

THE COUPLER

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



HARTFORD CONVENTION ANOTHER HUGE SUCCESS Attendance Second Only To New London

The Fall Convention at the Statler-Hilton Hotel in Hartford, Connecticut, on October 16-17-18, 1959, came very close to equalling the attendance record set at the Spring Convention in New London. The total of 202 registrations again greatly exceeded the number long considered normal. This was a great compliment to the committee for their efforts.

As Model Railroad Operation was the theme of the convention, conducted tours of layouts were arranged for Saturday morning and afternoon, and experts in various fields of model railroading were stationed in the exhibition rooms at the hotel all during the day to answer questions on their specialties.

The railroads visited were Watty House's "0" gauge Connecticut Midland, Avarad Fuller's Waistline (HO) and Doug Smith's Brook Valley (HO). At each a demonstration was given the visitors of the host's adaptation of prototype operation to his type of railroad. The Connecticut Midland is a main line railroad with branches based on the former Central New England lines in Connecticut and New York. Both freight and scheduled passenger trains are operated. The Waistline is a 1900 period single track mainline operation with a sharp-curved mountain branch.

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DOUG SMITH, NER PRESIDENT, CHALLENGES MEMBERS

As you know, if you have been reading the NMRA BULLETIN, the National organization has a membership drive in full swing. Each Region has been assigned a quota to fulfill.

Bob Bast, the Office Manager, has a direct mail campaign going. This is fine for getting quantity, but I would also like to get quality. What I mean is that I want to have you present members get your non-member friends to join the ranks. You are the ones who know these chaps and that they are model railroaders.

Our quota for the NER is an easy one. All we have to do is obtain 177 new members and 8 new life members (installment life memberships also count). If everyone of you can get ONE new member, we will go way over our quota.

Now, here is my challenge! I will present to the member of NER who signs up the greatest number of new NMRA members a craft type box car kit of the gauge of his choice. And remember, I am also in the contest. The contest ends July 31st.

Here is what you have to do. Send to Bob Bast for a "Selection Slip" and file it with him with your first new member. Read the article on page 5 of the October BULLETIN. Bob will be the final judge and will verify the count which you send to me.

Let's show the other Regions what NER can do when the pressure is on. Go to it, you guys, and make me proud of NER!

DOUGLAS SMITH NEW REGION PRESIDENT Alexander Elected Vice President

Douglas Smith of Bloomfield, Connecticut, was elected President of the Northeastern Region, NMRA, by the Board of Directors following the annual meeting in Hartford on October 18, 1959. He has served on the Board of Directors for the past three years and was elected Vice President in 1958. He has been active in Region affairs and has given much time to working with the Prototype Operations Committee. As owner of the well known Brook Valley Railroad, Doug has developed an excellent system of Card Order operation, authored several articles for MODEL RAILROADER, and shared in the invention of an automatic turntable. He is married with two daughters and is employed by Connecticut Printers.



Douglas Smith, new NER President, presents the Delaware Trophy to Avarad Fuller at the Fall Convention as Forbes Hauptzman, Convention Coordinator, watches the ceremony.

Also elected to Region offices at this time were Jack Alexander of Brockton, Massachusetts, as Vice President; Mrs. Wayne (Ruth) Roundy as Secretary-Treasurer; and Wayne Roundy as Assistant Treasurer. Wayne will also continue to operate the mailing office.

Named to appointive offices were Forbes Hauptzman, Convention Coordinator; Donald Robinson, COUPLER Editor; Avarad Fuller and Donald Peck, Prototype Operations Committee; and Jeff French, Publicity Director.

1960 CONVENTIONS TO BE JOINT MEETS

Plans for the combined Spring Convention of the Northeastern and Niagara Frontier Regions are well under way. Bruce Coughlin, convention chairman, has announced that it will be held at the Mark Twain Hotel in Elmira, N.Y., on May 21-22. Although the program is not complete, they expect to have a "Model" convention similar to Hartford. The tentative program includes clinics, a visit to Corning Glass Works, and a massive Model Display of Silver Anniversary entries, contest entries, past winners,

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THE COUPLER

NORTHEASTERN REGION
OF
NATIONAL MODEL RAILROAD ASSOCIATION

Officers and Directors 1959-1960

President.....Douglas S. Smith
Bloomfield, Conn.
Vice President.....Jack Alexander
Brockton, Mass.
Secretary-Treasurer.....Mrs. Wayne (Ruth) Roundy
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Assistant Treasurer.....Wayne A. Roundy
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New Bedford, Mass.

Leonard Frankel
W. Englewood, N.J.

Convention Coordinator

F. Forbes Hauptman.....44 Hilltop Drive
W. Hartford, Conn.

COUPLER Editor

Donald S. Robinson.....408 Davis Street
Greenfield, Mass.

Mailing Office

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

Prototype Operations Committee

Avard E. Fuller, Chairman.....49 Blue Ridge Lane
W. Hartford, Conn.
Donald B. Peck.....9 Wyndemere Lane
Bloomfield, Conn.

Publicity Director

L. Jeff French.....270 Duncaster Road
Bloomfield, Conn.



NOTICE

If your copy is stamped on the front page in red: "This is your last copy until membership is renewed" please take heed and forward your buck to:

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

THE HOSTLER SEZ

From the looks of the attendance figures for the last two conventions, it appears that having an organized program for Friday night is a real attraction. Previously the Friday night activities have been limited to the director's meeting and bullsessions. Also, although there were registrations in the morning, the Saturday program did not start until noon which resulted in little more than a 24-hour convention. The 1959 conventions added another 18 hours by beginning Friday evening and it seems apparent that the idea has been well received. The longer conventions will mean more work for the committees, but they should be willing if attendance continues high.

It was voted at the director's meeting at the Hartford convention to accept advertising in THE COUPLER. Both commercial and private advertisements will be printed, but they must concern prototype or model railroading. Until further details are published, the editor reserves the right to reject anything considered improper. Rates and methods of insertion have not yet been established, but should be settled at the March director's meeting.

The locomotive drawing which appears in this issue was supplied by Doug Smith. He has several more which will be used in future issues. Sincere thanks are extended to Doug for sharing these blueprints with us. I am sure they will be appreciated.

By the time you read this the holidays will have come and gone, but I would still like to express, if somewhat belatedly, my Best Wishes for a Happy New Year. Also, to those of you who sent me Christmas cards and did not receive one in return my profound apologies.

DON ROBINSON

CLUB NOTES

The Fourth Annual Winter Show of the South Shore Model Railway Club of East Weymouth, Mass. is to be held in their clubrooms in Central Square on two successive weekends February 20-21-22-27 and 28 during the following hours:

Saturdays: 1-5PM and 7-12PM

Sundays: 1-5PM

Monday (22nd): 1-5PM

Door prizes will be offered to Model Rails who attend the Saturday evening performances. Both commercial and model displays will be offered and the club model shop will be open also. With the exception of the Saturday evening events, the shows will be one half hour long with 15 minute breaks between to reduce congestion and rotate the crowds. Feature of the show will be a new division point yard and terminal industrial facilities. Refreshments will be served Saturday evenings. There is no admission charge, but a donation box will be strategically placed for those who may wish to contribute. Take your family and friends. The success of the show is calculated by the number who attend. Continuation of these annual shows depends on public attendance.

HO GAUGE
Avard Fuller
Brass Hat

THE WAISTLINE TRANSPORTATION CO.
"THE LINE OF SPACIOUS COMFORT"

OFFICES 49 Blue Ridge Lane,
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SERVING Suspenderburg, Belville Jct., Corsetdale, and Buckleton. Serving Girdleton via the Belville Jct. and Girdleton Branch Line. Connections with Metropolis on the Rockville and Eastern Railway System, and with the Brook Valley Railroad, via the Belville Jct. and Girdleton Branch Line.

RIDE THE GIRDLTON BRANCH LINE-IT'LL RAISE YOUR HAIR!

THE DISPATCHER'S TOWER



This is my first opportunity to put my feelings into print as the new President of NER. I want first of all to extend to Irwin Lloyd, our past President, the thanks of all NER members for the job that he did for us. Having worked closely with Irwin, I can assure you that he put many hours of his spare time into the job and that NER really benefitted from his efforts. Thanks to Irwin's leadership NER has remained the No.1 Region in NMRA. To you, Irwin, our heartfelt thanks.

I would like now to state what I would like to see NER do in this coming year.

First:- We need to grow. As members of NER it is your duty to see that your model railroading friends join NMRA and NER. The reason we must grow is not merely for numbers on the membership list, but to help ourselves to help the hobby of model railroading. With more members we can meet new people who need our help and knowledge and we will also meet those who can help us with new ideas. We must also grow in order to keep our per capita costs down. The printing bill for NER in one year runs into several hundred dollars. The cost of this one issue of THE COUPLER is close to \$100 for 800 copies, but doubling the quantity will cost little more. In order to give you a better COUPLER and pay for our rising mailing costs we need more members. It is up to you....Go get them!

Second:- I would like to see more divisions formed within NER. At present we have only two; the Hub Division and the Nutmeg Division. It is through these divisions that you fellows would have more contact with the people of your area. The division setup is an informal affair with meetings scheduled about every other month. Meeting places can be anywhere; homes, churches, club rooms, etc. within the area of the division. Dues can be a "pass the hat" affair to pay for mailing of meeting notices and refreshments for the evening. There most certainly must be many of you who would like to get together with others in your local area. Anyone wanting details on how to form a division can contact me.

Third:- The most important thing I would like to see in NER is the further growth of Scale Model Railroading. It is my feeling that we have a great many really good modellers in our Region, but too many of them are keeping their talents hidden. You will agree that at most of our Convention Model Contests the same people repeatedly win the prizes. It doesn't hold necessarily that these people are the best model builders in NER, but it does hold that they win the prizes because they consistently enter the contests. The model contest at the Fall Convention at Hartford had no entries in several categories and the prizes were returned to the manufacturers who had supplied them. How about you shy ones showing what you are doing? Read about the contest for the Spring Convention in another part of this issue and start doing something about it NOW.

Fourth:- I want all of to offer your suggestions on how to improve NER. As your President I, along with the other officers and the directors, have a primary job of running the Region to the best of our ability. If you members do not inform us of your feelings and ideas, we have to do the job as we see it. You will find our names and addresses in The Officer column of this issue.

DOUG SMITH

Hartford Convention

Again both freight and passenger service are provided. On this layout "guest engineers" were permitted to operate the trains and gain firsthand experience. The Brook Valley is a modern single track main line on which passenger trains are operated mostly to create problems for the way freights. The programs were well handled and were appreciated by all who saw them. Shortness of time made the sessions end all too soon, but it was announced that the layouts

would again be open, informally, after the close of the convention on Sunday for anyone who had missed them or wished to return. Limited space in each of the homes had made it necessary to restrict the number who could take these tours so an afternoon bus to the Connecticut Electric Railway Association's trolley museum at Warehouse Point was provided as an alternative. Manufacturer's exhibits and model contest entries were also on display at the hotel.

On Sunday morning the annual business meeting was opened by President Irwin Lloyd who read a letter of greeting from NMRA President Leighton Keeling and gave a report on the National Director's Meeting at San Diego. Other reports were received from the Secretary, Treasurer, Vice President, Mailing Office Manager, COUPLER Editor, Eastern Region Vice President (National), Convention Coordinator and Auction Chairman. Specifically mentioned were the plans for the NMRA 25th Anniversary Year program and the difficulties encountered with two proposed convention cities together with plans for the future. It was stated that it is becoming ever harder to locate suitable convention sites and it was suggested that consideration be given to having only one convention a year with increased division activity taking up the slack. In the immediate future, however, Spring 1960 will be joint with Niagara Frontier Region (of which more elsewhere in this issue) and Fall 1960 with Mideastern Region in Elizabeth, N.J. Elected to the Board of Directors were Jack Alexander, Doug Smith and John Dias for two years, and Len Frankel for one year. A motion was made to change Article III Elections, Sec. A, of the by-laws to read:

Election of members of the Executive Committee shall be by ballot from nomination by the Nominating Committee and/or from the floor of the annual meeting.

Action on this motion was tabled until the next regular meeting to comply with the Constitution.

For the first time the members at large were permitted to vote on the entries in the model contest. Ballots were provided for the purpose and the results correlated with the opinions of the judges in making the awards. The Delaware Trophy for Best In Show and first prize for scratch-built HO locomotives were won by Avard Fuller's 4-6-0.

Other events of the convention were the program of Army Transportation Corps training films on Friday evening, and a ladies "quiz" show and an auction Saturday evening. Most enjoyed of the four pictures was "Steam Locomotive Firing" with its scenes of active steam power. Len Frankel conducted the hilarious ladies' program and it was reliably reported that much of the "quizzing" involved certain female dimensions with prizes of wearing apparel being given for the best answers. There was no mention of any rigging. Len later acted as auctioneer and disposed of many items before the closing shortly after midnight.

Congratulations for a superb convention are extended to the committee consisting of Chairman Doug Smith, Jeff French, Avard Fuller, Forbes Hauptman, Fred Hottin, Watty House, Irwin Lloyd and Don Peck. The results should be particularly gratifying to them in view of the short time they had available to prepare a program. Also to be thanked are Miner Wells, Bob Hunter, Frank Halloran, Fred Jacobs, Bill Gills and the other volunteers who assisted in operating the layouts as well as the many others behind the scenes who assisted by preparing displays and prizes. To all involved a hearty "WELL DONE".

On November 7th the Nutmeg Division Directors voted to send all members of the Division one more meeting notice (which would be for the November meeting). After that only members who have attended within one year will receive notices. This has become necessary because of the large mailing list accumulated since the Division was formed. Plans for new activities for future meetings were presented at the November meeting. Increased attendance by the present members is hoped for, and guests are cordially invited to visit. Further information on Nutmeg Division events can be obtained from Dana W. Blood, 64 Bayne St., East Longmeadow, Mass.

1960 Conventions and just plain models whether or not in competition. As an added attraction, a reduced registration fee is contemplated for any member bringing a model.

The Fall Convention will be joint with Mid-eastern Region in Elizabeth, N.J. No further details are available at this time.



SPECIAL MODEL CONTEST FOR THE SPRING CONVENTION

It is hereby announced that there will be a special model contest held at the Spring NER Convention to select cars for the "Silver Anniversary Train" which will be run at the National Convention at Chicago in August 1960. The following rules and specifications must be observed:

1. Each Region is invited to publicize itself by sending three cars to the convention. These will be made up into special Silver Anniversary trains to be operated at that time.

2. These cars may be in any gauge. Each Region will send two HO and one O gauge car for operation. Cars in other gauges will be displayed but not run.

3. The cars may be of any type.

4. The winning cars will bear names and reporting marks for NMRA as though the Region owned a railroad. Cars entered for the contest must not be lettered. The winning cars will be assigned numbers and letters. All other cars will be returned.

5. Each Region should enter at least one box car so that billboard lettering may be used. Any type car may be entered, however. Cars may be either kit or scratch built and new or weathered. No couplers are to be mounted as the winning cars must have the coupler decided on by NMRA.

6. The owners of the winning cars will be awarded prizes and their cars will be operated at the National Convention. At present it is not known if the cars will be returned to the owners, but the prizes should compensate if they are not.

7. All entries must include a shipping box, well made to protect against possible damage while in the mail.

8. If you cannot attend the Spring Convention, you may still enter this contest. Watch the Spring Issue for instructions.

SUB-CLASS	DATE BUILT	BUILDER	BUILDERS ORDER NO.	ROAD NUMBERS
0-9-a	1912	LIMA		387 to 389

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							LENGTH	WIDTH			NO.	DIAM.	LENGTH					DIAM.	WATER
0-9-a	20"	26"	56"	49"	98 1/2"	40"	27.36	NONE	NONE	—	264	2"	12'-9 1/2"	3	3"	4500 cu	6 1/2 TONS	NONE	30%

SUB-CLASS	HEATING SURFACE SQ. FT.				WEIGHTS IN WORKING ORDER - POUNDS					LIGHT WEIGHTS		FACTOR OF ADHESION	MAXIMUM TRACTIVE EFFORT	BOILER PRESSURE	
	TUBES	FIREBOX	TOTAL	SUPER-HEATER	ENGINE TRUCK	DRIVERS	TRAILER	TOTAL ENGINE	TENDER	ENGINE % TENDER	DRIVERS				TOTAL ENGINE
0-9-a	1754	172	1926	NONE	NONE	151900	NONE	151900	99000	250900	137200	137200	5.06	30000	190

SUB-CLASS	GRATE SHAKER	TYPE OF FIRE DOOR	COAL PUSHER	TYPE OF REV. GEAR	TYPE OF VALVE GEAR	TYPE OF HEADLIGHT	TYPE OF CAB	TYPE OF BOILER	STEAM HEAT	TYPE OF FEEDWATER HEATER	SIZE & NO. OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH
0-9-a	HAND	FENKIN "B"	NONE	WAGNETT TYPE-B	STEPHENSON	SUNBEAM RE-B GEN.	OPEN	STRAIGHT	YES	NONE	1-11"	YES	10'-1"

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12 Glendale Drive, Danvers, Mass.
Official Bulletin of the Northeastern Region of the National Model Railroad Association

THE COUPLER

Jack Alexander
275 Torrey St.
Brockton, Mass.



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