

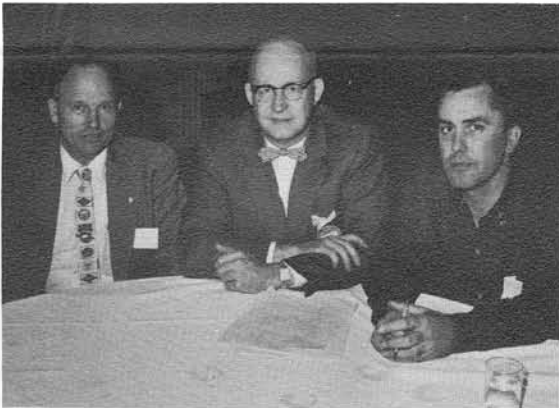
# THE COUPLER



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

## LLOYD NAMED PRESIDENT FOR SECOND TERM

### Fall Convention Well Attended



Officers for 1959 include (left to right) Arthur C. Wadhams, secretary-treasurer; Irwin F.B. Lloyd, president; Douglas S. Smith, vice-president.

Irwin F.B. Lloyd of Glastonbury, Conn., was re-elected president of the Northeastern Region during a meeting of directors following the annual meeting of the Region held at the Hotel Manger, Boston, on October 10-12, 1958.

Other directors named are David C. MacDonald, Dr. John F. Dias, Jr. and vice president Doug Smith.

Paul E. Larson, Editor of the Model Railroader Magazine, spoke and showed color slides of prototype installations and trains operating in the middle West area at the banquet attended by over 120 members and friends. Following Larson's talk, members attended an operations clinic conducted by W. Watson House, Donald Peck and Neil Fisk. Stan Bradley then operated a very successful auction which netted the Region \$15.33.

Larry Sherman of Wakefield, Mass., won the Delaware Trophy for a scratch-built inspection locomotive, taking the top prize from among 61 entries in the model-building contest. The best in division award went to Roland Badger of Middleboro, Mass., for his entry, a complete, scratch-built circus train.

The fan trip, held Saturday afternoon, was through the facilities of the Boston and Maine Railroad's Yard 8 and Yard 9, the hump and Budd car terminal in East Cambridge, as well as tower A, which has control of all traffic in and out of North Station.

## NUTMEGGERS TO HOST SPRING MEET

### Billed as "Greatest"

The greatest, biggest and grandest were the terms used to describe the Spring '59 convention of N.E.R. to be held in New London, Conn., May 22, 23 and 24. The "extravaganza" will have its headquarters in the Mohigan Hotel, Tom Hayes, chairman, stated.

A 50 mile fan trip will be one of the highlights of the trip.

A 50 mile fan trip will be one of the highlights of the convention, Hayes noted. Starting at 1:30 P.M. Saturday and travel over the Norwich and Worcester Railroad System, a former combined interurban trolley and heavy steam road, and will include a visit to the Groton Tower to see the manual controls operated during peak hours. Riders will also have the opportunity of seeing the oldest operating G.E. switching loco, #2, made especially available for this trip. The fan train will consist of coaches, gons and a caboose and, of course, a locomotive which some lucky passenger will have the chance to sit on the right side of the cab.

Although the convention will not officially begin until Saturday morning, plans are made for the entertainment of early arrivals with a slide tour of the complete European N.R.H.S. trip of 1958 as well as the sound movie "The Great Locomotive Chase" featuring Buster Keaton, winding up with movies made by members. The shows will start at 8 P.M. Friday.

Saturday morning will be reserved for registration and bull sessions and following the fan trip Saturday afternoon, a cocktail and social hour will be held on the hotel's roof terrace garden, overlooking the majestic Connecticut River.

Bill Carr of the New Haven, an internationally known railroader, will be speaker at the banquet, scheduled for 6:30 P.M. Saturday. Model Contest awards will be given and door prizes drawn.

The largest array of door prizes ever will be given, "enough for just about every one to win one, according to Hayes and his committee. Through arrangements with the railroads, about \$2,000 worth of prototype souvenir material is available, from

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# THE COUPLER

NORTHEASTERN REGION  
of  
N.E.R.A.

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### DISPATCHER'S TOWER

A Happy New Year to all Northeastern Region members. May you have a prosperous Model Railroad year during 1959.

As I look back but a few years and recall the plentiful steam locomotives used on our local railroad, it is with sorrow that I foresee the elimination of passenger trains in the future. Now is the time to take pictures of this equipment before it passes the way of our beloved steam locos. We are living in such a fast world that before long our model railroads will be the only living proof of a great mode of transportation. You can make your railroad a part of a memorial to a great empire

builder which helped develop this great country of ours. Maybe your children will be building model atomic devices, as we have done in model railroading, but they won't have the fun we enjoy with our hobby.

Keep the hobby as your Prime Interest if you dare! Remember before many more years you will have twice the time away from your job that you enjoy now, so to keep young you need an interesting hobby to vent your energy. A model railroad can consume many an hour to produce a fabulous product of craft, skill and ingenuity. You will be happier with an interesting hobby which really never is completed. How often have you said "I'll do that project someday when I have more time?" Any good model takes a great deal of effort and time. The skill you don't have at the moment will come by repeated effort to succeed. A first class mechanic, carpenter, electrician, painter or other skilled craftsman was not born with his ability, he spent many hours improving each new task. Learn the fun of Model Railroading by doing it for yourself, because no matter how good a model you make it can always be done better the next time.



Walter Sherman accepting the Delaware Trophy and Best in Show award for his son, Larry, from Paul Larson, right, and David MacDonald. Williams Photo.

### SPRING CONVENTION from page 1

lanterns to signals, everything the collector would like to adorn his railroad room.

Also to be held, following the banquet, is a social hour for the ladies, model railroad clinics, beginner's corner, control and operating corner, auction sale, rally and more movies.

A guided tour of the Central Vermont R.R. yards and shop facilities is on the schedule for Sunday morning and will be a walking fan and photo trip. A visit to the narrow gauge steam operating railroad at Ocean Beach plus visits to home layouts of Nutmeg Division members concludes the full week end of model railroading.

Accommodations with the Hotel must be made by members themselves. Two package deals are offered by the committee for the convention, \$9.50 if paid before May 2, and \$9.75 if paid at the registration desk. The full cost, according to the committee, is \$10.75. The fee includes registration, fan trip, and banquet on Saturday and breakfast on Sunday. All other meals will be paid for by members as eaten.

This is shaping up as one of the best convention on record, truly a meet packed with almost too many activities for all to see, but never the less, a well planned convention that should make every one happy and make it a convention to be remembered down through the years. DON'T MISS IT!!!

## THE DISTAFF SIDE

Just a few months after our marriage in 1947, Jack, by chance, picked up a copy of Model Railroader at a newsstand and that was the great beginning. From that magazine he discovered there was a club about a mile from our house. After a few visits to the club, he became a member. Unless we move away from the area, I imagine he will continue his affiliation with the South Shore Society of Model Engineers until the end of the run. He is just starting his seventh term as secretary of the club.

Being introduced to model railroading by degrees, learning as he did, was a real advantage for I'm afraid it would be quite a jolt to learn all at once, as some wives do, the high prices of locomotives, the large amount of space used for layouts and storage and the even greater amount of time which can be consumed in working on one small part of one small model.

In 1955 we went to Florida to visit Jack's sister. We visited more railroad yards than I knew existed. On the way, we must have followed the rail route (I have no doubt but what it was planned that way) as we stopped many times to take pictures, went miles to see if we couldn't catch just one more glimpse of that freight car that looked "a little different", ate our lunch in the yards more than once and I kept expecting to be kicked out at every bite of my sandwich. Jack had obtained timetables for two nearby railroads, the Seaboard and Florida East Coast, so we chased trains and sat in yards waiting for late trains for two weeks.

We have three children, two boys and a girl, and the boys have both shown an interest in Dad's hobby. Jackie, age 10, has two engines and several cars as well as a few buildings and loves to visit the club with Dad when permitted. Jeffrey, age 6, has one locomotive while five-year-old Jill has a caboose.

I enjoy reading "The Coupler", "N.M.R.A. Bulletin", "Model Railroader" and "Trains" when I get a chance but I'm afraid I have to admit that I do not read them regularly because there are so many things to take up my time. I like cooking very much and I guess it could be called my hobby. I also enjoy gardening in the summer and I received a power mower for Mother's Day from "you know who".

Most of Jack's locomotives have been either Christmas or birthday presents. He came home one day in November and said, "Well, I ordered my Christmas present today." It came one day after Christmas from Pacific Fast Mail and he thinks it is just wonderful. The only thing I don't like about it is that the present wasn't a surprise, so I got him a Car Builders' Cyclopedia which he had been hinting for.

I attended my first convention in Burlington, Vermont. We went with the Kingman Burrills and had an exciting time, especially on the fan trip. While going over the trestle across Lake Champlain to Rouse's Point, I just couldn't imagine how any engineer could possibly think that those rickety, creaking, rotten looking pilings would support the engine pulling the train. I expected, at any moment, that we would be dumped into that dark, cold, forbidding water. I am here today to tell the story and imagine trains are still travelling over that trestle but I would think twice before I made the trip again.

I often think of the fellow from Waldoboro, Maine, that we met at the convention in Boston last fall. Evidently he is the only model railroader for miles around. He commented that the towns' people look at him with a funny look in their eye as if to say, "He's soft as a grape, has a cellar full of toy trains." I feel sorry for him with no railroad buddies around. Next summer when we are vacationing in Maine we hope to visit him.

I would love to go to all of the conventions, especially the National although I thought Jack should have his head examined last August when, on our eleventh anniversary, he drove over 600 miles to Pittsburgh for a day and a half of railroading. I got up in the middle of the night and listened to his excited chatter about the trip and his winning first prize for cars in the model contest. I am very proud of his ability although I seldom tell him so but often brag to my friends about his prizes. I am glad that Jack has chosen model railroading. I feel that it is a good, wholesome, healthy hobby, one in which I would like to have an ever increasing part.

PHYLLIS ALEXANDER

## MEMORY

A tired old Pacific among the weeds stood,  
Dreaming of bygone days.  
Of the jobs that were done, all of them good,  
In easy or strenuous ways.

It all began about thirty years past,  
Then a shiny and proud machine.  
The pride remains right up to the last  
But the years played hob with the sheen.

Back in the days of the twenties, remember,  
The "varnish" was at its best.  
Our loco, in those days, was limber,  
With a little time for rest.

For years she headed the best of trains,  
Speed records came and went,  
Then heavier cars meant greater strains  
For which she was not meant.

Heavier power took over the task  
Of moving the "names" on time,  
While the 4-6-2 was sent to bask  
On a once-a-day branch line.

Proudly she trailed her mixed consist  
Slowly through the hills.  
A picture no railfan could resist  
In movie or in stills.

Then e'er the land, another sound!  
No blast, no sigh, no whistle;  
No fires to glow, no rods to pound,  
The coming of the diesel.

The steamers, be they large or small,  
Began a sad retreat,  
Caught in the grip of Progress' call,  
Still proud, though in defeat.

So here she is, once beautiful thing,  
Rusting and falling apart.  
Let us forever her glory sing  
As we have from the start.

"ROB" ROBERTSON

## GREENFIELD SITE FOR FALL '59

Plans are underway for the fall '59 convention to be held at Greenfield, Mass. in October. The date has been tentatively set for the 24th. Hosts for the meet are members of the Franklin County Model Railroad Club with Charles Ogren and Donald Robinson as convention co-chairmen.

The Weldon Hotel will be headquarters and the scene of most of the convention activities. As planned now, the fan trip will be on the Boston and Maine Railroad branch to Keene, N.H.

Both Robinson and Ogren have been convention chairmen, Robinson in Springfield and Ogren in Burlington, and have the experience to plan an attractive annual meeting for the region. A report will be made during the New London convention.

## THE WHEEL REPORT

The train list for this issue shows a mixed consist of a book, a record, and a game. Before we couple up, however, I want to wish you all a Hobby and Prosperous New Year.

First on my list is a book entitled "Little Railways of the World". The coverage is spotty, but extensive enough to warrant the use of the word "World". The principal areas with which it is concerned are Great Britain and The United States. Some of the lines mentioned have been abandoned, but the is mainly concerned with one which are still operating. The various chapters tell the stories of a curious mixture of miniature and narrow-gage railroads ranging from amusement park lines to a 300-mile system. My impression is that the author has limited himself to ones of which he has personal knowledge. Among the subjects are Romney Hythe & Dymchurch, Tallylyn, Vale of Rheidol, Otavi Mining, Edaville, Wabash Frisco & Pacific, Riverside & Great Northern, and House of David. The book is well written and illustrated although, in some cases, I think the histories have been overly condensed. It is offset printed which makes the price of \$6.00 seem somewhat high, but it is a worthwhile addition to a railroad library and could be of particular value to the Live Steam fraternity.

Second, and "high", car of our consist is the newest O.Winston Link record release "The Fading Giant". Norfolk & Western is again the subject of this second in his series of "Sounds of Steam Railroad", and a new recording technique has made this even better than his first. Side 1 is composed of excerpts from a round trip behind 600's from Roanoke to Portsmouth blended together to produce the effect of a continuous 27 minute run. Side 2 has four bands, two of which feature the "Virginia Creeper" climbing heavy grades on the Abingdon Branch. An excellent color picture of this train adorns the jacket. This record is a must for even the most discriminating collector and is well worth its price of \$4.95.

Last in the train is a game called "Dispatcher". The play is laid around the operation of two divisions of a railroad. The two players are each responsible for a division and handle all movements within its limits regardless of direction or destination. Trains are indicated by marker pieces and are operated as scheduled and extra. Lines on the playing board indicate the tracks both double and single including all sidings and crossovers and the presence or absence of block signals all of which affect the types of moves which may be made. The object of the game is to get all trains to their destinations with the least possible delay. Although the game is designed for only two players minor changes will provide for a third player as chief dispatcher and, by dividing the 24-hour game into 8-hour tricks, even more could be worked in. While it is realized that rules are necessary, a prototype dispatcher who was forced to work under the restrictions specified and

with the tools provided here would soon be a candidate for a rest home. The timetables in particular apparently were designed to make following the schedules nearly impossible. Obviously, the person responsible never has seen an employees' timetable. The manufacturer admits that it will take the playing of several games, each of which will probably take over two hours, to become proficient. This means that it is a "once-an-evening" game and, as the instruction book leaves much to be desired, cannot be taught in a hurry. By revising the timetables for easier reading and simplifying the rules and scoring it may be possible to change from work to entertainment. In its present form this game appears to be of doubtful value to most people, but if you are mathematically inclined or just like to experiment the price is \$4.95.

And so we come to the caboose. Before I highball out of town, let me remind you of the Spring Convention in New London. From all reports it will be a hum-dinger. Tom Hayes and his committee have been raiding railroad scrap piles from Here to There for salvageable equipment to be given as door prizes. Thus far the collection includes everything imaginable from station signs to block signals and they haven't stopped looking. It is planned to have at least one item for each person attending and possibly enough to go around twice. The only thing bothering me is getting this stuff by local gendarmes who might be difficult to convince ("Whoinell is NER NMRA") that we had come by them legally. Still, this very efficient group has probably taken care of this and "fixed" everything.

Time now to close the anglecock and shut off the escaping air. Until next issue Adios, Au Revoir, and So Long.

Last August, in the best Jesse James tradition two men entered a PCC car of the Pittsburgh trolley system, held up the motorman-conductor and the few passengers on the owl run, and escaped into the night, taking with them well over \$300, most of it the day's receipt of the car. The two were arrested two weeks later. It's getting so that a soul can't even ride the trolley without fear of being held up.

GLENN WILLIAMS

## PROTOTYPES

Here's one to try on your next layout. The Elk River Coal & Lumber Company line in West Virginia crosses its namesake stream twenty-four times without a bridge. That's right; down one bank, through the water, and up the other side. To add interest and invite comment (mostly yours) make it with running water.

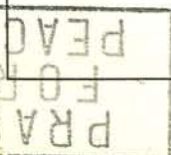
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