

THE COUPLER

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

FRANKEL HEADS NER

HYSLOP ELECTED VICE PRESIDENT



Left to Right: Larry Sherman, Secretary; Len Frankel, President; Doug Smith, Past President; Ken Hyslop, Vice President; Kitty Brown, Treasurer; Jack Brown, Office Manager.

Leonard S. Frankel of West Englewood, N.J., was elected President and Kenneth T. Hyslop of Stratford, Conn., Vice President of the Northeastern Region NMRA for 1962 at a meeting of the Board of Directors following the Annual Meeting in Pittsfield, Mass. Both men are well qualified for the jobs having served the Region in several capacities in past years. They are active model railroaders and members of long standing in NER and NMRA.

Better known to many of the older members of NER as "Double-0" Frankel, Lenny is a Charter Member of the Region and has been a member of NMRA since 1939. He started building OO Gage 22 years ago and is now constructing his third layout which is 14x24 on three levels. It is 2-rail with plenty of interesting operation and is equipped with 21 locomotives, 175 freight and 35 passenger cars. Always interested in trains, he worked as a youngster in a toy store selling Lionel and American Flyer train sets.

Among the past and present offices which he has held are; President of the Associated Bergen County OO Railroaders (ABCOOR), Membership Chairman of the New York Society of Model Engineers, Convention Committeeman for the New York National Convention, Model Contest and Nominating Committees of NER, and Director of NER. His fondest wish is to do as good a job as President as have his predecessors.

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BERKSHIRE CONVENTION SUCCESS

The Wendell-Sherwood Hotel in Pittsfield, Massachusetts, was the scene of another enjoyable Northeastern Region convention on October 27-28-29, 1961. A total of 177 registrations were recorded and, of these, a very large percentage bought tickets for all events. A varied program of interesting features was provided by the committee to attract attendance. That they were successful was indicated by the large number of new members present in addition to the old-timers. Many thanks to Convention Chairman Walter Syrett for a very pleasant weekend.

As usual, the main attractions of the convention were scheduled for Saturday. The program began at 10AM with four clinics; three of which were repeated at 11AM for those who wished to attend more than one. Paul Larson presented a clinic with slides on "The Mood of a Railroad", Earl Smallshaw spoke on "Scenery", and Scott Neilson demonstrated techniques of "Scratch Building". The fourth clinic, for the "Railettes", was conducted by Margaret See. All were well received. Following a break for lunch, busses left at intervals for the fan trip to the General Electric Extra High Voltage Transmission System display and the Wissman Train Museum. Although not directly connected with model railroading, the General Electric display was found to be highly interesting. Its transformers and several types of experimental transmission towers would be fairly simple to model yet would provide an unusual addition to the scenery of a layout. The Train Museum is located in a house which was formerly the New Lenox station of the New Haven Railroad. Tinplate trains of all sizes and ages were on exhibition throughout the house along with an "O" gauge layout in the basement. The smallness of the rooms caused some delay, however, because the visitors had to be conducted through in groups. At the termination of the fan trip, the Model Contest room at the hotel was opened for the inspection of the contest winners and other entries. With some 55 entries of various types and scales, the judges must indeed have had a difficult time to make a choice.

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PRESIDENT'S AWARDS

Four members of the Northeastern Region were pleasantly surprised when they were honored by being given President's Awards at the Fall Convention in Pittsfield. Those receiving these new awards for Meritorious Service on behalf of the Region were Wayne and Ruth Roundy, Office Manager and Secretary-Treasurer, for the time and effort they have expended over the past six years in handling the business affairs of the Region; Jack Alexander, Vice President, for an outstanding job of membership promotion during his term; and Don Robinson, Editor, for the time he has given to editing The Coupler and for the improvements made in the paper in the past two years. Although none of these persons was ever in doubt

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THE COUPLER

The Hostler says:

I would be a complete liar if I were to deny that I was thrilled and pleased to be a recipient of one of the President's Awards which were presented at Pittsfield. What most of those at the convention did not know is that Doug, with a perfectly straight face and in the presence of all four of us, requested at the Saturday morning Directors Meeting that the Board consider setting up such an award arrangement for the use of future Presidents. Even when he came to the table at the banquet and told me to be ready to take some pictures, I did not suspect what he was about to do. Although this Award was made for past efforts, it carries with it an obligation to see that the standards of quality which I have set for The Coupler are not relaxed. To one and all I promise that, as long as I am Editor, I shall do everything within my power to give you the best possible publication. To Doug I can only offer, trite though it may sound, a humble "Thanks".

The new NER Officers have already assumed their duties, and it behooves each and every member to support them in their efforts to make this Region the best in NMRA. The chairmen of the several committees will also welcome the offers of interested persons to assist them in their work. Membership is another category in which each individual can help to improve the Region. While I personally do not believe in membership "drives" and "quotas" which seek numbers for their own sake, I am quite ready to spend whatever time is necessary to explain the advantages to be derived from membership in both NMRA and NER. The form letters sent out by NER unquestionably serve to attract new members, but there are many others in our territory who belong to neither NMRA nor NER, or to NMRA only. Although there are some who prefer to remain "lone wolves", the larger percentage of them need only a personal approach to get them in. It is to our advantage, yours and mine, to have as members every truly interested model railroader in the area.

This issue contains two articles on which comments are solicited. One is the "Railette" question and the other the Operating Problem. While the opinions of the distaff side in particular are sought on whether or not to have a separate "Railette" program, comments from the husbands will also be welcomed. Letters on the "Railettes" should be addressed to Mrs. Margaret See, 1 Orchard Drive, White Plains, N.Y., or to Len Frankel. Please DO NOT send them to The Coupler. The Operating Problem is designed to promote an interest in operating model railroads according to prototype practice. As noted in the article, if enough interest is expressed this will become a regular feature. Also, if the response warrants it, a request will be made to the Board of Directors for authorization to issue regular NER prize certificates for the best answers received. This will give our more remote members a chance to win prizes even though they cannot often attend the conventions. Letters on the "Operating Problem" and your answers to the problem in this issue may be sent to the Editor. Please put your comments and solutions on separate sheets.

An inspection of the masthead of this issue will show that there have been changes made. Although it was not true, and the intimation was unintentional, the previous arrangement tended to indicate that The Coupler was strictly a one-man operation. Of course, each contributed item was identified as to its author, but the recognition accorded made no differentiation between regular and occasional contributors. As the regulars are certainly entitled to more prominent identification, their names have now been added to the masthead. Also added is the list of correspondents. This is something new which is being tried in an effort to obtain more news of local model railroading events. While they may not have realized it before, these regular contributors and correspondents will derive a further benefit from this action. They have now become members of a Regional committee and as such will earn credits toward obtaining Award #8 (Association Volunteer) of the new NMRA Awards System.

Because of the special items this issue will be a large one. Material for the future is still needed, however, and the two Feature Editors and I will welcome all contributions. Those who were at Pittsfield heard me say that I will have little spare time during the next two years and request co-operation

NORTHEASTERN REGION

Of The
NATIONAL MODEL RAILROAD ASSOCIATION

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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.
P.O. Box 404
Wakefield, Mass.

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May I wish all of the members of NER and their families a Prosperous and Healthy New Year; may the coming year bring all your heart's desires to you and yours and NER.

This is my first opportunity to thank publicly the Board of Directors for electing me President of NER. I trust that I will not fail them or you.

I would like to thank Doug Smith, our retiring President, for a magnificent job of leadership in bringing NER the Honors which were awarded it by NMRA; Jack Alexander for the tremendous membership drive which brought our numbers to a new high, and last, but by no means least, Wayne and Ruth Roundy for their magnificent jobs as Office Manager and Secretary-Treasurer. I have the deepest respect for these people and appreciate the fine work that they have done. My thanks, also, to the members of the Pittsfield Convention Committee and their wives who worked so hard to give us such a wonderful time.

I wish to welcome and congratulate our new Officers of NER; Vice President Ken Hyslop, Secretary Larry Sherman, Treasurer Mrs. John (Kitty) Brown; the new members of the Board of Directors, Walter Syrett of Pittsfield, Roy Dohn of Montreal, and Jack Brown of Wakefield who is also our new Office Manager; George Fitterman on his re-election and for the fine job of organizing the Metropolitan Club Council; and Don Robinson who is continuing as a Director as well as Editor of The Coupler.

As time goes on I hope to keep you advised as to what is expected from all of us to better the Region and help NMRA. The first thing that I am going to ask all of you to get behind is our membership drive. We have been given a quota for 1962 that should be a challenge to us all. However, this quota can be met very easily if each one of us will sign up just ONE new member. Now I ask you, is this too much; just one new member from each present member? Let's get to work on this at once. Remember, say, "One for me; how about you?"

I have received a communication from the National about the "Railettes", and at Pittsfield I asked some of the women attending what their thoughts were on the subject. The Board of Directors tabled the question for future discussion and would like to hear from the ladies in the Region their own ideas on it. I would appreciate hearing from the ladies personally and will see that their identities are kept under wraps if they so desire. Please, ladies, even if you have not attended any of our conventions (and I wish you would), let me hear from you.

My guess is that I have far exceeded myself in this my first attempt at trying to reach everyone in the Region. I do not even know whether all of you know me, although I have been a member of NER since its founding in Kingston, N.Y. I have missed very few conventions and have tried to meet and talk to everyone who comes for I know what it means to attend a convention and not even have someone say "Hello". Please, attend our conventions and speak to me. You will be surprised what fun you will have, and you will never miss another one.

LEN FRANKEL

HOSTLER:- Page 2
to save me from having to dig for material. In order that the situation may be understood, I have competing for my spare time the following FIVE positions: Editor of The Coupler, Chairman of the NMRA Narrow Gauge Standards Committee, Chairman of the Franklin Short Line Association, and the office equivalent to Vice President in two other organizations unrelated to model railroading. As you can readily see, I do not have much time left over for just doing as I please. I made a promise above to continue to do my best for The Coupler and I intend to live up to that promise, but I will need your help.

The Winter season is now upon us; the time of the greatest model railroading activity. Although it is too late for Holiday Greetings, I will wish you all the best of luck with whatever projects you undertake in the New Year. See you subsequently.

Deadline for the April Issue will be April 6.

DON ROBINSON

By "Rob" Robertson

The coach yard hums with switcher sounds
As the "Flyer's" string takes shape;
The 0-6-0 is doing the rounds
At a slow but steady gait.

An observation car, brass rail a-shine;
A parlor car a-gleam;
Three Pullman cars, cozy and sublime;
To travel as in a dream.

Silver, crystal, and linen so white,
The trademark of the diner:
Sparkling by day and glowing by night,
Surely there's nothing finer.

Four coaches for the average man,
His family and his snacks;
Apples, oranges, cheese and ham,
Clothes piled in the racks.

A baggage car of trunks and bags,
A canoe for a lakeside station;
All of them flaunting their owner's tags
Awaiting their destination.

And last, but not least, express and mail;
Bonds across the land.
Regardless of weather they move without fail
At the whim of public demand.

Consist completed, the switcher barks loud
And trundles her load toward the depot;
Heaving and straining, but still looking proud,
She lines them up ready to go.

As she comes from the trainshed into the sun
A haughty Pacific slides by her,
Impatiently steaming to start on the run
With travel's best venture - the "Flyer".

R E M E M B E R

The official NER address is now
Box 404, Wakefield, Mass.

Deadline for the April Issue is April 6th.

MODEL CONTEST WINNERS AT FALL CONVENTION

Best In Show (Delaware Trophy):....John T. M. Pryke

Best In Class - S and Larger:....Herbert U. Walters

Best In Class - OO and Smaller:....John T. M. Pryke

Scratch Cars -
S and Larger:

1. Herbert U. Walters
2. George Hockaday
3. Eugene C. Fletcher

Scratch Cars -
OO and Smaller:

1. A. Thomas Prange
2. Earl Smallshaw
3. Thomas Vollmer

Scratch Steam Loco -
S and Larger:

1. Not awarded
2. Herbert U. Walters
3. Herbert U. Walters

Scratch Steam Loco -
OO and Smaller:

1. John T. M. Pryke
2. Not awarded
3. Not awarded

Scratch Structures -
OO and Smaller:

1. George Fitterman
2. Richard Elwell
3. Douglas S. Smith

Kit Cars -
OO and Smaller:

1. James E. O'Neil
2. James E. O'Neil
3. Roland E. Adler

Kit Steam Loco -
OO and Smaller:

1. Not awarded
2. John T. M. Pryke
3. John A. Young

Kit Diesel Loco -
OO and Smaller:

1. Not awarded
2. Not awarded
3. John T. M. Pryke

Scenery - OO and Smaller

1. Leonard H. Spencer
2. Allen Hanson
3. John Alexander

JUDGES

Phillip Williams....Paul Larson.....Francis Brown

WELCOME!



BERKSHIRE:- Page 1

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:

Patrick H. Bowen, 26 Shore Acre Dr., Old Greenwich
E. Harry DeCantillon, Stone Court, RFD #1, Gales Ferry
Oakley V. Haight, Jr., 7 Frances Ave., South Norwalk
Joseph W. Kempsta, Jr., 24A So. 4th Ave., New London
Morgan M. Kline, 10 Old Orchard Rd., Bloomfield
Ralph W. Moore, 25 Elmbrook Dr., Glenbrook, Stamford
Donald D. Rose, Crescent Pl., Monroe
Henry Teller, 15 North Ave., Norwalk

Maine:

Henry P. Groth, Groth's Hill, Waldoboro
John B. Swasey, Andover

Massachusetts:

Robert J. Cartwright, 148 South Main St., Sharon
Sidney Colburn, Walpole St., Dover
Adolph S. Danielson, 165 Temple St., North Abington
Deroo Electric Company, 78 Main St., Winthrop
James J. Faran, Jr., Tabor Hill Rd., South Lincoln
Arthur L. Gardella, 2 Glendale Rd., Burlington
Edward R. Horne, 1157 Boston Rd., Springfield
Thomas Kowalczyk, 151 Moore St., Chicopee
J. Drennan Lowell, 26 Jefferson Rd., Winchester
Joseph P. Lynch, 67 State St., Willimansett
William J. McGarry, 58 Norman St., Rockland
Harry D. Merchant, 35 Warner St., Gloucester
Robert M. Morse, Orchard St., Millis
Paul Riley, 11 Bancroft Ave., Reading
Homer L. Simmons, 34 South Worcester St., Chartley
John W. Sponsler, 100 Memorial Dr., Cambridge
George L. Woods (S/Sgt), 5621C Randolph St., Otis AFB
Ellis E. Walker, Jr., 2 Bruce Rd., Concord
Lincoln Winton, 703 Massachusetts Ave., Boston

New Hampshire:

Donald O. Brookes, School St., Wolfeboro
Kenneth B. Buckminster, 5 Tow Path Lane, Concord
Richard L. Dahlgren, Box 343, Concord
David A. Marquis, 20 Moulton St., Lakeport
Thomas A. O'Connor, 5 Richmond St., Winchester
James E. O'Neil, Chesterfield
H. E. Plumer, Box 166, New Castle
John A. Young, 16 Colony Ct., Keene

New Jersey:

Mark F. Kelly, 416 Sheridan Ave., Roselle Park
Robert Strobel, 701 74th St., North Bergen

New York:

Frank Besanceney, 22-30 75th St., Flushing
Massie W. Blankenship, Jr., 3555 Bainbridge Av., Bronx
John G. H. Boate, 43-26 170th St., Flushing
Van Edwards, 9 Jefferson Rd., Scarsdale
George Ferris, 108 Oxford St., Syracuse
Fred Flathman, 36-42 203rd St., Bayside, L.I.
George Foster, 387 E. 7th St., Brooklyn
Jack Gomberg, 1214 40th St., Brooklyn
Paul Guyer, 44 1st St., Lynbrook
Richard Makse, 65-63 Maurice Ave., Woodside
David W. Messer, Fl13, RPI, Troy
Irwin Messinger, 420 Queens Ave., North Massapequa
Richard D. Miller, 4475 Hudson River Pkwy. W., New York
John M. Lecato, 134 Main St., Staten Island
Fred Purvis, 37 Haverford Rd., Hicksville, L.I.
Paul Rivers, 6 Summit Ave., Albany
Ronald Rosenberg, 71 No. Chatsworth Ave., Larchmont
James P. Somer, 112 E. 73rd St., New York
Robert L. Warren (Ltjg), USS L. Thomas DDE764, FPO, N.Y.

Nova Scotia:

Robert Bentley, Kings College School, Windsor

Rhode Island:

Stephen Johnson, 135 Hilltop Dr., East Greenwich
T. G. Thurber, 107 Prospect St., Providence

Following an excellent turkey banquet in the evening, the Model Contest winners were announced and the certificates presented. The Delaware Trophy was won by John T. M. Pryke, a student at MIT, with a scratch-built HO model of a New Haven steam locomotive. Among the features which earned the top honor for this entry was a completely detailed backhead. Next on the program was the drawings for door prizes of which 127 had been provided by model railroad equipment manufacturers and hobby shops. To insure that the donors would be properly thanked for their generosity, the winners were required to sign prepared post cards which had to be completed and turned in to obtain the prize. Convention Chairman Syrett then introduced President Douglas S. Smith who spoke briefly and in turn introduced the guests at the head table. The banquet program concluded with entertainment by the Quarternotes. The quartet of Jack Rosselot, Bob Rose, Don Packard and Herb Allen are members of the Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America. Their act included hilarious jokes and comments in addition to songs, and was enjoyed by everyone. After the completion of the entertainment the auction was opened with Stan Bradley as auctioneer. Hundreds of items went on the block before the final sale was made shortly after 130AM.

The convention actually began with the opening of registration at 7PM Friday. As early as five o'clock the hotel lobby was well filled with NER members who were anxious not to miss a single moment of the weekend's events. Several layouts were open to visitors during the evening, and there was a showing of a number of excellent professional and amateur movies in the main ballroom. Bull sessions in many rooms lasted until the wee hours of the morning.

The Annual Business Meeting was held on Sunday morning following breakfast. (Report elsewhere)

In addition to Chairman Syrett, the committee, all members of the Berkshire Model Railroad Club, were W. Carter, Jr., and A. W. Peverett, hotel arrangements; W. Carter, Sr., fan trip; Russ Eastwood, publicity; John Skowron, layout visits; Len Spencer, Sr., and Len Spencer, Jr., movies; Don Kirk, industry relations; Dick Tyde, auction and contests; and Dick Winston, treasurer. All deserve the hearty thanks of the Region for a job well done. Also co-operating in handling the convention work were the members of The Hustlers Model Railroad Club. A copy of their newspaper, The Frog, was among the material handed out to each conventioneer.

ANNUAL AND DIRECTORS MEETINGS

In addition to the Annual Meeting of the Northeastern Region, two meetings of the Board of Directors were also held at Pittsfield. The following is a brief summary of the business transacted at each.

The first BOD meeting was convened Saturday morning for the primary purpose of hearing the reports of the Officers and committee chairmen. Suggestions were made to have a Permanent Convention Committee; to formulate a program to help answer the questions and problems of the newcomer to the hobby; to study the Constitution and By-laws and bring them up to date; and to permit the President to give citations and service awards at his discretion. The last of these was adopted and the others referred to the new Board of Directors. The only other action was the voting of a complimentary one-year membership in NER to the men at the Poor Farm on Staten Island.

At the Annual Meeting Sunday morning the reports were again read for the benefit of the general membership. Announcements were made concerning the future conventions and National Model Railroad Week. The amendments to the Constitution and By-laws proposed at the Spring convention were voted and passed. Following the report of the Nominating Committee and nominations from the floor the new Directors were elected and the meeting adjourned.

Immediately after the close of the Annual Meeting the new Board of Directors met to elect the NER Officers for the ensuing year. The President then officially made his appointments for the several offices and committees. On a motion duly made and seconded it was voted to pay the Office Manager a token salary of 10% of the dues of each member over 500.

The Northeastern Region is interested in knowing just what activities are of the most interest to the distaff side - either members of NER or wives and daughters of model railroaders.

What kinds of activities do you prefer? Do you want articles on special modelling projects for the gals? What have you done that will interest others? Will you write an article about it? Shall we have a special model contest for you at the conventions? A Ladies Fan Trip? Some other type of activity at the conventions? A column in The Coupler written by and for the ladies? (Ed. note: There used to be a column called "The Distaff Side", but it has died from the lack of material.)

Many women take an active part in model railroading at home - other than making cake and coffee - but do not participate in the Region's activities because there is no interest or appeal, particularly if a convention offers nothing but "kafeklatches" or "freelance" activities. The Region would like to provide interest for you - either at home or at a meet.

Please contact President Len Frankel or Margaret See with your suggestions. All will be carefully considered and put to use where practical. The most important thing is to send the suggestions.

COMMENT ON RAILLETES

By Margaret See:

At the convention in Pittsfield some of the Officers asked me would I please be the NER representative to the Raillettes. I was not able to speak with most of you due to lack of time and the usual way we scatter at these events, but the ladies to whom I was able to talk were of a mind with me.

This small group does not want to be "Raillettes", jointly or severally. Some of us are model railroaders ourselves, although the majority are not. Those who are not model railroaders do not want to be lumped into a Women's Auxiliary, or other women's offshoot, of any organization. If we did so desire, we have choices ranging all the way from the American Legion Auxiliary to Women of ----- Church or Young Women's Something Or Other. Each and every one of us likes being Mrs. John Doe, NER-NMRA; period. Some of us like it because we can do it with our husband; a very few have "dragged" our husband in (and what heavy rope we needed!).

Personally, I am against the Raillette movement for, and in the same way, that I am against unions. To me the Raillettes are a union of women to which women must belong, per se. I used to work in a place where union membership was a condition of employment. I was not happy in that membership although the job paid well, the location was convenient, and the men and women with whom I worked were pleasant. I stayed over ten years and was never happier than when I resigned.

You ladies to whom I had no opportunity to talk; have I done you an injustice by refusing "Raillette" affiliation? It was I, finally, who did refuse. The whole thing came up quickly hitting me like a thousand ton of bricks. I told our new President, Len Frankel, just what I have said above. He then told me that, if that was the feeling as I had been able to sample it quickly, he would have to so put it in his report to the Directors and the Raillettes. Since Pittsfield I have thought, and, yes, worried, over this snap decision. Are there, among you, those who want membership in the Raillettes? If so, is there one of you who do want such membership who would be willing and able to act as the NER representative? I do not know what the job would entail. Just two weeks before our Pittsfield meeting I made a one-day visit to the MER convention in Camden, N.J. These the Raillette Representative put on a craft demonstration for the ladies who wished to attend. They made some interesting place mats with locomotives on them. Although I thought the attendance at the Raillette meeting was quite a fair section, the representative was disappointed that there were not more. I know that not all of the ladies who come to the conventions have an interest in railroad things.

Quite apart from Raillette activities, would you like me to run any more scenery clinics? I thoroughly enjoyed the one in Pittsfield and will be glad to go on from there; IF you had as much fun as I did. Since the semi-annual meetings are not entirely for my amusement, I do not want to inflict my games on you unless you, too, want to play.

Any questions you may have to ask of me I will do my best to answer. If I do not know the answer, I will either find out or try to tell you where to ask further. I have available one who has had some good experience. If there is enough interest in the subject, The Coupler will publish some of the questions and answers. Please write to me if you have any ideas on either of these subjects.

By P.A.B.:

As the wife of a loyal and avid model railroader may I tell you how much I am looking forward to the Spring Convention of 1962 to be held in Patterson, N.J. Having had the rich privilege of tagging along with my better half to other NER and MER conventions, I know first-hand what fun is in store for all who will attend. The clinics, the fan trips, the auction, and the visits to operating layouts will completely captivate any and all in attendance.

Now, despite the complimentary opening of this letter, my main purpose in writing is to gripe about a so-called organization within an organization; - namely, the "Raillettes". (Ugh! Even the name irritates me.) These "Raillettes", as I see them, are a group of non-railroading wives who trail along on conventions to keep an eye on Hubby and, at the same time, try to entertain themselves outside of the hobby in whatever town the convention is being held. Herein lies my gripe.

First, let me quote from the NMRA Articles of Incorporation: "To assemble, define and set up model railroad Standards....promote closer understanding and cooperation between model railroad manufacturers, consumers and publishers....promote the greater fellowship of model railroading between model railroaders ...advance the hobby of model railroading wherever and whenever possible."

How, pray tell, are these Raillettes helping this cause by touring historic landmarks, visiting local china factories and knitting mills, or being entertained by fashion shows, jewelry parties and what not? How can you allow plans for such activities to be made for this troupe of die-hards when acknowledgement of their disinterest and the substitution of entertainment with things not connected with the hobby is completely against the purpose of the NMRA and its Regions and increases the cost of the convention? How can you allow all this female energy to escape and be diverted in these various and sundry directions when it could be so easily captured and put to work for NER and NMRA?

Please do not misunderstand; I am not placing the blame for the lack of interest of these ladies entirely upon themselves. Nor am I against a group of model rails' wives forming an organization for themselves, providing its purpose is to further the hobby and not degrade it. It just could be that there is hope yet for these non-railroading wives through abolishing these idiotic tours which have nothing to do with Hubby's hobby and encouraging these gals to participate in, and consequently enjoy, this most fascinating pastime.

I will be the first to admit that, years ago, when I discovered that my husband-to-be still "played with trains" I suffered mixed emotions of amusement, doubt, and disbelief. But the ingenious, lovable so-and-so was not to be deterred from his noble and absorbing interest in things HO and set about to convert me. His diabolical scheme went into effect on our honeymoon when, in a blissful and adoring mood, I found myself successfully assembling a Mantua tank car kit. Granted this timing may be out of the question for the majority of model railroaders who yak about their spoil-sport wives, the fact remains, however, that the wife CAN be converted (through proper care and feeding) into a loyal enthusiast helping to advance the hobby AND her better half. There can't be a woman alive, worthy of being married to a model rail, who does not appreciate the importance of a worthwhile hobby for her husband; to say nothing of one in which the entire family is able to participate.

The process of conversion may be slow; so, boys, go easy. Let's face it; there is nothing particularly encouraging to the budding HO wife in shouted recriminations such as, "Will you keep YOUR *#*&##% kids away from MY models!", or in such deliberate overuse of technical terms as, "Dear, where did you put that 4-4-0 Atlantic (sic.) I was scratch building?" I myself am still in utter confusion and of absolutely no help as I watch my beloved assemble a Roundhouse O-6-0 switcher, but I sit with him and attempt to put

The Empire State Railway Museum at Lake Mahopac, N.Y., has purchased locomotive #103, a 2-6-2, of the Sumter & Choctaw Railway. It is planned to move the engine to the New York City area where it will be used, following repairs and ICC approval, for excursions on nearby branches and short lines until the Museum has developed an operating site of its own. This engine was built by Baldwin in 1925 and is unusual in having slide valves and outside valve gear. The Empire State Railway Museum is seeking funds for the transportation and repair of #103. Contributions may be sent to Box 596, Lake Mahopac, N.Y. Any person contributing \$10 or more will receive an engraved donation certificate and be placed on their mailing list. Museum memberships also are open.

The Hockomock Railroad Club, Frothingham Memorial House, Day St., North Easton, Mass., will have an Open House beginning at 1PM on January 21. Program highlights include displays, clinics, films, manufacturers' exhibits and auction. Admission is free (donations appreciated); coffee and doughnuts will be served. Further information may be obtained from Robert D. Wescott, Jr., Secretary, 316 Mansfield St., Sharon, Mass.

The New Haven Model Railroad has had a spectacular response to its request for information on available material relating to the prototype NHRR. So many have sent in long lists of what they have that it is impossible to have them duplicated for general distribution. Anyone interested in obtaining New Haven material may write for a list covering his specific wants. Send your SAE to Paul Boivin, The New Haven Model Railroad, 319 South Orange Ave., Livingston, N.J. If no list is available, you will be given the name of someone who is offering the general type of material you desire.

Paul is presently seeking information on the valve gears used on the F-5, Y-4 and G-4 Classes of locomotives, and a history and photos of the Central New England. Also wanted is a CNE locomotive roster.

The Empire Model Railroad Club at 34-05 44th St., Long Island City, N.Y., is offering membership to all model railroaders over 21 years of age. Meetings are held every Tuesday at 8PM. Their railroad, still under construction, is "J" shaped (30 x 24 x 60 feet) and will have three yards to permit a maximum of switching and industrial operation. Track is laid with nickel silver rail on milled roadbed and has a minimum radius of 36 inches. Scenery will be varied, and 15 operators will be required for full operation. For further information come to a meeting or call F. Lang, JU6-1070 (days) or H. Fletcher, IL7-6236 (evenings).

Still very much alive despite its past troubles is Nelson Blount's Monadnock Steamtown & Northern. The North Walpole shops presently have under repair former Rahway Valley 2-8-0 #15 which is expected to be ready for the opening of the 1962 season. It is also hoped to have CPR 4-4-4 #2929 in service by mid-summer. Tentative plans call for three Keene to Westmoreland round trips and one North Walpole to Keene round trip on weekends. The two trains will be combined and separated at Westmoreland to make a double-header on one round trip between that point and Keene. Positive action to assist this project has been taken by the State of New Hampshire in the form of an appropriation for the architectural designs for the Steamtown Museum and the purchase of the land by the City of Keene.

All of the standard gauge locomotives formerly located at Pleasure Island in Wakefield, Mass., were moved to North Walpole early in December. A CPR D-10 4-6-0 is in winter quarters in the B&M enginehouse at Woodsville, N.H. None of the recently purchased CNR locomotives has appeared on the scene as yet.

New Hampshire will have a second steam operated scenic line if the plans of a Mr. Lamont of White River Junction proceed as scheduled. The line will be known as the Blackmount & Haverhill and will use the abandoned Boston & Maine roadbed between those points. Rails are already on hand to relay the track, but there are three underpasses which must be rebuilt before the track is put down. When completed, the length will be approximately five miles. Negotiations are being conducted to obtain rights over the pre-

sent B&M tracks in Blackmount to reach a point close to the highway. Already purchased as equipment for this line are a coach and Groveton Paper Company #7, a 2-4-2ST. More cars are being sought.

The New Bedford club has been steadily at work on their new clubhouse. The foundations of the structure have been renewed and the building reshingled where necessary. Downstairs, the walls have been sheathed with plaster board and painted. The electrical supply is completed, including the burglar alarm, and is awaiting the construction of the main pike. Benchmark is now being erected.

On the second floor the club has set up the Golding layout to serve as a temporary loop of track until the permanent railroad is ready. The electrical connections were made, but at last report they had not put it in operation.

The South Shore Model Railway Club will hold its Annual Winter Show February 22-25 at its quarters in Central Square, East Weymouth, Mass. The following hours have been set: Thursday, all day; Friday, 8-12PM*; Saturday and Sunday, 1-5PM. (*Friday evening exclusively for NMRA members, wives and guests.) Children under 12 must be accompanied by an adult. Admission is by donation. For further information contact Dave MacDonald (Swapper's Corner).

The December 1961 issue of New Hampshire Profiles contained a picture story on the Claremont & Concord Railway. All of the shots are winter scenes and apparently were taken a year ago. The comments must have been written at the same time as there is no mention of the MS&N train, and the abandonment beyond Bradford is called a "possibility". Among other things, the writer says that in the Winter the line is not the C&C, but the SS&S: "Shovel, Shove & Swear"!

The Manhattan Model Railroad Club is seeking to obtain layout space in New York City. For this purpose it has sent a form letter to companies which might have unused space where the railroad could be erected. Already, however, the members are working on sections of railroad which will be incorporated into the system when permanent quarters have been acquired. Although young, and presently footloose, the Club has been very active during the year since it was organized. It is 100% NMRA and NER, and two of its members are NER Officers. Seven members were at the convention in Pittsfield; all entered the Model Contest and won two Firsts and one Third. The two meetings of the BOD were held in their suite.

The Metropolitan Council of Model Railroad Clubs will hold its first regular meeting on January 31st. Officers will be elected to succeed the temporary ones previously appointed. A constitution has already been adopted, and dues have been set at \$10 per year. Membership is open to CLUBS ONLY; not individuals. Every club is cordially invited to join the Council and share in its benefits. All clubs which join before January 31 will be included as Charter Members.

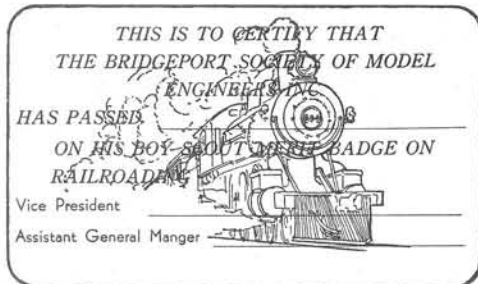
The Sheepshead Bay club now occupies new quarters at 285 Linwood St., Brooklyn, N.Y., which will allow plenty of room for a railroad. The members have spent several months in changing a shabby loft into a fine club room. A new floor had to be built, the ceiling repaired, new lighting installed, and the interior painted. They now have a room about 35 x 60 feet with plenty of light and air. The layout will be erected in the center leaving ample aisle space around it for their operation and public showing.

Deciding to adopt a name which had more of the appearance of the prototype, the former Franklin County Model Railroad Club (Greenfield, Mass.) will now be known as the Franklin Short Line Association. Presently included in the roster of lines are the Connecticut River, Green River & Skye, Kilkenney Lumber, Pioneer Valley & Northern, Rio Grande Pagosa & Northern, and Western Massachusetts Electric Street Railway & Lighting Company. Members whose railroads are as yet unnamed are being urged to adopt one.

The Bridgeport (Conn.) Society of Model engineers qualified sixteen Boy Scouts for Railroad Merit Badges as their contribution to National Model Railroad Week. Arrangements were made with the local Boy

Scout Council to credit those boys who passed the qualification test as administered by Society members. It is interesting to note that the Council was quite receptive to the idea of qualification for this badge by an interested model railroad club. The idea is recommended as a project of civic significance for any model railroad group.

Members of BSME, under the supervision of Richard Moore, participated in two Saturday afternoon sessions. At the first the boys who desired qualification were acquainted with the nature of the test and the requirements for passing. The second session was devoted to the actual qualification. Those boys



who satisfactorily completed the test were issued cards certifying the fact. Presentation of this card to the boy's Scoutmaster entitled him to receive the Railroad Merit Badge.

On March 31 the Hub Division of NER will hold its second annual "Little Convention" at the Second Congregational Church, Jackson Square, East Weymouth, Mass. The program will include a drawbar contest, a model display, an auction, and clinics by John Pryke on "Weathering" and by Dave Frary on "Scratchbuilding". A country-style supper will be served. Registration for the various activities will be conducted from 10AM to LPM on the day of the meet. SUPPER RESERVATIONS MUST BE MADE BY MARCH 15. Send \$3 to Harold Clark, 3 Frederick St., Worcester 5, Mass. The ladies are also invited to attend.

Slide and movie projectors will be available for use and the nearby South Shore Model Railway Club - featuring HO and HO3 - will be open during the evening. The auction will begin after supper and continue until?????????

In addition to door prizes, the committee has hinted that it is working on a spectacular surprise "first" for the program; no other information will be released until the day of the convention.

REMEMBER: ADVANCE RESERVATIONS MUST BE MADE BY MARCH 15 if you wish to have a place at the table. Make checks payable to Harold I. Clark at the above address. Motel accommodations are available locally for those who wish to stay overnight.

Work on both the Spring and Fall 1962 North-eastern Region Conventions is now under way although little information is available on either at this time. The Spring meeting will be at the Alexander Hamilton Hotel in Patterson, N.J., on May 25-26-27. Chairman for the event is William Brundage (Brande-X), 906 D Boulevard, New Milford, N.J. The Hotel Weldon in Greenfield, Mass., will be the scene of the Fall Convention on October 26-27-28. Ye Olde Editor is Chairman; unless Jim See cares to relieve me of the duties. (My pleasure, James - either way.)

The New York Society of Model Engineers will hold its 30th Annual Exhibition at 341 Hoboken Rd., Carlstadt, N.J., from March 30 to April 15 inclusive. Exhibition hours are: Weekdays, 7-10PM; Saturdays, 1-10PM; Sundays, 1-6PM. Admission for adults is 50¢, for children (6-12) is 25¢. Special hours for visiting clubs will be 9AM-12Noon on Sunday April 8.

R E M E M B E R

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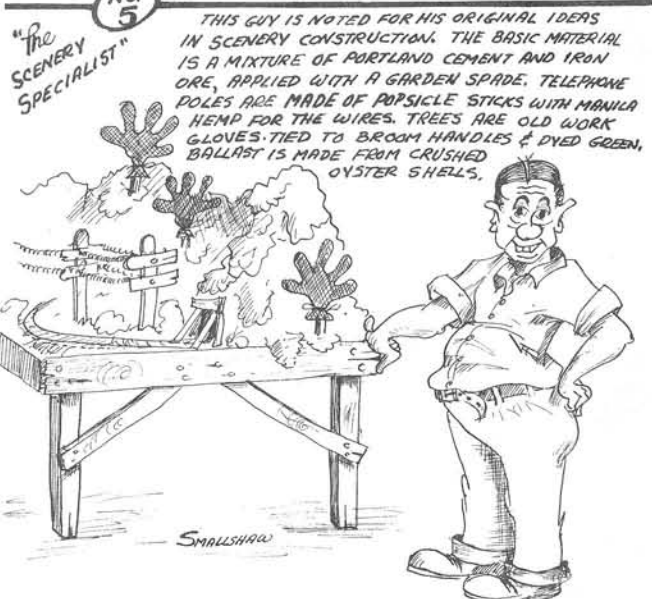
truss rods on my latest Main Line reefer. We mutter and swear a little, but it's together.

Go easy on us gals. Encourage us to share your interest in model trains, buildings, scenery, layouts, and the like. Don't shut us out of this delightful project that can take on untold dimensions when the entire family plays a part. Don't shuttle us off to fashion shows and jewelry displays when we have a chance to see a completely scenicked O gauge layout or an HO gauge articulated hauling a string of ore cars up a 4% grade or the layout built a foot off the floor in one NER member's basement. Don't send us on tours of knitting mills and bakeries when we can be riding behind live steam in a consist of flat car, gondola, coach and caboose over some freight-only branch line. Don't drag us through factories producing glass, pottery or semi-vitrous-china water closets when we can be admiring the interior of a super-detailed 70' combine or an operating coal tippie and hump yard.

Please make us a part of these conventions and of your delightful hobby. Let us feast our eyes on all this train stuff and learn the beauty of miniature detailing, the fun of a layout, the thrill of being an engineer or dispatcher, and the awesome sound of a huge steam engine snorting and puffing with barking exhaust. Let us sit in and absorb the "bull" on those Friday evening sessions. Let us have a contest of our own; not on ceramics or embroidery, but on models built by the gals themselves and with prizes awarded for them. Let us go along on the fan trips and encourage us to bid on the items we like at the auctions. Don't call us "Railettes" and put us on the outside looking in. Let us be genuine Model Railroaders, "female gauge", and see how much more fun the hobby can become.

Count us gals in at the Spring Convention and let's not have any non-railroading wives inhibiting progress in model railroading. What better time to start than in the Spring when even a model rail's fancy lightly turns to thoughts of....well, OK, so it's still "trains"! With some assistance from the convention committee maybe the trains the guys are eyeing in Patterson will be models built by female model railroaders.

"THERE'S ONE IN EVERY CROWD"



NEW PUBLICITY COMMITTEE

Tom Prange, new Public Relations Director of NER, is in the process of forming a committee which he hopes will be representative of all the states, Divisions, and areas of the Region. Every member and club is urged to send him notice of any activities - shows, exhibits, displays, trips, clinics, openings for club memberships, etc. - as soon as they are certain, so that they may be given the widest possible coverage. Please remember that photos are important and that many deadlines are sixty days or more in advance of publication. Prange's address is 333 East 43rd St., New York 17, N.Y.

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 NORTHEASTERN REGION ASSUMES ANY RESPONSIBILITY IN CONNECTION WITH THEM. PERSONS DESIRING TO SWAP SHOULD SEND THE LIST OF ITEMS TO THE FEATURE EDITOR WHOSE NAME AND ADDRESS WILL BE FOUND ON PAGE 2.

Apparently everyone is in that ideal state of being completely satisfied as no swaps have been received. Somehow, I can't quite believe that there is not even one NER member who wants to make a trade. Perhaps you meant to write and it just slipped your mind. If so, you can send along your list for the April issue. Better late than never - or something.

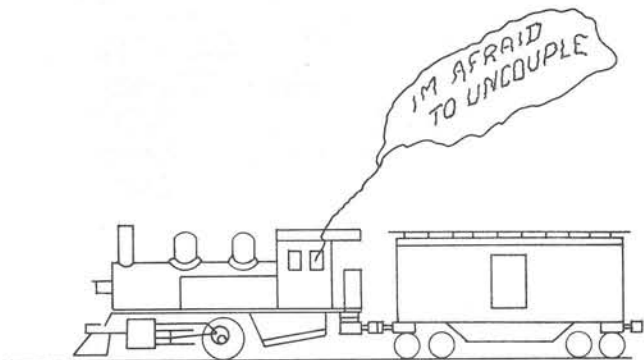
When I offered to mastermind this column about a year ago, I hoped that it would show real development. Similar columns in the model railroad magazines always are well-filled, and I had an idea that this one would be, too. Instead it has just plodded along with three, or perhaps four, swaps in each issue. What's the matter? If there is any way in which I can improve the column, I will be happy to do so.

Remember, you don't have to be fancy when you send a list. Use the back of an old laundry ticket if you wish; as long as your writing is readable and you include your name and address. Every issue has MY address, so there is no excuse for not knowing where to send your swaps. Let me hear from you.

Best Wishes for the new year. DAVE

The trouble with a one-track mind is its narrow gauge and a lack of switching facilities.

Oh, for the life of a train dispatcher - just marking time.



A PHOTOGRAPHY SUGGESTION

Railfans and model railroaders will get better enlargements from their 35mm negatives says Richard Gibbons of Natick, Mass., if they use PANATOMIC - X film instead of the usual Verichrome Pan or Plus-X. Panatomic-X is an extremely fine grain film of moderate speed and contrast which is ideal for use wherever a high degree of enlargement is required.

Because this film is a slow-selling item it is not likely to be stocked regularly by local drug stores. You will probably have to place an advance order for it; your supplier will tell you how much time to allow to insure that he has it when needed.

(John Heegle having been transferred to North Dakota, it was necessary to find someone else to do this column. Jerry Lawlor has volunteered his services and herewith is his first effort. Please let him know what kind of material you want to see. Now, Jerry, the floor is yours.)

Many of you must have ideas as to the type of material you would like to see in this column in the future. Remember that a column of this type is produced for a special interest group within our organization. Its content will be determined by what you, the readers, say you would like to see. Please feel free to make suggestions.

Trolley modelling is a specialized branch of model railroading. For this reason good research material is not always easy to find. In addition to the literature which is available (and which could easily form the basis for another column) we still have an excellent source of trolley modelling information in the trolley museums which exist throughout the country. Our Region is blessed with three of these museums, each of considerable size, at least one of which should be within travelling distance for most of us. Here is your chance to get a good closeup of the prototype; to measure and photograph it to your heart's content. There are other cars preserved by groups within our area. We would be happy to have detailed information relative to any of these groups for inclusion in a future column.

To the best of my knowledge, the first trolley museum in this country was the Seashore Electric Railway which got its start in 1939 when a group of New England fans purchased Biddeford & Saco RR open car #31. Sponsored by the New England Railway and Historical Society, Inc., the group has built up an extensive collection of closed and open passenger cars as well as work cars. Both domestic and foreign types from dozens of systems are now either operating or under repair at the museum and shops on Biddeford Road in Kennebunkport, Me. The site is one mile east of US #1 between Kennebunk and Biddeford.

A new group was formed in 1940 by Connecticut members of this first organization. The Connecticut Electric Railway Association, Inc., purchased three miles of the right-of-way of the defunct Hartford & Springfield Street Railway between Warehouse Point and Broad Brook. Trackwork and overhead wire have been extended regularly and two carbarn-shops buildings have been erected. This museum has an interesting collection of wooden and light steel cars plus two small steam locomotives. The property is located on Connecticut State Highway #191 one-half mile east of US #5 and Interstate #91.

A second Connecticut museum is the Branford Electric Railway Association, Inc., which was organized in 1945. This group took over a 1½-mile double tracked private right-of-way from the Connecticut Company when operations were terminated on the New Haven Division's Branford (F) line. The line was reduced to single track in 1948. One of the most interesting cars in the Branford collection is parlor car #500. It was built in 1902 by J. G. Brill as an open platform car, but its platforms were later enclosed and glassed-in cabs provided at each end for the motormen. The museum property is reached from River Street which runs easterly alongside East Haven Green.

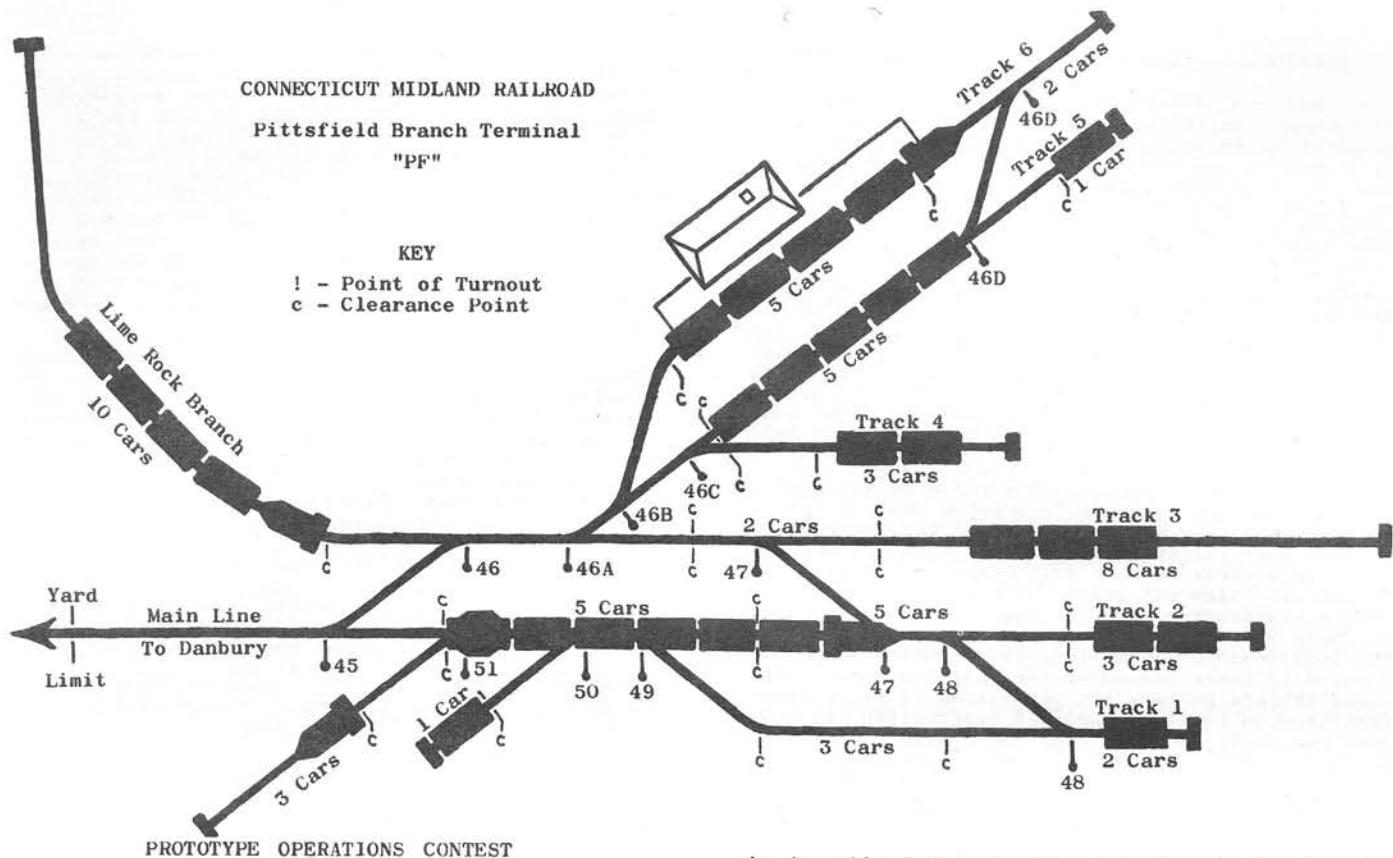
Also owning a number of electric cars as well as a large collection of railroad equipment is the Canadian Railroad Historical Association. Although it is unlikely that there will be operation, work on their new museum site at Delson, Que., should have progressed far enough by the time of the National Convention to permit inspection of the equipment.

During the warm weather enjoy a ride on an open car at one of these museums. Bring your camera, tape measure and notebook with you. You will find a wealth of material to help you in your modelling.

REMEMBER

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Do you operate a "model railroad" or just "run trains"? Does your line give the appearance of being in the transportation business or is it merely a Christmas Layout on which trains run 'round and 'round chasing their tails? Do you know the actual definition of a train; when an engine running light might be a "train" while an engine pulling a hundred cars might not? Have those of you who still "play with trains" ever tried prototypical operation, or do you think it would be too much trouble? Whether you are a newcomer who has never heard of realistic operation, an old-timer who has not tried it, or an experienced hand at the game, this article is for you.

It is admitted that a few prototype manoeuvres, such as kicks and flying switches, cannot readily be accomplished on model railroads because of Physical limitations. In the greater number of cases, however, prototype practice is as easy to use as non-prototype; all it takes is the desire for realism. Since both operating practices and terminology may vary from railroad to railroad, and even from division to division, the individual has, in many instances, a wide range of choice; although the majority will elect to follow those of a line with which they are familiar. Operations will tend to be more leisurely, and rules interpretations more liberal, on short lines than on the big systems, but, regardless of its mileage or the amount of equipment on its roster, the purpose of any railroad is the transportation of commodities in either carload or less-than-carload lots. A true model railroad will give the appearance of performing the same service. The key word is "appearance".

Watty House of West Hartford, Conn., whose "O Gauge" Connecticut Midland is familiar to many NER members, is a member of NMRA's Prototype Operations Committee. The purpose of this committee is to provide a realistic, workable adaptation of prototype operating practices and rules for model railroad use which eventually will be published in a series of Data Sheets. Anyone who has ever spent an evening on the Connecticut Midland will agree that much more enjoyment is to be had from prototypical operations than from just running trains around and around. To illustrate the point, Watty has provided this diagram and description of a situation which once faced a CM operator. See what you can do with it.

The following problem is easy, says Watty, but it floored our PF (Pittsfield) operator. Usually the branch passenger local arrives before the freight, but on the second run of the evening the freight was first. PF was busy switching cars and making up his outgoing cut, so he held the freight at the PF Yard Limit (to the left of #45). As he pulled the freight

in, he noticed the passenger starting up the branch. Faced with the conditions shown in the diagram, the PF operator panicked and called for help saying, "If that switcher wasn't on #51, I could back my freight in there and then run around the train." If he had, how would he have dug out the caboose at the rear of the train which would then be partly on Track 2 and partly on the stub siding behind #51? How would you get out of this predicament? (Note - all turnouts are circuited to electrically deaden the tracks behind them. Uncoupling ramps may be considered to be anywhere you need them.)

Referring now to the diagram, this is the situation which had to be straightened out:

1. All the sidings were partially occupied - plus the switchers on #46 and #51.
2. PF can make up his outgoing cut on either Track 2 back of #45 or on Track 5 back of #46B. It is easier to use Track 5 because it leaves #47 and #48 crossovers open for running around cars in switching #46 and #50 which are facing-point turnouts, so he had 5 cars ready to go on Track 5 behind #46B.
3. PF could not block the passenger station (Track 6) and therefore put the freight into Track 2 behind #45.
4. The local, consisting of three old 60-foot coaches and a milk car, pulled into Track 6 to discharge passengers, but the locomotive could not run around the train via #46D because of the cut of cars on Track 5. Neither could he get at the loaded milk car on Track 5 beyond #46D to swap it for his empty.
5. The freight on Track 2 was not in the clear between #45 and #47 crossovers which prevented the locomotive from running around the train to get the outgoing cars on Track 5. (Run around via #47, #46A, #46 and #45.)
6. The local has a layover so the freight should go out first - it was already late. The locomotive running backward is on the front coming up the branch so has to run around the train to be on the head end going down to DB (Danbury).

In order that the solution of this problem will not be restricted to O-Gaugers, the track lengths are shown by their freight-car capacity. If there is a good response, these operating problems will become a regular feature with NER prize certificates awarded for the best solutions. Watty is also investigating the procedure used by another Region for the Operating Contest it has at its conventions with the intention of proposing their trial by NER. So, boys and girls, sharpen your pencils - and let's go!

Not all model railroaders are railfans, and vice versa. Similarly, not all diesels are an anathema to the steam enthusiast, nor does the sight and sound of a steam locomotive send the diesel enthusiast to the proper Valhalla. Most of us just like trains and railroading regardless of its form and will go out of our way to see either the real thing or a reasonable facsimile thereof. This past Spring when my wife (no railfan) suggested a Summer vacation in the Colorado Rockies, I could almost smell the smoke. I had three or four things working in my favor for, in addition to trains, I enjoy photography, scenery and fishing. I do believe that the way to get the most out of such a trip, limited both by the distance involved and the time available, is through advance planning. As a result, we were able to crowd many points of railroad interest into our two and a half weeks on the road.

First, and foremost, this planning included a trip on the Rio Grande's "Silverton Train", and an early reservation was secured since this ride is on a first come, first served basis. By making our reservations early we were able to obtain space in the choice car "Alamosa" which is carried on the rear of the train. At about the same time, I also wrote to Union Pacific's Public Relations department for the locations of steam locomotives which they had donated to towns served by the railroad, and to the Great Western Railway for permission to visit their facilities at Loveland. Another reservation was made with the Manitou & Pikes Peak Cog Railway, and visits to the Colorado Railroad Museum at Golden and Harold Warp's Pioneer Village at Minden, Nebraska, were scheduled in our itinerary.

The early part of the trip was via turnpikes, and we were west of Chicago by early afternoon of our second day of travel. In North-Central Illinois US #30 parallels the Burlington main line, and within fifteen minutes we met both Great Northern's "Empire Builder" and Northern Pacific's "North Coast Limited" bound for Chicago behind "Q" power. Across Nebraska, on the third day, the highway and the Union Pacific are seldom out of sight of each other. Two of the long freight drags we encountered were hauled by UP's modern gas-turbine locomotives. Most of the larger cities take pride in the Consolidations which the railroad donated to the community and display them prominently, and in well-maintained condition, in the city park.

Harold Warp's Pioneer Village at Minden, Neb., on US #6 is about 35 miles off the direct route west, but is well worth the time and distance since it is replete with items of early Americana; of interest to not only the railroader but the rest of the family as well. Enroute there, in Hastings, UP #6237 and a caboose are on display. At the museum the Eastern visitor will be startled to see a ten-wheeler, resplendent in red, green, silver and black paint, lettered B&M #967. This, we learned, stands for the Burlington & Missouri, a forerunner of the present CB&Q. The Lowell, Neb., station has been moved to this location and contains historical railroadiana. There are also two 0-4-0 wood-burners on display. Inside the main building are vintage automobiles, fire engines, street cars, and about a mile of one-half-inch scale model freight cars. Other buildings contain displays of early American clothing, housewares, farm machinery, firearms, Indian relics, etc., representing years of collecting and an investment of several million dollars.

Back on US #30, we resumed looking for the displayed locomotives. We had seen #561 at Columbus, at Grand Island #437 could not be located although inquiry indicated that it was at the Fair Grounds near the airport, at Kearney #481 was also missing, but #485 is prominently displayed at Lexington and #480 is city-parked at North Platte. This latter city is a division point with lots of railroad activity, and, since we stayed overnight here, I spent the evening train-watching. Both the "City of Los Angeles" and the "City of San Francisco", eastbound, stopped here and I also had an opportunity to tour through a business car being used by one of the UP executives. I did not get to the roundhouse, however, and have since learned that one of the "Big Boys" is stored there.

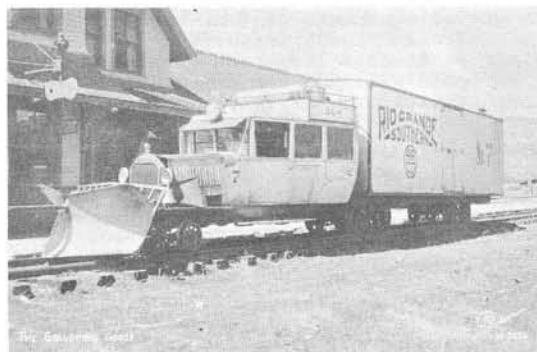
Noon of the fourth day from Connecticut found us in Loveland, Colorado; headquarters of the Great Western Railway which is a subsidiary of the Great Western Sugar Company. Here, through the courtesy of

Mr. J. B. Baker, Supt., and Tom Davis, Master Mechanic, I was given complete freedom to roam and photograph. Unfortunately not in use, but stored serviceable, were Consolidations #51, 60 and 75 and the famous Decapod #90. These engines are called into service after October 1st to handle the harvest rush of sugar beets to the refineries. Diesel power is used in the slack season, and 600-ton EMD's #61 and 121 were on hand as was one of the sugar company's 0-4-0 saddle tank switchers. Facilities include a 5-stall engine-house, coal dock, and a water plug serving two tracks. Rolling stock consisted primarily of sugar beet gons and molasses tanks, but there was also a crane and other maintenance equipment.

After two days of scenery and fishing in Rocky Mountain National Park, we headed for Denver and Colorado Springs on US #40. At Winter Park the west Portal of the Denver & Rio Grande Western's famous 6.2-mile Moffat Tunnel is of interest. A parking area has been provided and a bulletin board lists the arrival times of all scheduled trains. Descending Berthoud Pass (elev. 11,340 ft) we left the expressway to find C&S narrow-gauge 2-8-0 #60 and a coach on display at Idaho Springs. Nearby Central City is a major tourist attraction. This formerly-rich mining town has an active opera season, and its old Opera House is patronized by Denver society. The Teller House is noted for its bar wherein appears the "Face on the Barroom Floor". Up on the hillside is C&S #71 and an ore gondola; vestiges of the Colorado Central division of the Denver South Park & Pacific narrow gauge line which reached this point via a switchback from Blackhawk in the valley below.



A short distance from Central City is the Colorado Railroad Museum at Golden. The three narrow gauge locomotives in their collection are a 4-6-0, the "Portland", which served both the Florence & Cripple Creek and the Rio Grande Southern, and two 2-8-0's, one of which is D&RGW #346, Colorado's oldest engine. Also in the display are RGS "Galloping Goose" #2, a Great Western combine, a Colorado Midland observation, assorted caboose, a Fort Collins Municipal Railway Birney, and a Golden-Denver interurban. Inside the museum are bells, whistles, headlights, pictures, stock certificates, and other Colorado railroadiana.



Colorado Springs has enough attractions to occupy attention for a week; the Air Force Academy, Garden of the Gods, Cheyenne Mountain Park, Broadmoor, and the scenic Gold Camp Road to Goldfield which is built on the roadbed of the abandoned Colorado Springs & Cripple Creek District Railroad. Unfortunately, a day was the most we could devote to this region, and half of that was spent riding the Manitou

that his efforts were appreciated, each now has tangible evidence that he did not labor in vain.

These Awards, the first of their kind in the Region, were instituted this year by retiring President Douglas Smith as a means of recognizing exceptional service by a member to the Region. In intent they are patterned after similar ones given by the National organization. The form of the Award is a mahogany plaque bearing a golden spike and an inscription stating the reason for its presentation together with the place and date when it was given. The Board of Directors, at the request of President Smith, has authorized the continuance of these Awards by future Presidents, to be given at the discretion of that Officer.

WATCHING THE TRAIN COME IN

The branch lines have gone and with them the small, gray, soot-covered depots beside the rails of steel. Time was, half a century ago, when farm and village lads gathered at the station in the late afternoon to watch the train come in.

On a Winter's afternoon, farm boys came with pungs and sleds to get the cream jugs, milk cans and perhaps an empty hen crate. The livery stable man was there with his two-seated sleigh to get the mail bags and to carry drummers from the city to the village hotel.

A 14-year-old listened to the men tell tales; he read the posters describing the bandits: "Wanted Dead Or Alive - \$500 Reward for Information Leading to Conviction." In the small, cluttered office in the corner, the depot agent sat by the telegraph and took messages from the little machine that tapped out dots and dashes.

Then one heard it - heard that first faint, long-drawn whistle far down the track. A minute or two later, Old 57 blew again for Wilder's Crossing, and boys with their ears close to the cold steel could hear the haunting, minor-key song. Then she came around the bend into the station, with hissing steam, clanging bell and rattling wheels.

The heavy-wheeled station cart was pulled beside the baggage car and jugs, cans, boxes and crates were tossed on. Shouts and greetings were exchanged; the conductor waved his lantern, and with sharp, staccato blasts and ringing bell the train headed up the line for Centerville.

Not very exciting, perhaps, in terms of today's entertainment, but thrilling to a farm lad who watched the red lights disappear around the bend. As a boy drove home along a country road, he dreamed of the time he would be on that train, riding away to life's high adventures.

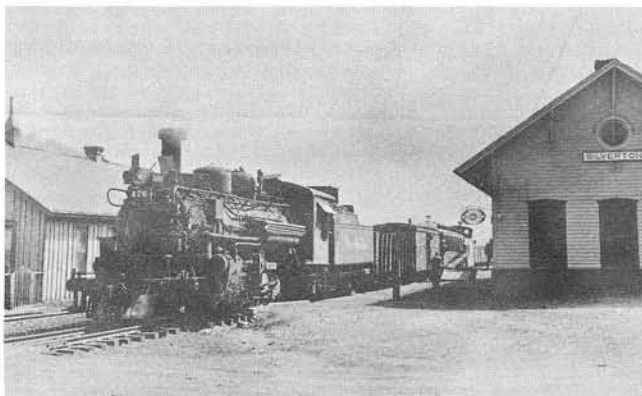


This is a small part of the fifty-seven entries, in all categories, in the Model Contest at the NER convention at Pittsfield. Many of the winners are included. The contest attracted a record number of entries and was a highlight of the meeting. Photo by James Somer.

& Pikes Peak Cog Railway to the 14,110-foot summit of the mountain. The 9-mile trip, dieselized since 1957, requires an hour and forty minutes to ascend and an hour and twenty-five minutes to descend with a forty-minute stopover at the top. Much of the route is on 25% grades. Two of the retired Baldwin 0-4-2T Vauclain Compound inclined boiler cog locomotives are on display; #5 at the Manitou Springs depot and #2 in the city park.

Two hours' drive south of Colorado Springs is Canon City (Ed. note: headquarters of the old F&CC) and the Royal Gorge of the Arkansas River which is spanned by the world's highest suspension bridge (1052 feet above the river). Far below, the main line of the D&RGW threads its way along a ledge between the river and the sheer walls of the gorge. At this point is the famous Hanging Bridge, location of the country's only regularly scheduled railroad picture stop. A cable incline permits descent to the river level where an observation platform is located above the railroad. Times of the scheduled trains are posted, and we were fortunate enough to be in the gorge when a long freight came through.

We crossed the Continental Divide again through Monarch Pass to spend a day fishing in the Taylor River country North of Gunnison. At Gunnison narrow gauge 2-8-0 #268 is preserved and its sister #278 is spotted at Montrose. The drive South to Durango on US #550 (the "Million-Dollar Highway") through Ouray, Uncomphagre Canyon (the reason why Otto Mears could not extend his Silverton Railroad to Ouray), Silverton, and the San Juan Mountains is most spectacular. Arriving in Durango at 4:30PM, there was just enough time before dinner for a visit to the roundhouse and yards and a first glimpse of steam in action. There were two active "Mikes" and dead "Mudhen" #464 in town, and at six o'clock #476 came whistling in with the Silverton train.



The original Silverton Train was a thrice-weekly mixed. Its coach still had solid silver kerosene lamps when this picture was taken.

The Silverton train is the best tourist bargain I can think of. For \$5 plus tax you get a 100-mile, all-day round trip headed by steam power; with scenery and a Wild West Show thrown in. The train leaves at 9AM and although your car is designated in your reservation the seats are not, so, to get a good window position, it is advisable to arrive at the depot by eight o'clock. Once you have secured a seat you can roam around outside, watch the engine couple on, see the other yard activity, etc. No one seems to mind your being there. The train itself is something to see; eight bright-orange coaches, a baggage car and a combine, all vintage of the 1880's. As I mentioned, we had the last car which, in addition to providing the best view of the train on curves, gives access to the rear platform. The 50-mile trip to Silverton is almost all up-grade and takes three hours and forty minutes including two stops for water and others for allowing fishermen to detrain. The route follows the Rio de los Animas Perdidas and is a real cliff-hanger in places. In the canyon the rails are 700 feet above the river and the ends of the ties about two feet from the edge of the roadbed. On arrival at Silverton the entire town turns out to put on a Wild West Show, and then there is a two-hour layover for lunch and sightseeing. The return trip leaves at 2:30PM and arrives in Durango at six.

(To Be Concluded)

NORTHEASTERN REGION CONVENTION DIVISION

OFFICERS:- Page 1

Because of the difficulty in obtaining convention sponsors encountered during the past few years, a new system using a standing committee to choose the locations and supervise the operations is being tried. At present a committee of three has been organized under the Constitutional title of Meeting Arrangements Committee, but it is intended to seek an amendment permitting an increase to five members in order to give a better coverage of the Region's area. The tentative reorganization plans are as follows:

Name of Committee: NER Convention Division

Membership: 5 members for two-year terms. Chairman appointed by NER President, other members by Chairman. One member to act as Assistant Treasurer of NER for convention funds ONLY.

Operating Fund: NER to provide a special fund for convention financing. All convention profits to be applied to this fund; any excess above the base amount to be transferred annually to the general funds.

Duties: To take full charge of the planning and execution of all NER conventions. To appoint and direct committeemen, as necessary, for local work at each convention; such appointments to be made with the approval of the Board of Directors. The direction of committeemen to be under the Convention Division and/or designated Division member. The member nearest to the convention site will assume direct control of the arrangements.

Although provided for in the Constitution, the Meeting Arrangements Committee as such has not been in use for many years. Instead, a Convention Co-ordinator has been appointed to obtain sponsors for the semi-annual meetings and provide advice when asked. he has, however, had no direct control over either the commitments or the funds; which has occasionally resulted in difficulties for the Region. The new NER Convention Division is intended to eliminate these problems as well as provide a better spread of sites throughout the NER area. As presently organized, the Committee consists of James See, Chairman, Irwin F. B. Lloyd and Theodore Dumais. A discussion meeting is to be held in January at which the proposed Constitutional amendment will be drawn up.

Len is 52 years of age, and he and his wife Anne have been married for 26 years. They have a married daughter, Nancy, and a son, Peter. Although Anne has no interest in model railroading she puts no restrictions on her husband's enjoyment of the hobby. Money for the railroad comes from Len's occupation as a Manufacturer's Representative of Ladies' Lingerie and Negligee. (Ed.note: Boy! What I could have done with that statement if I had been so inclined.)

Ken also is a model railroader of many years standing and has been active in several related organizations. He was a Charter Member, and is now an Honorary Member, of the Bridgeport Society of Model Engineers and has served as both President and Treasurer; is a member, Past President, and Past Secretary of the New Haven Society of Model Engineers; is a Charter Member of the Nutmeg Division NER and is its acting Secretary-Treasurer; and is a member of the Pioneer Valley Live Steamers.

He began scale modelling in 1938, and the O Gauge railroad which followed is still operating. Although he has tried both OO and HO, and at one time had a live steam line in the back yard, he has always returned to the O Gauge New Haven Railroad in his basement. This layout is 15 x 20 feet and is wired for both two- and three-rail running. In 1950 he entered the hobby business, through a partnership,

to produce O Gauge locomotives and other parts under the name of Baldwin Model Locomotive Works. This was originally only a spare time operation planned to provide for his eventual retirement, but has become a full-time occupation since 1959 when, after working for General Electric for 32 years, he opened the Train Exchange Center in Bridgeport. Now he says he will never retire; just go on enjoying model railroading.

Ken is 51 and lives in Stratford with his wife Dorothy who is also a member of NMRA and NER. At one time his two sons, Ronald and Raymond, and daughter Beverley also belonged. Ron is still a model railroader working in live steam. Ray, who built many wooden structures for their railroad, is presently too busy with engineering school, but is expected to resume his interest. Bev is now in California, so "Guess Who" is left to keep the rails clean and the trains running.

These new Officers deserve and need the support of every member of NER. They know, of course, the general duties connected with their jobs, but they cannot do their best work unless they are informed of the desires of the membership. They cannot know whether or not their actions meet with approval unless you tell them. Send your suggestions and offer your help to make NER the best Region in NMRA.

Did you hear about the fat dowager who was trying to get off the Denver Zephyr one morning? She happened to step upon the foot of an irritable gent who was also trying to get off. "Madam", he said coldly, "I will ask you to kindly get off my foot." "Put your foot where it belongs", she snapped. "Don't tempt me, madam, don't tempt me", he murmured.

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