

THE COUPLER



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

THE CHATHAM RAILROAD

A Brief History

The Chatham Railroad Company was chartered in 1886 by the Commonwealth of Massachusetts for the purpose of building a rail connection between the Cape Cod Central Railroad at Harwich and the Town of Chatham, a distance of 7.04 miles.

Following the construction of the Cape Cod line in 1840-50, many Chatham citizens saw the advantages of this new form of transportation over the horse-drawn stagecoaches and wagons, and realized the importance of rail service to community development. However, the first attempt, in 1863, to have the Town appropriate \$50,000 for the building of this line was unsuccessful, and it was not until three years later that a company was finally organized. In 1886 a civil engineer was employed to survey the route and estimate the cost of construction. Stock in the amount of \$102,300 was issued of which the Town of Chatham purchased 51%; the other 49% going mostly to individuals.

Track and structures were completed in 1887 at a total cost of \$97,729.37 (\$13,882.01 per mile). The first train ran on November 21st of that year and full service was established soon thereafter. Passenger stations had been erected at East Harwich, Harwich, South Chatham, West Chatham and Chatham. The facilities at the Chatham terminal also included an express office, freight house, car repair shop and turntable.

As the Chatham Railroad had been built with the intention of leasing it to the Old Colony Railroad, which had purchased the Cape Cod Central, negotiations were started immediately upon completion of the line. The final contract specified an annual rental of 30% of gross revenues. This lease continued in effect until the Old Colony was taken over by the New York, New Haven & Hartford at which time a new arrangement was made.

Continued on Page 6

NEW RAILROAD MUSEUMS ESTABLISHED

Two Planned For NER Area

Following a pattern which seems to be gaining momentum throughout the country, plans have recently been announced for two new railroad museums to be located in the area. One will be in eastern New York State and the other on the Vermont-New Hampshire border. If both can fulfill their announced intentions, many very interesting historical items will be preserved.

The Empire State Railroad Museum, Inc., will have a permanent exhibit at Goldens Bridge, N.Y., subject to approval by the Lewisboro planning board. The museum has asked for permission to establish a sidetrack exhibit of historic railway cars and to run an ancient train to and from Croton Reservoir. Eventually museum officials hope to acquire the old New York Central right-of-way between Goldens Bridge and Lincolndale, with a view to building an indoor museum; possibly using the old depot to house some of the exhibits.

An Irish train built in 1887 for the Tralee and Dingle Light Railway, and still in running condition, will be the first item to be placed on display. It may later be used for excursion trips. The stationary exhibits at Goldens Bridge will be fitted with stairs to

Continued on Page 6

FALL CONVENTION IN PITTSFIELD

Nothing Yet For Spring

The Berkshire Model Railroad Club of Pittsfield, Mass., will be host to the Northeastern Region for the 1961 Fall Convention. A committee headed by Walter Syrett of Pittsfield has been formed and is going ahead with plans for this convention which includes the Annual Meeting. No specific activities have been announced as yet, but ideas are abundant, and a top-notch convention is assured. The dates are October 27, 28 and 29.

No offer has been received to sponsor a Spring Convention. Time is short, and, unless someone comes forward soon, the NER will be without a meeting this May for the first time in many years. The name and address of the Convention Coordinator can be found on Page 2. Contact him at once.

ELIZABETH CONVENTION OUTSTANDING EVENT

Large Crowd Enjoys Program

More than two hundred members of the Northeastern and Mid-Eastern Regions attended the joint Fall Convention at Elizabeth, N.J., on October 28-29-30, 1960. The committee provided a program of events calculated to suit all types of interest. Indeed, it was often necessary to choose which of simultaneous activities to attend.

Registration opened Friday evening at the Elizabeth-Carteret Hotel, and a program of layout visits and a bull session was provided for the early arrivers. On Saturday the main part of the convention commenced at 930AM with clinics on Timetable Construction, Prototype Signals, and Advanced Cab Control. These were repeated at 1030AM to permit attending more than one if desired. An afternoon fantrip on the Central of New Jersey included visits to the railroad shops at Elizabethport and the waterfront facilities at Jersey City. The trip was thoroughly enjoyed although a mixup in scheduling forced the group to return from Jersey City an hour earlier than had been advertised. This also resulted in a large crowd gathering in the hotel lobby to await completion of the model contest judging. Following an excellent banquet, the dining room was cleared and a long table set up for display of the items to be auctioned. At the same time the first bus departed for the operating clinic at the Summit-New Providence HO RR Club. The third bus returned and the auction broke up at about the same time; 200AM!

Sunday breakfast was followed by the Annual Business Meetings of the two Regions. At the NER meeting the usual reports were read and approved. Of particular

Continued on Page 2

TRAIN WHISTLE

Do you remember the train whistles? Remember the far-carrying, lonesome sound of the whistles in the days when steam engines came puffing and clattering into small villages?

Train whistles have sounded far across the level prairies; they have sent their messages along fertile river valleys; their lonesome, high-pitched whoo-who-who has echoed among hills and mountains.

Continued on Page 6

THE COUPLER

NORTHEASTERN REGION
Of The
NATIONAL MODEL RAILROAD ASSOCIATION

EDITOR

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

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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 Dr.
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ELIZABETH: Page 1.

interest were the report of the Convention Coordinator on the lack of convention bids, the joint resolution on Conformance Inspection (see Dispatcher's Tower), and a proposed Constitutional amendment that the Secretary-Treasurer and Office Manager be exempt from dues while in office.

Although the formal activities of the convention ended with the adjournment of the Annual Meetings, many informal activities were available to occupy Sunday afternoon. A number of clubs, both O and HO, and an operating museum were open for visitation. All members of the convention committee deserve our heartiest commendation for providing an excellent program.

The Hostler says:

In this issue two new contributors are welcomed to The Coupler. Phillip Leighton is the author of the brief history of the Chatham Railroad, a line typical of many which were constructed to bring rail service to a town by-passed by the main line. Earl Smallshaw's cartoon is, as you will notice, numbered. This is the first of what he has promised will be a regular series. I am sincerely appreciative, but it is not exclusive. Any offerings from other cartoonists will still find a grateful reception; and be printed.

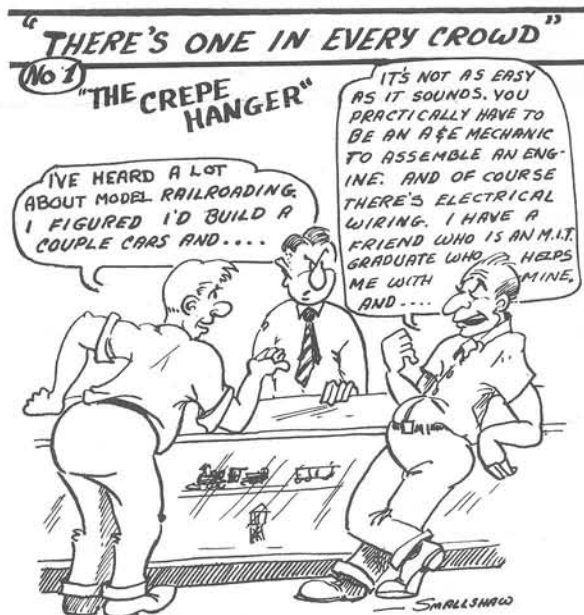
Response to the request for information on clubs for a Club Directory has been meager so far. To date I have received exactly four cards, none of them from the large clubs. Either the directory is not wanted or too many secretaries are procrastinating. I will state once more that I am perfectly willing to undertake the job of compiling a directory, but not unless I receive the pertinent information from the clubs themselves. I do not intend to harp on the subject. This is your final warning that, unless I receive considerably more cards before deadline for the Spring issue, the directory project will be dropped.

Many clubs will be holding their annual shows during the next few weeks. Whether or not you are a club member yourself, a visit to one, or more, of these exhibitions can be a rewarding experience. There will be many opportunities to pick up ideas for your own use. Take along a friend and introduce him to our fascinating hobby. The clubs themselves could possibly get some favorable publicity by setting aside an hour for the local Boy Scout troops to assist these young men in earning their merit badges in Railroading. Be sure to invite the newspapers to cover the event; it's not as hard to get free advertising as you might think.

On behalf of the Officers and Directors of the Northeastern Region, I extend to each one of you Best Wishes for a Happy and Prosperous New Year.

The deadline for the Spring issue is April 3rd. Let me have plenty to work with.

DON ROBINSON





First, of course, I want to wish you all A Most Happy New Year and Good Rail-roading, and to thank those of you who sent me cards. I wish that I could have sent you each one personally. May this new year give us more time to spend and enjoy with our hobby. Also, may the Northeastern Region continue to grow with increasing participation in its activities by its members.

At the Annual Meeting at Elizabeth, N.J., I was directed to write to Leighton Keeling, President of NMRA, and demand action on the Conformance Inspection program. This was done, and a detailed report was returned. I wish you all would read and reread the article on Inspection by Whit Towers in the December 1960 Bulletin. I feel that this is a good answer to the problem and one we must support. The point to remember is that when you buy non-conforming equipment you support the production of such equipment.

The excuse "I didn't know that it didn't conform" which many use is like telling a traffic officer that you didn't know what the speed limit was. Standards sheets have been available for years; in fact, they are among the first things sent to all new NMRA members. The new NMRA gauges should make checking even easier, but I venture to say that the majority do not know how to use the NMRA gauge and, indeed, have not even read the directions that came with it.

What many members never realize is that there are no Standards for cars, locomotives, buildings or scenery as such. Standards are basic dimensions used for track, wheels, coupler height and clearances as well as electrical specifications which are necessary for interchange of equipment between model railroads. I have found that many modellers do not really check their trackwork and much of it is poorly laid and gauged. Only a very few have ever checked their trucks although the new gauge makes it quick and easy to do so.

I feel that at times we go "flying off the handle" about what is not being done by National committees while we individuals are the biggest offenders on the items we are griping about. I, for one, intend to go along with the National Committee on Conformance Inspection as I feel that they have the proper intentions. The work involved in checking all equipment is fantastic, and we should give them our vote of thanks for the time they put into their efforts. Rather than uproot this time and effort which the Conformance Inspection Committee has invested in a "labor of love", I would like to see some of NER's members offer their services to help with the job.

I must admit that I, too, became excited about reports of poor items being sold and that the Conformance Committee was making no effort to stop it. However, the NMRA does not work this way.

Let's take trucks as an example. A report was issued that a certain manufacturer of HO equipment was making and selling trucks with a flange that was far in excess of the limits allowed. The reaction was to let the membership know about this at once by publishing a report in the Bulletin. The correct procedure is for the Conformance Committee to advise the Industry Relations Committee which in turn contacts the manufacturer to see what can be worked out, and this is what is being done. Now, if we were to condemn this one manufacturer for his trucks, we would have to condemn ALL manufacturers of HO trucks for there are none which conform 100% to Standards. There are several HO trucks which are very close and work so well that it is unwise for NMRA to complain over the discrepancies.

Conformance is a delicate situation with which the NMRA must live, and I will go along with their decisions. Much progress has been made in the past two years to develop cooperation with the manufacturers. I think you will agree that this is not the time to start a movement which will upset the trend. The use of the NMRA Standards gauge is becoming more universal among manufacturers and consumers alike and this alone may prove to be the beginning of better equipment. You all are aware of the effort expended to design better

flanges, but any testing program takes time, and we can only wait until the final decision is made as to what is best for our use.

I think that what we must do is use the tool we have, the NMRA Standards gauge, to check our present equipment and to check products before purchase. Then we can tell the Hobby Dealers that non-conforming trucks and track are not for us. When enough of us do this the dealers will find that they have items which they cannot sell and they will be more careful about what they stock. In this way we can show that we will not allow junk items to be passed off to us.

DOUG SMITH



This column is published for the benefit of the members of the Northeastern Region of NMRA. Swaps are to be handled directly between interested parties and not through The Coupler or the editor of this column. All items are published in good faith, but neither the NER nor The Coupler shall be responsible for any misrepresentation or printing errors.

S/T: 10 3ft lengths brass flex-track(AHC) unused,\$4.00; 1 box Tru-Scale brass rail-joiners,\$.25. Will take wooden car kits in trade. Phillip Leighton, Box 292, Chatham, Mass.

SALE: HO gauge loco, cars, track, snap-switches, Tyco constant-lighting power pack, Athearn plastic crane, "0" gauge Plasticville; all excellent condition, 40-50% off. SAE for list. Peter Copp, 15 Barton Rd., Mountain Lakes, N.J.

S/T: Ambroid coach less trucks and couplers, completely built up. Frank Liquori, 324 East St., East Weymouth, Mass.

S/T: Two undecorated American Beauty cars, 85' diner and combination. Also one Varney metal IC observation with trucks. David C. MacDonald, 19 Fairmount Ave., East Weymouth, Mass.

SWAP: 10 complete pairs Mantua couplers for like number NMRA couplers. 14 pieces snap track 18" radius in fair condition for any reasonable offer. Stephen Stuntz, 137 Manor Lane, Pelham, N.Y.

That's all, folks. If any of you have anything to swap or sell and missed your opportunity to do so in this issue, get it to me before April 1st for publication in the Spring issue. Don't let the dust gather on those items that could bring you something new or cash. All swaps will be published, but may be edited if too lengthy. Send information for this column to Dave MacDonald, 19 Fairmount Ave., East Weymouth, Mass., before the deadline. Season's Greetings to you all!

DAVE

RULES

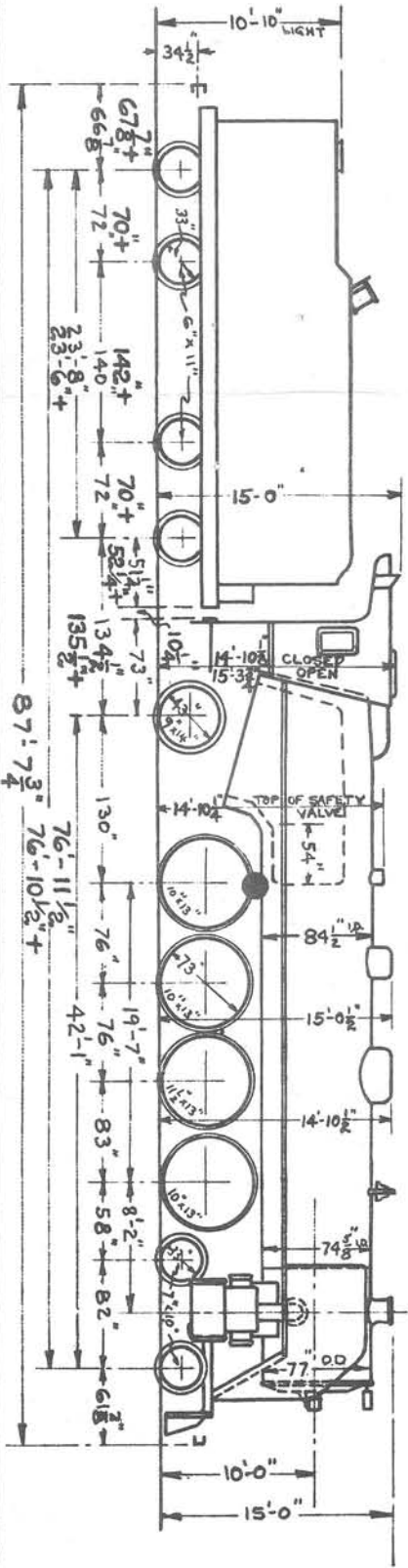
1. The description of the item offered in trade must be clear and concise giving all pertinent information. Abbreviations are permissible.
2. The name and address of the swapper submitting items must be legible.
3. What you want in trade for advertised items must be well defined, or in a definite given category.
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.

SUB-CLASS	DATE BUILT	BUILDER	BUILDER'S ORDER NO	ROAD NUMBERS
U-1-d	1927	A.L. Co.	S-1583	600 TO 603 INCL.

ENGS. EQUIPPED WITH SMOKE DEFLECTORS.
 * ENGS ALSO HAVE 2 THERMIC-SYPHONS
 X INCLUDES 14 SQ. FT. FOR ARCH TUBES
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SUB-CLASS	CYLINDERS	STROKE	OS. DIA.	DIA. CTR	FIRE BOX LENGTH	WIDTH	GRATE AREA SQ. FT.	COMB. CHAMBER	LARGE	DIAM. SMALL	TUBES		ARCH TUBES	TENDER CAPACITY	SUPER-HEATER RATING			
											NO	DIAM.						
U-1-d	26"	28"	73"	66"	114 1/2"	84 1/2"	66.8	54" LONG	36	5 1/2"	191	2 1/4"	22'-0"	2	3"	1550 GALS	18 TONS	46%
SUB-CLASS	HEATING SURFACE		SQ. FT.		WEIGHTS IN WORKING ORDER- POUNDS		LIGHT WEIGHTS		FACTOR OF ADISSION		MAXIMUM TRACTIVE EFFORT		BOILER PRESSURE					
U-1-d	3472	384x	3856	968	59000	215500	51600	326100	200060	526160	187100	289200	4.66	46300	210 LBS.			
SUB-CLASS	GRATE SHAKER	TYPE OF FIRE DOOR	COAL PUSHER	STOKER	TYPE OF REAR VALVE	TYPE OF GEAR	TYPE OF HEAD LIGHT	TYPE OF CAB	TYPE OF BOILER CONNECTION	STEAM HEAT	TYPE OF FEED WATER HEATER	SIZE & NO OF AIR PUMPS	BRICK ARCH	EXTREME WIDTH				
U-1-d	HAND	FRANKLIN	SLOPE SHEET	55.5. C.H.T-1	ALCO TYPE	WALSCHEMERT	BUNDELM	STEEL OPEN	CONICAL	YES	COFFIN B-80	1-8 1/2" C.C.	YES	10'-7"				

Club Notes

The Hub Division NER will hold a "little convention" at the Congregational Church, Jackson Sq., East Weymouth, Mass., on Saturday April 29 from 100PM to midnight. The program includes open house at the South Shore Club, model exhibit and contest, old-fashioned country style supper, organized bull sessions, clinics and auction. For further details contact Harold Clark, 3 Frederick St., Worcester, Mass.

* * * * *

The Summitt - New Providence HO RR Club, Inc., 94 Oakwood Dr., Murray Hill, N.J. has now moved into its new club room, a 12 by 21 foot space adjacent to the railroad room. Although continuing the effort to place the main line in operation as far as Dover, N.J., the main drive is to finish off the rooms by installing acoustic-tile ceiling, tile floor and new lighting. As customary, the Club will hold the 7th Annual North Jersey NMRA Night on Wednesday March 16 at 8PM. The intention of this affair is to add a local meeting to NMRA activities and not be just a visit to a club. The Hudson Delaware & Ohio and Trenton Northern will be at the disposal of the NMRA members attending. Bring your equipment.

* * * * *

The New Bedford Society of Model Railway Engineers is now without a club layout due to moving to new quarters at 109 South 7th St. (off Bedford St.), New Bedford, Mass. The building, on church property, was scheduled to be razed and, as the church desired to retain the land although there was no further use for the building, it was made available to the club with the provision that it be repaired and maintained at club expense. Permission for the Society to use the building was obtained from the Chancery Office by Msgr. John Silva, Pastor of St. John the Baptist R.C. Church which is responsible for the property.

Considerable rot and insect infestation were found in the floor and foundation sills and were removed the hard way by Society members. A new chimney was built and plumbing revamped. New lighting was installed and the exterior painted. Much of the necessary lumber was salvaged from another recently demolished church building. Also the loan of power tools by members and friends has helped to keep cash expenditures to a minimum. A considerable amount of woodwork is yet to be done, however, before the interior can be painted and work on the layout begun.

To avoid the usual rush to get trains running, with the resultant slipshod "temporary" construction, a portable layout (the Golding layout) which has been loaned to the Society by Mrs. Julia Fiffield will be placed in operation while the permanent railroad is being built. Present tentative plans are for a double track main line loop with a single track point-to-point branch for operational problems. Hidden hold-over tracks on the main line will have an automatic storage and release feature to eliminate the 'round and 'round effect commonly found on loop-type layouts.

* * * * *

The Berkshire & Mohawk HO Model Railroad Club of Springfield, Mass., announces their move from the third floor to the basement of Chestnut Street Junior High School in that city. The new room is 32x27 feet in size, warm and dry. Table work has already been erected for an around-the-wall layout, and risers and sub-roadbed are now being installed. An "E" design is being used with both ends having return loops and the center a bay around a city which will include a trolley system. The double dog-bone railroad will permit point-to-point, out-and-back or continuous operation. A "mountain division" restricted to short-radius engines and cars will rise above the main line. Plans also call for the eventual construction of an interurban route. Large double-ended passenger and freight yards, two enginehouses, a turntable and a huge trestle, which was exhibited at the national convention, will also be incorporated in the layout.

When completed it will be the largest HO layout in New England. Five-foot wide aisles will allow for better viewing and greater freedom of movement on guest nights. The club meets Monday and Wednesday evenings, 6-10PM, when school is in session and is looking for new members. It is not necessary to have any special skills, although they will be appreciated.

The Society of Model Railroad Engineers, of Newark, N.J., reports a very successful Annual Show. Seven states were represented among the more than 500 people who attended. The club is highly pleased with the compliments received on the work completed during the past year. All suggestions made for future shows will be given careful consideration. Several suggestions for expanding their Essex Valley & Eastern were made at a recent business meeting, and a diagram of the track as it appeared during the show has been distributed to the members on which they are requested to indicate their proposed changes.

* * * * *

The 5th Annual Winter Show of the South Shore Model Railway Club will be held on February 18-19-22. Many new facets of operation and scenery will be seen. There is no admission charge, but donations will be gratefully accepted. Hours are: Sat. Feb. 18, 1-5PM for public and 7-12PM for model railroaders only; Sun. Feb. 19, 1-5PM for public and Wed. Feb. 22 (holiday), 9AM-5PM for public. The Saturday evening show will have operation, refreshments and door prizes.

* * * * *

The Third Annual Exhibit of model railroad equipment by the Franklin County Model Railroad Club, of Greenfield, Mass., at the Greenfield Public Library was abruptly terminated by a collapsing ceiling. Originally scheduled to run from December 1 to February 1, it was quickly dismantled early in January after a roof leak caused the ceiling to sag directly over the display cases. Included in the exhibition were various models built by Don Robinson and Chuck Ogren, examples of NMRA publications, and a number of railroad badges loaned by Harold Atwood of the Western Massachusetts Electric Company. An innovation in the program this year was a class in kit assembly and scratch building conducted by club members on December 30. These demonstrations were well received, particularly by the younger boys, and resulted in several new members for the club, NMRA and NER. It was interesting to note that the class in scratch building drew the larger audience.

* * * * *

The Manhattan Model Railroad Club has recently been organized by a group of business and professional men who work in the midtown business area. They have found temporary space and started building segments of a layout which will be installed in their permanent quarters during the Summer and Fall of this year. This will be the first "open" model railroad club in New York City's central borough since the New York Society of Model Engineers was forced out of its Times Square quarters many years ago. The new layout is a period pike with code 70 rail on hand laid ties, and the standards set for it promise to make it one of the finest in the metropolitan area.

The organizing group plans to keep the membership small and informal. A few memberships are still open, and New York City model railroaders whose preferences run to period railroading and high standards of prototype fidelity are invited to visit. Meetings are held every Thursday evening. Interested persons please contact George Fitterman, c/o Sabin House, 20 W. 47th St., New York 36, or phone JU 2-2560.

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CLUB DIRECTORY

To date the following clubs have sent their post card to register for the NER Club Directory. The attention of the secretaries of other clubs in the NER area is directed to the last paragraph of Hostler Says in the Fall 1960 issue. Remember, this information MUST be on a post card ONLY; please do not include it in a letter of Club Notes.

Franklin County Model Railroad Club	Greenfield, Mass.	1st & 3rd Fri. 7:30PM
New Bedford Society of Model Railway Engineers	New Bedford, Mass.	Thu. & Sat. 9:00PM
Summitt-New Providence HO Railroad Club, Inc.	Murray Hill, N.J.	Wed. (& most Tue.) 8:00PM
South Shore Model Railway Club	East Weymouth, Mass.	Mon. & Wed. 8:00PM
South Shore Society of Model RR Engineers	Brockton, Mass.	Sat. 8:00PM

Company records show that in the first year of operation, ending November 30, 1888, the Chatham Railroad carried 22,750 passengers and 5000 tons of freight. Gross revenue from all sources was \$2707.28 of which \$812.18 was received as rent. An increasing volume of freight tonnage raised the rental amount to almost \$2000 in later years. Traffic varied with the seasons as well as with business in general. The months of July and August would see thousands of passengers patronizing the railroad, and, on several occasions, as many as six Sunday trains were operated for their accommodation. Freight revenues, too, were augmented by the influx of Summer vacationists.

In addition to the usual minor derailments, the line suffered two major wrecks, at Chatham and at West Harwich, during the fifty years of its operation.

The combined effects of the depression and increasing highway competition caused the New Haven to serve notice in 1936 that the lease would not be renewed. Since the Chatham Railroad was not in a position to operate independently, a petition for abandonment was made, and, it being granted, service was discontinued in July 1937. A salvage company in Chelsea purchased the rails and sold them to Japan for scrap. The right-of-way was acquired by the several abutting landowners. Disposition of the various buildings is not recorded, and only two, the Chatham passenger station and freight house, are still in existence today. The freight house has been moved, but the seventy-three



year old passenger depot stands today on the same spot on which it was built. A gift to the Town of Chatham from Mrs. Phyllis Cox of Cleveland, Ohio, it is now a railroad museum and houses a steadily growing collection of valuable and interesting material.

Model railroaders should find the Chatham Railroad an interesting prototype short line. Light motive power should be used together with rolling stock appropriate to the "age" of the model railroad. While the fifty-year life span of this company offers a number of "period" variations, the modeller is not necessarily limited to that specific half-century.

PHILLIP W. LEIGHTON

facilitate public inspection and those suitable will be used, until a permanent building is erected, to house the smaller items of railroadiana.

The museum organization was founded this year by railroad aficionados from many professions and has been chartered as an educational institution by the State Education Department. Membership information may be obtained by writing Empire State Railroad Museum, P.O. Box 596, Mahopac, N.Y.

Plans for "Steam Town U.S.A.-Cavalcade of Steam Power" were announced in December by F. Nelson Blount, President and owner of the Edaville Railroad. He has acquired, for an undisclosed sum, the ten-acre property of the Boston & Maine terminal facilities in North Walpole, N.H., and is negotiating with the Boston & Maine and Rutland railroads for additional space in Bellows Falls, Vt., across the Connecticut River. Forty locomotives from railroads in the United States, Canada, Mexico and England will be housed in the huge building. Some of the standard and narrow gauge locomotives now at South Carver will be transferred to the new museum which will also include steam rollers and fire engines. Construction is expected to begin in the Spring. No mention was made of any possible operation of trains.

TRAIN WHISTLE: Page 1.

There was something familiar, and yet strangely mysterious about the long-drawn call in the darkness of night as the train rushed along like a jewelled snake. Men and boys have gathered in small, gray depots across the nation to wait for a train to come in with its milk jugs and egg crates. The thin sound of the whistle far down the line was pleasant to hear.

A train whistle is primarily a practical thing. It blows for crossings in the countryside and to herald the train's arrival at a depot. But before the era of the Diesel with its brassy, raucous blast, a train whistle was more than utilitarian. It spoke of the conquest of frontiers; it told of mountain passes and vast plains compassed by man.

Soon there will be no more whistles from steam engines. Time marches on and new techniques serve man better, but there are those who can remember the days before this rubber-tired era, when the train whistle, echoing across the fields and hills, was a part of American history that gave meaning for millions who now travel on rubber instead of steel.

BOSTON HERALD EDITORIAL

GARAGE TRUCK TUGS TRAIN

LACONIA, N.H. (AP 12-23-60) - You could hardly believe your eyes, but there it was; a garage tow truck pulling a passenger train along the Boston and Maine Railroad tracks.

The wheels of the self-propelled diesel single car train had frozen fast to the rails and railroad men were unable to budge it from a sidetrack for its scheduled trip to Boston.

A chain was attached to the train and the tow truck pulled it free from its icy "moorings".

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

THE COUPLER

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