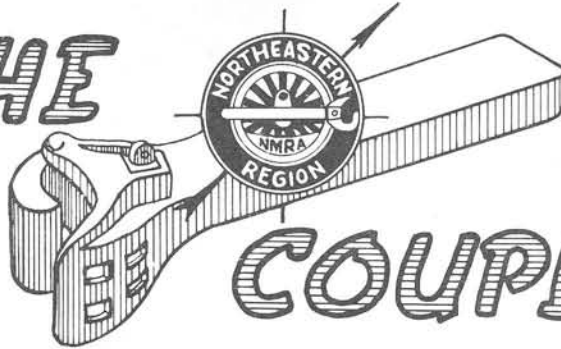


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THE



WINTER 1957

COUPLER

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

ALBANY MEET HUGE SUCCESS

Good Schedule, Weather, Draws Large Attendance

A near record number of persons attended the Fall '57 convention, held in Albany, New York, according to figures supplied by Chairman Dave Finnegan and Convention Co-ordinator Charles McK. Welling.

The records show that from 280 to 300 persons attended the fan trip while 153 stayed for the dinner. 93 members attended the breakfast and annual business meeting. the highest attendance in recent years was recorded at Concord with about 135 taking the fan trip, 134 at the dinner and 109 staying for the breakfast. It was noted by Chairman Finnegan that the figures far exceeded advance registrations and all expectations.

A very bright day greeted members and friends of the Region on Saturday, October 12th, the first day of the convention. Everyone was kept busy registering, meeting old friends, visiting local layouts and seeing the C.T.C. of the D.& H. in operation.

After lunch, the group met at Union Station in Albany for the fan trip through the Port of Albany, over the Castleton Bridge and back to the Central's Selkirk Yard. The trip was not made in Budd cars as had been originally thought, but in near-modern coaches with a gondola coupled to the rear and hauled by a diesel road switcher. During the trip the gon was more like an open sardine can. Even so, the coaches were fairly crowded with wives, people coming in out of the chill breeze and several conferences. The only disappointment in the trip was the fact that NYC's 999 was not at Selkirk as advertised. Through some misunderstanding, 999 was in transit to another show in New York City.

It was a hungry group that sat down to dinner in the Sheraton-Ten Eyck Hotel that evening. After dinner Chairman Finnegan introduced the members of his committee and officers of the Region. He then introduced the speaker for the evening, Mr. Allan Shepherd of the B. & M., who's topic was to have been "Development of the Steam Locomotive". Of the ten page speech, $\frac{1}{2}$ of the first page was devoted to the "Development" topic, the rest concerning the financial structure and complex tax problems of the railroads.

Next on the agenda was the announcement of winners of the model contest. Entries were submitted that morning, deadline being noon that day. Models were divided into 24 categories and were judged for accuracy, detail and realism, workmanship and decoration. Points totaled 100. The best of show, taking the Delaware Trophy, was a model of the Mo-Pac Gantry crane which Art Sessa of Yonkers, New York built for the national meet but did not finish in time. Other contest winners were:

O GAUGE:

- Motive Power
- Modified Kit.....1) George Hockaday
Schenectady, N.Y.
- 2) Lyman Hurter
Sommerville, Mass.

CONTINUED ON PAGE 6.

IRWIN LLOYD NAMED PRESIDENT FOR 1958

Plan Made, Directors' Assignments Given



IRWIN F.B. LLOYD

Irwin F.B. Lloyd, of Glastonbury, Conn., was named President of N.E.R. for the next year by the Board of Directors at their meeting following the annual business meeting in Albany. Lloyd has been Vice-President for the past two years. He succeeds James E. See, who becomes a member of the board ex officio.

Roger Marble, of Holden, Mass., was elected to the Vice-Presidency. He has been Secretary-Treasurer for the past few years and will continue in those positions, pro tempore, until they are filled by Presidential appointment.

In order to facilitate the handling of new registrations and renewals and to help keep the addressograph plates up to date, Wayne Roundy, mailing office manager, was named Assistant Treasurer. Dues payments, N.E.R. only, will now be made to the mailing office.

CONTINUED ON PAGE 3.

THE COUPLER

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

EDITOR

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



PRESIDENT

* IRWIN F.B. LLOYD.....44 Lincoln Drive
Glastonbury, Conn.

VICE PRESIDENT

ROGER MARBLE.....169 Lovell Road
Holden, Mass.

SECRETARY - TREASURER

(Temporary until Mailing Office routine is defined.)

ROGER MARBLE.....169 Lovell Road
Holden, Mass.

ASSISTANT TREASURER

WAYNE A. ROUNDY.....12 Glendale Drive
Danvers, Mass.

DIRECTORS

* CHARLES OGREN.....44 Prospect Street
Greenfield, Mass.

ROGER RAMSDALL, JR.....28 Walnut Avenue
Rockville Centre, N.Y.

** JAMES SEE.....1 Orchard Drive
White Plains, N.Y.

DOUGLAS S. SMITH.....33 Gabb Road
Bloomfield, Conn.

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

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

* Term expires at 1958 Fall Convention
** Past president and member of the board for one year.

CONVENTION COORDINATOR

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

MAILING OFFICE

12 Glendale Drive
Danvers, Mass.
c/o W.A. Roundy

PROTOTYPE OPERATIONS COMMITTEE

WATSON HOUSE, Chairman.....Suite 514
36 Pearl Street
Hartford 4, Conn.

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

ROGER MARELE.....169 Lovell Road
Holden, Mass.

PUBLICITY DIRECTOR

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

THE DISPATCHER'S TOWER



PAST: May I say a hearty thanks to the retiring Directors and Officers of the Northeastern Region for a job well done in their carrying on the good traditions of our group. A lot of time goes into a job like this and you don't appreciate the work involved until you begin to participate in the program. Perhaps the biggest task accomplished was in getting the mailing list up to date and obtaining the address plates. With these the COUPLER is mailed before the end of the second day after it is received from the printer.

PRESENT: The Board of Directors held their first meeting following the business meeting in Albany and spent some time in organizing the activities for the coming year. Roger Marble, Wayne Roundy and myself met the other day to outline the new duties of the mailing office. From now on the New Memberships and Renewals will be sent directly to this office so as to keep the records up to date. This is the reason for appointing an Assistant Treasurer, so he can receive the money and forward it to the Treasurer for accounting. A more detailed outline of the duties can be found elsewhere in this issue.

By the time you read this the Nutmeg Division will have received their charter. It took time to locate the first one issued to the Metropolitan Division and then have a duplicate printed.

We need reporters to help get the news you like to read about in the COUPLER. Won't you help by sending your name to Chuck Ogren, the editor, and offer your services?

FUTURE: More Region divisions are needed to benefit our membership. You can help by getting your railroad buddies together and forming a division in your area. A greater appreciation of model railroading can be enjoyed with these groups.

We are planning two good conventions for 1958. Those of you who attend know the pleasure to be had. But if you have never attended a convention you will find a great deal of interest to help you build a better railroad. Clinics can demonstrate ways of doing a job which might not have occurred to you. The visits to other layouts often sparks an idea for your own layout. I'll be looking forward to meeting you at the next convention.

IRWIN LLOYD



Dispatcher Don Robinson working the second trick at the Boston and Maine's "DI" tower at Gardner, Mass. C.T.C. board controls main line from Athol to South Ashburnham on the Fitchburg Division.

1958 CONVENTION SITES CHOSEN

Plans for the two 1958 conventions are going ahead with the sites approved by the Convention Co-ordinator.

Patchogue, Long Island, will be the locale of the Spring '58 meet, with the date set for the week end of May 9th. Headquarters will be in the Patchogue Hotel. The Nassau Model Railroad Club and the Summit and Centre will be hosts with Tom Pickhardt, of Garden City, as Chairman. Arrangements are being made for a fan trip on the Long Island Railroad. A dinner speaker has not been chosen as yet. Activities will include a model contest, draw bar contest, ProtOp clinic as well as RR slides and movies.

Assisting Tom as members of the committee are Sam Reichman serving as Vice-Chairman and Treasurer, Andy Sackerman is Secretary. Vince Riel is in charge of the program with George Hatzfeld acting as liaison man with the hotel. Roger Ramsdell and Hank Abraham are committee members at large, assisting where and when they can.

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October 10th is the tentative date for the Fall '58 convention to be held in Boston. It is planned to visit the Edaville Railroad in South Carver via the New Haven. Weather permitting, there is to be a barbeque at Edaville instead of the usual Saturday night dinner at the hotel. Headquarters for the meet have not been announced as yet.

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"We're still a little late. Shall we try for the sound barrier?"

LLOYD...Cont. from page 1.

A committee was appointed by the President, consisting of Charles Welling, Wayne Roundy and Irwin Lloyd, to investigate setting up the mailing office on a similar basis as the National office in Canton. It was also voted that the mailing office investigate the use of mail permits and pre-cancels, with authority to take action if the either of the above will save the Region money in mailing costs.

Charles Welling was requested to remain as Convention co-ordinator until the completion of his term as Director. Fred Osmer will continue as publicity director, as will Charles Ogren as editor of the COUPLER. The Prototype Operations Committee (Protop) will be continued with Watty House, "Pop" Houghton and Roger Marble serving.

President Lloyd, who has been Vice-President for the past two years, became interested in model railroad after visiting the Hartford Society of Model Railway Engineers' "O" gage layout in the old New York & New England Railroad Station. He joined that club, and N. M.R.A., in 1945. While in the club he enjoyed building cars and working on the layout.

Joining N.E.R. in 1946, he has attended a good many conventions, being appointed Secretary-Treasurer in 1954, a position he held for two years. He was elected a Director in 1955.

Besides his N.E.R. activities, Irwin is a member of the Hartford division of the Railroad Enthusiasts, holding the Chairmanship for a year and serving as secretary for a year.

Irwin lives with his wife, Gladys, in a newly completed home in Glastonbury. He is in charge of the Instrument Group of the Hartford Electric Light Company. Irwin is planning a point-to-point layout for his large basement and hopes to start construction soon.

FROM THE MAILING OFFICE:

At a meeting of the directors just prior to the Albany convention they decided upon a change of policy for the next year. All dues are now payable to:

NMRA Northeastern Region Inc.
12 Glendale Drive
Danvers, Mass.

Checks should also be made out as above.

This means that all changes of address should be sent to the above address as well as questions regarding non-receipt of the "Coupler."

During the past year (the first year) the mailing office probably has pulled some beautiful boners but we do not know of any glaring example of malfunctioning so bear with it -- hope to be perfect next year.

The following people have been lost from our mailing list because of returned "Couplers" with no forwarding address. The last known address is shown. If you know of their new address please advise.

Anthony H. Perles
617 W. Sedgwick St.
Philadelphia 19, Pa.

Raymond Kramer
23 Glen Keith Road
Glen Cove, N.Y.

Raymond J. Holleran
205-26 114 Drive
St. Albans 12, N.Y.

John E. Sost
293 Brook Cake Road
Florham Park, N.Y.

Lt. J.G. Donald Mitchell
USN Pat Squad 8 JP8
FPO New York, N.Y.

Barry Waldbaum
724 Avenue A
Brooklyn 23, N.Y.

REMEMBER: Renewals should be sent to the mailing office!

WAYNE A. ROUNDY



Two pictures for the traction fan. Upper: line car 5221 of Public Service of New Jersey near Franklin Avenue, Newark. Lower: Golden Chariot #2 of the Montreal Tramways Co, on Ste. Catherine West, Montreal.

THE DISTAFF SIDE

THE DISTAFF SIDE

Until 1952 I never attended a convention or had much of an interest in Model Railroading except just at the listening end of my husband's conversations with fellow railroaders.

However, in 1952 the National Convention was to be held in Portland, Oregon and from then on things were different.

A wonderful trip was being planned for all those in the East. It was to start in Chicago where two special cars were to be used by the model railroaders. Many interesting side trips were planned including a trip through the Canadian Rockies and Lake Louise. We just couldn't pass up this wonderful chance to see the country and also take in the convention in Portland.

The people we met on this trip came from just about every state in the East. We became just like one big family and after the trip was over we were all planning on seeing each other the next -- and then the next year -- and so on.

So...one of the first things I have to look forward to at the National Conventions -- and the Regional Conventions as well -- is meeting old friends.

Next...after listening to all the railroad talk at these conventions, I am beginning to understand just a little bit about railroading. I do know this much: that a true model railroader has to be as sincere about running his railroad as if he were running the Southern Pacific.

I have never seen such a group of men coming together so faithfully at convention time and being so devoted to their common interest as these men are. I have met doctors, lawyers, engineers, truck drivers, insurance brokers, factory workers, farmers, dentists and office workers and I'm quite sure there are many more that I have not mentioned. It amazes me that such a varied group as this can get together in a common interest of model railroading and have such a wonderful time.

I thoroughly enjoy visiting layouts whenever there is a chance to do so. My own interest lies in the scenery. My husband is planning to have a layout and he is working on those plans now. My job will be to plan the background and scenery so that's what I look for first on these visits to layouts. Maybe sometime in the near future I will be able to point with pride to the results of my interest in model railroading.

GLADYS L. LLOYD

ECHOS OF FALL '57 CONVENTION

The Fall '57 Convention was a success gauged by the other conventions that I have attended. Many of the old-timers were there which, to me, makes a good convention regardless of whether or not the hotel is a flea bag or the Waldorf. The food can be ordinary which it usually is. The fan trip turned up a new sight...that of taking a huge box car and shaking the bejabbers out of it. No good for model building. The third time you used it there wouldn't be a fitting on a car.

Glad to see the committee dropped the bus ride. I realize that it often is not possible to reach inaccessible places otherwise. Getting a little tired of seeing that same box car roll down the hump.

The banquet, so called, is functional but what is its function? With the exception of Mr. Pinsley all the speakers we have had have been rather sad. Mr. Allan Shepherd seemed like a nice fellow and he handled the job given to him very well but I frankly don't care at this point whether car loadings are off or not. Every speaker has completely missed the point

of their being at our conventions, namely MODEL RRing. None of us have the interest or ability to help them in their plight which, they must remember, is to a great degree their own fault.

Maybe we are looking for our speakers in the book-keeping department rather than in the operations department.

The contests for models were run in their usual manner with what I believe to be not too much enthusiasm. The answer to this is probably there are only a few model builders as such. Fellows like Watty House, Lenny Frankel et al, build model pikes rather than a single piece of equipment. They can't bring the results of their labors to the convention. Maybe a gauging of layouts would be more effective.

The visit we had to a layout in Scotia was extremely pleasant. The owner, Mr. Beeman, should however, be read out of the society. Heaven help any of the fellows who took their wives to see this layout. It was the cleanest, best-lighted and most well-operated layout I have ever seen. The builder knew what he wanted and was able to get a lot of RRing into the small space around the playroom and through the unfinished portion of the basement and still leave a large area for a pingpong table and television set. It sure has started me toward cleaning up my layout but I'm sure I can never approach his perfection. You ought to be more careful...the shock of the spotless layout is almost too much to stand.

We'll see you at the next one...maybe we can iron out the defects and have a Model RR convention next time.

NEIL C. FISK



C.P. 10-wheeler in storage at Farnham, Quebec in 1954.

if those who plan to attend would notify us in advance so that we will know how many guests to expect. We sincerely hope that a great many of our fellow N.M.R.A. members will join us for what will guarantee to be a most enjoyable day of model railroading.

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For the third consecutive year the Pioneer Valley Model Railroaders (HO) have been asked by the Railroad Community Committee of the Connecticut River Valley to operate a layout at the Springfield Union Station to help obtain contributions for the Springfield newspaper's "Toy for Joy" fund which provides Christmas presents for deserving children who otherwise would have nothing. This year the layout will be operated from Dec. 11-24. The table is built in three layers. The top features HO on display; the middle operating HO; and the bottom operating O in the form of a Lionel train which has an operating side dump car. This is so arranged that contributions may be dropped in the car and then dumped into a box at the side of the table. A passing track is to be added to the HO this season which will improve operation considerably as it will facilitate changing trains.

The table, track and Lionel equipment are supplied by the committee and the HO trains and power pack by the club members. Members of both organizations share the operating time. Sound effects by LP recordings occasionally provide a background for the trains. Last year \$164 was collected in one week and it is hoped that this can be doubled this year.

CLUB NOTES

Due to loss of membership for marriage and moves out of town, the New Bedford Society of Model Railway Engineers faces the possibility of having to dismantle their layout soon after the end of the year unless new members are obtained to make possible continued payment of the rent.

The Society layout is outside third rail "0" gage, and has some 32 miles of first main track, with about 700 feet of total trackage. A small HO layout is maintained for testing and showing off member's equipment. The Society is located at 717 South Water Street, New Bedford, Massachusetts, at the corner of Potomska St. Meeting nights are Tuesday and Saturday. The members are a bunch of late-birds and often do not arrive until 9:30PM.

The layout scheme is point-to-point with a reversing loop around the terminal yard at each end. Three passing sidings, with spurs, allow variations in the traffic pattern. Station names are those of the prototype road from Taunton to New Bedford. Two trains can be run at one time by cab control and as many as desired can be run at one time with automatic controls providing for the meets at the sidings rather than on the main line. Power is provided by a 16 volt generator, with battery for reverse, using common rail return. Yard leads can be operated by the main tower or from the local yard board, with two roundhouses having their own control boards. Loudspeakers are arranged for sound effects, public address and intercom.

Any interested model rails may contact the Society president, Louis V. Cotnoir, at the club rooms, or at his home at 66 Capitol Street, New Bedford. Phone WYman 2-3766.

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The Berkshire Model Railroad Club (Pittsfield-Stockbridge Mass.) recently inaugurated a brownie system with penalties for both operating and non-operating infractions. Penalties run from $\frac{1}{2}$ brownie for not maintaining schedules to 50 for disregard of property causing breakage.

Operating brownies are in effect for one year and is administered by a committee of three members, the host for the evening, Club Secretary, or other officer, and a member selected for the evening.

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The Nassau Model Railroad Club, Inc., which can usually be found holding forth at 25 Jerico Turnpike in Mineola, Long Island, will be shortly celebrating the third anniversary of its inception, come January, '58. The group and the layout is beginning to take on interesting proportions, and has even gone so far as to assess each member to donate at least one car to help fatten up the house-owned roster of rolling stock. Past Presidents are required to donate an engine.

At the annual meeting held last June, Vince Riel, of Levittown, was elected President and George Hatzfeld of New Hyde Park was named Vice-President. Tom Pickhardt and Bill Prahll will continue as Secretary and Treasurer, respectively. Fred Volpe, Roy Ackerson and Bob Lennstrom round out the Board of Directors.

Weekly meetings are held on Thursday evenings and are open to visitors, with the exception of the first Thursday of each month when business meetings are held, usually for the purpose of "railroading" unsuspecting members into sweeping up the club room or laying down individual ties in the main yard.

At present the club operates in HO and NOn and boasts five scale miles of mainline track with two very extensive yards, complete with all facilities. Although most of the motive power is steam, some less enlightened members have been known to operate an occasional d---l engine on the layout.

Member ages run from 17 (junior members) to over 50. With facilities for 30 active members, there are 28 on the roster. Anyone interested in joining the group is invited to attend their meetings and for those who are not interested in joining, the welcome mat is always out for visitors.

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The newly formed Franklin County (Mass.) Model Railroad Club has been brought to the attention of the community through three radio programs over WHAI in Greenfield, an appearance on television over WWLP in Springfield and a display in the Greenfield Public Library, plus several articles in local newspapers. The Library display has been in for almost a month and officials of the library have requested that we leave it in longer as there has been a lot of interest in the display. The Club started September 21, 1957.

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New officers have been elected for the coming year in the South Shore Model Railway Club at East Weymouth, Massachusetts.

Jim Staples was chosen President, with

Officers for the coming year were elected by members of the South Shore Model Railway Club of East Weymouth, Massachusetts.

Jim Staples, of Norwell, was chosen President, with Tom Lyons, of Weymouth, as Vice-President. Dave MacDonald was re-elected Secretary as was Treasurer Ray Stoddard. It was noted that Ray has held down the post of Treasurer for the past 15 years. He hails from North Weymouth. Dave is one of the organizing officers of the newly formed Hub Division and is from East Weymouth.

Work crews at the club have been busy preparing for the Club's Annual Winter Show scheduled for the week end of January 11th and 12th. Hours for the show will be Saturday, the 11th, from 10AM to 5PM for the general public and from 7PM to 12M for model rails. Sunday hours are from 1PM to 5PM for the general public. Children will be admitted only if accompanied by an adult.

The club now has openings for a limited number of new members. All interested should contact Dave MacDonald at 19 Fairmount Avenue, East Weymouth.

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The Fourth Annual North Jersey NMRA Night will be held at 8PM on Wednesday, March 19th, at the Summit-New Providence HO Railroad Club, 94 Oakwood Drive, Murray Hill, New Jersey. Club facilities will be available to visiting NMRA members for operation.

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On Saturday, February 8th, the South Nassau Model Railroad Society will hold its big Second Annual N. M.R.A. Open House operating session.

The entire facilities of the famous Summit and Center Railroad will be thrown open to guest operators from 10AM to 5PM. Guests will fill all the operating jobs on a big day of timetable operation. Only one restriction has been placed on the operation and that is guest operators must be N.M.R.A. members over 18 years of age.

During the past year the Summit and Center has under gone a major rebuilding. What was formerly a layout consisting of three concentric loops that "just went 'round and 'round" has been transformed to a true point-to-point layout running from the metropolis of Center to the mountain community of Summit. The change included the addition of about 150 feet of new main line trackage as well as the construction of a new freight yard.

A new control system has been installed incorporating the latest in modern electrical design. The route cab control system, together with a C.T.C. dispatching system, enables us to operate four trains simultaneously on the single track line. There are four mainline cabs patterned after the controls of a prototype diesel locomotive.

We have control positions for ten operators as engineers, yard master and dispatcher. Although prior registration is not required it would be most helpful

ALBANY MEET...Cont. from page 1.

- Individual Unit Kit.....1) George Hockaday
Schenectady, N.Y.
- 2) Biantha Hockaday
Schenectady, N.Y.
- Individual Unit Modified Kit.....1) John Holeman
- Individual Unit Scratch Built.....1) George Hockaday
Schenectady, N.Y.
- 2) George Hockaday
Schenectady, N.Y.
- 3) John Holeman
Schenectady, N.Y.

HO - OO GAUGES:

- Motive Power Kit.....1) Dave Finnegan
Latham, N.Y.
- 2) Dave Finnegan
Latham, N.Y.
- 3) Capt. Robert Grant
Winooski, Vt.

- Motive Power Modified Kit.....1) Dave Finnegan
Latham, N.Y.
- 2) Dave Finnegan
Latham, N.Y.
- 3) Dave Finnegan
Latham, N.Y.

- Motive Power Scratch Built.....1) Jack Taylor
Westwood, N.J.
- 2) Don Prudhomme
Schenectady, N.Y.
- 3) Dave Finnegan
Latham, N.Y.

- Individual Unit Kit.....1) Dave Finnegan
Latham, N.Y.
- 2) Doug Smith
Bloomfield, Conn.
- 3) Ken Hoffman
Albany, N.Y.

- Individual Unit Modified Kit.....1) Dave Finnegan
Latham, N.Y.
- 2) Bob Clarkson
Delmar, N.Y.
- 3) Bob Clarkson
Delmar, N.Y.

- Individual Unit Scratch Built.....1) Doug Smith
Bloomfield, Conn.
- 2) Dave Finnegan
Latham, N.Y.
- 3) Jeff French

- Train Kit.....1) Dave Finnegan
Latham, N.Y.

- Train Scratch Built.1) Brian Webb
Albany, N.Y.

- Scenic Kit.....1) Genie Finnegan
Latham, N.Y.
- 2) Leo Kolotheros
Albany, N.Y.
- 3) Leo Kolotheros
Albany, N.Y.

- Scenic Scratch Built.1) Art Sessa
Yonkers, N.Y.
- 2) Doug Smith
Bloomfield, Conn.
- 3) John Kostelny

Rounding out the evening were clinics, an auction and the inevitable arm-chair sessions.

After breakfast (and numerous pots of coffee) the annual business meeting was called to order by President See. The minutes of the last business meeting were read by Secretary-Treasurer Marble, who also gave a financial report which showed \$300 in the treasury as of Oct. 13.

Director Charles McK. Welling was called upon to report on the Director's action concerning the mail ballot. For this report he referred to the Director's meeting held in New Haven on September 29th, where it was voted to recommend that the mail ballot be abandoned. This recommendation was made in view of returns from the questionnaire sent to members last Spring. Other reasons were that those attending the conventions have the greater interest, nominations from the floor were completely open and the members could see the nominees. The convention upheld the decision of the Board.

This led to a discussion of proxies for those unable to attend the annual meeting. It was voted at the Director's meeting to recommend "that any member unable to attend the annual meeting may exercise his privilege of voting for members of the executive committee by proxy by the submission of his paid up membership card to the tellers by his proxy". Many thoughts and ideas were talked over, including an amendment limiting proxies to two (2) per person. This, however was voted down. A motion was then made to accept the recommendations of the Director's. This move was carried. This means that those unable to attend next year's annual meeting may send their paid up membership cards with a friend who is going, empowering him to cast a ballot for the absent member.

Dave Finnegan (Convention Chairman) asked for, and was given the floor to speak about the prizes given. It was brought out that about 80 letters of solicitation had been sent to manufacturers and dealers seeking prizes for the meet. This led to a discussion of the feeling of the National on this subject. The general attitude was against the soliciting of prizes. At their meeting, the Director's action was that "the Northeastern Region strongly disapproves the solicitation of donations from hobby manufacturers and dealers." This was put to a vote and received almost unanimous approval of the members.

Next in the order of business was the election of four directors, 3 for two-year terms and 1 for one year. Stan Bradley, Wayne Roundy and Gerald Neefus were appointed tellers and nominations were opened. The following were nominated with the number of votes received: Dave MacDonald, South Weymouth, Mass., 32; Len Estes, Newport, R.I., 45; Doug Smith, Bloomfield, Conn., 66; Don Pierce, Brookfield, Mass., 36; Chuck Ogren, Greenfield, Mass., 48; Roger Marble, Holden, Mass., 73; and Roger Ramsdell, Rockville Center, N.Y., 52.

Marble, Smith and Ramsdell were elected to the two year posts and Ogren for the one year term.

The election was the last item on the agenda. The motion was made, and carried, to adjourn.



Arthur C. Wadhams receives charter for the Nutmeg Division from N.E.R. President Irwin F.B. Lloyd at November meeting.



Arthur J. Sessa of Yonkers, New York, with his model of the Missouri Pacific gantry crane for loading tractor bodies on gondolas, which won the "Best in Show" award and the Delaware Trophy at the Northeastern Region's fall convention in Albany, New York, October 12 and 13. The Delaware Trophy is at Arthur's left. Arthur has been a railroad modeler for more than 17 years and many of his fine models form part of the layout of the Yonkers Model Railroad Club, where this photograph was taken by Robert Wands of Ardsley, New York, also a member of the Yonkers Club.



Louis V. Cotnoir, President of the New Bedford Society of Model Railway Engineers, drives the golden spike (12 carat, too) on the Society layout, while Michael Quinn and T. William Clynes look on. (See story in CLUB NOTES, pg. 5)

IN REVIEW

RAILROAD SOUNDS (12", 33 1/3 rpm)
Audio Fidelity (AFLP 1843) \$5.95
770 11th Avenue, New York 19, N.Y.

One of the few professional recordings, "Railroad Sounds" is a boon to diesel fans. Although the jacket specifies that the record contains sounds of both steam and diesels the only steam in evidence appears to be a yard switcher -- possibly the 0-8-0 pictured on the jacket. The rest of the sounds seem to be that of growlers.

The major criticism is the lack of continuity in the sounds, one side having some steam and mostly diesel and the other side some diesel and mostly steam. It results in a conglomeration of sounds, some overlapping and would perhaps be more effective if the two sounds were separated as to the record sides. The record is of the continuous play type. That is, the disc was not recorded in cuts, or bands, where individual sequences could be picked out. The record must be played from the beginning to the end.

Technically the record is good. We checked it on professional, metered equipment and the frequency responses were as advertised. We think you'll like to have it in your collection on railroadians.

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LET'S OPERATE A RAILROAD. L.E. Roxbury
1957. 352 pages. Bound edition. \$4.50
High-Iron Publishers: Warwick, Virginia

LET'S OPERATE A RAILROAD is a well-written, non-technical book on prototype operation. It approaches the subject from a "how it's done" rather than a "how to do it" angle and is addressed to student railroaders, model railroaders and railfans. Because it has such a broad scope, many operational details are included which will have no practical application in model railroading. The individual may, however, eliminate or retain as much as he wishes. Some applications to modelling, such as the card system (which substitutes for the prototype waybilling) are already well known.

While the author attempts to generalize the subjects covered as much as possible, he obviously bases some of his statements on his own experience with a particular railroad and will occasionally make a flat statement which can be contradicted. He does admit that things may be done differently on other roads than that with which he is familiar, however, and warns the student railroader that where such differences do exist the only right way to do anything is the way it is done on the particular railroad involved. Thus a basic outline is provided which the individual may adapt and vary according to his own desires and experience.

The subjects covered in this book are primarily those which are directly involved in operation with only such reference to other facets of the railroad business as are necessary to a full understanding of why certain things are done in a certain way. You are conducted through the operation of a yard and shown all the steps required to convert several tracks of miscellaneous cars into a train ready for the main line. Happily for the model railroader most of the yard work described is that of a flat yard which is far more common in modelling than a hump.

Next you are taken over the hypothetical division in various types of freight trains. The several ways in which different kinds of trains are handled and work done are described in detail. While some of what is described cannot be exactly duplicated on a model railroad (such as hooping up messages and orders to a moving train) most of it can be adapted in a limited form.

After your theoretical ride over the main line you follow these same trains from terminal to terminal from the dispatchers' office. Since train dispatching is what brings in my weekly pay check, I feel particularly well qualified to judge these chapters. While there are a few things omitted which I think should have been included and a few which could have been more fully explained, it is often difficult to write about a subject with which one is familiar because of an unconscious assumption that the reader is also familiar with the fundamentals. On the whole, however, these chapters are very informative and the omissions would be of more interest to a student railroader or the general railfan than to a model railroader.

In general, I feel that this book would be a good addition to any modeller's library. It will serve as a handy reference for the solution of problems arising concerning prototype operation. While the author is inclined to jump around somewhat, much of this is necessary to relate actions in progress at one point with actions in progress at another point and actually does serve to give a better picture of the overall situation. Included with the book is a loose page-size copy of the map of the hypothetical division under discussion which the reader can carry along through the book so that he does not have to keep turning back in order to follow the action. This also serves as a bookmark. I heartily recommend this book.

DONALD S. ROBINSON

(Editor's Note: This review was done for us by Don Robinson, a model railroader of long standing and a train dispatcher for the Boston and Maine Railroad.)

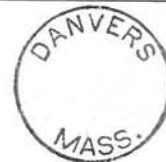
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