

THE COUPLER



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

NORTHEASTERN REGION MEN HONORED

ELIZABETH PROMISES EXCEPTIONAL PROGRAM

Two members of the Northeastern Region were recipients of President's Awards at the recent NMRA convention in Chicago. President Leighton Keeling of the National presented awards to three men whom he thought had done an outstanding job for NMRA during the year. Those honored were Douglas Smith, President of NER, for his work as Chairman of Membership Promotion, George Allen, a member of NER, for the job he has done as Editor of the BULLETIN and Ed Ravenscroft for his service as Chairman of the 25th Anniversary Committee. Congratulations are extended to each of these men.

The approaching Northeastern Region-Mid-Eastern Region joint Fall Convention at Elizabeth, N.J., on October 28-29-30, 1960, will feature almost everything in model railroading from rides in, on, or behind a full scale Shay geared locomotive (Oh, that wonderful mixture of coal smoke and steam!) through visits to layouts of many types to clinics, auctions, and you name it. Activities start on Friday evening and run right through to dusk on Sunday. You will have to select what interests you most as no one can take it all in.

REALISTIC AND INTERESTING OPERATION

Headquarters will be our private lobby in the Elizabeth Carteret Hotel, and the desk will be manned from Friday evening to Sunday afternoon. This hotel is two blocks from the crossing of the four-track main lines of the Pennsylvania and the Central New Jersey. Both lines are accessible at this point; a veritable train-watchers' paradise. An attempt was made without success to get the PRR to use K-4's the day of the convention.

This time I want to write a few words about the type of arrangements your pike needs to provide realistic and interesting operation. Remember that you are not modelling a roller-coaster or merry-go-round. You are trying to model a railroad. To do that you have to arrange your pike so that it can simulate the same functions that a prototype railroad exists to perform. A number of people over the years have recognized this and had many good ideas about it.

Be sure to bring your models for the contest. The Best-in-Show will walk off with both the Hagerstown (MER) and Delaware (NER) Trophies. Models will be accepted for the contest between 9AM and 1PM on Saturday. Models for display only will be accepted then or later. A large, lockable room is available for the model contest and displays.

To my mind the greatest of them, and one of the first, was Frank Ellison. His articles for the MODEL RAILROADER and other publications a number of years ago on "Operations" and other subjects were persuasive, instructive and beautifully written. If you can find them, read them in MODEL RAILROADER of the year 1944. I might as well introduce right now, and get it done with, some thoughts of mine which may be considered controversial.

First there is the matter of size. I do not believe that a model railroad of 4x8 feet can offer a realistic pattern of operation of enough diversity to provide sustained operating interest. I believe that a minimum of 84 square feet is necessary for HO, and this figure is exclusive of access holes. If this minimum can not be met, the amount of space required might be reduced somewhat by building a pike representing the 1870-90 era with its attendant tiny locomotives and cars; and very short trains. Curves

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CONVENTION COSTS AND CONTESTS

Answers To A Few Why And How Questions

Two letters concerning convention activities were recently received by Region officers and were forwarded to THE COUPLER. Since both expressed complaints which might be in the minds of others, this review is being written in hope that the questions will be answered. The first letter commented on the cost of the Elmira convention while the second was a reply to recent requests by President Smith for more model contest entries. These subjects will be discussed in that order.

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Activities start at 8PM on Friday with layout visits and a bull session. These will be continuous all evening so that combinations will be possible. The bull session will be moderated by Gene Weis assisted by three panel members; Jim See and Watty House of NER and Clyde Gerald of MER. No subject, technical or otherwise, bearing on model railroading will be banned. Bring your problems or pet peeves and it will be a good session.

Three clubs will be open Friday evening; the Staten Island Model RR Association, HO, in the Pleasant Plains station of the SIRT about 18 miles from the hotel, The Central Jersey Model RR Association, O, in Westfield about five miles west and accessible by train, and The Newark Model RR Club, O, which will be running their annual show and will be open both Friday evening and Sunday after noon. This latter club has requested that visitors from our convention have their NER membership cards available to show at the door as a pass. Free tickets will also be available at the hotel. They are located 11 miles north. Detailed maps will be provided and, it is hoped, transportation for those needing it. Anyone wishing to stop at the clubs enroute to the hotel should write the Summit-New Providence HO RR Club, 94 Oakwood Dr., Murray Hill, N.J. for directions. State your approach path.

On Saturday morning there will be three clinics running in parallel starting at 930AM and again at 1030AM. Jim See of White Plains will present one on constructing timetables and Henry Wilhelm of Summit one on prototype signals. The remaining clinic is an experimental one based on the conviction that model

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THE DISPATCHER'S TOWER



The NMRA is now 25 years old and the great year of celebration is history. I was most pleased to see those of you who attended the Chicago convention and know you had a great time. Those of you who could not attend missed a really wonderful time, and I hope you will be at the next one in Cleveland, Ohio, next August.

Now, however, we are starting a new year with new goals. I must, first, take time to thank you for the job that you did for our Region and the National. The NMRA ended its 25th year with a new record in total membership of just over 12,000 model railroaders. Northeastern Region attained its quota in all three divisions; new members, life members and 100% clubs. We are still the largest Region in NMRA.

However, we cannot rest on our laurels. The NER has been challenged by the Pacific Coast Region on total membership. The boys of PCR think that they can catch and pass us in this coming year. How do you feel about this? Will you of NER accept this challenge and go to work to enlist those buddies of yours to join the greatest hobby group in the country? We here in NER did not attain our goal in the membership drive with many to spare. We only just slipped into the Winner's Circle so that to surpass PCR we must start now to get those new NMRA and NER members.

I need ideas and workers to attain our new goals and would like to hear from some of you on this subject. Can't we organize a real grassroots program to build up our group? Who among you will be willing to take a portion of his state and contact clubs and hobby shops to get this ball rolling? Remember, it is to your advantage to obtain these members. For each member you get the NMRA will send you a cloth RR emblem and for the tenth member you will receive an NMRA lapel pin with the word "Booster" and a chance for a free life membership. For each additional ten members you will receive another prize and another chance for life membership. To get in on this contest you must apply to Bob Bast, NMRA Office Manager, for a contest entry blank telling him which emblems you want to work for and a set of entry blanks.

With this issue I will end my year as President of NER. I want to thank those of you who worked for and with me in keeping this Region in the fore of NMRA. It was my privilege to represent you at two BOT meetings of the NMRA in Chicago this year; the first in February and the second in August. At both of these meetings I spoke up strongly against any dues increase. For the moment the subject is dead. It was a suggestion from a group in New Jersey, which I proposed to the National, that our ballot be worded to instruct members voting on Standards changes to vote only for their own gauge. This proposal was adopted and this year, for the first time in NMRA history, HO-gaugers did not vote for O gauge Standards and vice versa. We here in NER have been instructed to design an awards system for the National. This came about through a proposal submitted by myself of ideas put forth by NER. I feel that I have done my best to work for your interests and that my staff have carried out your wishes. We enjoy a large membership and a healthy treasury. You have seen THE COUPLER come out on time with all issues and with a new look.

If it is your pleasure, I will be willing to serve one more year, but you must make the desire known to the Directors as they elect the Officers. In the coming year I would like to see some new faces come forward to work for our Region. We must not let the same group do all the work or else we stand the chance of having the Region fall into decay. We need new people so that we can have new ideas and a spreading of the work load. For much too long we have depended on some of the same men to give their time to help make your hobby more enjoyable and now we should let them have time to enjoy it themselves.

The only way we can get these new faces is for you to attend the Region conventions or to write a letter offering to help in some manner. Your Directors are elected at the Annual Meeting at the Fall Convention and they in turn elect the Officers. By serving on some of our committees there are many other ways in which you can help. Just drop me a line stating what you would like to do, and I will see to it that your offer is accepted. It is important, however, that we have men who will do the work which they offered to do and not just carry a title.

DOUG SMITH



This column saw its beginning in the Spring issue, and, at that time, it was thought by your Directors that it would be of value to our membership. To date not one single solitary swap has been received by me for publication, and it would appear that the venture would become just another statistic.

As the Spring issue came out just at the beginning of that season in which many of us take vacations, usually away from Model Railroading, I felt that it ought to be given another try at a time when it could better serve our interests. Just one swap before the December 10th deadline for the Winter issue would keep the column going, and I am confident that there are many of you who have something to offer in trade for something new or used.

This column, up to this time, had never given any thought to publishing offers of articles which were strictly for sale, but now I feel that it could be broadened to cover this angle also. Therefore, in addition to those articles submitted for swap, articles can now be submitted for sale with SAE privileges and a fixed price attached with each item for sale. Lengthy lists of swaps or items for sale may have to be edited or cut. It would be wise to limit them to a maximum of 50 words exclusive of the name and address of the submitter.

Don't let things gather dust. They may bring you cash or something new. Let me hear from you.

RULES

1. The description of the item offered in trade must be clear and concise giving all pertinent information. Abbreviations permissible.
2. The name and address of the swapper submitting items must be legible.
3. What you want to take in trade for advertised items must be well defined, or in a definite given area.
4. Actual swaps will be handled between the interested parties; not through the editor.
5. Any person interested in advertising a swap will send it to the Swap Editor, David MacDonald, 19 Fairmount Ave., East Weymouth, Mass., at least one month prior to the date of the COUPLER deadline.
6. Each swap will be published in one issue only unless the advertiser requests a rerun..
7. The swapper has SAE privileges and is advised to use them.

"I just found out your uncle's an undertaker. I thought you told me he was a doctor."
"Nope. I just said he followed the medical profession"

The prices charged for convention activities must of necessity be based on the expenses. There is no specified limit, but chairmen are advised to stay under ten dollars figured on an expected attendance of 100-125. Some recent conventions have greatly exceeded this number while others have been well below. The costs to each person attending a convention can be divided into two parts; individual and package. The term "package" is descriptive of the costs of the convention activities. It is with these that we are here concerned. Included are registration, fan-trip fare(s), Saturday banquet and Sunday breakfast. Usually, although not always, tickets for the activities are also sold separately except that everyone must register. When the tickets are available separately there is commonly a small discount for buying everything; that is, the "package". At Elmira there was only registration and the banquet so the committees lumped them in one price. Now let us examine how the prices are determined.

Registration is generally \$1-1.50 and must recompense for a multitude of advance expenses. Once the date and location for a convention have been determined and the committee formed their first order of business is to reserve a hotel. This may require a binding fee. Most hotels provide for the free use of the rooms necessary for exhibitions and meetings, but sometimes it is necessary to pay extra for more than one room. By far the biggest expense, however, is the notices. The paper, stencils, mimeographing, address labels from NMRA and postage will total at about \$100. All these are covered by an advance by the Region and must be repaid from registration. A small amount is added for safety and then the committee prays for at least an average attendance.

Fantrips can be a distinct headache. If a train is hired, the guarantee is quite high and, as there is no last minute way out, can financially break a convention if something goes wrong. Train trips are usually opened to public participation as a further source of revenue. A bus ride to a point of railroad interest is easier to handle as it is possible to start with a minimum and call for more if the need arises. We know that our members prefer a rail trip, but we must consider the risks involved. Fares will, of course, depend on equipment, time and distance.

Every convention has the Saturday evening banquet. The charge for it will be about \$5 including tip. As today's prices limit the possible choices of menu, the committee must spend considerable time in deliberation. They review the menu of the previous banquet, the available entrees, prices and other factors and arrive at a decision which they hope will meet with approval in all respects. If the sum of the other package prices is low, the banquet may be increased a bit in order to include something a little different. Because the children who come are either old enough to eat a full meal, or else share their parents' food, there is no arrangement made to provide children's portions. Also there would be a large amount of extra work involved for both hotel and committee and, for the number to be served, the saving would be negligible if any.

Sunday breakfast became part of the package because of the business meeting which follows. Although business is now conducted only in the Fall, the members have shown a desire to include this meal at the Spring convention as well. The price is usually \$1.25.

The lack of entries in the model contests has been the subject of much concern within the Region. It was assumed by the officers, perhaps improperly, that the reason was that the newer members felt that they would not be skilled enough to compete. However, it appears that some of them were not aware of the method by which these contests are run.

Regional model contests are now operated under a standard set of rules which are quite simple. The entrant must be a member of NER and either be registered at the convention or send his model with someone who will assume responsibility for it. Also, the entry must not have taken first prize at a previous NER convention.

Models may be entered in the categories of Scenery, Structures, Locomotives (Steam), Locomotives (Diesel), Cars and Traction. These are divided into Kit and Scratch Built and again between "S and Larger and "OO and Smaller" thus providing ample opportunity to win. All these are open at each convention although there have usually been one or more with no entries. A numbered sectional tag is provided for each entry. One section is left with the model and has room for a brief description of the item. It also has a place for the judges to mark their scoring and any comments. The entrant's name does not appear on this part so that there may be no claims of partiality. The second section carries the entrant's name and is given to the contest chairman for identification after the judging. The third is retained as a claim check by the entrant or other person responsible for the model and surrendered when the model is picked up at the end of the contest.

The prizes awarded are first, second and third in each group and Best-in-Show. The winners are determined by a point system and the prizes are awarded at the discretion of the judges; being given only to model which merit them. Thus one or more of the prizes may be omitted in a category even though there are more than three entries. Certificates are given by the Region to each winner and the winner of Best-in-Show is also given the Delaware Trophy to retain until the next convention. This trophy was presented to the Northeastern Region by the Summit-New Providence Club and is inscribed with the name of each winner. There are three reasons why the Region no longer gives material prizes (Convention committees are permitted to add them if available and they so desire.). First: all of them are obtained as donations from manufacturers or distributors and it is impossible to cover every possibility with a prize of commensurate value particularly in "O" gauge. Second: the values of the donated articles varied widely so that a third prize at the Fall convention might be worth more than the first prize given in the same category in the Spring. Third: there was no way in which the entry and prize could be connected. A person could claim that he had won a prize, but there was nothing he could show to prove it. Therefore, it was to avoid hard feelings and to give the winners something which they could display that the certificate system was adopted. A few have complained, but most agree that this is the fairest way.

One big problem in connection with the model contests arises at every convention. It is very difficult to obtain judges. So, if you do not have an entry, volunteer your services; you will be welcomed with open arms.

The above resumé should help to clarify the convention situation in the minds of our newer members. It is too much to expect that everyone will be satisfied by the way they are run, but the officers are always willing to listen to constructive criticism and suggestions.

RULES FOR NER MODEL CONTEST

1. Prizes will be awarded in various classes for locomotives, cars, structures, scenery or any other model RR equipment. Locomotives and cars entered must be operating models.
2. Any modelbuilder is eligible unless engaged professionally or commercially in the building of model railroad equipment.
3. The models will be judged by a committee appointed at each contest by the NER President. These judges will be guided by a system of points as follows:

Scale Accuracy.....	15
Realism.....	20
Workmanship.....	30
Painting and Lettering.....	15
Choice of Materials.....	5
Ingenuity.....	15
	100

Decisions of the judges shall be final.

CONTEST RULES: Page 4.

4. Models may be built up entirely from kits or commercial parts can be used to a greater or lesser extent as the competitor may deem necessary. However, all commercial parts used shall be so stated on the entry form so that the judges may have equal basis for judging the work of the individual.
5. Suitable space will be engaged by NER for displaying the models for effective judging. Insurance will not be carried against fire and theft, but every reasonable precaution will be taken to protect the models.
6. Models must be brought to the convention meeting and removed again by the individual bringing in the model.
7. Models that have won prizes in our previous contests are not eligible nor are models requiring more than 10 square feet of display space or weighing more than 100 pounds.
8. All entries must be on the official entry forms, copies of which will be available from the Regional Secretary.

CLUB NOTES

On June 20th the New Bedford Society of Model Railway Engineers were guests of the Fall River Model Railroad Club at the home of James W. Holt, Jr., in T. verton, Mass. Following a weinie roast the clubs viewed Jim's layout in his basement. It is unique in that, despite an area of ten square feet, it has no legs being supported by adjacent walls and a single lally column. This, plus a little wheeled platform, makes working under the layout almost a pleasure.

The New Bedford Society had a farewell open house at its old clubrooms on July 18th. Dismantling the layout began immediately. Their new home is the former Catholic Youth Center at 109 South 7th Street. The Society will occupy the whole building with layout on the first floor and social rooms on the second.

Death from a heart attack of member Rev. Raymond J. Hamel is also reported. He had been a member since 1952 despite having moved to Taunton in 1955.

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Summit-New Providence HO RR Club "Clearboard" is being sent to the "Coupler" Editor for which he wishes to express his thanks. Their new club room now has two coats of paint and a concrete floor thanks to members Pete Reeves, Bill Nordahl and Walt Adriance. Pete and Bill also worked late one night to remove a set of steel shelves from a store and take them to the club. The club is now looking for a good buy in a desk and workbench. The "Clearboard" is celebrating its 11th Anniversary having first been issued in September 1949.

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Nutmeg Division is holding its September meeting on the 24th at the clubrooms of the New Haven Society of Model Engineers, 90 Court St., New Haven, Conn. Several alterations have been made to their layout which will be available for operation. Films to be shown include a Western Vacation trip taken by Russ Cox. A short business meeting will be followed by refreshments.

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The Franklin County Model Railroad Club will again this year have an exhibit in the Greenfield, Mass., Public Library. This is the third year and it is hoped that a demonstration of model building can be included during the Christmas school vacation period. Approximate dates are December 1 to February 1.

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Cannibal Chief: "What did you do for a living?"
 Victim: "I was an associate editor, sir."
 Cannibal Chief: "Cheer up. Tomorrow you will be editor-in-chief."

MODEL EXHIBIT N^o 99

Modeller's Northeast Region Card Number

Gauge.....Kit.....Scratch.....

Division { S or Larger
 { 00 or Smaller Class { Prime Movers Steam
 { All Other.....
 { Cars.....
 { Trains.....
 { Scenery & Structures

Date Entered.....

Brief Description of Model

How much "scratch" is there in this model?
 (List Commercial Parts)

		JUDGES	1	2	3
Workmanship	30 Points Max.	.....	.....	.....	.....
Realism	20 Points	.....	.....	.....	.....
Scale Accuracy	15 Points	.....	.....	.....	.....
Painting & Lettering	15 Points	.....	.....	.....	.....
Ingenuity	10 Points	.....	.....	.....	.....
Scratch Materials	5 Points	.....	.....	.....	.....
Operating Qualities	5 Points	.....	.....	.....	.....
Total	100 Points	.....	.....	.....	.....
Award.....	Average.....	.....	.....	.....	.....
		Points			

Owner.....

Address.....

MODEL EXHIBIT N^o 99

Responsible person, if other than the owner:

CLAIM TAG

MODEL EXHIBIT N^o 99

Gauge.....Kit.....Scratch.....

Conditions:

1. The Committee will exercise all reasonable care to safeguard the models on exhibit, but cannot assume responsibility for loss of, or damage to, models submitted.
2. The decisions of the judges shall be final.
3. Models must be picked up by midnight of.....
 or they will be moved elsewhere.
 For information, telephone.....
 If the model is not picked up within seven days, shipment collect to the address furnished shall discharge the Committee from all responsibility. The Committee cannot be responsible for shipping charges, nor for loss or damage in transit.
4. It is agreed that this model has not previously won a N.E.R. Award.

Accepted..... Owner.....

Received the above designated model from the.....
 Northeastern Region Convention Committee.
 Owner.....

Date..... Per.....

NEXT YEAR'S CONVENTIONS

Because of injuries suffered in a boating mishap, Stan Bradley has been unable to do any work on the convention proposed for Mount Washington in the Fall of 1961. He reports that he will get going on it as soon as he can.

To date there have been no bids for the Spring Convention. What say, men? Speak up!

* * * * *

An expectant father received the following message in a telegram: "Your wife just gave birth to an eight-pound baby girl this morning. Both mother and child doing well." Attached to the wire was a sticker reading, "When you want a boy, call Western Union."

railroading has reached a stage where advanced clinics are desired. It will assume that those attending already have a good basic understanding of the subject. This clinic will cover the Delaware Cab Control System, the most advanced form of tower-type cab control; the "X-Section", also called the "Switched" section, a great simplifier of any control system; and route control using only pushbuttons. It will be conducted by Paul Mallery.

You will have lunch on your own and proceed to the CNJ station for a train leaving at 1255PM. A few minutes later at Elizabethport you will detrain for a conducted tour of the CNJ shops. There is also an interesting interlocking tower here controlling the grade crossing and interchange between the double-track Newark-Shore line and the four-track main line. The train will leave at 259PM and pass over the now famous drawbridge (guaranteed to be closed) where the commuter train took its dive. The next stop is Jersey City where a visit will be made to the railroad waterfront facilities including the float bridges. There will be time to ride the ferry to New York City if you desire. Arrival at Elizabeth is scheduled for 532PM. This fan trip is unique in that, if desired, you can start late and catch up, leave early, or spend all your time at one point of interest. The tours of facilities will, of course, be available only as scheduled.

The traditional banquet will start at 7PM. No speeches will follow; there are too many activities planned. The features of the evening are the auction and an operating clinic.

Ever since its introduction at Plainfield in 1952 by the same sponsoring club with Stan Bradley as auctioneer, the auction has proven a popular feature at NER conventions. So nothing would do but to get Stan back as auctioneer. The auction presents an interesting opportunity to dispose of surplus items and obtain wanted equipment. This applies particularly to MER members as this event is new to most of them. Any item of model or prototype railroad nature may be auctioned with or without a specified acceptable minimum price.

The operating clinic will cover one of the most accurate methods of duplicating prototype operation in use anywhere and will be divided into three phases. The first is a description of the objectives and methods. To save time this phase will be conducted on the bus travelling from the hotel. The second phase is a demonstration on the Hudson Delaware and Ohio RR of the Summit-New Providence HO RR Club by their skilled operators. The last phase permits those attending the clinic to take control as engineers, towermen, brakemen and dispatcher and actually operate way freights.

In addition to the major activities, the NER's Drawbar pull contest will be operated until all locomotives have been tested. Any locomotive, from scratch-built to RTR, is eligible. The Model Contest entries and displays will be on view all evening.

Following the Sunday morning breakfast at 9AM the two Regions will conduct separate business meetings.

Although the convention officially ends at the completion of the Annual Meetings, there will be several other activities available to occupy Sunday afternoon. They are so located that even those who must rush home can take in at least one. Perhaps the most outstanding is a chance to ride a full-scale 3-foot gauge Shay geared steam locomotive. This engine and an O-4-0 will operate on the Pine Creek RR from immediately following the convention until dusk. The Pine Creek is 21 miles south on US 9. To assure the Shay will be under steam, not just the O-4-0, please mark on your reservation blank in advance if you intend to make this visit. A charge of 25¢ per person will be made to defray the costs of insurance and coal for this special operation. Tickets will be on sale at the registration desk. For those interested in seeing model layouts, the following will be open: The New York Society of Model Engineers, O & HO, at

Carlstadt 19 miles north, The Eastern Live Steamers, ¾" & 1" scale, at Lyndhurst 17 miles north, The West Essex Model RR Club, HO, at Madison 12 miles west, The Bayonne Society of Model Railroaders, HO, 9 miles east and The Bayridge Society of Model Railroaders, HO, in Bayridge 11 miles plus a ferry ride east.

The package price for all events including registration, clinics, fan trip, banquet and breakfast, but not the fee for the Pine Creek RR, is \$9.75 if paid in advance and \$10.75 if paid at the desk. Registration only is \$2 and the prices for the events separately are; fan trip \$2, banquet \$6, breakfast \$2.50, bus to operating clinic \$1. Prices for children will be lower and need not be paid in advance, but please note any children on your reservation. Checks should be made payable to the Elizabeth Convention Committee and reservations or requests for information sent to the Summit-New Providence HO RR Club, 94 Oakwood Dr., Murray Hill, N.J. Send hotel reservations directly to the Elizabeth Carteret Hotel, Elizabeth, N.J. If you do not use one of the special forms, mention the convention when reserving rooms. Rates are, with bath, single \$5.50 and double \$8.50.

BELIEVE IT OR NOT IN 1960

As whirling snow closed down the day
And temperatures were diving,
The rotary plow was on the way,
Two Consolidations striving.

The drifts piled high as night came on,
The wind fought like a demon:
The mighty blades chewed right along,
Two Consols bravely steaming.

The mercury dropped to ten below
As snow fell ever faster.
The fight was now becoming slow
To see who was the master.

Through rocky cut and wind-swept field
The steamers worked with heart,
Forcing Winter's grip to yield
Each hard-fought, well-earned yard.

With day's first light the wind subsided,
Snow ceased, a clear sky shone.
The struggle now was well decided.
The 2-8-0's had won!

ROB ROBERTSON

LAPEL PINS

The Mailing Office has a supply of beautiful lapel pins at \$1.50 each; excellent for Hubby's Christmas gift. Also available are NER patches at 25 cents each. These items may be obtained by sending your order, including payment, to the Mailing Office or they may be purchased at any convention.

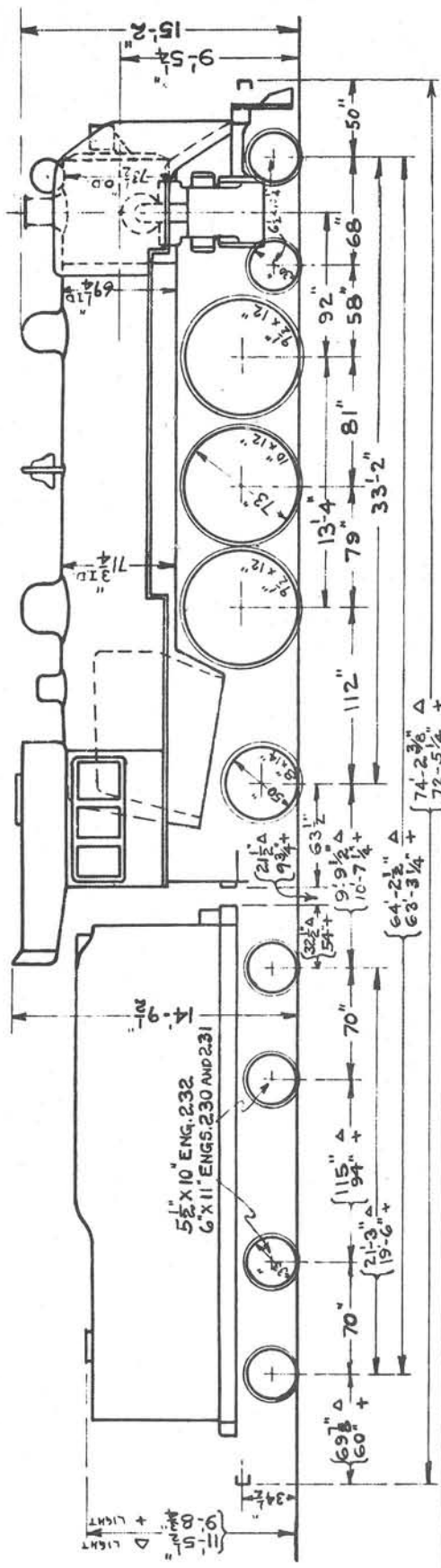
SUB-CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO	ROAD NUMBERS
K-3-L	1912	BALDWIN		230 TO 232 INCL.

Δ = DIMENSIONS AND DATA ENGS 230 AND 231
 † = DIMENSIONS AND DATA ENG. 232
 # { ENG. 230 HAS HORIZONTAL COAL PUSHER
 { ENG. 231 AND 232 HAVE SLOPE SHEET COAL PUSHERS
 * { ENG. 230 HAS FRANKLIN PRECISION TYPE F GEAR
 { ENG. 231 HAS ALSO TYPE "E" REVERSE GEAR
 ENGS. EQUIPPED WITH SMOKE DEFLECTORS.
 A.A.R. FRONT ENGS.
 NATHAN MECHANICAL LUBRICATORS.

CENTRAL VERMONT RAILWAY

MECHANICAL DEPT.
ST. ALBANS VT.

TYPE PACIFIC CLASS K-3



SUB-CLASS	CYLINDERS	DRIVING WHEELS	FIRE BOX	GRATE AREA	COMB. CHAMBER	TUBES			ARCH TUBES			TENDER CAPACITY			SUPER-HEATER	HAULAGE RATING						
						DIAM.	STROKES	D.S.	DIAM.	LENGTH	NO	DIAM.	WATER	COAL			WATER	COAL	HAULAGE RATING			
K-3-b	23"	28"	73"	66"	96 1/8"	75 1/4"	50.62	NONE	2.6"	5 3/8"	169	20-7"	4	3"	8000 ±	10 ±	14 ±	ELESCO TYPE-A	34%			
WEIGHTS IN WORKING ORDER - POUNDS																						
SUB-CLASS	HEATING SURFACE		ENGINE TRUCK		TRAILER		TOTAL ENGINE		TENDER		TOTAL ENGINE		DRIVERS		LIGHT WEIGHTS		FACTOR OF ADHESION		MAXIMUM TRACTIVE EFFORT		BOILER PRESSURE	
K-3-b	2573	181	2754	626	45440	158800	36640	240880	157000 ±	145200 ±	375800 ±	137900	216080	4.72	33630	195 lbs						
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		TYPE OF STEAM HEAT		TYPE OF FEED WATER HEATER		TYPE OF EXTREME WIDTH	
K-3-b	FRANKLIN #8		HAND		*		HAND X		WALSCHERT		RE-3 GEN.		OPEN-STEEL		STRAIGHT TOP		YES		ELESCO K-24 CF. PUMP		10'-8"	

of short radius are prototypical with such equipment. There is a wonderful modelling opportunity in building this kind of railroad as period pikes are full of color and romance. All this applies equally to a narrow-gauge line. Contrarily, I believe that a home pike ought not to exceed 200 square feet of surface area as anything larger than this, if done well, will involve too great a program for its completion and will prove burdensome to maintain. Any benchwork as much as four feet wide needs to be accessible from both sides along nearly its full length.

Cab control is the only system you should consider. There will have to be quite a few blocks and their locations must be planned carefully. You will need at least two main line cabs each of which will control the entire main line with all associated passing sidings and industrial spurs. In addition, there should be a separate cab for each yard. Greater pleasure will be obtained from operating your railroad if there are others assisting you. Interest some friends in operating with you one night each week on a regular basis. Make your railroad the focal point of an informal club. This is the way to get enthusiastic new members for the area and the Region. (Ed. note: Care should be taken, however, that the layout is not too complicated to operate alone if you so desire.)

If I were to build another pike, it would be point-to-point because that type is fundamentally so much more realistic. The only valid objection to the point-to-point system is that it requires two yards of equal capacity and facilities. It is also more space-consuming and involves more turnouts than other types. For that reason, you may feel that it is better to settle for a two-lap oval with grades sufficient to permit the trackage to cross above itself at the point of intersection. Make your railroad single track; it will prove much more interesting to operate. There ought to be at least three passing sidings. Each should be long enough to accommodate an engine and nine or ten cars. When two trains are being operated simultaneously, one can always be a peddler freight or other short train. Six and one-half feet between the frogs is a practical minimum.

You need a goodly number of industrial spurs with one or more small industries arranged along them and house or team tracks for public deliveries. Three industries is about the limit for a single spur. These tracks should be in close association with the passing sidings so that the latter can be used for the purpose of running around cars which are consigned to spurs which are facing the wrong way. About the same number of spurs should face in each direction so that two peddlers can run in opposite directions and neither will have to run around the train very often.

The yard merits a great deal of consideration and considerable space must be allocated to it. The yard must have room to make up and break up trains and at the same time receive another train or allow

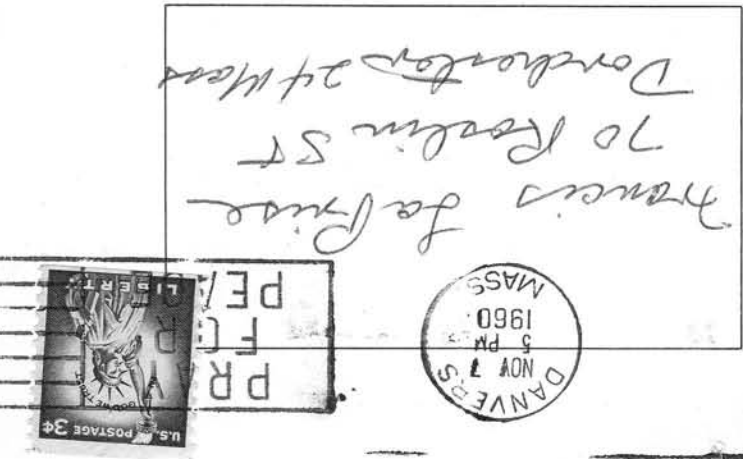
one to depart. In addition, it should be possible to perform all switching moves without fouling the main line. If the yard does not have enough capacity and is not organized with some efficiency, it will prove to be a terrible bottleneck. If your main line consists of some type of loop, the yard must have a make-up track with a turnout from the main line at each end and this must be more than twice the length of the longest train you will want to assemble. By putting the turnout to the ladder track at the center of the make-up track, it will be possible for you to put trains together to head out in either direction. The combined capacity of the yard tracks should be great enough to hold more than half the revenue freight cars you expect to use plus extra tracks for cabooses and other non-revenue equipment. Another lead goes to the passenger terminal which should have long tracks for complete trains and some short tracks for spare cars. You will need another long spur on which to store an incoming train temporarily when the make-up track is in use. A switcher will be needed since the road engine will be on the wrong end when coming in from one direction. I have described a bare minimal yard using the fewest turnouts. More efficient plans can be devised if there is more room available.

For the engine terminal you will need both an inbound and outbound track connecting the turntable with the make-up track and service facilities. Your enginehouse, including some open-air tracks off the turntable, should afford ample accommodation for present and future locomotives. The turntable can be eliminated if all your engines are types which operate with equal facility in either direction although it will then be necessary to provide other means of getting them in the enginehouse.

The real key to interesting operation is the route switching. You may feel that the essence and glamour of railroading lies in massive locomotives hauling long freights at high speed over great distances or in a famous "name" passenger train that once captured your imagination. But you will find that the lowly little peddler freight will become the very core of your operating program. Solving the switching problems of the peddler while trying to keep the main line open for high priority traffic is enough of a challenge to command and retain your interest. Local passenger trains which stop at all stations and set out and pick up "head end" cars are also fun to operate. Learn not to be self-conscious about "calling" your passenger trains. Through freights are not as much fun to operate. On a closed circuit system with only one yard their main purpose is to provide interference with the peddlers which have to keep out of the way of superior trains; making their work more difficult and, therefore, more interesting. It is true, though, that a through freight with a heavy locomotive handling a long string of cars is a grand sight on your railroad. Much the same thing can be said of express passenger trains.

My next article will discuss the "Card-Order" system of operation.

AVARD FULLER



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