

THE COUPLER

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

ROUNDY ELECTED BY NMRA

NORTHEASTERN REGION OFFICE MANAGER WINS EASTERN
VICE PRESIDENCY

Also Heads Engineering Committee



Wayne A. Roundy of Danvers, Massachusetts, a Past President of the Northeastern Region, was declared elected to the office of Eastern Vice President of the National Model Railroad Association at the convention in Cleveland. Among other duties he has supervision of the Engineering Committee for which he must find a new General Chairman to replace "Brad" Bradley who was elected National President.

This office is but the latest of a number in which Wayne has served both the National and Regional organizations. He joined the Region in 1946 and was shortly thereafter chosen as chairman for the Portland convention. At that meeting he received appointment as chairman of a permanent Convention Committee for the Region; the first such post. Under his direction rules and regulations were prepared and a book of instructions published for the guidance of future convention chairmen. From then until he was elected President of NER in 1953 he served on the Board of Directors. Upon retiring from the presidency in 1955 he again undertook a new job for the Region; that of Office Manager. Again there were no procedural guideposts to follow and much to be done to bring the routine work of the Region in line with the size of the organization. In this he did an outstanding job so that it is now possible to keep records of NER's property and membership with relative ease.

For five years the NMRA received the benefit of his service as chairman of the National Ballot Committee. During this period a unique Age and Income Survey was made to supplement the usual Gauge Preference Survey. In addition he was a member of the Conformance Inspection Committee in its early years.

ROUNDY:- Page 8

Berkshire Set For NER Event

The Berkshire Model Railroad Club, host for the Northeastern Region Fall Convention in Pittsfield, Mass., has arranged a well rounded program for the event. Headquarters for the meeting, which will be held on October 27-28-29, is the Wendell-Sherwood Hotel in the center of the city.

Visits to the General Electric Extra High voltage Transmission system with its scale diorama and the Wichmann Miniature Train Museum will be the feature attractions. At the former you will be able to see how the current which runs your model railroad is carried on its way from the generating station to your home. A G-E 44-ton industrial switcher and a special depressed center flat car will be spotted in a convenient location for inspection and photographs. The Wichmann Museum is located in a former New Haven Railroad passenger depot. This display is very well known in the surrounding area, and the building itself could supply a suitable subject for the model builder. Bring your camera.

Three clinics will be presented on Saturday. Paul Larson, former editor of Model Railroader, will talk on "The Mood of a Railroad", and Earl Smallshaw and Scott Nielson will continue their discussions on "Scenery" and "Scratch Building". These should all be top-notch clinics; so come, enjoy, and learn. No speaker has been announced for the banquet Saturday evening, but there is promise of a good meal, good fellowship, and plenty of door prizes including a Tenshodo locomotive. Another of these locomotives will be among the contest awards which will also be made at the banquet.

Other activities scheduled include the Model Contest, Drawbar Contest, Auction and Social Hour. A large, and lockable, room is being provided for the contest entries which will be received by the contest committee between 10AM and Noon. Stan Bradley will be auctioneer for this always popular event following the banquet. Informal programs of movies, slides and layout visits will be provided throughout the weekend beginning Friday evening. Listings and a map

BERKSHIRE:- Page 8

NEW HAMPSHIRE STEAM TRAIN HIT BY ICC RULING

The Monadnock Steamtown & Northern's "Steam Train of Yesteryear" which appeared to have become a railfan's dream fulfilled was unexpectedly flagged to a stop on August 25th. The former Canadian National locomotive with its train of ex-Boston & Maine wooden coaches had been operating since July 22nd between Bradford and Sunapee Depot, N.H., (12.73 miles) over the track of the Claremont & Concord Railway. Despite a lack of advance advertising its fame had spread rapidly and it had carried as many as 700 passengers in one day during the month of operation.

It was on the afternoon of July 21 that the engine and nine assorted cars moved from North Wal-

STEAMTOWN:- Page 7

THE COUPLER

NORTHEASTERN REGION
Of The
NATIONAL MODEL RAILROAD ASSOCIATION

EDITOR

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

ADVERTISING RATES

Non-commercial		Commercial
\$24.00	Full Column	\$40.00
12.00	Half Column	20.00
6.00	1/4 Column	10.00
3.00	1/8 Column	5.00

OFFICERS for 1961

President.....Douglas S. Smith
33 Gabb Rd.
Bloomfield, Conn.

Vice President.....Jack Alexander
275 Torrey St.
Brockton, Mass.

Secretary-Treasurer.....Mrs. Wayne (Ruth) Roundy
12 Glendale Dr.
Danvers, Mass.

DIRECTORS

Douglas S. Smith
Bloomfield, Conn.

Jack Alexander
Brockton, Mass.

Donald S. Robinson
Greenfield, Mass.

John F. Dias, Jr.
New Bedford, Mass.

George Fittorman
Whitestone, N.Y.

Kenneth Hyslop
Stratford, Conn.

Leonard Frankel
W. Englewood, N.J.

CONVENTION COORDINATOR

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

PUBLICITY DIRECTOR

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

MAILING OFFICE

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

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.
Danvers, Mass.



HUB DIVISION HAS SEASHORE MEETING

The Seashore Electric Railway Trolley Museum at Kennebunk, Maine, was the scene of a Hub Division gathering on Sunday September 10th. As it was a very hot day, only a brief business meeting was held in the afternoon. The remainder of the time was devoted to inspecting, photographing, and riding the numerous old electric cars.

The Hostler says:

Well, Summer is a-come and gone. It's a darned sure thing that there wasn't much model railroading done in this house; and I presume there were others similar. I did make a few visits to some layouts in Keene, N.H., but otherwise all accomplished was the doodling of layout designs. Of course, if one should consider the Monadnock Steamtown & Northern operation a form of model railroading then I did plenty as it consumed all of my days off throughout July and August. There are many problems to operating 12"-1" scale, but, at least, I heard no arguments about couplers.

Plans were already under way when the blow fell to make the MS&N train the feature attraction of the Fall 1962 convention. Although it is understood that the original North Walpole-Keene and Steamtown Museum projects will be completed as planned and that there will most likely be operation out of Bradford again next year, although with other equipment, work on the proposed convention has been halted until some more definite information can be obtained.

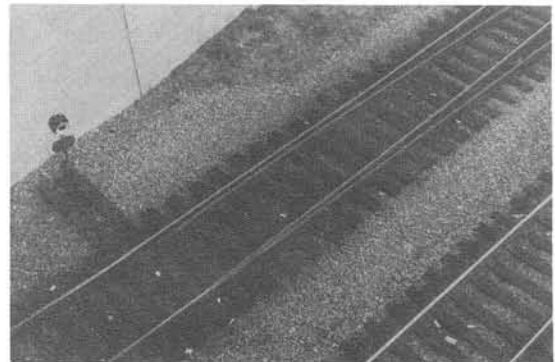
In answer to several who have asked about the continuation of the CV drawings, there are two more which will eventually be published. In the past few issues, however, there has been sufficient other material to fill the available space. While the Region is not insolvent, printing costs still must be considered. Therefore, I must always weigh whether it is worth the added expense to include another two pages. To be perfectly frank, the CV drawings were originally started because there were not enough other contributions to fill even the minimum four pages. Now the situation has reversed and it has become a problem to find room for them.

I suppose it will do no good to remonstrate, especially since this year's balloting is past, but I feel a comment is necessary. Only 26% of the NMRA membership voted in the 1961 election! Despite this one will hear and read much during the next year of a derogatory nature about both the several officers and the policies of NMRA. Better than 90% of these remarks will come from members who were too LAZY to cast their ballot. Surely 15 minutes and a 4¢ stamp is not too big a price to pay to send your vote. Let us resolve to do better next year. 'Nough said.

A column which was expected to become a permanent feature in The Coupler will be terminated in the Winter issue unless a substitute author can be found. John Heegle, who began writing Trolley Sparks in the Summer issue, has been transferred to Mitchell, South Dakota and feels that he will be unable to continue. Such a remote location will keep him from staying in touch with current trolley events. Therefore, he has asked that The Coupler try to find a replacement for him. Any takers?

That should be enough sounding-off for now. Deadline for the Winter issue will be January 5th. See you in Pittsfield.

DON ROBINSON



Model-track work? No! Model track-work; on the new Delaware & Hudson main line through Saratoga Springs, N.Y. Photo by R. D. Smith.



This is the last time I will have the chance to write this column as, with the next issue, NER will have a new President. It is with many regrets that I say this because it has been a pleasure to have had this space for the past two years in which to talk to my fellow model railroaders. Most of the time I have had the ability to talk to you through this column without anyone talking back; only a couple of you ever wrote to state that you agreed or disagreed with my ideas.

Often I pleaded with you all to get out and sign up more members. Many of you responded well, but many more did not.

There seems to be some precedent among those leaving office to boast of the things that have been accomplished in their term; and I am not one to defy any precedent. In looking back over the past two years I feel that while we accomplished many of the things we set out to do there are still many unfinished projects remaining. Much that has been done would not have been, however, without able assistance. I can only hope that my successors will have the splendid help that I have had as President.

One of the major projects was the development of a program for contacting new members of NMRA to ask them to join NER. Vice President Jack Alexander has done an excellent job, and the new VP will be hard pressed to keep up the good work. It must be kept up, however, or NER will slip again into the red as it was during a recent period of low membership. Also important in pushing membership in NER to its present high point was the work of Wayne and Ruth Roundy, as Office Manager and Secretary-Treasurer respectively, in setting up our billing system and maintaining a high average of renewals. This team has given untold hours to keeping NER's business affairs in order. A proposal to design new identification tags for our Model Contests was seen to successful completion by Dr. John Dias. He has, through his own vision and after much correspondence, finally eliminated our problems with the judging of the contests. The difficult job of obtaining sponsors for our conventions was well handled by Convention Co-ordinator Forbes Hauptman. Without his untiring efforts we would not have fared too well. The Coupler has developed into one of the finest publications in all the Regions under the new Editor. Don Robinson has done a job well beyond that of the usual amateur editor; in fact, I believe he has become a pro. Many will say that editing The Coupler should be an easy job as it appears only four times a year. Try it just once, however, and you will soon agree that it is a very tough job assembling a paper; especially without "copy" to print. If, or when, Don decides to retire as Editor, NER will have a real job finding a replacement. The other principal assistants whom I have had in fulfilling my duties as President were the members of the Board of Directors who gave willingly of their time to attend meetings and of their sage advice to solving the problems of running NER. There is not enough space to acknowledge individually everyone who assisted me. To them, however, I will publicly say, "Thanks! Your efforts were appreciated."

On the National scene, I attended three BOT meetings in Chicago. Through them NER has continued to be one of the leaders in the direction of NMRA affairs. As your President, I proposed the amendment, since approved, which at last gives NMRA an Executive Council which will simplify the running of NMRA. The proposal was jointly sponsored by NER and NFR; truly a team effort. I was most pleased to have the chance to work in co-operation with our neighbors and we should endeavor to keep it going. Another proposal from NER was the Awards System. At the BOT meeting in February I was appointed chairman of a committee to draw up the rules and have them ready for the BOT meeting in Cleveland. The NMRA Awards System, at the time of this writing, is in their hands. I sincerely hope that it is approved for then NMRA will, for the first time, have a means for recognizing those who have become skilled model builders or have served the Regions and NMRA.

There are other things that have been done, but I would like to take a moment to look into the future. No one man, or team of men, can ever finish the job of perfecting an organization. There will always be the possibility of progress. When we feel that the group of which we are a member has become

the finest possible we will have already started on the down-hill road. I know that there are still many things which you members would like to see changed, and I know that my successors can complete some of these and will initiate others. New officers will have new outlooks, and this is the main reason why I firmly believe that NER needs new men to take over its affairs; men who will selflessly give many hours of their time to do their best for NER as they see it. Any new men taking our places will, however, need the help of all the members; not just that of the Board of Directors.

So, with many thanks to you all for the honor of having been elected to serve as your President for the past two years, I now leave the Dispatcher's Tower to my successor. Although I now become a Past President, I shall always be willing to give help and advice, if and when needed, so that NER can continue to prosper along with our hobby of model railroading.

DOUG SMITH

WHISTLING AROUND FAR BENDS

Said the Diesel to the Steamer,
"Make way for me!
You're finished, you old dreamer;
I'm here to stay."

The Steamer, with a smile, stood aside
While the brash one took over,
To blare across the country, far and wide,
Like a colt in clover.

Came the day of deep snow and cold.
Things were really rough.
Our friend Diesel, strong and bold,
Had had enough.

Traction motors frozen, louvers choked,
Electric lines shorted,
Windshields crusted, exhaust fans soaked;
Brute power aborted.

The Steamer, from retirement, braved the storm,
Breaking trail to offer aid;
Coupled up and pumped the train line back to norm,
Then took her in, marked "Paid".

Came Spring when roistering rivers burst their banks,
With bridges under flood.
Friend Diesel couldn't take such moisture on his flanks
And died; but good!

Those low-slung motors, wet, were out,
Though diesels hummed and purred;
And thus was lost another bout,
Another run deferred.

From out the weedy track behind the tower
Old Steamer came for coal.
Then, building up a head of power,
Prepared to roll.

Surging through the freshets, water flying,
She reached the bogged-down train
And coupled on. Her stack robustly crying
They moved to land again.

Nostalgia has no home except the heart.
Sentiment has naught to do with cash.
That's why Old Steamer's lost her part
In today's technological rush.

To those of us who knew the peak of steam
Before the airplane, bus and car;
Old Steamer'll always be the Queen
Of travel, near or far.

Alas! We now must say "Farewell".
A glorious era ends.
Steam in memory now must dwell,
Whistling around far bends.

"ROB" ROBERTSON

IMPORTANT NOTICE

IMPORTANT NOTICE

The new mailing address for the Northeastern Region is P.O. Box 404, Wakefield, Mass. John Brown, of that address, has been appointed Office Manager to succeed Wayne A. Roundy who was elected Eastern Vice President of the National organization. Please address all future correspondence to the new Mailing office effective October 28th.

With a National Model Railroad Week planned for November 26 to December 2 it was suggested that The Coupler publish the requirements of the BSA for its Railroading Merit Badge. The Coupler is pleased to comply, and it is the hope of the Editor that it will spur members of NER to offer their services to their local BSA troop to help the boys qualify for this badge. Such service could lead to a future better understanding of the "Railroad Problem" as well as members for NMRA and NER. The requirements listed below are taken directly from the BSA manual.

1. Outline the major steps in the growth and development of the railroads in the United States and discuss the importance of the railroads to our daily life.

2. Name the railroads that serve your community and plan a trip by rail to a city at least 500 miles from your home. Obtain the information from the railroad you would use that would give you the time of departure, the time of arrival, the name or number of the train, and the kind of service you would use.

3. Explain briefly how each of the three kinds of locomotives develops power.

4. Identify by model or picture six different types of cars used in carrying people or products.

5. Name and explain briefly at least ten of the many railroad occupations. Tell who is in charge of a train when it is in operation.

6. Have a knowledge of signals used by trainmen. Demonstrate arm or lantern signals commonly used. Select one type of semaphore or light signal system and tell what its various signals mean. Explain the meaning of five train whistle signals. Describe an emergency method of signalling a train to stop.

7. Explain at least six rules of safety to observe aboard trains; on platforms; at crossings; and around bridges, yards, and tunnels.

8. Do any three of the following: (a) Name at least four departments of a railroad company and briefly describe the function of each. (b) Identify freight cars of at least ten different railroads by their symbols or heralds. (c) Plan and take a rail trip of at least 25 miles; purchase your own ticket and read the timetables and related footnotes correctly. (d) Name which job interests you most in Railroading and give the reason. (e) Know name, scale to foot, proportion, and track gauge for four standard model railroad gauges. Demonstrate proper method of cleaning and lubricating a model locomotive and other model equipment. (f) Draw to scale the layout of your own model railroad or a layout that could be built in a suitable place in your home. Your layout must include at least a point-to-point or continuous loop road with a variety of routings, a turnaround, a terminal, a classification yard, and one or more sidings. (g) Alone, or with others, construct a model railroad layout. Lay track with realistic ties, ballast, and scenery. Make proper wire connections from power supply to track and accessories. (h) Make an acceptable scale model of a locomotive with or without motive power or two pieces of rolling stock; kits may be used. (i) Draw scale plans and construct two model accessories; such as a station, bridge, trestle, tunnel roundhouse or turntable.

Further information on how to help may be obtained from your scoutmaster.

SANDHOUSE CHATTER

Grandpappy Morgan, a hillbilly of the Ozarks, had wandered off into the woods and failed to return to supper. So young Tolliver was sent out to look for him. He found him standing in the bushes.

"Gettin' dark, Grandpap," the youth ventured.

"Yep."

"Supper time, Grandpap."

"Yep."

"Well, ain't you comin' home?"

"Nope."

"Well, why ain't you?"

"Standin' in a b'ar trap."

When you see a headline out of Hollywood reading "Actress Takes Fifth," you can't be sure whether it's a husband, an amendment, or a bottle of whiskey.

In the last issue of The Coupler I wrote on how to take photos of railroad structures for use in scratch building. I also told how to have enlargements made to scale so that the actual dimensions can be taken from the photos for use in constructing a model. On page 5 of this issue are photos of a small freight house that I took for this article. You will note that the two side-elevation photos have been enlarged from 35mm negatives to actual HO size. For use in other scales just figure accordingly. The detail photos are not to scale, but are for information use only. One thing that you must realize and remember is that measurements can only be taken from the photos in a plane along the front edge of any building shown in a photo. For example, take a look at the photo of the west side elevation shown on page 5. With a ruler you get a measurement of 37 feet along the eaves of the roof, but not at the ridge. This problem is, of course, due to perspective and will occur in any photograph. So, be careful.

Now that we have the photos to work from, and I hope you have your own set, we can get started on the actual construction of our model. Whether you follow me in building this structure or build one from your own photos, the methods I use for construction can be the same basic ones for all of us. Some of you may disagree with my methods and develop ones of your own, which is alright with me.

The first part of any construction should be the foundation, just as in actual practice. This freight house has an 8x8-inch beam foundation which rests on brick piers. We will leave these bricks until the very end. You will note that the outside measurement of this building is 18½ x 31 feet. You will need a model railroad scale rule; mine is made by General (#1251) and is available in Hobby Shops. Allowance must be made in calculating the dimensions for the type of siding to be used. Let's say we use Northeastern's capped siding 1/16" thick. Our foundation, therefore, will measure 17½ x 30 feet as the siding material will come down over the foundation beams. For this foundation you can either use a block of wood cut to size or build up a framework of prototype joist construction. For the latter, take some 1/16" square strips and make up a rectangle of 17½ by 30 scale feet. Using 1/16 x 1/32" strips add the floor joists across the 17½-foot way gluing on the narrow edge 2½ feet apart with a piece at each end flush with the outside of the end beams. This now makes the ends 1/8" high. You now have a rectangle with 11 cross pieces, or joists, to which you will glue the floor. The floor can be made of separate pieces of stripwood or a single piece of scribed flooring. Either 1/16" or 1/8" spacing may be used.

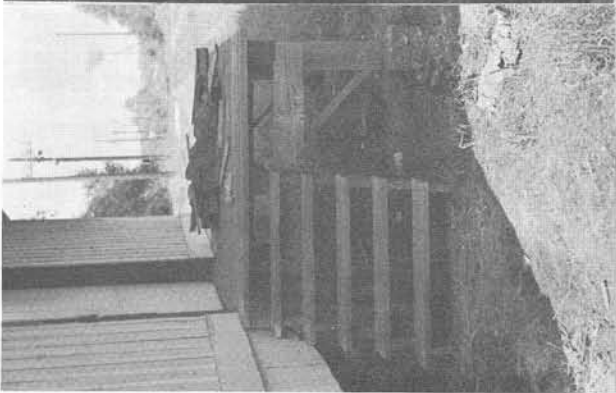
Construction of the sides is the next step to be taken. Using a sharp knife or razor blade and a steel straight-edge cut two pieces, for the ends, 17½ feet wide by 17 feet high from Northeastern capped siding. Make a mark on both outside edges 12 feet up from the bottom and draw a diagonal line from each to the top center then cut off both triangular pieces. In one end cut an opening 7½ feet wide and 10½ feet high for the door. This will be the South end. In the other end, North, cut out a piece 6 x 1½ feet, centered side-to-side, with the top 10½ feet from the bottom edge. Next cut two pieces 31 x 11½ feet for the long sides. In these cut door openings 7½ feet wide by 10½ feet high. Note that the doors are not centered in the sides, but are 13 feet from the North wall.

Now attach the ends to the foundation making the bottom and sides flush. Next glue on the sides; flush with the bottom of foundation and overlapping the ends. Glue four pieces of 1/8" square strip in the corners for bracing. These should stop 1/8" short of the top edge of the sides. Using scrap pieces from the door cutouts fill in the gaps along the foundation under the door openings.

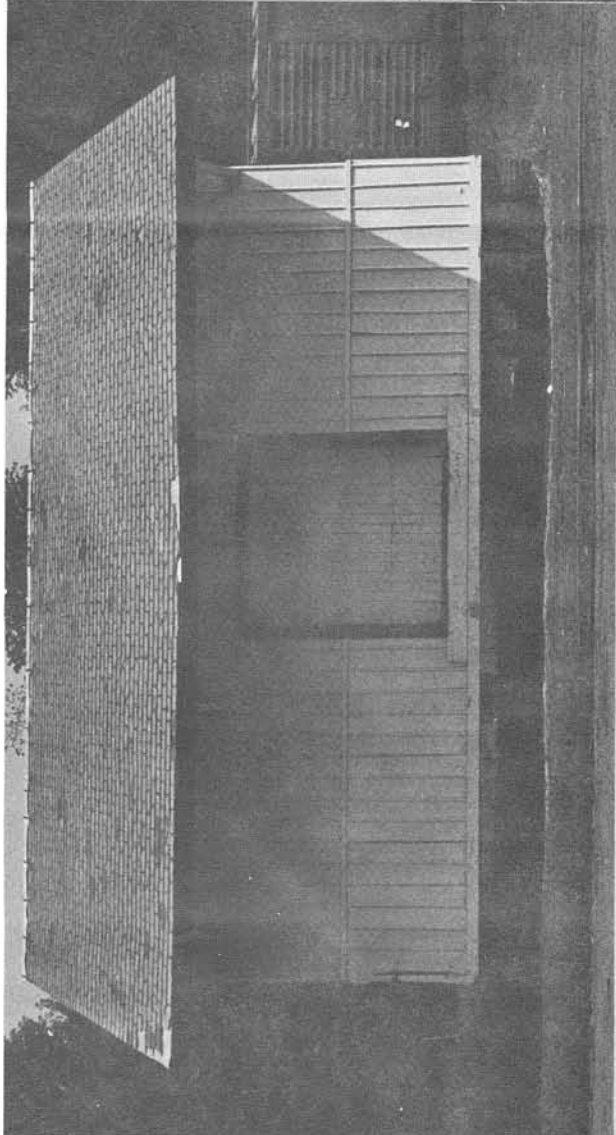
(To Be Concluded)

"Folks," said the minister, "the subject of my sermon this evening is liars. How many in the congregation have read the 69th chapter of St. Matthew?" Nearly every hand in the audience was raised.

"That's right," continued the reverend, "you are the folks I want to preach to. There isn't any 69th chapter of St. Matthew."

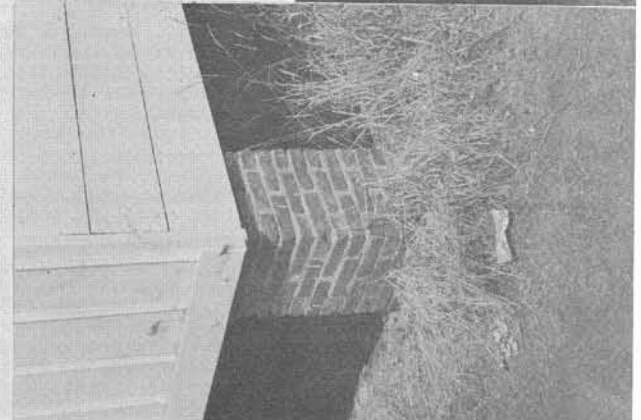


STAIR DETAIL
EAST SIDE

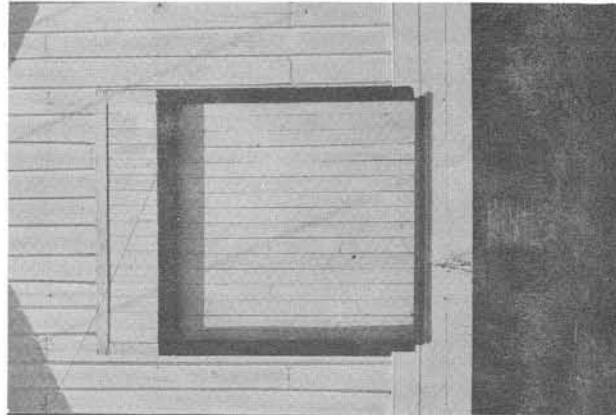


WEST SIDE OF BUILDING 31 FEET LONG (ACTUAL SIZE IN HO)

CORNER DETAIL & POST



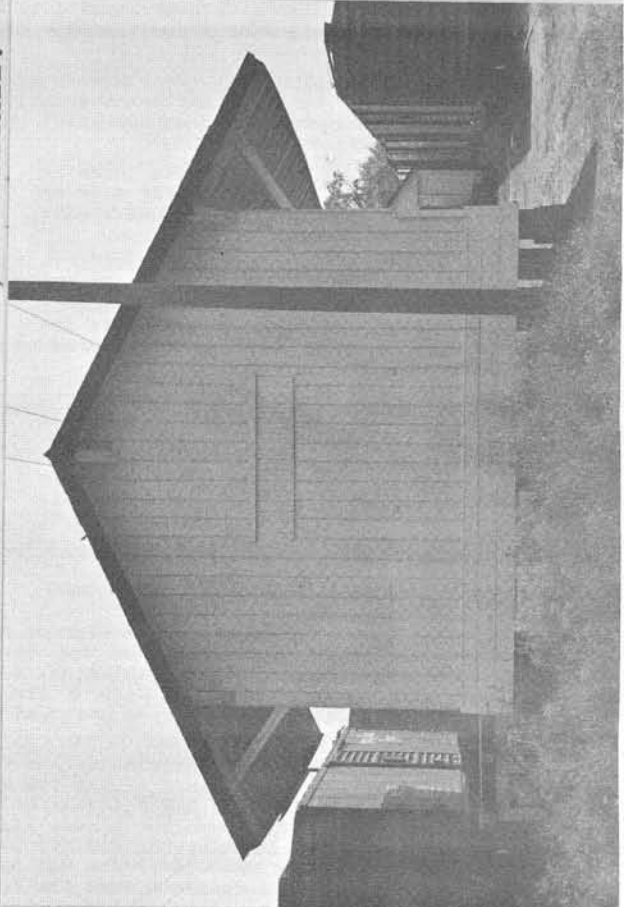
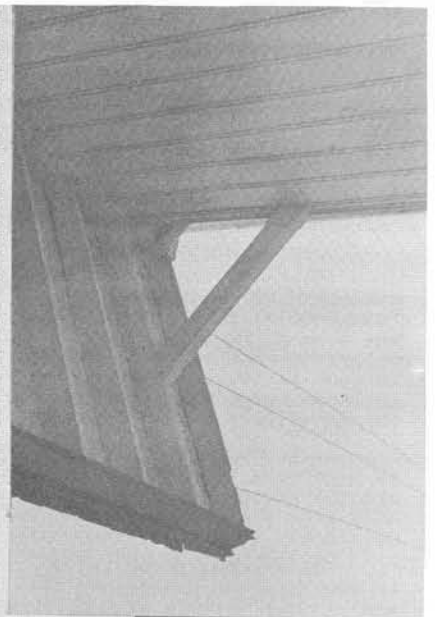
NORTH SIDE OF BUILDING 18½ FEET WIDE (ACTUAL HO)
SOUTH SIDE IS SAME BUT HAS DOOR, SEE DETAIL.



DOOR DETAIL AND
BOARDED WINDOW

FREIGHT STATION
BLOOMFIELD, CONN
FOR NER COUPLER
SEPTEMBER 1961
PHOTOS, D. SMITH

UNDER ROOF DETAIL & BRACE



SWAPPER'S CORNER

BY *Klave*

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 unless otherwise noted. All listings are published in good faith, but neither The Coupler nor the NER shall be responsible for any misrepresentation by the advertiser or for printing errors.

Alas, Fall! It doesn't feel like it yet, but it is here none the less. By the time this issue is out, and the Pittsfield Convention at hand, it will probably show indications of its arrival by the slow but noticeable turning of the foliage.

Of course, there is no time like the present to evaluate our equipment, take stock of our needs, and rid our layouts of the Summer accumulations of dust and grit. We may also give some thought to our wants and maybe swap off some items that we could replace to our advantage.

The items appearing in this issue were submitted for the Summer issue, but were not printed as I was too late for the press. No doubt they are still quite valid, so here goes:

SWAP: Good HO for S scale items. Have AF locos converted to S scale for sale or trade. SAE. Eugene Fletcher, 45 Riverside Ave., Hudson, N.Y.

SALE: 4 sects Atlas curved track slightly used \$2. Athearn Hustler like new \$3.95. Hobbyline 0-4-0 plastic loco and tender with weights, a kit with all parts included \$4.50. Peter Vaughan, 25 Felch Rd. Natick, Mass.

SALE: HO gauge locos, cars, snap track, Atlas switches with machines and remote control, dual control KF Universal Power-master capable of running four trains (AC-DC, 3.5 amps), all equipment has had very little use; 50% off or more. SAE for list. Raymond Nahl, 44 N.Br'dway, Wh.Pl'ns, N.Y.

TROLLEY SPARKS

Well, the Old Motorman has just returned from his vacation; sunburned, windblown, and dog tired. Within a short two weeks I visited Washington, D.C., Philadelphia and Boston returning with a trolley fan's treasury of photographs and some unforgettable memories of wonderful rides.

The Electric Railroaders Association had a fan trip on July 22nd over the BMT lines of the New York City Subway. The group used the BMT's famous multi-unit streamlined cars. These are the oldest light-weight rapid transit cars in existence and are about to be scrapped. I hope the members of the ERA had a good time. I'm sorry that I couldn't make the trip, but Saturday is one of my working days.

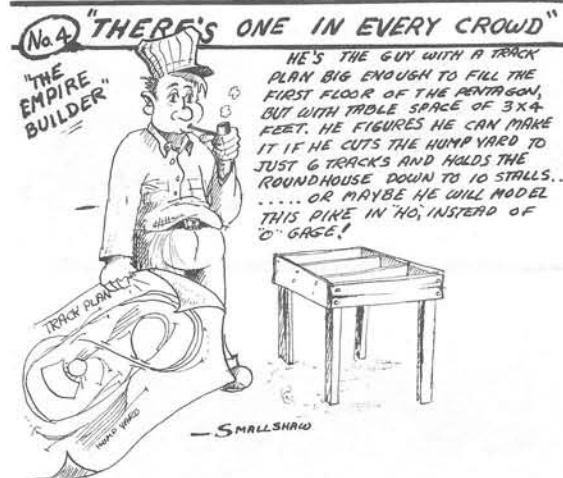
From David Saunders of Belmont, Mass., I have received information on the Ponemah Mills industrial trolley shortline just north of Norwich, Connecticut. The line is a little over a mile and a half in length and owns two locomotives; a B-B steeple-cab and a homemade single-truck. (Ed. note: Those who were at the New London convention will remember these. The former is the second electric locomotive built by General Electric.) More information about this small line appeared in the October 1960 issue of Trains. Thanks, Dave, let's hear some more from you.

A new issue of the Traction Fan's Directory will be published soon by the Vane A. Jones Co., 3749 N. Keystone Ave., Indianapolis 18, Ind. The directory will have listings of clubs (model and prototype), museums, dealers, manufacturers and other pertinent information. There will be a large selection of photos of model and prototype cars. The last issue, which I am still using, was published in 1948. The price of the 1961 edition will be two dollars.

You know, one of the best ways to end a trolley ride was just at early dusk. I got off at my stop and the trolley pulled away. As it sped down the semi-darkened right-of-way, I just stood there looking at the car as it grew smaller and listening to the zing of the wire overhead. Then the lights of the car vanished around a bend and it was gone. The only thing left was the gathering dusk and the chirping of crickets.

Well, I'm sorry to say that's all for now; I've got to let my sunburn rest. Don't forget the Trolley Man's meet in New Haven this Fall. See you there.

JOHN HEEGLE



The Summit - New Providence HO railroad Club at 94 Oakwood Dr., Murray Hill, N.J., will have a club show on Saturdays November 25 and December 23 from 2 to 5 and 7 to 10PM, and on Sunday November 26 from 2 to 5PM. No admission charge (donations appreciated). Clinics, displays and information to aid beginners will be provided in addition to operation of the club railroad.

The Franklin County Model Railroad Club will hold its fourth annual exhibition at the Greenfield (Mass.) Public Library starting November 28. Special activities are being arranged in connection with the observance of National Model Railroad Week.

An invitation to NMRA to hold the 1964 National Convention in Newark, N.J., was presented to that organization by Thomas George of the West Essex Club as representative of the committee. A meeting of the committee will be held October 11 at 800PM in the quarters of the Summit - New Providence Club to hear his report.

The committee to organize a Metropolitan Model Railroad Club Council has had a very encouraging response to its initial efforts and strong support has been promised. An organization meeting was held on September 20 at the Grand Central YMCA in New York City. Every club in Northern New Jersey, New York City, Nassau and Westchester Counties was invited to send representatives.

The Trotis Model Railroad Club has been formed in Amsterdam, N.Y. Although primarily for teen-agers, adults are also welcome. For information contact Robert H. Cudmore, 5 Peter Lane, or phone VICTOR 3-0962

NER member Scott Nielson is now entitled to be addressed as "Doctor" having earned the degree from MIT with a thesis on "Market Value and Financial Structure in the Railroad Industry". Congratulations!

Eastern Vice President Wayne Roundy in his capacity as head of the NMRA Engineering Committee has appointed Donald Robinson of Greenfield, Mass., to the office of Chairman of the Narrow Gage Standards Committee. Former Chairman Richard Andrews of New Canaan, Conn., will remain as head of the On2 sub-committee.

WELCOME!

To these new members the officers of the Northeastern Region extend a most hearty welcome. We hope that we may long enjoy your company among us and trust that we will see you often at the conventions.

Connecticut:

Walter J. Brown, 71 Curley Rd., Stamford
Edgar E. Courtemanch, 381 Woodridge Rd., Fairfield
Raymond DiFronzo, 14 Eastfield Rd., Waterbury
Walter Dumas, 706 North Main St., Manchester
Francis T. Finley, 21 Brownley Dr., Stamford
Harold J. Pettey, 120 Smith St., Grotton
Hugh McC. Rossire, Belden Rd., Falls Village

Massachusetts:

Ronald E. Adler, 99 Lincoln St., Pittsfield
Robert Benedict, 55 Pocasset Ave., Worcester
Albert H. Critchett Jr., 135 Spruce St., Watertown
Gerald Keenan, 32 Myopia Rd., Hyde Park
Kenneth S. Maguire, 8 Water St., Saugus
John W. Quinlan, 11 North Central St., Peabody
Edwin E. Vincent, 34 Hampden St., Springfield

New Brunswick:

E. V. Hunt, Box 786, Sackville

New Hampshire:

Ralph Heon, 160 Harrington Ave., Hillsborough
Robert Palm, Old Homestead Hwy., Keene

New Jersey:

Herbert G. Clopper, 163 Oakwood Dr., Murray Hill
E. Harrison Cornish, 19 Myrtle Ave., Ramsey
Robert Hooper, 47 Smith St., Irvington
William Husselbee, Otterhole Rd., Butler
Mark E. Kleinfield, 81 Van Cleve St., Maywood
John Nolan Jr., 222 Tuscan Rd., Maplewood
Langeland Van Cleef, 428 Upper M&N Ave., Up'r Montclair
Ronald Wick, 2212 Elizabeth Ave., Rahway

New York:

Brian Armet, 301 Clark Blvd., Massapequa Park
David Bayer, 18 Perry Ave., Bayville
Sidney Eingeret, 1539 Lydia Ave., Elmont
Richard B. Garfield, RFD#1, Poland
Edward Gaulrapp, 21 Fulton St., Massapequa Park
Joseph A. Herner, 313 Belgrade St., Troy
Paul A. Holsinger, 2245 Bright Ave., East Meadow
Solomon Jacobson, 140 West 175th St., Bronx
Arthur P. Kalfas, 789 West End Ave., New York
Leo E. Kane, Apt. 6A, 246 East 46th St., New York
Les J. Kizer, 90 Donny Dr., Wappingers Falls
Stephen Naimoli, 9 Burdette Pl., Amityville
Bradford G. Phillips, 173 Bayview Ave., Amityville
James R. Reed, 1610 Metropolitan Ave., Bronx
Stanley G. Robertson, 1425 Brooklyn Ave., Brooklyn
William Vander Westen Jr., 319 Richard Ave., Staten Is

Rhode Island:

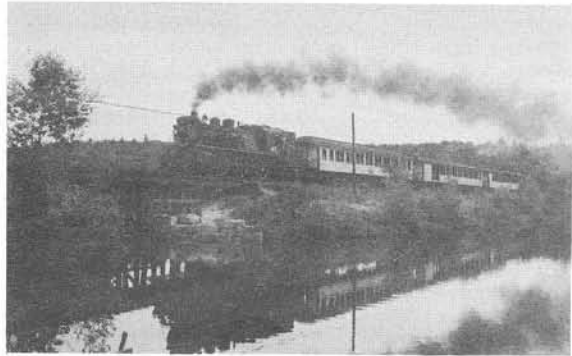
Robert Burbank, 22 Greenwood Ave., Warwick
T.G. Thurber, 107 Prospect St., Providence

STEAMTOWN:- Page 1

pole to Claremont Junction on the rear of B&M local freight EJ-1 whence it proceeded under its own steam to Bradford. These latter twenty-six miles will not soon be forgotten by those who made the trip. There are heavy grades on the line and the sounds of the resulting exhaust and the whistling for the numerous grade crossings brought people from miles around to see the train. Large crowds were attracted at both Claremont and Newport while smaller groups assembled at nearly every crossing. Some passersby were attracted by the sight (!) of your editor with trainman's cap and "STOP" sign or lantern waiting at a crossing. The train stalled leaving Newport completely blocking the main street for a period of twenty minutes. By now night had fallen, and the glow of headlight, firebox and rear-end markers weaving through the dark countryside were a most pleasing sight. Bradford station, with red order board shining above the brightly lighted building, was reached with a sigh of relief at 1030PM. Even at that hour there were more than 50 cars in the parking area.

Saturday was a gala day in the Sunapee Region. Although the steam train was the main attraction, there was also a "fantrip" operated by the C&C for the children in a nearby hospital. To describe the scene as bedlam would be putting it mildly. Each engine had to run around its train, automobiles vied for parking space, and people were simply everywhere. Reporters from newspapers, wire services, television and radio along with innumerable amateur photographers recorded the event. Many a passing driver did a double take upon catching sight of engine #47 and its four yellow coaches. At 11:00AM the first train began to move, inaugurating what was expected to be regular operation until the end of October.

On the date mentioned a locomotive inspector from the Interstate Commerce Commission appeared at the Bradford office and announced that he was taking the engine out of service because the railroad had failed to file the required reports. It is the contention of the owner, supported by professional railroaders and presumably agreed to some months ago by the ICC itself, that that body has no jurisdiction as the train operates entirely within the State of New Hampshire and does not engage in interstate business. An intensive campaign conducted over the weekend resulted in a verbal release from Washington on Monday morning, but the Commission has refused to rescind the order until it has been provided with a copy of the report of the last previous inspection. This is, most likely, unobtainable as the engine has been retired for almost three years.



MS&N Westbound Train Crossing Todd Lake, Bradford, N.H.

There was no question of the fitness of the engine for service. The boiler was inspected and tested by the Hartford Steam Boiler Company and the condition and operation of all equipment had been approved by the Public Utilities Commission. Although the making of the tests and filing of the reports could be done it would take considerable time. This, however, is not the principal reason for fighting the ICC now. The filing of the reports would undoubtedly lead to further harassment from the operations and car departments of the agency. Therefore, the train will not run again unless a written release of jurisdiction is received.

This train is the same one which was intended to run between North Walpole and Keene, N.H., as reported in previous issues of The Coupler. However, as the conveyance of the property from the Boston & Maine to the MS&N will not be final until October it would have been necessary to use B&M crews if there were to be any operation this year. Mr. Blount was unable to reach an agreement with them on the matter of wages and instead made the arrangement for trackage rights on the Claremont & Concord where his own men could be used. Most of the MS&N employees therefore feel that the railroad Brotherhoods are behind the difficulty with the ICC.

Both NMRA and NER entered the fight to save the train. Wayne Roundy, Doug Smith and your Editor all made appeals through wire services and radio stations for our members to assist by contacting their Congressmen. Your Editor has actively participated in the operation of the train since it started running and requested the aid of the others who were vacationing nearby. Reports indicate that the campaign as a whole was effective, although it did not entirely succeed. At least our existence is known.

Late News Flash! The train will run, with a borrowed C&C diesel, weekends only until October 15. Trains leave Bradford at 11AM, 2PM and 4PM. Round trip takes about 2 hours.

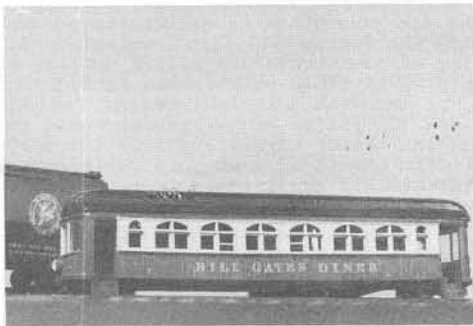
Like many another model railroader Wayne's interest in scale trains stems from his boyhood tinplate layout. Although this was laid aside through the high school and college years the interest quickly revived when, in 1941, he was given several "O" gauge scale car kits. These were promptly assembled, but attempts to purchase additional cars were stymied by wartime restrictions. Business commitments and military service then forced abandonment of model railroading until 1945 at which time he joined the club in Biddeford, Maine, where he then lived. Originally this club met in the members' homes, but soon built a permanent railroad of its own. Wayne became the dispatcher for this timetable-operated point-to-point system. It was this club which later, at the request of the late Allen Hazen, sponsored the convention in Portland.

Wayne is now a devotee of "HO" gauge and has under construction a dog-leg shaped railroad which will cover an area of 162 square feet. The track is expected to be in suitable condition for operation by the end of next year. He also has a coffee table layout and a 4x8 portable railroad which has been exhibited at a number of fairs, conventions, clubs and scout meetings since it was built.

will be available. There will also be an Interchange Track where passes, pictures and ideas may be exchanged. The Club Car will be open for bull sessions. A Barior Car and special program is being prepared for the ladies under the direction of Margaret See.

Sunday breakfast will be followed by the Annual Meeting. By law and Constitution changes to be presented for vote at this time were published in the Summer issue of The Coupler. Meetings of the Board of Directors will be held Saturday afternoon and immediately after the close of the Annual Meeting. The latter will be for the purpose of choosing the officers of the Region for the ensuing year.

The cost of the convention is \$8.50 for reservations made prior to October 20th. Individual parts may be reserved as follows: Registration (required for all participants), \$2; Fan Trip, \$.50; Banquet, \$4.50; Breakfast, \$2. Advance registrations should be mailed to Richard W. Winston, Carrier 44, Narragansett Ave., Pittsfield, Mass. Make your hotel reservations directly with the Wendell-Sherwood. A 30% discount in room prices is being offered for each night beyond the first.



YOUR REGION IS BEING RUN BY A CLIQUE!

Complaints are often heard that the Northeastern Region is being run by a clique. Investigation has proved them to be true. Furthermore, it was found that the clique is composed of faithful members who are present at conventions, who accept appointments to committees, who give willingly of their energies, time and efforts, and who sincerely believe that the more one puts into the Region the more he will get from it. It is, therefore, suggested that you join this clique. It is not a difficult matter to do so; in fact, it is very easy. Begin by attending conventions regularly, take an interest in its activities, make helpful constructive suggestions and accept responsibilities to serve on committees when appointed. Instead of asking why something is not being done, offer to do it. Show a continual interest in all the affairs pertaining to your Region. Before you know and realize it, you will have become a member of the clique; and you would be surprised to know how anxious they are to have you selected.

Region officers have been accused of snobbishness at conventions because they do not take time to stop to talk, particularly to new members. It is not that they do not wish to do so, but rather that they must divide their time among many. Naturally, it is not their intention that anyone should feel slighted and every effort is made to avoid it.

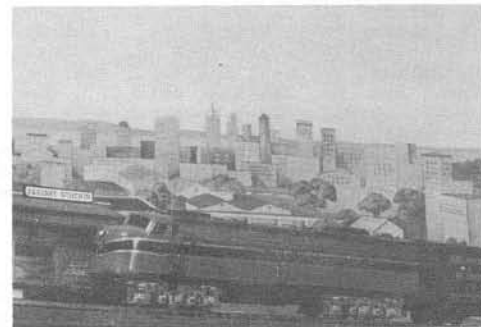
See Page 3 For Change Of Mailing Office Address



SHORT LINES

The roadside diner and diesel cab unit shown below are the work of Rev. Richard D. Smith, Saint Sacrement Rectory, Bolton Landing, N.Y. Rev. Smith is undoubtedly a Delaware & Hudson fan as a model of one of that railroad's box cars appears in each picture. He didn't mention the name of his railroad, but it probably has track as good as that shown on page 2.

In building both of these pieces he followed articles which appeared in Model Railroader. The one on the E-9 A-cab was written by Al Kamm and the other by Alan Armitage. How about coming to Pittsfield and entering those, and more, in the Model Contest?



Robert Strobel
701-74th St.
North Bergen, N. J.



FORM 3547 REQUESTED

POSTMASTER

RETURN AND FORWARDING POSTAGE GUARANTEED

12 Glendale Drive, Danvers, Mass.

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

THE COUPLER

