACK BUILT

Jack Taylor has recently moved from New Rochelle to Boston where he has rented an apartment. This means that he will not have room for a layout, so he will be out of model railroading for a while at least. The layout which he had built in a third floor room in his house in New Rochelle has been broken up in sections and dismantled and the pieces or parts are lying in storage alongside of the sections of the dismantled layout of the Westchester Club. Those of us who have seen the layout regard its dismantling as a great loss to the New York Metropolitan District if not to the Northeast Region as Jack had succeeded in building a layout which was unusual in several ways.

When Jim See and I visited the layout last Spring in the hope of seeing some realistic operation that could be talked about at the Trenton Convention, we were surprised (and pleased) to find a model railroad that was beautifully scened, with the scenery planned to work in with the operation, a simple but effective system of operation, and trains that ran unusually well for visitors. All unfinished parts of the layout were well covered and there was a complete lack of the usual disorder found on most model roads. We came away with the impression that Jack Taylor had proved that theory can work on a small home layout, if properly planned.

Many of the excellent books and articles on model railroad operation are so anxious to point out all the possibilities of what can be done, that they describe mostly what has been done on big layouts, by clubs, or in some special way that is completely out of the reach of the man with the small layout, who, after all, is the one who makes up the majority of the hobby. While it is no longer possible to see Jack Taylor's layout, there are several things about it that ought to be of interest to members of the Region because his was a small layout. There were four things in particular which interested me, as I had never seen two of them, and the others I had regarded mostly as theories which I would like to see applied somewhere some day. They are:

- 1) Plan big and build small so that operation will be complete on whatever part has been built.
- 2) The use of industrial cycles on a small layout.
- 3) The use of Gerald Dyar's card system of freight operation which was simple but very effective.
- 4) The use of a variable transformer instead of a rheostat, which made switching in HO gauge, as well as engine control, generally easy and a pleasure to watch.

In the course of attending conventions for years, most of us have seen a good many home layouts and I think it is safe to say that very few of them were finished or complete. My impression seems to be that most model railroads are unfinished and are, like everything under construction, messy and disorderly. I have seen layouts so big and built so elaborately and ambitiously, that it took several years to complete the trackwork alone. In one case, some of the delays were caused by changes in the track design. It is difficult to hold the interest of the club members under such conditions and it would be far better to have a complete plan, but to build only a part at a time, to be complete with scenery and operation.

One end of Jack's railroad was unfinished.... a rather large mountain, which was to have a coal mine, a logging operation and a tunnel for most of a third loop. Some of the framework had been built because there was a large mound at the end of the layout which was neatly covered with wrapping paper. Freight operation was not affected too seriously as the old dodge of using the interchange tracks as a source of traffic was used. It was different with passenger operation as the lack of the third loop prevented Jack from using the Fisk-House method of switching

on one loop while running continuously on the other two.

However, the peddler operation was so interesting that Jim and I did not mind the lack of complete passenger work. The main thing was that it was planned for with enough station sidings to provide for switching of both head-end and rear-end passenger equipment.

Jack had an unusual feeling for neatness and carried it out further than anyone we know of. For instance, he had the space under the roadbed filled with well-built, nice-looking cabinets. Most people have neither the time nor skill to do this but we agreed that covering up construction work was a good idea.

The idea of the industrial cycles of freight operation, which has been talked about all over the country is nothing more than doing what the railroads do. It seems logical that freight traffic should follow the prototype pattern from the sources of raw material to the factory and then on to the city where the finished product would be distributed. Limitations of space do not allow model layouts to follow this idea completely, or in more than a few industries, on any one layout. Anything that is done will make the operation more interesting and more easily understood by the lay visitor. We have seen a beautiful model of a steel mill right in the middle of a layout, without any reason for its being there and without any connection with the railroad. Similarly, we saw a picture of a grain elevator on top of a mountain in a back number of a hobby magazine. Both were out of scale and did the layout more harm than good.

Jack Taylor used four industries and all of them were tied in with the operation by means of twelve existing sidings and at least four more on the plans for the future. The industries were coal, oil, lumber and cattle. As the coal mine had not been built, hopper cars of coal started from the interchange tracks and were spotted at the working car dumper, a retail coal yard, the engine yard and the furniture factory. Similarly, tank cars were carried by the peddler to the oil tanks, the diesel engine yard, the retail coal yard and the pottery. Lumber was delivered to the lumber yard and the furniture factory in house cars and gondolas. There was a country stock pen for loading cattle consigned to the slaughter house, which had the customary unloading pen. Refrigerator cars carried the meat to the packing house via the icing platform. House cars were spotted at the pottery to deliver raw materials and take away the finished pottery. Jim and I were kept too busy watching the peddler at work, and the car dumper pick up the cars and actually dump coal into a stern wheel riverboat to notice at the time that there was no dairy. Consequently, I did not find out why Jack did not have one.

Speaking of space reminds me that all of the buildings had sidings for spotting cars. Ed Ravenscroft would have called them "double-purpose scenery," while Frank Ellison would have said that it was "putting the buildings to work." As I remember it, there were some buildings painted on the wall to indicate a city. I do not know whether Jack was following Ellison's idea purposely, or because he was forced to by lack of space. The operation was good enough to hold our attention and we did not feel the need for more city buildings.

Gerald Dyar's card system for freight operation (see the Model Railroader, December, 1952) worked well on Jack's layout. Jack had described it at a Metropolitan District meeting a few years ago but it must be seen in action to be appreciated. Once set up, it works practically by itself without fuss or paper work and it gives variation of traffic without any preparation or even thinking on the part of the trainmaster. After listing the industrial sidings available, the operator sets up master routes for each type of car on the road (reefer, tank, stock, etc.). Each car is given a card with its markings and type noted at

the top, and the route for its type copied from the master. A common paper clip is used to indicate the next stop where the car is to be located and when it arrives there the clip is moved to the next destination.

Dyar starts out by having the cars distributed all over the layout, with the paper clips placed accordingly and the cards filed according to the location. The cards for the cars in the yards show the next destination and the peddlers are made up accordingly. There is one in each direction (north and southbound, or east and westbound) and the direction in which the siding switch is facing determines which car goes on which peddler.

Each time a car is set out on a siding, a car located on that siding is picked up and returned to the yards where it is spotted on the interchange track for the next through freight. After the through freight completes its run and returns to the yards the car is switched to the peddler track for its next destination. This routine is followed for all the cars.

Stated another way, each car is spotted at a siding indicated by its card. It is picked up by a later peddler when another car is spotted on the same siding and is taken back to the yards to be picked up by the through freight. After its run on the through freight, the process is repeated. If care is taken to see that each route is different in length from the others, there is no possibility of ever having the same consist a second time.

Dyar did not seem to pay particular attention to the cycle idea, but his system will work well with it. Instead of having the cars spotted haphazardly all over the layout, his cards will help keep an orderly and natural flow of traffic from the source of raw material such as the mine, oilfield or saw mill, to the retail yard or factory. On the other hand his use of an LCL platform, three team tracks and three interchange tracks (which he calls "Pennsy," and "New York Central" and "New Haven") have certain advantages. They are used by railroads everywhere and, except for the LCL which usually uses the freight house, they need no buildings of their own. House cars are usually used for LCL and are often seen with a truck backed up to them on small town team tracks. The house car does not fit very well with the "Railroad Avenue Approach" which sets out a car with an easily identified load at a structure which is built for it, such as a stock car at a stock pen, and a tank car at some oil tanks, etc. The house car can carry anything and there is no way of identifying its load or its destination. It could be consigned to a feed store, a lumber yard (for certain types of finished lumber) or a factory, and its route would not be easy to follow. Its route can be lengthened by using the LCL service, the team tracks and several interchanges, and it will not be difficult to explain it to the lay visitors. It was surprising to see seven out of the thirteen sidings on the Dyar layout were public rather than private sidings, when there has been so much emphasis on private sidings among the operators of peddlers on model roads.

The thing that made the biggest impression on me was the variable transformer. Even though there are model rails who do not share my enthusiasm for it, I feel that the variable transformer, used in place of rheostats, will make uncoupling so much easier that its use should make switching and consequently realistic operating, a pleasure instead of something that a few of the theory boys talk about. This applies to HO gauge because I have only seen it at work in this gauge.

When I saw Jack Taylor stop his train right on the ramp every time and pull away from the uncoupled car the first time without jockeying back and forth several times, I asked if his ramps were special, double length or something. Jack said he had tried all the rheostats he could find and when he finally tried the variable transformer, he threw them all away. Even though the trans-

former costs more, it is worth it. From what I have seen in the past and what I saw at Jack Taylor's, I agree. There seems to be something about a permanent magnet motor which is the standard in HO gauge, which makes it difficult to control with a rheostat. Sometimes an engine can be slowed down but it usually starts with a jerk. I am convinced that the real reason why the boys at my HO club could not be talked into realistic operation was the lack of easy uncoupling.

The boys in my club own about thirty locomotives, all of which handle differently from the slow hantua moguls to the jumping-jack Lindsays, to say nothing of the new Italian Rivarossis. We have tried all kinds of rheostats, called in experts from a well-known electrical manufacturer, and ended up by making our own. If and when I can get a little time to do some experimenting, I am going to try out a variable transformer at the club. If it works for me as it did for Jack Taylor, I am going to start in all-over again to talk about realistic operation.

The more I think about it the more I am convinced that the Region suffered a great loss when Jack Taylor gave up his model railroad. I can only hope that circumstances will change and let him get into the hobby again as he could teach us all a lot.

PHILLIPS (POP) HOUGHTON



VISIT YOUR NEIGHBOR'S MODEL DISPLAY

We frequently hear comments that our cars, locomotives, etc. are not entered in a model contest since the individual feels that his work is not equal to that of the "experts". While such an argument frequently has no foundation it has prevented us from seeing the work of our fellow modellers as well as tending to eliminate one of the attractive features of a convention.

Why not have a display of models -- no contest as such, but simply a display of equipment that we have made. Some of us who have made handsome-looking pieces of rolling stock or structures from kits have never shown them since we perhaps feel that model contests feature scratch-built models to the exclusion of models built from a kit. While this is not strictly true, the general impression does prevail.

I believe that many of us would be willing to bring a piece or two to a convention to add to a display of model railroad equipment. It naturally follows that the larger the display, the more interest with the members being more inclined to visit a display of fifty models than looking at the relatively few that are entered in a model contest.

We often talk of conventions as promoting the hobby and a good display could well be open to the public. Not offered as a hard and fast rule, but where space and time permit such a showing does attract people.

Then too, if there is a model contest the addition of display models makes for a far better showing. How much nicer to have tables filled with all type models than the relatively few models that are entered in a contest.

And who knows -- after some of us have seen what the other fellow is doing, we may decide that our "stuff" is not so bad after all and decide to take a fling at "contest building."

ROGER MARBLE



so active. The possibilities are tremendous. Participation in Division activities is a must to realize their value to the individual. You come to know many more members much more intimately; you can learn many more details of various things such as control, scratch building, etc., and frequently benefit from the local level so often remote at the regular NER conventions.

Then there is the social aspect of NER. Have you ever stopped to think how the whole hobby of model railroading springs from social contact? For argument's sake, let us say you start building a model railroad "lone-wolf style." Sooner or later a perplexing problem appears and what do you do? Why, seek information from someone better informed on the subject. That is the natural thing to do and a friendship springs up. Or you want to build and have no space. You join, or form, a club. The same thing occurs. Your new friends do the same thing and their friends in turn. That is how the various groups originate. Nowhere in my mind, does this exist more than in NER. You have made new friends at the conventions, friends you enjoy and look forward to seeing at the next one. So why not persuade your friends to attend the next convention in Springfield!!! You learn...and enjoy it! He and/or she will do the same and NER benefits also.

Then too, this idea can help to increase membership - a constant effort of your Officers. We have increased the number of members during the past year. To date the number stands at 621, about one third of all the NMRRA members in our territory. If you will recall, NER has a goal of seven hundred by the end of 1957. I have no doubt this goal will be attained and thereby giving our Region first place instead of second where it now stands.

The figure of 1,000 has been mentioned numerous times as a membership total for 1959 and I think it can be done. The greater the membership the more income at the present dues. More income means greater benefit for the individual member and we do NOT want an increase of dues. Think of this for a bit and then go out and bring in a new member.

I have mentioned friendship in the hobby, one aspect of NER I value most highly. To me, you are all sincere friends and as such may I wish each and every one a most enjoyable and happy Christmas and extend the Season's Greetings to all members.

JAMES E. SEE



THE SATURDAY EVENING POST
"Just take my word for it. When you hear a toot, MOVE!"

Back in 1950 my husband was asked to head up the convention in Portland, Maine and that was my first introduction to NER conventions and I don't think that I have missed but two since that time. At the time of the Portland convention I did not have too active a part in the proceedings as I had two very small children, but I did go to the banquet and met a number of people who have since become our very good friends.

My next convention was the National in New York where we met more fine people who later became our very good friends. We also saw some very fine layouts down in New Jersey. The one I remember the most was the New York Society of Model Engineers which, at that time, was being built in Hoboken Terminal.

It was at that convention, through the medium of a clinic, that I learned how to build scenery for our layout at home. At that time our layout was a portable and I had made buildings for it, leaving the laying of track and the building of equipment to my husband. After it was finished Wayne taught me how to run it. Also, our young son was allowed to run it round and round. In this way we all learned to enjoy our Model Railroading.

I have been to two regional conventions a year ever since. New York National Convention and only one other National as the distance and the time of year are hard on our summer business. But I can say it's been a disappointment to us not to be able to make others because there you meet people you only see at that time as they come from afar and near and the conventions are always a good time.

Convention going is a catching disease in our family as my husband was sold on Model Railroading and conventions, then he took me and now I'm sold. This fall our son who is eight years old teased to go. He is interested in Model Railroading and decided he'd like to go to a convention and see what they are like. When we were leaving Concord to come home he asked how soon the next convention and could he go. So you see we are all three sold on it. We have one more member in the family but she has shown no interest to date--but she has a long time to go yet.

I think that if we women want our men to do some of the things that we like we have to do things that they like. It's always been a fifty-fifty deal in our house. There's always some little thing that happens at each convention that will come back to you and give you a good laugh and a remembrance of the good time you had at the convention and the good friends you have made.

As for women going to the conventions, there are more of us every year. I for one, enjoy them very much...going on fan trips and meeting and talking with people from different places is especially enjoyable. Everyone is congenial and you feel like you had known them for a long time even if it is your first meeting. Now this is just my opinion and perhaps some of you have a different slant. I know I look forward to the next convention after the last one is over as it may be in a new place that I have never been or one I have just passed through. I will say this....I think you have to like to travel to be a Model Railroader or you have to be sold on Model Railroading. With us, it's both. Try going to a convention for yourself and see if you don't like Model Railroad conventions!

RUTH ROUNDY



THE MAILING OFFICE

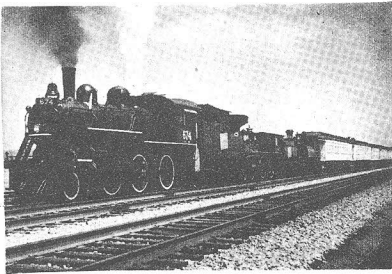
This listing under the COUPLER Staff is a new office set up by the Directors after reviewing the mailing lists at the meeting in Concord, New Hampshire. We have obtained a good second hand addressograph stencil machine for use in making our own address stencils. This equipment will do a good job for short run lists such as we have in the Northeastern Region. The plates are inexpensive and can be printed on any typewriter. In addition to this equipment we have accepted the volunteer services of our former regional president, Wayne Roundy, to operate and maintain this new system.

The mailing of the COUPLER will be made from this office, directly applying the address to the paper. It will speed up the delivery from printer to member because the attaching of labels will be eliminated. So, members, when you are moving please notify the Mailing Office, 69 Ocean Avenue, Old Orchard Beach directly and your stencil will be changed quicker.

In the future the new applications for membership will go to the Mailing Office for processing so that the stencil can be cut and back issues of the COUPLER mailed to the new member. Member renewal requests could be handled through this office. As more Divisions are formed their mailing notices of meetings might be handled through the office as a service for the Region.

The Directors sincerely hope this Mailing Office will help improve our communications with you as members of Northeastern Region of NERA.

IRWIN LLOYD



THE STEAMER

The Northeastern Region, in Fall '56,
Had a fun trip of memorable scale.
With plenty of reasons for taking pix
While rambling up hill and down dale.

The Claremont & Concord afforded the site
And the means of seeing it with ease.
From midday through to fall of night
Were scenes that were sure to please.

The consist, for rail fans, was grand.
Two gons, wooden combine and hack!
'Twas railroading fun at first hand
From Concord to Claremont and back.

But alas! A sad change in the power,
A sign of the progress in force.....
Our train was headed by growler,
Displacing the grand old Iron Horse.

They're nearly all gone now, the steamers,
Those glorious old girls of yore,
But they'll ride in the hearts of us dreamers
Till we cross to that other shore.

W.W. ROBERTSON



DIVISION TO FORM IN BOSTON

December 14th at 8 o'clock is the date and time set for the first organizational meeting of the proposed "Hub Division" of the Northeastern Region. The meeting will be held in the club rooms of the South Shore Model Railway Club, 176 (rear) Middle Street, Central Square, East Weymouth, Massachusetts, reported D.C. MacDonald, Information Procurement Chairman.

Although there has been a great response heard in favor of this Division, there is a lack of adequate numbers of committeemen to carry out the duties of organizing this Division. Men (or women) experienced in organization and legal matters, who would like to devote their time to the formation of the "Hub Division", should contact Dave MacDonald at either the South Shore Model Railway Club, or at his home, 19 Fairmount Avenue, East Weymouth, Mass. The only stipulation for membership is that persons must be members in good standing of the NMRA-NER at the time of the organizational meeting.

This will be the third Division to have formed in the NER. Along with the Metropolitan District in New York City and the Nutmeg Division in Hartford, The Hub Division will go along way in promoting fellowship within the Region. It's up to you model railroaders in the Boston area to put this across. Let's get behind the Hub Division and make it one of the best.



CONCORD MEET....Continued from page 1

W. Watson House, reporting for the Operations Committee, asked for additional expressions of opinion from the members regarding the details of procedure to be used at the clinics. President See referred to the overwhelming expression of approval given, at the banquet, by the members to the continuance of the NER operation program.

Harry Towers offered the following motion, which was seconded by Nelson Gates: "I move that the directors be authorized to take such action as to amend the Constitution or By-Laws to provide that the annual dues may be determined in such amount as may be most beneficial to NER, the amount to be ratified by a vote of the membership". Spirited discussion pointed out the fact that amendments to the By-Laws, etc., could be made upon the application of twenty-five members for a special meeting. Numerous other points were discussed but when the motion was put to a vote it was defeated 25 to 18.

Mr. Salmon moved that the meeting go on record as thanking Ted Dumais and his committee for putting on a fine program. Motion was enthusiastically adopted.

A motion by Mr. House, seconded by Ivon Preble, to eliminate the Spring business meeting unless necessary for membership votes to be determined by the Board of Directors was unanimously adopted.

Next in the order of business was the election of four directors. Irwin Lloyd, Charles McK. Welling and Arthur C. Wadhams were elected for two year terms and Dr. John Dias elected for the one year term. At the Directors meeting that followed the regular business meeting, James E. See was re-elected President with Irwin Lloyd as Vice-President. Roger Marble continues in office as Secretary-Treasurer.

(Many thanks to Don Pierce who furnished the tape recorder from which the minutes of the meeting were transcribed.)



CANADIAN NEWS RELEASE

Received a letter from Rob Robertson whose interest in model railroading has broadened through contacts with those dyed-in-the-wool modellers, John White and Hugh LaGrow of Burlington, Vermont. Rob writes "the enclosed clipping about the demise of the M&SC might interest the juice fans in our midst." Following is the article entitled "Old Electric Cars Complete Last Run" and taken from the Montreal Daily Star of October 15:

The Montreal and Southern Counties Railway's electric cars made their last runs Saturday night. In 1909 the trains took over from buses. Yesterday the buses were back in operation.

The switches in the St. Lambert powerhouse of the M. and S. C. Railway were pulled to mark the end of electric car operation on the 26-mile run on the eve of the railway's 47th birthday.

Forty-five members of the Canadian Railway Historical Association made a commemorative trip in a special run Saturday afternoon.

The last cars reached Marieville at 8 p.m., Montreal at 12:10 a.m. and Mackayville at 12:25 a.m. on Sunday. They then deadheaded--dark and empty--back to St. Lambert yards.

Resumption of the run by buses completed a cycle begun in 1904 when Canada's first bus line ran between Montreal and St. Lambert.

Service across Victoria Bridge was terminated in June last year. Since that time all operations of the M. and S. C. have been confined to the South Shore.

The only track which will be completely abandoned will be eight miles of the Mackayville, Greenfield Park, St. Lambert, Montreal South and the St. Angele Branch. The section to Marieville through Brookline and Chambly will be served by diesel-powered trains of the CNR. They will operate from Montreal to Waterloo.

Some of the old cars will be scrapped. But others have been snapped up by railroad fans in Toronto and the New England States. Car 104 will be preserved by the Canadian Railroad Historical Association.

Members of this group which made the special trip vied with one another for the privilege to be last on board, last to buy a ticket, and last person off at the end of the line.

MASS. MODEL R.R. SOCIETY ELECTS OFFICERS

At the Annual Meeting of the Massachusetts Model Railroad Society, Inc., of Cambridge held last month, the following Officers were elected for one year terms:

Robert B. Wooster, President
Hollis Landers, Vice-President
Frederick Kearns, Jr., Secretary
Lyman B. Hurter, Treasurer
George Henderson, O gauge Director
John J. Davey, O gauge Director
Walter F. Goodspeed, HO Director
Eric H. Stroberg, HO Director
Paul T. Harling, O and HO Trolley Director
Raymond M. Knight, Jr., Property Custodian

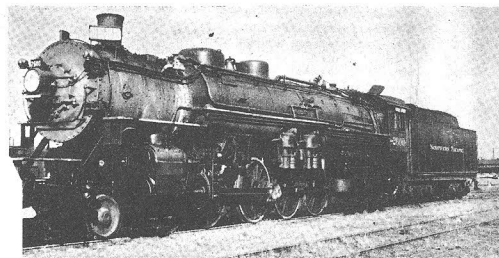
Among other business, the Society voted on the revision of the By-Laws as proposed by the directors, and a demerit system put into effect. Committees will be announced by President Wooster at a later date.

BUSINESS MEETINGS CHANGED

A very interesting and surprising proposition was placed before the members at the business meeting in October. Watty House proposed that the business meeting be eliminated except for ONE per year unless a membership vote was necessary and/or requested. He, it appears, reflected the latent desires of more than the majority of members as the motion was passed by a unanimous vote of the members present. This was borne out by several conversations heard after the close of the meeting.

There was an interesting discussion before the vote which revealed some ideas which appeared to be new and well thought out. It was felt that the major burden (?) of the business of the Northeastern Region should be placed even more in the hands of the Board of Directors. Several expressed the idea that the Board members, being naturally closer to the problems of the Region, would be better fitted to handle these problems than the average member. It was pointed out that many members could not attend the conventions (business meetings) and actually had little or no active participation in the affairs of the Region.

Others mentioned that little business of real importance appeared beside that already before the Board of Directors. This being the case, any business necessitating the vote of the general membership could be conducted at special short meetings called for the purpose. These could be held, say, following the banquet and definitely limited to fifteen or twenty minutes (or any suitable length of time.) In this manner, the Sunday morning could be devoted to the general program of the convention itself. Typical ideas presented were additional time for visits to model railroads in the vicinity, better arrangement for clinics, general get-togethers or perhaps the additional time could be devoted to some special program if warranted. In general, more time would be available for enjoyment of the conventions which always are too short for most members.



R. E. Oestrich.

NER MEMBERSHIP INCREASES

We finished our tenth year of the Northeastern Region with a new high in membership by having a total of 621 NER members on our rolls. May I again thank the many volunteers who made this splendid achievement possible by their untiring efforts in addressing and mailing letters to all the NMRA members in our Region who are not NER members. There are 291 more NER members because of these letters.

The following fellows deserve a vote of thanks for helping to correspond with the new members: Allen W. Baldwin, H.P. Brayton, Jr., Douglas C. Brown, Harold I. Clark, Charles L. Cole, Bruce W. Coughlin, Thomas A. Dushinka, Delmont Emerson, Leonard F. Estes, William H. Graf, Arthur E. Hendry, Lyman B. Hurter, William Illig, George D. Koerner, James E. MacDonald, Arthur P. Madsen, Roger G. Ramsdell, Jr., Edward Riche, Wayne A. Roundy, Robert C. Russell, Andrew H. Sackerman, Arthur Q. Smith, William N. Smith, Raymond A. Snow, Robert W. Stetson, Clarence G. Steinberger, Bernard Stone, Paul Thompson, Harry L. Towers, Robert F. Walsh, Theodore G. Hahn, Robert F. Sweetser and Bruce Meuldenyke.

IRWIN LLOYD

WESTCHESTER MODEL CLUB

In January of 1955, because of the impending construction of the New England Thruway, the famed "Eastern Lines" railroad of the Westchester Model Club of Pelham Manor, New York, ceased operating after nineteen consecutive years and was completely dismantled. All equipment and supplies, etc., went into storage for an indefinite period until new quarters could be procured. As time went on, this appeared to be an impossible task for the members but they have never lost faith in the future of their club. Meetings have been held regularly, devoted almost entirely to reports of the searches by individuals and the club building committee. At times, grave doubts were expressed as to the probability of ever reassembling the railroad with its 1800 feet of track, 30,000 feet of wire, the two independent and complete telephone systems, etc. The "Eastern Lines" was a BIG railroad in any man's language and the necessary 3,000 square feet of space simply wasn't available as scaled to the club income. However, patience and continuous effort have finally been successful.

After the year and a half which has passed since the dismantling, the sun has begun to shine again on this organization...one of the oldest clubs in the country (organized in 1934). Arrangements for new quarters are now being completed and an even better "Eastern Lines" will soon begin to emerge from the huge pile of stored material. It will be located in nine large rooms, the entire basement of a private home near the club's former home in Pelham Manor. Approximately 2,000 square feet of free and usable space is available. Due to the happy arrangement of the included rooms, nine separate and different areas will be developed with tunnels through the walls. Each area will have different scenery and/or locality such as dessert, mountains, towns, cities and industrial installations. Dual gage ("0 and HO") probably will be utilized for illusion of distance. There will be branches, an all-electric division and perhaps an interurban line. Emphasis will be placed on operation as in the past, only more so. Therefore, many sidings will be available on all branches.

Probably two years will elapse before full operation will be possible on all divisions, perhaps even more time than this. However, building is to start soon and may even be under way as this issue goes to press. Being a basic operating group, there will be much concentrated work and effort on the part of the members to get the wheels rolling again on the high iron!

JAMES E. SEE



* SPECIAL BOOK REVIEW SECTION *

THE BIG IVY --- By James McCague

Reviewed by Margaret See in Issue #38, is now available in the pocket edition. Published by Ace Books. #D-184. 35¢.

F.O.B. MURDER --- By Bert and Dolores Hitchens

Available in a 25¢ pocket edition by Perma Books (M-3051). A mystery story giving a wonderful example of the way in which "railroad dicks" operate, and containing many episodes which take place in the yards.

PROM HORSE TRAILS TO STEEL RAILS --- By W. Emory Wardwell

96 pages illustrated. Falmouth Publishing House #4

This book, published under the auspices of the Worcester Historical Society, is a fascinating story of travel by land. Starting with a brief story of the wheel as we know it, the book records the story of land transportation from the invasion of Britain by the Romans with their chariots to the railroads of modern times.

The book is filled with color and romance and facts. There are a few, but not too many statistics. Mr. Wardwell recreates old Indian Trails; tells of early, long-forgotten canals; of the old Fall River Line; of the coming of the streetcar, omnibus, subway; of early railroads and railroaders; of terminals and trains; of finances and mergers and of the emergence of American Railroad today.

While the history is largely confined to England of the Old World and New England in the New World, the book is of interest to all railroaders.

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OF THE
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