



# THE COUPLER

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



## PATERSON - NEXT STOP!

### Garden State Model RR Club Host For Spring Convention

A feature-length English comedy entitled "The Tittfield Thunderbolt" will be a major attraction for the NER Spring Convention in Paterson, N.J., on May 25-26-27. The plot concerns the efforts of a British Railways crew to keep their line in operation. As well as providing lots of laughs, this film will give everyone a good look at British equipment in action. Don't miss it.

The Garden State Model Railroad Club is host for this meeting which will be held at the Alexander Hamilton Hotel. In addition to the 22x35 two-level HO railroad of this club there is an O-gauge club right next door. Both are scenicked and have plenty of operation to watch.

For the model railroaders - female gauge - there will be two clinics and a Model Contest. Entries in the latter must pertain directly to model railroading. Absolutely NO doilies, rugs, scarves, tablecloths, ceramics or cook books will be accepted as substitutes; everything must be usable on a layout. Here is an excellent opportunity for the girls to show what they can do. There will also be the usual Model Contest for all.

The fan trip will consist of a tour to three major clubs including the New York Society of Model Engineers in Carlstadt. Other features of the convention are clinics, banquet, auction and plenty of door prizes. The Erie-Lackawanna hump yard is located just a few blocks from the hotel. The night-owls will find an excellent "pizza parlor" nearby which is open until 3AM.

Prices for tickets to the various convention activities are as follows: registration, \$1; fan trip, \$1.50; banquet, \$4.75; breakfast, \$2.25; total, \$9.50. A package price of \$8.95 will be available until May 10th. Advance registrations may be made with William Brundage, Box 66, Ridgewood, N.J. Checks should be made payable to "NER Spring Convention Committee".

#### SPECIAL BUSINESS MEETING TO BE HELD AT SPRING CONVENTION IN PATERSON

A special business meeting of the Northeastern Region NMRA, Inc., will be held at the Spring Convention in Paterson, N.J., to act upon the acceptance of the revised Constitution and By-laws and such other business as shall be regularly presented. The time of this meeting will be announced at the convention. Attest: LARRY W. SHERMAN, Secretary.

### CHANGE YOUR ADDRESS?

Have you moved recently? Did you notify the Mailing Office of your change of address? Maybe you are not aware that it costs the Region 23¢ for every copy of The Coupler returned because of an incorrect address. At \$1 per year dues that takes a big slice out of the working funds. In addition, Post Office regulations have been changed so that the new address is no longer put on the returned copy. The expected increase in postal rates will make it even more expensive and probably force the Region to discontinue paying return postage. So, if you want to be sure of receiving your copy of The Coupler, PLEASE, PLEASE, PLEASE, NOTIFY THE MAILING OFFICE WHEN YOU MOVE.

#### NER VICE PRESIDENT'S INVITATION TO THE WOMEN WITHIN THE REGION

Having a feeling that I have met many of you through the little biography of myself in the last issue of The Coupler and at the conventions, and having read and heard your comments on Railettes, I urge you to consider becoming a full-fledged member of NER. Many have said that the only convention activities in which they are interested are those arranged for the men and that these are preferred over sewing circles and fashion shows. Nothing in the Constitution or By-laws of NER restricts membership to men only, and my personal observations are that the attendance at conventions by women is increasing; some are even competing in the Model Contests against the men. This is good because it brings a healthy realization that the hobby of model railroading is one the whole family can enjoy.

Within the territory covered by NER are a large number of NMRA members who do not yet belong to the Region, and I

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### A New Routing For Divisions

It is time for the divisions of the Northeastern Region to reappraise their goals. This is necessary to strengthen and revive the several divisions. The way to do this is to engage in activity which will promote model railroading and increase NMRA and NER membership.

Division meetings frequently are social get-togethers with a display of slides and movies following the business. Sometimes there is a bit of operation if a layout is available. Usually it is not practical for the stranger to have much to do with running a foreign and, to him, complex new control system. The socializing is fine and I enjoy good railroad pictures, but are our meetings those of a camera club or a group of model railroaders? I attended one meeting which substituted a freight car clinic for the picture show. This is good in many ways, but I do not think it is the answer by itself. Not everyone cares about the construction of a masterpiece. Many are perfectly happy with a screwdriver kit yet, to me, are still bonafide model railroaders. In my opinion one of the things which makes model railroading attractive is that it can offer something to just about anyone regardless of his talents. I believe that a man can be a good model railroader although he operates tinplate or plastic equipment with streetcar size curves, provided his layout has some semblance of a railroad and he attempts to operate it as a miniature railroad. I also think that the scenery artist who can build a complete community set in a mountainside is a model railroader; as is the man who builds exquisite cars or locomotives. But, neither need a man be interested in every aspect of model railroading to be considered a model railroader. The man who builds beautiful cars may have only the smallest of layouts; the electrical wizard may not give a hoot about scenery as long as he has an intricate control system with lots of lights winking everywhere. Each can contribute to the hobby.

The job of encouraging each of these various types is one in which the divisions can shine. I suggest that, in lieu of a meeting in someone's home or in a local club (an essentially private meeting), that we have open meetings. We should try having a division meeting in

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# THE COUPLER

## 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.

### ADVERTISING RATES FOR THE COUPLER

Non-Commercial		Commercial
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## The Hostler says:

If this issue of The Coupler looks somewhat odd, it is because an experiment is being conducted to determine the best method to use to get more on each page. The present situation is quite different from that which prevailed when I assumed the Editorship. At that time it was necessary to use the "wide open spaces" in order to fill out even four pages, but now every inch must be carefully hoarded to keep within eight pages. Although I am quite happy with this condition and have no desire for a reduction in contributions, recent printing bills have made a large dent in the NEK bank account. Publicity Chairman Tom Prange is working on some ideas to increase the advertising revenue to a point where it will cover most of the printing costs, but until this begins to show results it is necessary to be more careful of expenditures. This column and page are examples of the past practice with two columns of 51 spaces each and margins and column separation of three-quarters of an inch (on the original). By reducing the margins and separation to one-quarter inch it is possible to have either three 39-space columns with a total of 117 spaces or two 60-space columns with a total of 120 spaces. Both of the new arrangements are included in this issue for your examination and comment.

A change in the issuing schedule of The Coupler received the approval of the Board of Directors at their meeting on March 11th. It has been felt for a long time that the gap between the Annual Meeting and Election of Officers at the Fall Convention and the reports in the Winter (January) Issue of The Coupler is far too great. With the exception of a very few, even those members who attended the convention were unaware of the results of the election - since this follows the adjournment of the Annual Meeting - for almost three months; a quarter of the term of office. Many difficulties for both members and officers have arisen from this situation. As the Summer is a time of relatively low model railroading activity, it was decided to substitute an issue in early December for the one previously published in July. The approximate deadlines under the new schedule will be January 15, April 1, September 15, and November 15. Both conventions will still receive advance coverage, and the December Issue will permit faster notification to the membership of the results of the Election of Officers and any voting at the Annual Meeting. Also, it will allow a better advance notice to be given of the Winter Show dates of the many clubs. Should the advertising revenue be increased, as mentioned above, it may be possible to resume publication of the July issue to make a total of five per year instead of four as at present.

Deadline for the October Issue will be Sept.15th.

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### SERVICE WITH A PERSONAL TOUCH

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# Dave's

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Did you hear about the French-Canadian engineer whose locomotive was derailed? When asked for an explanation he replied, "Too loose, le track".

(If you got the point of this one on the first reading, you are ready for Montreal in August. - Ed.)

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A middle-aged railroad conductor stopped by a perfume counter and gave his coat lapel a couple of squirts from a sample atomizer. With a wink at the surprised saleslady, he remarked: "Like to keep my wife guessing."

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DISPATCHER'S TOWER



It is my feeling that the members of NER should be kept informed of the proceedings of the Region; particularly the work being done by the Officers, members of the BOD, and committee Chairmen. The following are the items which have recently received their attention and on which reports were made at the BOD meeting in Bloomfield, Conn., on March 11th.

In NMRA members we are still 36 short of our quota although we have gone over the top on both Life Members and 100% clubs. I am asking each of you please to try a little harder to get that extra member so that we may again be an Honor Region. We have been given the highest quota of all the Regions, but we also have the largest population from which to draw so it should be easy. Tom Prange, our Publicity Chairman, is working on a few ideas along this line and will be glad to lend assistance.

Selling NMRA is not enough, however, for we must sell NER too. It should be easy if we remember to stress that NER is the "Friendly Region". I feel sure that we are missing a lot of new members because of a feeling that a newcomer is left on the outside; I have heard this many times on visits to different clubs. One statement often made is that if you are not in the hobby's most popular gauge you are treated as an outsider. We know that this is not true (my own case is a very good example), but we must emphasize it to prospective members. Another reason I have been given for not joining is that strangers attending our conventions are ignored and feel very foolish just standing around with nothing to do and no one to talk to. I have mentioned this before and will renew my request to each NER member attending a convention please to appoint himself a committee of one to welcome new members and make them feel really wanted. Do this at the Spring Convention in Paterson (May 25-26-27) and I am sure that we will meet our NMRA quota and increase NER membership as well. Let's try for 1200 members in NER by the end of 1962.

Other reports were made at the BOD meeting on the revision of the NER Constitution by John Dias, the revision of the Model Contest Rules by Roy Dohn, and on the Permanent Convention Committee by Jim See. All of these reports were exhaustive and reflect a tremendous amount of work. As there had been no further comment on the Railettes evoked by my request in the last issue of The Coupler and there have been no complaints from the ladies over our past procedure, the BOD voted to table the subject.

As you know, we will soon be voting on the site for the 1964 National Convention. The last national convention to be held in the New York area was in 1951 so I urge every NER member to vote for the New York-New Jersey Metropolitan area for 1964.

I hope there will be a sizeable NER delegation at the National Convention in Montreal in August. It is not too early to make plans, and we would like to arrange to go up in our own private railroad car. We would leave New York on NH No. 168, "The Montrealer" (you mean "The Bootlegger" - Ed.), on Wednesday August 15th. Arrangements would be made for members to join the party at any of the stops enroute. It would be a wonderful way to travel and then the NER delegation would arrive at the convention in a body. To do this we must have a minimum of forty fares which will also entitle us to a

NIGHT TRAIN

Dull, yellow glow of trainshed lights;  
Platform echoes resounding.  
A train lover enjoying the sights,  
Listening to live steam pounding.  
Passengers streaming in checking the cars  
To find their reservations;  
Vestibule lights shining like stars,  
Enlivening anticipation.  
Up ahead the baggage and mail goes on  
With clatter, shout and laugh.  
Presently all the chores will be done;  
In a moment we'll be off.  
Engine crew and conductor confer;  
Watches and flimsies compared.  
Then loud and clear in trainshed air  
The awaited "All Aboard!"  
With blast of stack and hiss of steam  
This flanged-wheel world takes motion;  
Ever pursuing the headlight's beam -  
What a heady and wonderful potion.  
Here are the means for relaxing pleasure,  
No matter what your choice.  
Food, fun, talk, or mere leisure  
Without crowding, jostling or noise.  
Alas, Mother Nature will not be denied;  
Eventually rest is demanded,  
And comfort is here that none can deride,  
As though by the genii commanded.  
Compartment, roomette, or just plain berth;  
Comfort, convenience, ease.  
No other transportation on earth  
Offers such as these.  
As morning ushers in the day  
You shower and dine in style;  
Reaching the terminal fresh and gay  
Over mile after wonderful mile.

ROB ROBERTSON

AN OBSERVATION

(The following commentary is offered as one reason for the present plight of the New Haven; it could be applied equally to other railroads. It is a sad fact that even railfans are finding it increasingly difficult to discover favorable aspects to some companies. - Ed.)

I have three nieces, ages 14, 16 and 18. The two youngest had the opportunity this year to spend their one-week vacation in Florida. To get the most of such a short time they made the trip by air; that is, most of it. On the return trip the flight terminated at Idlewild because of ice on the runways at Bradley Field.

The air line taxied them to Grand Central and made the necessary arrangements for them to complete the trip to Hartford by train. During the taxi ride the driver cautioned them not to entrust their luggage to any who might pose as porters. It was well that he did so for they were accosted several times by such persons. The train, due to leave about midnight, finally departed at 1259AM.

To meet the travellers the eldest niece and I left Lakeside, Conn., at 230AM and reached Hartford a half hour before the scheduled 415AM arrival. How that Hartford station has deteriorated! It is poorly lighted and dirty, with numerous characters stretched out asleep on the seats. No railroad employees are in attendance; nor do the city police appear interested. Aside from the bums there were only five or six people who, like ourselves, seemed to be there to meet the train. About 415AM, the time the train was due, an old man resplendent in the uniform of the railroad entered, did some telephoning, and then corrected the time board to inform us that the train was fifty minutes late (which proved optimistic). The official having performed this important task, he left immediately for a more pleasant, and perhaps safer, place.

This about ends the story, except to say that we met two very disgusted girls who vowed never to ride a train again. The cars, like the station, were dirty, and one passenger who had doubtless employed the New York delay to imbibe too much "Rule G" made life more or less miserable for everyone. Fortunately, the drive home, arriving just at sunrise, calmed us all.

This tale is written by one who has been a railroad enthusiast for more than sixty years, and also a model railroader, who deplores the state into which so many railroads, particularly the New Haven, have fallen. Alas, a boyhood dream has been shattered!

ART WILCOX

"THERE'S ONE IN EVERY CROWD"



special rate. If you plan to accompany us, please advise me or Traffic Manager Len Estes as soon as possible.

Don't forget that applications for the NMRA Achievement Awards are available from Forbes Hauptman. Be sure, however, that you read carefully the qualifications required for each category and are sure that you meet them before submitting an application so as to avoid embarrassment to all concerned.

This covers everything that has been in my mind and brings us up to date. If there is anything of which you do not approve, please let me know either by letter or at the Spring Convention in Paterson, N.J., where I hope I will be seeing all of you.

LEN FRANKEL

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feel very strongly that if Mrs. X were to become an active member, going to conventions with her husband and having fun, then Mrs. Y would also want to join and thereby bring in her husband who is an NMRA member but, for some reason, has missed the fellowship and enjoyment of the conventions because he has not yet joined NER.

So, you women who come along with your husband or friends, why not enjoy a full NER membership and have a voice in the operation of a group which gives you so much pleasure? For only one dollar per year you can help to make this NMRA family into an NER family of equal size. Just send your name, address and dollar (we don't need your age; we will trust you to be over 18) to Office Manager Jack Brown, Box 404, Wakefield, Mass. We would like to see 1500 NER members by the time of the Spring Convention.

KEN HYSLOP

# 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.

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This column is a far cry from that of the January issue. I guess swapping just comes alive at particular times and dies at others. If each of you enjoys looking over the swaps, make an effort to be a contributor yourself and insure the success of the column. I am confident that previous swappers have obtained satisfactory results from the publication of their swaps, and now it is your turn to get these same results. Now, here are the offers for April.

**WANT:** Twenty used Mantua uncoupling ramps. Will swap equivalent value in rolling stock, used turnouts, cash or what have you. Jeff French, 270 Duncaster Rd., Bloomfield, Conn.

**SWAP:** Varney plastic kits, Varney and Athearn built-up kits with Kadee MK couplers and Athearn trucks; freight, all types except stock. Want wood kits, steam loco cab interior details, HO<sub>N3</sub> components especially trucks, or what have you. John E. Hartford, 201 Prospect Pk. SW, Brooklyn 18, N.Y.

**WANT:** Body for 600HP EMD switcher, frame not necessary but will take if available, and HO<sub>N3</sub> outside-frame loco kit. John E. Hartford (see address above).

**SALE:** 24 unbuilt and 36 built-up kits, trucks and Kadee MK couplers included if desired. With trucks and couplers, \$1.80-2.00; without, \$.80-1.00. SAE for list. John E. Hartford (see address above).

**SWAP:** I wish to revitalize the old custom of swapping cars of my road (New York, Grand Trunk & Western) for cars of yours. Prefer headend, passenger and business cars of 1880-1920 period but will consider others. Cars must be scratch built or greatly modified kits. Have some scratch 1905 baggage cars for yours of comparable quality. Cars are of type in W. G. Kennedy's article in June '60 MR; coach green, black roof and floor, maroon letterboard, Northeastern stock, base tapped 2-56, no trucks or couplers. Let's hear from you guys who are proud of your road and would like to swap one for one. All inquiries answered. Paul B. Berton, 1725 Anderson Ave., Manhattan, Kansas (member of NER).

## RULES FOR SWAPPER'S CORNER

1. Descriptions of all items must be clear and concise, giving all pertinent information. Abbreviations permissible.
2. The name and address of the swapper must be legible.
3. Be as specific as possible in describing items; avoid generalities. The values of articles offered and desired should be reasonably near to equal.
4. All swaps and sales are to be handled directly between the interested parties; not through the Editor of this column or The Coupler.
5. Any person desiring to use the Swapper's Corner must send his list to David McDonald, Swap Editor, 19 Fairmount Ave., East Weymouth 89, Mass., at least one month prior to the deadline date for The Coupler.
6. Each listing will be published in one issue of The Coupler only unless a rerun is specifically requested.
7. When writing to the swapper the use of a self-addressed stamped envelope (SAE) is recommended.

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The English class had been told to write an essay on steam railroading. The teacher noticed little Harold sitting with a vacant stare on his face, when suddenly he brightened and began to write furiously.

Teacher asked: "Are you on the right track now?"

Little Harold answered: "Yes, but my train of thought was late."

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## TROLLEY SPARKS

A World's Fair opens in Seattle this Spring, and with it begins a six-months experiment in urban mass transportation. The eyes of transit experts and fans the world over will be directed toward a 1.2-mile double-tracked monorail line which has been built as an attraction of the Century 21 Exposition.

This \$4,400,000 venture has been designed to carry 10,000 passengers per hour using two four-car trains which will shuttle back and forth between a downtown terminus and the fair grounds. Each train will seat 124 passengers, but has a total capacity of 450 including standees. It is estimated that under actual traffic conditions a one-way trip will take 96 seconds. This is in contrast with the twenty minutes normally required to cover the same route by auto during the rush hours. The fares will be fifty cents one-way and seventy-five cents round-trip. The Wegematic Corporation of New York is the holder of the patent rights to the system and has designated a subsidiary, Alweg Rapid Transit System of Washington State, Inc., as operators.

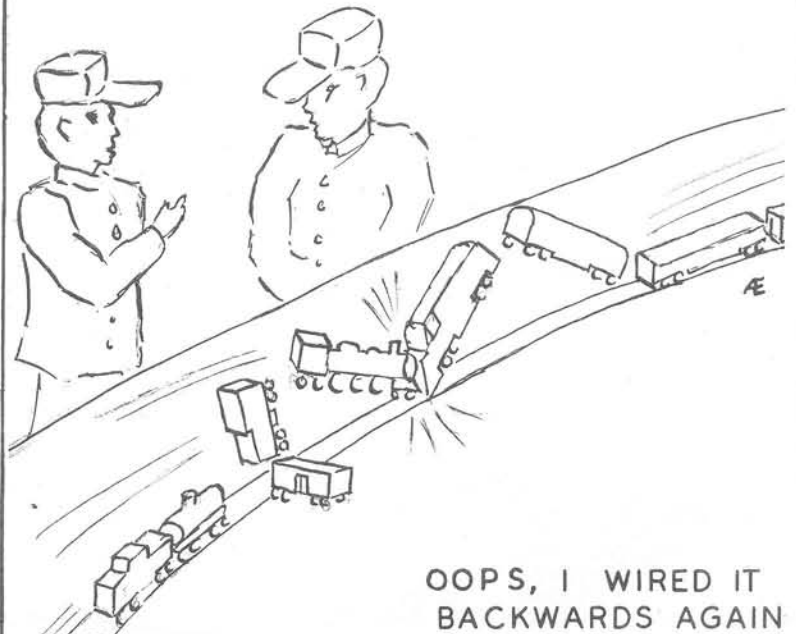
From Westlake Mall in the downtown area to the fair grounds a row of "T" shaped cast concrete piers has been erected. The piers are four feet square at the base and are spaced about eighty-five feet apart; somewhat closer on curves. Each pier was cast and erected "on the site". A track or beamway rests on each outer edge of the "T" and is of pre-cast concrete measuring three feet wide by five feet deep. The trains straddle the beamway, their pneumatic drive wheels riding the top surface while horizontal guide wheels press against the sides of the beam to provide stabilization. The average clearance under the beamways is 21 feet and under the "T" supports 15 feet.

The cars were built in West Germany and are powered with G.E. motors. Each train will be operated by one technician. Moving belts, called "speed ramps", will be used to lift the passengers quickly from street to track level at Westlake Mall.

Joseph E. Gandy, the Fair's president, was quoted recently as follows: "More than 100 cities - Tokyo, London, Los Angeles, San Francisco, and others throughout this and foreign nations - have written that they are sending representatives of their transit commissions to see if our monorail is a satisfactory means of rapid transit." Although built by Alweg as was the monorail at Disneyland, Mr. Gandy emphasized that this is a full-size rapid transit system in every way. He noted that the monorail at Disneyland is not full-size and that trains on that line do not exceed 25 miles per hour.

Perhaps we are witnessing the dawn of a new era in urban transportation. Historically we can trace its development from the horse-drawn omnibus through horse, cable, and trolley cars to the surface, elevated and subway systems of today. Most of us have felt nostalgia over the passing of an era as trolley lines have been "bustituted". I, for one, would like to see some of those bus lines monorailed out of existence. The city of Seattle, under its agreement with Alweg, may take over and operate the system after the Fair ends on October 21st, or it may order the builders to remove the piers from the streets. The success of this experiment could result in a revolution in urban transportation. Whatever the final outcome, this prototype line offers some interesting and challenging modeling possibilities. Keep your eye on Seattle in 1962.

JERRY LAWLOR



OOPS, I WIRED IT  
BACKWARDS AGAIN



THE ART OF SCRATCH BUILDING  
(Part 3 - Conclusion)

In the Fall Issue I left you with the foundation and the sides of the freight house. Because of the lack of space we had to skip the January Issue, so I hope that by now you all have gone ahead without me and finished this model. However, for those who have been waiting let's get on with the finishing touches of scratch building.

There are a couple of ways to attack the roof. The easy way is simply to cut out two pieces of flat card stock which would measure 37 x 17 feet each. Butt the two pieces together, and attach with masking tape on the underside. Another method is to cut out of Northeastern 1/8" clapboard siding the same size pieces as above. Bevel one long edge of each, and then glue the beveled edges together so that they form the same angle as the sides. When using card stock you must then make shingles from paper and glue them to the roof pieces. Take 1/2" strips and make 1/4" crosscuts at approximately 1/8" intervals which will give you a row of shingles the width of the roof. Each strip is glued on so that it covers the preceding strip by one half. Of course, you could put on individual shingles - it makes a beautiful looking roof - but you must have plenty of time in order to do the job right. Either way, be most careful not to allow the glue to squeeze out on top of the shingles as it will shine when painted. If you use the clapboard siding for the roof, take a sharp knife or razor and cut across the boards to form the shingles. Do not make each shingle the same width, but make the cuts about 1/16" to 1/8" apart. This method takes time but gives beautiful results and is quite strong.

After you have made the roof of your choice then add the roof beams which show on the outside of the building. Use 1/8" by 1/16" stripwood for this purpose, and place them as shown in the photos in the Fall Issue. If you are going to have a removable roof, the beams should extend all the way to the ridge pole. If the roof is to be glued in place, first attach the edge beams to all outside edges of the roof. Then cut some short beams and glue them in place between the roof edge and the sides of the building on 18" centers.

There are no windows to worry about in this building, and it is an easy job to make the doors. Frame the door openings with 1/8" flat stock on both the outside and edges. All of the doors have sills. The doors themselves can be made of scribed card stock or Northeastern scribed siding. It is wise to cross-brace the doors on the inside to prevent warping.

The brick piers on my model were made from 1/8" square wood covered with a commercial plastic HO brick material. There are four on each of the long sides and three on each end; the prototype also has a row under the center of the building.

The trackside door has a platform which is built up with 1/8" square legs supporting a 1/8" framework. Across the frame are 1/8" by 1/16" floor beams which are covered with scribed flooring. The steps I built from card stock; a ladder on the side of the building next to the platform would be just as good.

Next we come to the part that really "makes" a model - the painting and finishing. When painting your model remember that it is a freight house, not a home in some new development. Use whatever paints you prefer, but thin them down and apply more as a stain, building up the color so that it is uneven on the sides. Take a little paint right from the bottle and paint a few boards to look as though they have recently been put in to replace old broken ones. On the roof use a very thin wash of grey - even to the point that the raw wood will show through. More paint can always be added, but it cannot be taken out. If you used the plastic brick material for the piers, take a piece of cloth and dip it ever so lightly in Tuscan Red and wipe it over the bricks being careful not to work the paint down into the white mortar joints. The floor of the building and the platform are stained with a mixture of greys and browns; perhaps even some black or other colors to represent spilled paints and oils.

Now that the building is all painted and looks rather nice, let's make it look like it is old. Go around the house and collect all the cigarette ashes you can find. Put these in a dish and stir them up with an old small brush. Lightly dust your model with the ashes; don't be afraid of getting on too much as most of this will blow off. The amount of dust your model needs is up to you, but be sure you make it look old enough. Around the bottom of the siding and the piers use a dust of pastel brown chalk. Also dust this brown

dust of crushed pastel brown chalk. Also dust this brown on the floors and around the doorways. A black dust can be used on the roof to represent the soot of steam locomotives. Next use a blunt penknife to give the woodwork around the door jams and sills a scarred and worn look and to split a few siding boards. Removing a few shingles will help to age the structure even more.

The "Art" of Scratch Building is not so much how one goes about building a model as it is how the model looks when it is finished. Does your model look like the prototype or does it show some sloppy glue work; do the boards fit or are they

NEW YORK METROPOLITAN AREA IS THE PLACE FOR 1964 NMRA MEET

The New York Metropolitan area is the ideal place to hold the 1964 National Convention of the NMRA. It offers many advantages, conveniences and activities to the delegates. There will be a World's Fair in New York to provide entertainment for wives and children so that the convention can be part of a family vacation. New York and the adjacent cities of New Jersey are in the Northeastern Region which, together with the adjoining Regions, represents 35% (4675) of the NMRA's 15,000 members; the area east of the Mississippi River has about half of the total NMRA membership. There are eight railroads with passenger service, eight national and several regional airlines, and modern Turnpikes and Thruways leading to the Metropolitan area from every direction making it easy to reach. Prototype railroad activity is available in abundance with Mott Haven, Sunnyside, Harmon and many other yards through which tours may be arranged. The Reading Railroad can run its famous 2100-series 4-8-4's to Port Reading, N.J., on New York Bay to make possible the operation of a steam fan trip. Should the New York hotels be filled or too expensive there are many other hotels and motels in nearby New Jersey and Westchester County with sufficient capacity and facilities to accommodate us - all within a 25-mile radius of Times Square. At any time "New York is a Summer Festival", so what better place could there be to hold the NMRA National Convention in 1964?

There will be no shortage of active model railroaders to assist with every phase of the convention. The Metropolitan Council of Model Railroad Clubs and its ten member clubs are ready to co-operate with the convention committee as are 25 other model railroad clubs in the vicinity. The Metropolitan Division of the Train Collectors Association, Inc., has also indicated a willingness to assist. This group, greatly allied with model railroading, will provide added interest and activity for the meet and attract many persons who otherwise might not attend an NMRA convention. NEA's Permanent Convention Committee is ready to help, bringing with it the experience and knowledge gained in supervising many highly successful Regional conventions. A Publicity Committee is prepared to obtain coverage not only in the usual "trade" magazines, the Bulletin and Regional publications but also in general magazines, newspapers, radio and television. In addition to the efforts of these people, a helping hand can be expected from most of the railroads which maintain headquarters or major offices in New York City and from the New York Convention and Visitors Bureau which was set up especially for such a purpose. The Northeastern Region, the model railroad clubs, individual model railroaders, prototype railroaders and many others in the New York area stand ready to provide the largest and most active convention program in the history of the NMRA.

In summary, the New York Metropolitan Area offers the model railroader more for a convention in 1964 than any other area could possibly hope to provide: ease of reach by rail, air or highway; convention facilities beyond comparison; the 1964 New York World's Fair; a strong group of clubs and individuals ready to participate; steam fan trip; yard tours; plenty of hotel or motel accommodations including meeting space; numerous operating layouts to visit; an experienced convention committee to make all arrangements; an active publicity committee; within easy travelling distance of over 35% of the NMRA membership. Nothing could be more natural than to vote

"FOR NEW YORK IN '64"

Len Frankel

ATTENTION SCRATCH BUILDERS

Are you looking for a tool which will hold securely that piece of fine wire, sheet plastic or shim brass? What you need is a hemostat. A hemostat is a surgical instrument which looks like a pair of curved pliers, but has spur locks to keep a constant tension on the jaws. The jaws are also grooved for a better grip on the material. Many electronics plants are using hemostats to "draw off" heat when soldering intricate wiring.

Hemostats are usually sold only by hospital supply outlets, and I have arranged with Chapin Medical Supply Co., 15 Adams St., Natick, Mass., to sell them to model railroaders. A check or money order MUST accompany your order. The price is \$3.10 postpaid; ask for Mosquito Hemostat #45-C.

RICHARD GIBBONS

on the wrong angle; are there gaps showing where there shouldn't be? Poor workmanship will never make a good model no matter how clever you may be with your method of construction, material or ideas. The real "Art" in scratch building is taking the time to do the job right.

DOUG SMITH

# 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:

John R. Cahill, 59 Elm St., New Canaan  
 Raymond A. Chappell, 39 Meadow St., Wallingford  
 Norton A. Kazanjian, 415 Bellevue Rd., New Haven  
 Teddy Kay, RFD 32, Willimantic  
 George E. Kollins, Cottage #1, Univ. of Conn., Storrs  
 W. Robert Schmidt, 98 Hope St., Niantic  
 Garth E. Singer, 1901 Peck Lane, Cheshire  
 Sidney P. Stewart, 44 Chamberlain Rd., Wethersfield  
 A. H. Sweet, Route 6-A, Columbia

## Maine:

Richard Bedford, 193 Summer St., Auburn  
 J. W. Horman, 60 Denny Rd., Bath

## Massachusetts:

Raymond Allen Jr., 2 Merryfield Rd., Bernardston  
 David Bates, 224 Curwin Cir., Lynn  
 Jack W. Browne, 25 Britton St., Pittsfield  
 Ralph Cavalieri, 88 Oaks Rd., Framingham  
 Felix J. Cerrato Sr., 26 Abbott St., Greenfield  
 Felix J. Cerrato Jr., 26 Abbott St., Greenfield  
 George A. Desormeaux, 62 S. Worcester St., Chertley  
 A. Russell Eastwood, 80 Preston Ave., Pittsfield  
 Herbert Forgey, 243 Green River Rd., Greenfield  
 D. L. Galanie, 75 S. Bourne Rd., Jamaica Plain  
 Donald A. Hallock, 248 Green River Rd., Greenfield  
 David Hallock, 248 Green River Rd., Greenfield  
 Russel Hamilton, 28 Chestnut Hill, Greenfield  
 Hockomock Railroad Club, 316 Mansfield St., Sharon  
 Charles Hurlin, 477 Beacon St., Boston  
 Edward I. Jones, 133 Garland St., Everett  
 R. C. Josey, BOQ-USNAS, South Weymouth  
 Peter E. LaCivita, 883 Plain St., Stoughton  
 Robert Miller, 16 Russell St., Greenfield  
 John J. Morris, 19 Alden St., Greenfield  
 Harlan W. Nye, Creamery Rd., South Ashfield  
 Richard Porter, Boston Rd., Groton  
 Ronald J. Powers, 164 Plain Rd., Greenfield  
 Charles L. Ricci, 62 Woodville St., Everett  
 John Riordain, 3 Perkins St., Worcester  
 Lincoln Soule, 110 Front St., Marblehead  
 Howard N. Tait, 138 Prospect St., Wakefield  
 Elmer E. Taylor, Lillian St., Greenfield  
 Thomas Taylor, Lillian St., Greenfield  
 Richard E. Towle, 19 Brook St., Manchester  
 Edward D. Windsor, 265 Ash St., Reading

## New Hampshire:

Charles K. Brockstedt, W. Salisbury Rd., Salisbury  
 Paul DeQuoy, RFD #1, Hudson  
 Vincent Hayden, Snow Pond Rd., Concord  
 Fred Rowell, Box 273, Hudson

## New Jersey:

John Allan, 5 Woodstone Rd., Basking Ridge  
 Glenn Baxter, 76 Summit Ave., Walwick  
 Harold H. Carstens, 322 Elizabeth Ave., Ramsey  
 Thomas K. DeLillo, 15 Belvedere Ave., Clinton  
 Joseph F. Doerwang, 42 Gurley Rd., Nixon  
 William H. Dunn, 29 Reckless Pl., Red Bank  
 Silvius A. Ferrery, 26 Hobart Pl., Totowa Boro, Paterson  
 Tom George, 198 3rd St., Newark  
 Moe M. Goldy, 1 Countrywood Dr., Morris Plains  
 Robert B. Hart, 5 Dennis Pl., Summit  
 Capt. Raymond M. Hobin, OMR Box 1070, Fort Monmouth  
 Robert R. Hohorst, 1102 E. 24th St., Paterson  
 M. E. Lemmerhirt, 1308 Watchung Ave., Plainfield  
 Calvin E. Newman, 1784 Burnett Ave., Union  
 Arthur Oliver, 245 Lainto Ave., Cliffside Park  
 Arthur T. Quinlan, 7 Maplewood Dr. (town not shown on list)  
 Robert Rose, 23 Fuller Ave., Chatham  
 Hal Rosove, 399 Leslie St., Newark  
 Kenneth Schumacher, 28 Maplewood Ave., Bogota  
 Raymond E. Staples, 513 22nd St., Union City  
 Joseph A. Svetoka, 21 Glenwood Ave., East Orange  
 Michael Yackovetsky, 2 E. Pleasant Ave., Maywood

## New York:

Barry Ancona, 5 Peter Cooper Rd., New York  
 Rev. Donald T. Baggs, 216 S. Broadway, Nyack  
 Frank W. Becker, 52 Clinton Ave., Ossining

O. W. Brunette, 60 Winthrop Rd., Plainview  
 William T. Crocca, 975 75th St., Brooklyn  
 Guy J. Capozzo, 277 Bronx River Rd., Yonkers  
 Martin V. Daly, 139 N. Highland Ave., Ossining  
 G. Dandinos, 75 LaSalle St., New York  
 Frank R. DeStrange, 791 Yonkers Ave., Yonkers  
 Walter R. Fichtel, 2818 Wellman Ave., Bronx  
 Henry Fisher, 363 Onderdonk Ave., Brooklyn  
 Robert Fleoscher, 132 E. 91st St., Brooklyn  
 S/Sgt. Harvey W. Levan, Hq. 4039 Strat. Wing, Griffis AFB  
 David A. Herbert, Hunt 1, KPI, Troy  
 David Markowitz, 1628 54th St., Brooklyn  
 W. H. McGill, 415 Stanford Ave., Schenectady  
 Basil A. McLean, 45 Broad St., New York  
 Arto Monaco, Land of Make Believe, Upper Jay  
 Edward Ondriska, 511 N. Market St., Johnstown  
 Nancy E. Page, 115 Whitney St., Westbury  
 Arthur T. Parker, 1509 E. 55th St., Brooklyn  
 Michael Pearsall, 25-77 47th St., Astoria  
 William T. Pierce, 503 Ardsley Blvd., Garden City  
 Gary Post, 75-38 Grand Central Pkwy., Forest Hills  
 Joel Roth, Sunview Dr., Glen Cove  
 George Sasko, 2055 Rockaway Pkwy., Brooklyn  
 M. T. Shortell, 45-18 245th St., Douglaston  
 William C. Taylor, Gardiner Hollow Rd., Poughquag  
 Robert L. Winchenbach, 1769 77th St., Brooklyn

## Pennsylvania:

W. H. Krause, 70 Delwick Lane, New Providence

## Quebec:

Rene Gadbois, 374 Liege Ext., Montreal  
 J. M. Thomas, 74 Percival Ave., Montreal West

## Rhode Island:

Richard Abeles, 139 Eustis Ave., Newport  
 Sp/4 Philip Landis, Btry. D, 4th Msl. Bn., 56th Arty, Slatersville  
 W. Edward Meeker, 25 Marlborough Ave., Providence  
 Glenn N. Pizer, 254 Worden, Newport  
 Geoffrey Quadland, St. George's School, Newport

## Vermont:

William H. Feaster, 10 Elm St., Castleton

## COLORADO VACATION - CONNECTICUT RAILFAN STYLE

### (PART 2 - Conclusion)

Mesa Verde National Park in extreme southwestern Colorado is only fifty miles from Durango and well worth a visit for a day-and-a-half among the cliff dwellings and in the museum viewing the artifacts and relics of the ancient Indians.

Eastbound on US #160, our route returned through Durango and over Wolf Creek Pass to Alamosa which is the main terminus of the D&RGW's narrow-gauge operations and the junction with the standard-gauge (dual-gauge is provided to Antonito, 40 miles South on the Durango line and former junction of the "Chili Line" to Santa Fe). About a dozen K-36 and K-37 Class Mikados are housed here and used on the thrice-weekly service over Cumbres Pass to Durango. Also here are rotary and pilot snowplows, water tank cars and other interesting equipment. Again no one has any apparent objection to nosy railfans. In Alamosa's city park is a 4-6-0 formerly used as passenger power on the Chili Line.

Thirty miles East of Alamosa is Blanca, a wide place in the Colorado landscape and terminus of the one-mile San Luis Valley Southern. Inquiry of the agent at the D&RGW station elicited directions to the engine shed which harbored two deckless 2-8-0's of 1890 vintage. One of these is pretty well stripped, but the other looks to be in good condition; at least the bell, rods, lights, and operating parts are intact. These have been replaced by a homemade diesel-mechanical locomotive; an odd-looking steeple-cab contraption which operates by means of a chain drive.

From Walsenburg to Trinidad is Colorado & Southern territory. At Trinidad the Santa Fe comes in from La Junta, and there is also a division of the Colorado Fuel & Iron Company's Colorado & Wyoming. Interstate Route #25 over Raton Pass closely follows the AT&SF, and there are numerous observation points which give an excellent view of the rails. From one of these we watched the Grand Canyon Limited making the climb north- and eastbound. An overnight stop in Raton meant another evening of train-watching which was rewarded by the passing of the hi-level El Capitan and the Super Chief in two sections.

Homeward-bound across northern Oklahoma we discovered a Santa Fe 2-6-2 at Blackwell and 2-10-2 #940 at Bartlesville. Springfield, Mo., displays Frisco 4-8-4 #2524 in a city park, and Washington Court House, Ohio, has preserved a C&O 2-8-4. Although we passed only eighteen miles from Orbisonia on the Pennsylvania Turnpike, it was decided to save a visit to the East Broad Top for another trip.

JEFF FRENCH



**FLAG STOPS**

Layout #30 owned by Edward Boris was chosen winner of a five-dollar prize at a contest held in conjunction with the Annual Meeting of the Nutmeg Division on January 27th at the North End Boys Club in Bridgeport, Conn. A total of thirty-three displays of operating railroad dioramas in the toy gauges were entered in the competition.

New Directors elected at the meeting were Gerald Lawlor, Scott Neilson, Ted Kitter, Richard Thomas and Daniel Schick. A discussion was held on a proposal to hold a meeting in an area of low model railroading interest, and several announcements were made. The meeting then adjourned, and the members repaired to the home of Richard Thomas for a visit his model railroad and refreshments.

The second annual "Little Convention" of the Hub Division was held on March 31st at the Second Congregational Church in East Weymouth, Mass. Over 100 persons attended the event which included clinics, dinner, a small auction, a brief business meeting, movies and open house at the South Shore Model Railroad Club. Two of the NMRA tape-slide clinics were presented (on trackwork and operation) as well as others on making scenery with latex molds, scratch building and weathering of cars, and signalling. The difficulties encountered last year with the kitchen had been eliminated, and an excellent roast beef dinner was enjoyed by all. Movies by the Union Pacific, Southern Pacific, New Haven and Santa Fe railroads and two short comedy reels comprised the entertainment.

Another "first" for the Hub Division at this meeting was the issuing of membership cars in the form of passes

Another "first" for the Hub Division at this meeting was the issuing of membership cards in the form of passes to each NER member registering. Hub was also the first with the "little convention" idea and the first to have its own badges.

The Nassau Model Railroad Club, 174 Hillside Ave., Williston Park, L.I., N.Y., will hold its Spring Show on the following dates: Fridays April 27 and May 4, 7:30-10PM; Saturdays April 28 and May 5, 2-4:30PM and 7:30-10PM; Sundays April 29 and May 6, 2-5PM. Admission is by donation (25¢ minimum will be appreciated).

Ted Hahn, 68 Nehring Ave., Babylon, L.I., N.Y., is anxious to secure the help of a few model railroaders in his area in operating his HO pike. This is reported to be a "fabulous" railroad with plenty of operation. Much pleasure should be in store for those who give him a hand.

NER's Poet Laureat "Rob" Robertson of Senneville, Que., extends a cordial invitation to our members to visit his Hi-rail Bedford, Farnham & Waterloo Railroad whenever they are in the vicinity. Rob is also a correspondent for The Coupler and has provided many interesting items in addition to his poems.

The Berkshire Model Railroad Club, host for the Pittsfield convention, had participated in National Model Railroad Week by public exhibitions of the railroads of Walt Syrett and Don Kirkpatrick. Proceeds from the donation boxes were given to "The Santa Fund" to purchase Christmas gifts for needy children.

Officers for 1962 are President, Dick Tyde; Vice President, Walt Syrett; Secretary, Russ Eastwood; and Treasurer Dick Winston. The club now meets on alternate

Fridays and has 100% membership in both NMRA and NER. Recent programs included two tape clinics. Four new members have been enrolled this year.

The Dalton (Mass.) HO Model Railroad Club was organized in December with ten active members. Already they have completed painting the 22x36 room which they have leased and will soon begin construction of an HO adaptation of Frank Ellison's Delta Lines. Meetings are held each Friday at 8PM. Officers are President, Tony Nestasia; Treasurer, Bob Claffie; and Secretary, Dick Osterhout. Information may be obtained from the latter at 1027 North St., Pittsfield, Mass., or phone HI 3-5029. Best wishes are extended to this club for a long life; it is hoped that they will also soon join the ranks of those with 100% membership in both NMRA and NER.

New names are being added almost daily to the roster of the New Haven Railroad Technical Information Group organized last year by Paul B. Boivin Jr. of Livingston, N.J. Anyone interested in the New Haven may be placed on the mailing list for the NHRTIG Newsletter by sending Paul \$1 to cover the cost of printing and postage (one dollar will cover about ten issues at intervals ranging from two to four months).

A meeting of the Group is now planned for some Sunday in November at the rooms of the New Haven Society of Model Engineers. Informal gatherings may also be held at the NER conventions.

The New Bedford Society of Model Railroad Engineers has adopted a new constitution and by-laws and has received its State Charter of Incorporation. Work on their new building is nearly finished, and most of the benchwork has been erected. The O-gauge railroad will have a level double-track main line loop and a branch with moderate grades based on a plan by John Armstrong. No ducking under will be required as all tracks, except the hidden layover tracks, will be accessible from an alley into the U-shaped layout. A lift bridge will carry the main line across the outer end of the alley.

The HO Colony Division of the Boston & Maine operated by John Young of Keene, N.H., was the subject of an article in a recent issue of the city's newspaper. The description of the railroad and its operation was accompanied by a picture of a section of the layout. An interesting feature of this line is the method used to operate the switches in Leeville Yard which, it is hoped, will be the topic of a clinic at the Fall convention.

A "brush fire" of an unusual sort at Dorval, Que., recently destroyed most of a piggyback shipment of Fuller Brushes. Believed to have been smouldering for several hours, the fire was first seen by the train crew approaching Dorval at which point the fire department was called to extinguish the blaze. A tank truck was sent from nearby Montreal International Airport to supply water to the two pumpers of the Dorval department.

The Canadian Rail Transportation Museum at Delson, Que., will be officially opened later this year it was announced at a recent meeting of the Canadian Railroad Historical Association. Financial assistance of over \$125,000 has been received from transportation and education foundations and government sources. The British Railways Commission has contributed a 90-year-old steam locomotive to

be placed on display along with others already owned by the Association.

Railroad developments in Nova Scotia, Quebec, and Alberta provinces have been headlined recently in Canadian papers. The retirement of steam locomotives from the Sidney & Louisburg and the abandonment of the railroad of the Maritime Coal Railway & Power Company were noted. In contrast to these sad events, announcement was made that construction would begin shortly on a 57-mile branch of the CNR into a rich timber and mining area of the Gaspé Peninsula, and that work had been started on the 430-mile Great Slave Lake Railway to tap lead-zinc deposits near the south shore of the lake.

A mountain division is now under construction at the Empire Model Railroad Club, 34-05 44th St., Long Island City, N.Y. Plans call for a 200-foot main line with 20-inch minimum radius curves and grades up to 4%. It will be operated as point-to-point although there will be a cutoff loop for continuous running when desired. Main line traffic will not be allowed on this route because the trackage, bridges, galleys turntables, etc., will be designed for smaller locomotives. Completely separate panels will control the interchange yard and the mountain division. This new addition to the club facilities will permit a greater variety of operation on an already large diversified 60x24x33 layout. Memberships are open, and visitors are welcome on the first Tuesday of each month.

The Society of Model Railroad Engineers formerly located at 589 N.6th St., Newark, N.J., has moved to new quarters at 478 Broad St. in the same city. Work on the layout is well advanced with most of the benchwork and roadbed completed; minimum track radius is 30 inches. Meetings are held Thursday evenings and the Society is seeking new members. Further information may be obtained from Walter Zeis, 336 Amherst Rd., Linden, N.J., phone HU 6-8094, or Steve Petroski, 34 Oxford St., Apt. L-1-3, Newark 5, N.J., phone MA 3-4898.

Congratulations to the Southeastern Region which reports that as of February it had already fulfilled the Honor Region requirements for 1962. Their publication, The SouthErner, has in just five issues graduated from two mimeographed pages to 16 pages printed by multilith. Editor is Jim Thorington, 1245 S.29th St., Apt.8, Birmingham 5, Ala.

The Canadian National is running a double-header steam fantrip to Garneau, Que., on June 24th. Fare is \$8. Information available from Norman Lowe, CN St. Lawrence Region, Central Sta., Montreal.

East Broad Top has announced the following schedule for the 1962 season:

June, September	- Saturday
& October	& Sunday
July & August	- Daily

Trading stamps are the latest cause of difficulty for Nelson Blount's Monadnock Steamtown & Northern. Just as the Boston & Maine was about to apply to the ICC for permission to abandon its Cheshire Branch between Keene and Bellows Falls to pave the way for the MS&N purchase, First National Stores began giving trading stamps in the Boston area which so increased its sales of milk that the B&M can not discontinue its train. Thus the project is again held up until some al-

Divisions - Page 1

some place where there is little or no known model railroading. Get a little advance publicity and announce that anyone who would like to learn about model railroading and its several phases is invited to attend. Of course, we should emphasize that this is not a session to fix somebody's train so that it will run again around the tree next Christmas. We might actually construct a model or some scenery and talk about it as we go, as in our present clinics. We have available enough experts who can describe various phases of model railroading to attract all of the different interests.

If this should result in a local club so much the better; the division can furnish guidance of all kinds. For instance, we all know that the newcomer will be quite happy just to run trains around in circles pretty much as he does around the Christmas Tree, and we are prepared to let him do this to get it out of his system. We also know, however, that he will tire of "playing with trains" and will lose all interest if he is not led in the right direction. We will need guides to lead the newcomers over the path from playing with trains to operating a miniature railroad. There should be close control over the selection of those who are to act as demonstrators and guidance advisors to make sure that the best available men are chosen. Few of us realize our own personality quirks which may tend to keep away rather than attract those who are not yet dyed-in-the-wool fans.

We can still keep our present type of division program going. It would keep the old-timers on the track which they like and would introduce the newcomers to another facet of model railroading activity. One thing which is vitally necessary is keeping out the idea that true miniature railroading is expensive and that it requires the skills of a Swiss watchmaker combined with the electrical wizardry of a Steinmetz in order to be enjoyed.

There may be many problems involved in setting up a program of this type. The ultimate form may be quite different from what has been outlined here, but I think that this approach can strengthen the hobby, NMRA, NEK, and the divisions. It is a chance to make use of the old saying (modified), "You shouldn't ask what NMRA has done for you until you first ask what you can do for NMRA."

Deciding to put this idea to a test, the Nutmeg Division arranged to hold a public meeting at Norwich, Conn., on March 24th. Every known NMRA member in the area was contacted and requested to attend to escort non-members, explain the several displays and answer questions. The program was to last two hours and included an exhibit of cabooses in varying sizes from TT to 1/8-inch, a live-steamer running on compressed air, a section of track with catenary and a movie on model rail-

roading. It had been intended to have an operating layout, but last minute difficulties prevented its use. Publicity was given to the event by both newspapers and radio as well as by posters in local shops.

Although there was no way in which to foretell the attendance, it was expected that the number would be between ten and fifty. Each guest was to be registered and provided with a badge and escort. As it turned out, however, over 200 people showed up of which they managed to register about 130. Badges, escorts and space were all in very short supply for so great a number, but there were few complaints. The Norwich Inn came to the rescue by permitting the use of the main dining room for the showing of the movie. As a result of this meeting many inquiries are being received by the Nutmeg Division so the idea appears to have been a huge success. In fact, it was so successful that they are undecided as to the best way to proceed. This problem will be discussed at the next meeting of their Board of Directors.

Since there were only a handful of NMRA members in the Norwich area prior to this event, it will be interesting to see whether this program produces an increase in membership. The final results will not be known for several weeks, but the Division is working hard to see that the interest generated does not lapse.

BRUCE MEULENDYKE

Flag Stops - Page 7

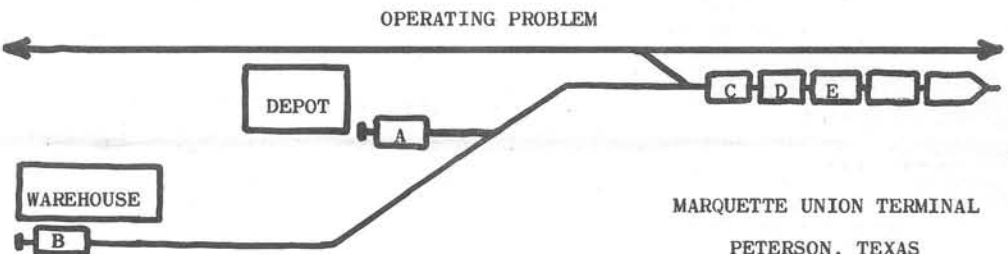
ternate way can be worked out to handle this traffic.

On the bright side, the architect's designs have been finished for the museum at West Keene and the money for its construction has been appropriated by the State of New Hampshire as part of its recreational development program. At a public hearing held recently in Keene the project received overwhelming approval. The recorded vote was 634 in favor and 11 against. Of the latter, none got up to state his reasons when the opportunity to do so was offered.

Under the assumption that operation somewhere will still be possible this year Rahway Valley #15, a 2-8-0, is in the process of repair. If the B&M track can not be obtained, an attempt will be made to use the Claremont & Concord as last year. In this case the train will run either between Sunapee and Newbury or between Bradford and Warner. As the latter section is now officially abandoned it could be used without interfering in any way with C&C trains.

\*\*\*\*\*

Dave MacDonald, Swap Editor, announces the opening of MacDonald Hobbycraft for the distribution of hobby supplies. He is also planning to introduce, for the first time in this area, opportunities to persons interested in entering private enterprise. The address is Box 100, Boston 89, Mass.



Ted Dumais of Nashua, N.H., was low scorer on the Operating Problem in the January Issue with a solution requiring only five moves. A total of eleven answers were received; an overwhelming response when compared with the usual lack of enthusiasm expressed over articles in The Coupler. Although authority has not yet been received to make these an official NER contest, they will be continued for the benefit of interested members.

One thing which gave trouble in the last problem was that it was not specified whether the road engines or the switchers were to do the work. This omission was intentional to permit solutions based on either method. Apparently this should have been noted to avoid confusion, so in the future when there is more than one engine it will be specified which may be used in solving the problem.

The problem in this issue came from Cliff Robinson of Dallas, Texas. AT&SF Extra 4114 East enters Peterson and takes the siding. A Westbound passenger is due shortly so the dispatcher has denied the train any use of the main line. Therefore, all of the work must be done from the passing siding. Here is the switch list:

1. Car A on the Peterson team track and Car B at the warehouse are to be picked up and added to the train.
2. Car D is consigned to the Peterson team track, and Car E is consigned to the warehouse.
3. The warehouse track is long enough for any moves you may wish to make. The team track will hold only one car. The passing siding is one-half mile long so there is plenty of room. As conductor, what are your moves?

PRAY FOR

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

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

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