

# THE COUPLER

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



## Frankel Re-Elected Dohn Vice President

### Hyslops New Office Manager & Treasurer

Leonard Frankel of West Englewood, N.J., was elected President and Dr. Roy Dohn (pronounced "Don") of Baie D'Urfe, Que., was elected Vice President of the Northeastern Region for 1962-63 at the Board of Directors Meeting following the Annual Meeting in Greenfield, Mass., on October 28.

Other officers named to Regional posts were Larry Sherman, Secretary; Dorothy Hyslop, Treasurer; Kenneth Hyslop, Office Manager; Earl Smallshaw, NMRA Achievement Awards; James See, Convention Committee; Alfred T. Prange, Publicity; and Donald Robinson, Editor.

Action was also taken to arrange for the printing of the new model contest rules which will be included as an insert in a future issue of The Coupler. It was further voted to request the NMRA President to censure the Editor of the NMRA Bulletin for his attack on the Achievement Awards program in a recent editorial. The final piece of business was the election of F. Nelson Blount of Dublin, N.H., to honorary membership in NER for his great contribution to the preservation of old time steam railroading through the Edaville and Monadnock Steamtown & Northern railroads and museums.

### NEW NER ADDRESS

Please note that there has been another change in the mailing address for NER. As of this date the Mailing Office address is 125 LORDSHIP RD., STRATFORD, CONN. Take due notice thereof and govern yourselves accordingly.

#### ADVERTISE YOUR CLUB OR PIKE

New postal rates, to take effect on January 2, 1963, will increase the cost of mailing The Coupler to the members of The Region. Individuals and clubs in the Region can help offset the increase, help the NER and gain a little publicity for themselves by inserting small ads for their pike or club in The Coupler on a sustained basis. It will help keep the cost of publication down.

The ads offered take the form of one column inch deep by 2 1/4 inches wide containing the name of your pike or club (using the type on your letterhead or pass) and giving the address and location, meeting night, gauge, visitors hours, etc. If you have no letterhead or pass, we will set an ad for you on a display typewriter.

This listing is available only to in-

Advertise - Page 8

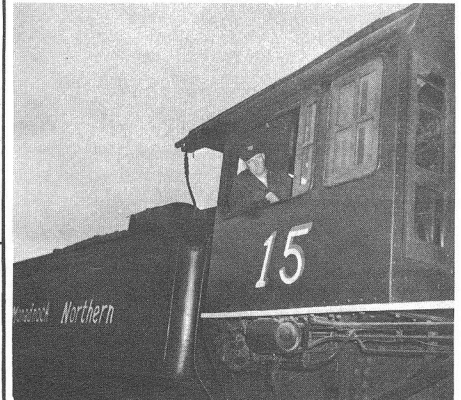
### Fantrip Highlight Of Greenfield Convention

Bright warm weather, in complete contrast to the snow of the previous day, and the cooperative efforts of engineer Nelson Blount and fireman Clyde Sessions combined to produce a memorable photo run-by for the members of the Northeastern Region who went on the Saturday fantrip. The run-by was specially arranged by the Monadnock Steamtown & Northern Railroad for the benefit of the convention delegates as an added attraction on the 26 miles round trip from Keene to Westmoreland. A multitude of cameras whirred and clicked as the train labored up the 1% grade at the location of the old Summit



siding, recording its smoky passage for posterity. As a further courtesy, two members were permitted to ride in the locomotive cab. George Mains and Thomas Wilson were chosen for the privilege by a drawing prior to the trip. Of the 174 who took the trip, 36 paid the extra fare to ride and eat in the dining car. In addition to the engine crew our thanks for a superb day are extended to Robert Triggs, conductor, and Richard Pollard, Barrett Leete and Jack Anoe, brakemen; also to Superintendent Robert Adams and Assistant Superintendent Robert Ashcroft who on this day were operating the Fire Patrol motor car. Ernest Anoe, resplendent in an authentic Rutland trainman's uniform, acted as the candy and souvenir butcher on the train and at Gilboa; ably assisted by Larry Smith. Anthony Redington served as ticket agent at Keene Union Station.

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F. Nelson Blount, new Honorary Member of NER.

### SEASON'S GREETINGS

It is sometimes forgotten by those to whom it does not apply that the coming Christian religious period is paralleled by a Jewish festival. At this time, therefore, I will extend my best wishes both for a Merry Christmas and a Happy Chanukah. May the year 1963 bring health and happiness to all.

YE EDITOR

#### NATIONAL MODEL RAILROAD WEEK

All model railroaders in the Region are urged to participate in National Model Railroad Week, January 26 through February 5, 1963. This is the one great effort in the year to promote model railroading as a national hobby. It will help to strengthen the hobby, the NMRA and the Northeastern Region. It will also help to strengthen your club through community support and increased membership.

Plan now to open your layout to the public during the Week. Publicize your open house by contacting your local hobby shop asking them to provide a bulletin board and window display indicating when your layout will be open. In your notice include the following information: open hours, location, directions, admission fee, person to contact (this is especially important for groups), and any activities other than railroad operation.

If you want a big turnout, ask your local newspaper or radio or television station to carry a notice just prior to the dates you select during the Week. Be sure to tell them the name of a contact in case they want to take pictures or television film.

Have a supply of NMRA applications on hand. These are available from Bob Bast, NMRA Office Manager, P.O. Box 1328, Station C, Canton 8, Ohio. Also have NER applications at hand. These may be obtained from Ken Hyslop, 125 Lordship Rd., Stratford, Connecticut.

The NMRA has prepared a promotion kit for the Week. A copy may be obtained from Bill Davis, Chairman National Model Railroad Week, 1924 Southeast 181st Street, Portland 33, Oregon. Sample press releases are available from Tom Prange, NER Publicity Chairman. Just send him a post card.

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# THE COUPLER

NORTHEASTERN REGION  
Of The  
NATIONAL MODEL RAILROAD ASSOCIATION

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EDITOR-IN-CHIEF

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

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Trolley Sparks.....Gerald Lawlor  
581 Connecticut Ave., Bridgeport 7, Conn.  
Swapper's Corner.....David C. MacDonald  
19 Fairmount Ave., East Weymouth, Mass.

CARTOONISTS

Earl Smallshaw Arthur Ellis

PRODUCTION ASSISTANTS

Mike Pearsall Russel Hamilton Charles Ogren

CORRESPONDENTS

George Fitterman, 162-31 9th Ave, Whitestone, L.I.N.Y.  
John F. Dias Jr., 120 Elm St., South Dartmouth, Mass.  
A. Russell Eastwood, 60 Preston Ave., Pittsfield, Mass.  
Herbert P. Groth, Groth's Hill, Waldoboro, Me.  
W.W.Robertson, 265 Senneville Rd., Senneville, Que.

## NORTHEASTERN REGION OFFICERS FOR 1963

President.....Leonard Frankel  
711 Rutland Ave., West Englewood, N.J.  
Vice President.....W. Roy F. Dohn  
210 Champagne Dr., Baie D'Urfe, Que.  
Secretary.....Larry W. Sherman  
24 Juniper Ave., Wakefield, Mass.  
Treasurer.....Mrs. Dorothy Hyslop  
125 Lordship Rd., Stratford, Conn.  
Office Manager.....Kenneth Hyslop  
125 Lordship Rd., Stratford, Conn.  
Publicity & Advertising Chairman...Alfred T. Prange  
333 East 43rd St., New York 17, N.Y.  
Achievement Awards Chairman.....Earl Smallshaw  
49 Rogers Rd., Middletown, Conn.  
Convention Committee Chairman.....James See  
Apt.3D, 1 Old Mamaroneck Rd., White Plains, N.Y.

## DIRECTORS

\*Leonard Frankel West Englewood, N.J. #W. Roy F. Dohn Baie D'Urfe, Que.  
\*Kenneth Hyslop Stratford, Conn. #John Brown Wakefield, Mass.  
\*Donald Robinson Greenfield, Mass. #George Fitterman Whitestone, N.Y.  
+Douglas Smith Bloomfield, Conn. #Walter Syrett Pittsfield, Mass.

\*Term expires 1964 +Ex-officio #Term expires 1963

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.  
125 Lordship Rd.  
Stratford, Conn.

## The Hostler says:

Probably one of the most difficult things a reporter is ever required to do is to write the story of a convention for which he was chairman. How does one ask for a "big hand" for the other members of the committee without appearing to request it for himself too? How does a man report accurately what occurred during a meeting in which he received awards, made a presentation, and was nominated for and elected to office without seeming to be colossally conceited? These things can not be omitted if the membership is to receive a true account of the proceedings, yet the reporter feels a bit more foolish every time he types his own name. I hope that each of you will keep this in mind when you read the story of the Greenfield convention.

The photographs accompanying the tongue-in-cheek article by John Harrison show something of the popularity of US prototypes among British Region model railroaders. Indeed, I have never heard of models of either of these locomotives being built by modellers in this country. I am pleased to count myself a member of the British Region, as well as Pacific Northwest and Lone Star, and it is quite a pleasure to receive a contribution to The Coupler from across the "pond". I hope that there will be many more to come.

As part of my report at the Annual Meeting I announced my desire to relinquish the Editorship at the end of the ensuing year. I shall also be finished at that time with the fraternal offices which presently occupy a major portion of my time and look forward to having once more an opportunity to do some model building.

This issue represents the second half of the new scheduling experiment. Please let the Directors know whether or not you like the idea of having one now instead of in July. Our aim is to satisfy the majority of the members, but we must know your opinions in order to do so.

Careful note should be taken of the new address for the Northeastern Region. Until further notice all mail should be sent to 125 Lordship Rd., Stratford, Connecticut.

Deadline for the February Issue will be January 18.

DON ROBINSON



## MODEL CONTEST

### MODEL CONTEST WINNERS - FALL 1962

Delaware Trophy: Best In Show -  
H0n2 Locomotive (SR&RL #9 2-4-4T)  
Allan W. Hanson, Swampscott, Mass.

### MASTER - 00 and Smaller:

Scratch Built Cars:  
First - Earl Smallshaw

Kit Steam Locomotives:  
First - John Pryke

Scratch Built Dioramas:  
Third - Donald Robinson

### CRAFTSMAN - S and Larger:

Scratch Built Cars:  
Second - Darryl Townsend  
Third - Darryl Townsend

### CRAFTSMAN - 00 and Smaller:

Scratch Built Steam Locomotives:  
First - Allan Hanson  
Second - Allan Hanson

Scratch Built Other Locomotives:  
Third - Richard Miller

Scratch Built Passenger Cars:  
Third - Joseph Ryan

Scratch Built Other Cars:  
First - David Newcomb  
Second - George Konrad  
Third - James Sommer  
(tie) Mike Pearsall

Scratch Built Structures:  
First - David Newcomb  
Second - James Sommer  
Third - John Skowron, Jr.

Scratch Built Dioramas:  
First - Robert Hayden, Jr.  
Second - Mike Pearsall

Kit Steam Locomotives:  
First - George Konrad  
Second - George Konrad  
Third - George Konrad

Kit Passenger Cars:  
Second - John Young

(This column has been inaugurated to acknowledge all members of the Northeastern Region who obtain NMRA Achievement Awards. The list below includes all that have been issued to date. Ensuing lists will include only those issued since the previous listing. Application blanks for the Achievement Awards may be obtained from Earl Smallshaw, 49 Rogers Rd., Middletown, Connecticut.)

1. Master Builder, Motive Power:  
Leonard Frankel, W.Englewood, N.J.
2. Master Builder, Rolling Stock:  
Leonard Frankel, W.Englewood, N.J.  
James Johnson, Jr., Staten Is., N.Y.  
Richard Miller, New York, N.Y.  
Donald Robinson, Greenfield, Mass.  
Earl Smallshaw, Middletown, Conn.  
Douglas Smith, Bloomfield, Conn.  
Thomas Vollmer, New York, N.Y.
3. Master Builder, Structures:  
James Johnson, Jr., Staten Is., N.Y.  
Donald Robinson, Greenfield, Mass.  
Earl Smallshaw, Middletown, Conn.  
Douglas Smith, Bloomfield, Conn.  
Vincent Vasta, Staten Is., N.Y.
4. Model Railroad Engineer, Civil:  
Roy Dohn, Baie D'Urfe, Que.
5. Model Railroad Engineer, Electrical:  
Roy Dohn, Baie D'Urfe, Que.  
Theodore Hann, Babylon, L.I., N.Y.
6. Chief Dispatcher:  
Roy Dohn, Baie D'Urfe, Que.  
Donald Robinson, Greenfield, Mass.  
Douglas Smith, Bloomfield, Conn.
7. Association Official:  
Douglas Smith, Bloomfield, Conn.
8. Association Volunteer:  
Roy Dohn, Baie D'Urfe, Que.  
Leonard Frankel, W.Englewood, N.J.  
Donald Robinson, Greenfield, Mass.  
Douglas Smith, Bloomfield, Conn.
9. Model Railroad Author:  
Roy Dohn, Baie D'Urfe, Que.  
Earl Smallshaw, Middletown, Conn.  
Douglas Smith, Bloomfield, Conn.
10. Master Model Railroader:  
Douglas Smith, Bloomfield, Conn.



### Dispatcher's Tower

May I take this opportunity to thank one and all for the confidence shown in me by your votes in my favor at the Annual Business Meeting in Greenfield. I would also like to thank publicly the members of the Board of Directors for re-electing me President of the North-eastern Region for another year.

I would also like to advise of the other election result by your Board, and that is the election of Dr. Roy Dohn as Vice President for the coming year. I wish to announce the following changes in appointments for the year, for what I sincerely hope and believe will be for the betterment of NER. These are:

Office Manager - Kenneth Hyslop  
Treasurer - Mrs. Dorothy Hyslop  
Achvt. Awards Chmn. - Earl Smallshaw  
All other appointed officers and committee chairmen will remain the same.

To each and every one of you I say, please help me to fill properly the office to which I have been elected. Each of you can do this in your own way, if you will just remember what our organization is built on and how all of us planned and worked to get NER in the position that it now is.

The time has come for all of us to do more planning and work; we cannot always stand still and say "Let George do it". I do not want to be forever depending on the same people to do the work of NER.

It has come to my attention that there are some "gripes" within the Region; why or what it is I do not know. I will NOT accept the word of any third party on this subject for fear that in transmitting or just hearing about said "Gripes" the true meaning or intent is not realized. If any division, club, member or group of members is dissatisfied with what is being done or the way it is being done in the Region, I wish that he or they would contact me directly. This is one thing that I truly wish each and every one of you would consider and do. How else can I be of help to you and the NER if this is not done? There isn't one man running the Region; it is all of you through your thoughts and ideas as told to me, so please remember to let me hear from you on any subject that you may have on your mind. Let me be the one who gets the news or "gripes" first so that there will be no misunderstandings from the beginning. I am sure that if we all work together along these lines there will be no feeling of dissent. So, again I say, please write me what is on your mind; I know it will be for the good of all in the Region.

Those of you who were at the Greenfield convention had the opportunity to listen to our National Treasurer "Heube" Heubenthal tell of the future plans regarding membership in NMRA and the Regions. For those of you who missed the convention (and I must say that you missed a wonderful fantrip behind live steam, an excellent smorgasbord dinner and a great time generally), there are plans in the making for enlarging the regional memberships by making every member of NMRA become a member of a Region automatically through the inclusion of regional dues in the amount paid to the NMRA. This amount (yet to be decided) would be refunded to the Region. There is no doubt in my mind that this would be a good thing for NER. This, of course, would necessitate changes in the internal workings of our Region. With this in mind I have appointed George Fitterman chairman of a committee of four, the others to be chosen by him, to study ways and means to prepare the Region for better communications between the members and divisions of NER.

Another topic about which I wish to talk to all of you is the NMRA Achievement Awards program. I am sure that all of you are aware of what this program offers to each and every member of the Region. As

I stated in the October Issue of The Coupler, NER undoubtedly has some of the finest model builders in all categories as well as Regional workers in both the Association Volunteer and Association Official categories. Won't all of you please file for the Achievement Award certificates for which you qualify? Just write to Earl Smallshaw (see page 2 for his address) asking for applications.

Those of you who were at the business meeting heard the announcement of plans to form a Canadian and a North Jersey Division of NER. This news came as a very pleasant surprise and I may say a great start toward an idea that I had in mind to try to increase membership in NER. I am very happy that this program started before I mentioned the matter. This proves that there are workers in our Region who are always thinking of bettering NER. It would be wonderful if I were advised that divisions were being formed in other areas of the Region. How about it, you members in areas which are not in a division? Our Region is large enough, both from a square mile and population point of view, to have at least eight divisions. We have two at the present time and two in the formative stages; which is half way. Just drop me a line as to your ideas and wishes, and I will be very happy to help you and to see that you receive all the assistance necessary to get off to a good start.

We do seem to be having trouble in meeting our NMRA membership quota and in keeping NER members. Our problem is not obtaining new members, but keeping them. This applies to both NMRA and NER members. I would appreciate very much hearing from you as to what ideas you may have to overcome this situation; YOUR idea may be just the one for which both the NMRA and the Regions are searching.

Since this will be the last opportunity I will have to speak to you before National Model Railroad Week arrives, may I now ask all of you please to take an active part in the Week's activities; either with the club to which you belong or individually through some program that will demonstrate to the public the enjoyment to be had from the hobby of model railroading.

I would also like to wish one and all A VERY MERRY CHRISTMAS and A HAPPY NEW YEAR; may the coming year bring to you and yours HEALTH AND HAPPINESS.

LEN FRANKEL

### Flag Stops

#### NORTH JERSEY NMRA NIGHT

The 9th Annual North Jersey NMRA Night will be held on its traditional third Wednesday in March, the 20th, at 8:00PM. As usual, the facilities of the Summit-Nev Providence HO Railroad Club, 94 Oakwood Dr., Murray Hill, will be turned over completely to the NMRA members attending as this is their meeting and not a visit to a club.

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#### HOCKOMOCK OPEN HOUSE

The Hockomock Railroad Club will have its Second Annual Club Show on January 20, 1963, at 4 Day St., North Easton, Mass., from 10:00PM until (?). Highlights of the program include displays, films, presentations by manufacturers, a split auction at 4:00PM and after guest speakers, door prizes, model contest and ladies' contest (railroad items only). Guests may bring items to be auctioned and for the contests.

Admission is free; coffee and donuts will be served. For further information contact Robert D. Wescott, Jr., Secretary, 316 Mansfield St., Sharon, Mass.

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#### THANK YOU

The Northeastern Region takes this opportunity to thank the members of the now inactive Metropolitan (N.Y.) Division for donating to the Region the money remaining in its treasury. A considerable sum was involved and will be very useful to NER. (It is hoped that the accidental omission of this acknowledgement from the last issue caused no hard feelings. Ed.)

### MS&N LOCO NOT TO SCALE

Several members of the Manhattan Model Railroad Club raised questions about the locomotive which pulled the fantrip train and wonder if the readers of The Coupler will agree with them. On close examination they found that scale paint was not used on the locomotive except for Floquil "Grimy Black" on the smokebox and this was not evenly applied; that the engine was not properly weathered; the decals on the tender were oversized and would have been improved by an application of Solvaset; that the coal in the tender was not to scale and did not look realistic; that the driver flanges would not accept the NMRA Standards Gauge; that the valve gear was incorrect and would not operate a prototype locomotive. They also question the use of Mantua couplers and suggest either the X2f or the Kadee Magne-Matic for better operation. Also, they feel that the underbody detail on the tender was inadequate.

(That the above view of the locomotive was taken through the bottom of a glass of "Red-Eye" seems quite apparent from the mention of Mantua couplers. From close association with the engine over a period of several months, I can state positively that it has Roundhouse automatic knuckle couplers. To be sure, the pins have been drilled out for the insertion of a lift bar and the automatic feature is rarely used in uncoupling as the Boston & Maine has allowed the supply of ramps to become completely exhausted, but they do have a more prototype appearance and could not be mistaken for Mantua's by any sober person. Ed.)

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#### RAILROAD FOR SALE

Mrs. A. J. Dearing, Sr., 324 Meadow St., Agawam, Mass., is offering for sale the basement railroad belonging to her late husband. No information was given about gauge or scale. Arrangements to inspect the layout may be made by phoning Springfield RE 4-4580.

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#### REGIONAL PUBLICATIONS

Some time ago it was suggested that The Coupler print the names of the publications of other Regions in order to facilitate subscriptions by interested persons. The rate is usually, but not always, the price of membership in the particular Region. Further information may be obtained from the Region's Secretary at the address shown in the current NMRA Yearbook. The following are those which the Editor now has on hand.

- Roundhouse.....British
- The Marker Lamp.....Lone Star
- The Caboose Kibitzer....Mid-Continent
- The Frontier Flimsy...Niagara Frontier
- The Hot Box.....North Central
- The Switch List.....Pacific Northwest
- The Helper\*.....Rocky Mountain
- The SouthErner.....Southeastern
- The Booster.....Southern Cross
- The Fusee.....Thousand Lakes

\*Publication of The Helper has been temporarily suspended.

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#### COMMUNITY COOPERATION

The Franklin Short Line Association of Greenfield, Mass., will act as sponsors for a model railroad club now being formed by the Community YMCA. Boys of 10 years of age and older will be eligible for membership in the new club. The YMCA is furnishing quarters for the meetings and funds for the construction of the railroad. Buildings, rolling stock and motive power will be supplied by the members of both clubs. In order to preserve its 100% membership standing in NMRA and NER the FSLA will remain as a separate organization from the "Y" club.

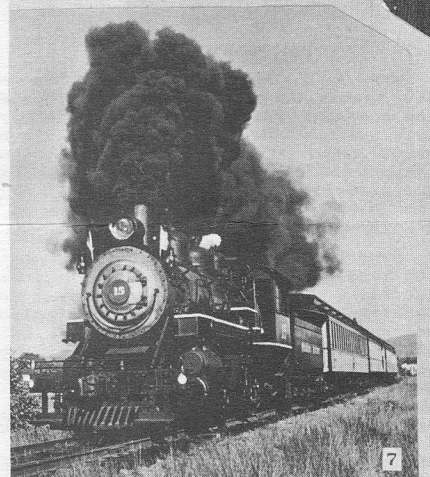
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#### SANDHOUSE CHATTER

Any railroad man who finds his son on the wrong track should immediately apply switching facilities.

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"The new baby has its father's nose and its mother's eyes."  
"Yes, and if grandpa doesn't stop leaning over the crib, it's going to have his teeth!"



1. The model contest judges at work. If you think it's not WORK, try it some time and find out. Near and far are Earl Smallshaw and Jim MacDonald; apologies to the man in the middle for not having his name.
2. Going - going - gone; to the man who thought the other fellow would raise the bid just once more! Stan Bradley auctions a choice piece of railroadians.
3. Anyone feel a draft? Len Frankel makes a comment to someone as he presents the Delaware Trophy to Allan Hanson.
4. Hey, Lenny! You left it open again. Conductor Frankel, in "official" Canadian National trainman's hat displays the new NER tailsign given by the MS&N.
5. The "wheels". Roy Dohn, Vice President; Dotty Hyslop, Treasurer; Len Frankel, President; and Larry Sherman, Secretary.
6. Earl Smallshaw receiving contest award certificate from NMRA Eastern Vice President Fran Brown.
7. The engine of the fantrip train throws out a cloud of black smoke for the photographer as it heads into the grade about a mile out of Keene.
8. "Now this is the way I handled MY kids." Watty House offers some grandfatherly advice to Bill and Phyllis Brundage.
9. Who said he was a chowhound? Others had trouble getting just ONE ice cream. John Skowron poses with a table full of empty dishes as though he was the one who had eaten it all.

THE RAILROAD RUNS THROUGH THE MIDDLE OF THE STREET - IN BOSTON TOWN

The visitor still wasn't quite sure why there should be freight cars rolling up and down one of Boston's main thoroughfares.

"It's a lot quicker to transfer the cars through our road than by going all the way around the city," it was explained. "It sometimes takes as long as two days to move a car from South Boston to East Boston by any other route because of the number of switching crews involved."

Out the window the two men could see several freight cars standing idly in the middle of flowing traffic. Further down Atlantic Avenue a diesel was pulling seven more cars up the street.

"How many cars do you handle at a time?" "We have an agreement with the city, 15 is the limit in the daytime because of all the traffic and 35 at night. We usually make two round trips at night between South Boston and the North Station yards, and then in the daytime we collect, sort and return empty cars along the way," was the reply.

The seven-car freight was crawling along Atlantic Avenue. The visitor noticed that several of the crew members seemed to be walking the train along like a shepherd leading his sheep.

"There's no place for the brakemen to ride on the train so they walk most of the route - have to take care of the switches and watch out for the vehicles and pedestrians anyway," he was told.

"Well, I thank you very much for answering all my questions," said the visitor from Wisconsin as he stepped back onto the thoroughfare, truck depot, waterfront, section and freight yard that is Atlantic Avenue. "There's just one more thing, could you tell me how to find the Old North Church?"

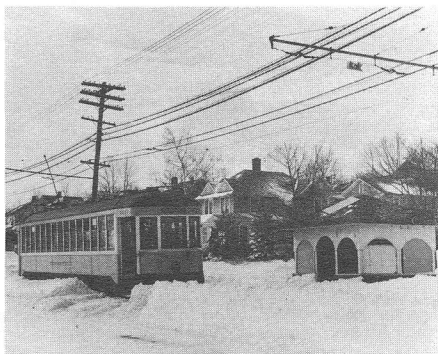
(The above refers, of course, to the Union Freight Railroad, a subsidiary of the New Haven, whose trackage lies almost entirely in the city's streets. Ed.)

ADVERTISE		SEE
YOUR		PAGE 1
RAILROAD		FOR
HERE		DETAILS

PHOTO CREDITS

- Page 1, Center.....Jim Sommer
- Page 1, Right.....Don Robinson
- Page 4, Numbers 4 & 7.....Doug Smith
- Page 4, All others.....Chuck Ogren
- Page 5, Left.....Gerry Lawlor
- Page 5, Center & Right....John Harrison

## TROLLEY SPARKS



Merry Christmas, everybody! In keeping with the spirit of the season, and partly to remind you of the weather ahead during the coming winter months, I thought you might like to see a trolley snow picture.

This car is number 1917 of the Connecticut Company on the Dawson Avenue (J) line in New Haven during the last winter of operation on the line. The picture of the eastbound car (toward Church & Chapel) was taken on a stretch of private right of way west of Savin Rock in West Haven. The 1917 was one of a series of Brill semi-convertible cars built for the Connecticut Company in 1919 which was used extensively for service on the suburban lines. This car was one of the last to be completely repainted by the company before service was suspended in New Haven.

Looking at a picture like this always reminds me that the trolley companies used to do a very effective job during the winter. Much effort was put into snow removal in order to keep the cars running. Today the bus companies seem to wait for the cities, the towns, and the state highway departments to clear the roads for them. The trolley company, in contrast, used to maintain special snow removal equipment which usually saw service only in the winter. This equipment usually was divided into two types; that which was especially designed and built for a specific job, and that which had been converted from equipment formerly used in revenue service. Each line owned and utilized equipment which was tailored to its own needs.

One thing you could usually be assured of after a snowstorm of any size was that the streets on which the trolleys ran would be open to traffic. The first step in fighting any snowstorm would be to make sure that the heaviest cars were operating on the lines. Some companies which ordinarily shut down during the early morning hours would keep the cars running all night just to keep the line open. The next step would be to start out the sand and salt cars. These were usually old revenue cars which had been converted to do the job required. The seats would be stripped out and replaced with bins to hold the salt and sand. The car could then be sent down the line to spread a mixture of the two which would keep the snow and slush from turning to ice. Many lines also used a special car called a snow sweeper. A few of these cars have been preserved and are in the trolley museums today. They might be of either single- or double-track design; some were equipped with two brushes while others had only one. The brushes were from two to three feet in diameter and extended across the width of the track. A moving sweeper with its brush rotating would really stir up a cloud of snow. It was quite a sight to see one of these sweepers in action.

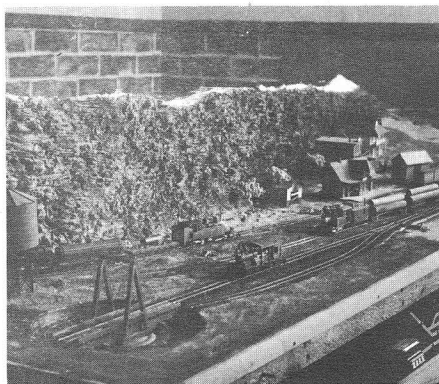
When the snow became really deep, it was necessary to call out the plows. These came in a wide variety of styles and models. Like the sweepers, they were available in either single- or double-track models and could be equipped with plows on both ends or only one. The plows for use on single track had the point of

## THE LUNATIC FRINGE

The accepted likeness of a model rail-roader is that of a serious-minded man with a serious interest in an adult hobby; that of reproducing in miniature one of the many almost endless facets of a great transportation business. Like I said, that's the accepted likeness. Why I was ever selected to be dropped down in the middle of the zaniest collection of pixilated model and prototype railway hounds that ever were, I'll never know. Fate I guess. I mean, these boys aren't just light hearted; so help me, they're light headed as well!

Take Taff for example. Almost anyone else taking delivery of a new car would have noted without undue interest that the license plates bore the number 4031 and would let it go at that. Not Taff! Comes a frantic message to me to look up "Locomotives of the Great Western Railway". I did. Engine No. 4031 was a 4-6-0 built in 1906 and christened "Queen Mary". You can guess what that car gets called can't you?

Or there's my narrow gauge friend, Peter. Most people would be satisfied with the ability to build beautiful narrow gauge locomotives of any vintage or nationality and to paint them with a professional's touch. Peter goes further. He takes a heap of assorted styrene scraps and comes up with the White Molasses Company of London, England, and Ottawa, Ontario; exploiters and vendors of a rich strain of molasses from a secret mine somewhere in the Canadian Rockies. When I protested that there couldn't be no such animal, what does he do but produce a pair of H0n3 tank cars and a box car, all painted and lettered in the White Company's style, and ready to go into service on my little narrow gauge pike. Furthermore he produces and installs the walking beam pump (working) that draws the stuff up out of the ground, and is threatening to come up with a locomotive to match because he says if loggers can own and operate their own railroads so can molasses miners. He usually gets slightly surrealistic at this stage and has to be brought round by the administration of several beers.



Dismal Diggings & Tidewater (H0n3) Railroad of John Harrison, Bristol, England.

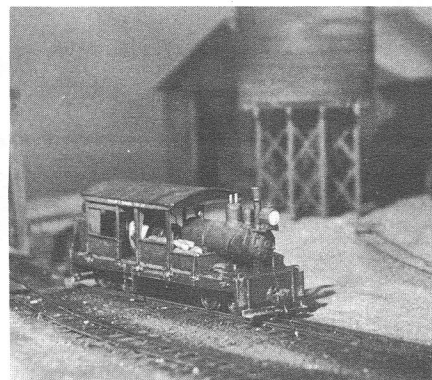
the wedge over the center of the track, while those for double track had it to the left side so that all the snow would be pushed to the right instead of half going onto the other track. Many plows were also equipped with spreader boards hung from the sides of the car body by chain or cable. When fully extended they would double the width of the plow. They could be raised and lowered by the plow crew to avoid obstructions.

I have seen very few models of trolley snow removal equipment, but, after writing this column, I think that this is a phase of trolley modeling which has been overlooked. We'd be delighted to see any pictures you might be willing to send to The Coupler to show others that some trolley snow equipment has been modeled.

In the meantime, have a Merry Christmas and a Happy New Year.

GERRY

Doug runs a car named Troutbridge. I am not going to explain why Doug's Ford is called Troutbridge; it's just one of those things so you can quit reading here if you like. I merely wish to recall that Doug and I went all lazy one evening and watched "Tales of Wells Fargo" on TV when we should have been working on the railroad. Did you ever notice that little flick of the hand that Dale Robertson used for a greeting? Came to be used for thanking bus drivers for letting Troutbridge overtake. "Giving a Jim" it was called. Thing that always intrigued us about Wells Fargo (apart from Sierra #3 of course) was the trail of half-consumed beers that Jim left all across the Old West. It takes an expert to spot these things. Expert on something.



Scratch-built Class A Climax on the DD&T RR.

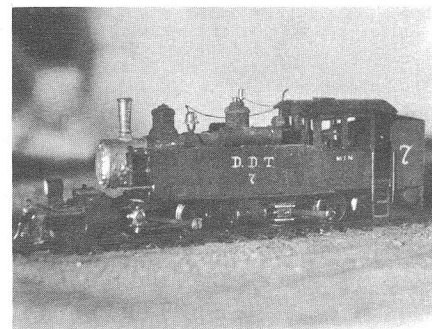
Not that I want to give the impression that England is a small island composed of nuts. Doug builds H0 locomotives better than anyone else I know - you should see his Ma & Pa 2-8-0 or the B&O 0-4-0, or maybe the steeple-cab electric. I wish I had Peter's hand with a paintbrush, just for one thing. And Taff, the descendent of a long line of Welsh signalmen, can tell me things about signalling that few other non-railroaders could.

Just now and again I get my own back. The other day I had a line from Taff dated 12 September 1882 and saying that he wouldn't be over that weekend as he was off to Severn Tunnel Junction. Gave me the chance to reply and say that this is 1882; Severn Tunnel Junction doesn't exist yet.

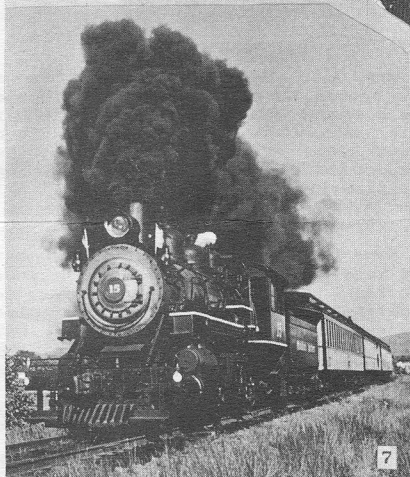
No, it must just be coincidence that tipped us all together down in this corner of South West England and makes us behave sometimes in a way that causes the citizenry to stare. Or is it me?

JOHN HARRISON

(John is the Editor of British Region's "Roundhouse". His humor in that publication has always provided a hearty laugh, and I felt that it was time the readers of The Coupler shared my enjoyment. John, remind me to see if I can find that "Aged Mum" bit you had a while back. Ed.)



Scratch-built DD&T 0-4-4-0T based on Mallets used by Uintah Railway of Colorado.



1. The model contest judges at work. If you think it's not WORK, try it some time and find out. Near and far are Earl Smallshaw and Jim MacDonald; apologies to the man in the middle for not having his name.

2. Going - going - gone; to the man who thought the other fellow would raise the bid just once more! Stan Bradley auctions a choice piece of railroadiana.

3. Anyone feel a draft? Len Frankel makes a comment to someone as he presents the Delaware Trophy to Allan Hanson.

4. Hey, Lenny! You left it open again. Conductor Frankel, in "official" Canadian National trainman's hat displays the new NER tailsign given by the MS&N.

5. The "wheels". Roy Dohn, Vice President; Dotty Hyslop, Treasurer; Len Frankel, President; and Larry Sherman, Secretary.

6. Earl Smallshaw receiving contest award certificate from NMRA Eastern Vice President Fran Brown.

7. The engine of the fantrip train throws out a cloud of black smoke for the photographer as it heads into the grade about a mile out of Keene.

8. "Now this is the way I handled MY kids." Watty House offers some grandfatherly advice to Bill and Phyllis Brundage.

9. Who said he was a chowhound? Others had trouble getting just ONE ice cream. John Skowron poses with a table full of empty dishes as though he was the one who had eaten it all.

THE RAILROAD RUNS THROUGH THE MIDDLE OF THE STREET - IN BOSTON TOWN

The visitor still wasn't quite sure why there should be freight cars rolling up and down one of Boston's main thoroughfares.

"It's a lot quicker to transfer the cars through our road than by going all the way around the city," it was explained. "It sometimes takes as long as two days to move a car from South Boston to East Boston by any other route because of the number of switching crews involved."

Out the window the two men could see several freight cars standing idly in the middle of flowing traffic. Further down Atlantic Avenue a diesel was pulling seven more cars up the street.

"How many cars do you handle at a time?" "We have an agreement with the city, 15 is the limit in the daytime because of all the traffic and 35 at night. We usually make two round trips at night between South Boston and the North Station yards, and then in the daytime we collect, sort and return empty cars along the way," was the reply.

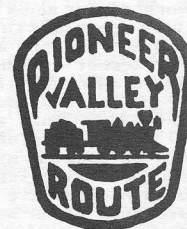
The seven-car freight was crawling along Atlantic Avenue. The visitor noticed that several of the crew members seemed to be walking the train along like a shepherd leading his sheep.

"There's no place for the brakemen to ride on the train so they walk most of the route - have to take care of the switches and watch out for the vehicles and pedestrians anyway," he was told.

"Well, I thank you very much for answering all my questions," said the visitor from Wisconsin as he stepped back onto the thoroughfare, truck depot, waterfront, section and freight yard that is Atlantic Avenue. "There's just one more thing, could you tell me how to find the Old North Church?"

(The above refers, of course, to the Union Freight Railroad, a subsidiary of the New Haven, whose trackage lies almost entirely in the city's streets. Ed.)

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YOUR  
RAILROAD  
HERE



SEE  
PAGE 1  
FOR  
DETAILS

PHOTO CREDITS

- Page 1, Center.....Jim Sommer
- Page 1, Right.....Don Robinson
- Page 4, Numbers 4 & 7.....Doug Smith
- Page 4, All others.....Chuck Ogren
- Page 5, Left.....Gerry Lawlor
- Page 5, Center & Right....John Harrison

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75 South Bourne Rd., Jamaica Plain  
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**MEMBERSHIP AS OF NOVEMBER 1, 1962**

	Quota	Actual	Needed
NMRA Members	2638	2477	161
Life Members	123	113	10
100% Clubs	--	13	--
NER Members	--	1120	--

## OPERATING PROBLEM

In this issue we have another problem from John Allen's Devils Gulch & Helene-gone Railroad. The trackage involved is a balloon loop with one spur at the end of a branch line. Because of the conditions on the branch the management says that any train must be operated with the locomotive on the head end. This would not ordinarily cause any trouble, but in the case shown here the balloon loop on which the locomotive must turn is also used to spot cars for industries.

Our incoming train, shown in the drawing marked "START", consists of an engine, one car for each of the three industries, and a combine. Both locomotive and combine must be turned for the return trip. At each industry are two cars; one to be picked up and one to be left. The cars in the train to be set off are designated "A1", "B1", and "C1" to correspond with their respective destinations. The cars to remain are "A2", "B2", and "C2". The ones to be picked up are "A3", "B3", and "C3". These latter may be in any order in the outgoing train, but must be between the locomotive and combine as shown in the drawing marked "FINISH". Uncoupling ramps are located at all points marked with the letter "U", and the locomotive has operating couplers on both ends.

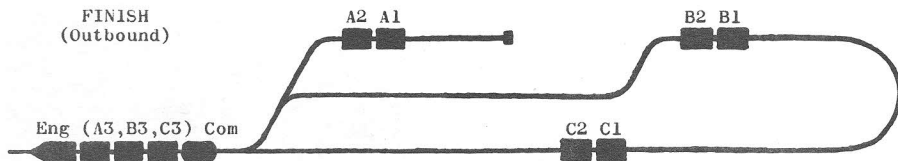
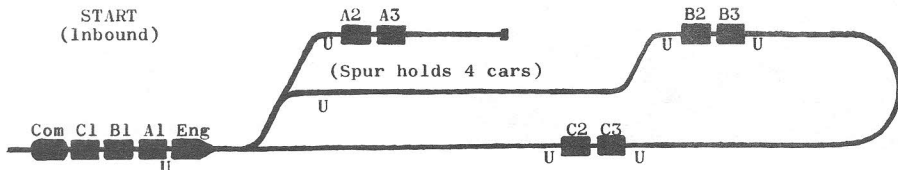
The term "balloon loop" is, incidentally, more prototypical than "reversing loop". This track arrangement, common on the nation's railroads, is almost always referred to by the former name rather than by the latter. I do not propose that "reversing loop" should be dropped from the model railroader's vocabulary, for in many cases the term is a better description of the purpose. It is suggested, however, that "balloon loop" might be used, particularly when referring to such a track which is entirely in sight, to avoid the "toy train" sound of the other.

Now we come to the solution to the Squawbottom Siding problem. As you will remember, it was said that John did it in ten moves. Here is the way in which it was accomplished:

1. Whole train moves to main line between siding switches.
2. F-Eng-E-D back to clear east switch of siding leaving C-B-A on main line.
3. Same run through siding onto main line to clear west switch of siding.
4. Same back on main line and couple to C-B-A.
5. C-B-A-F-Eng leave E-D on main line and back to clear east switch of siding.
6. B-A-F-Eng leave C on main line and run into siding.
7. Eng leave B-A-F on siding and run out on main line to clear west switch of siding.
8. Eng back on main line and couple to D-E.
9. D-E-Eng back on main line and couple to C.
10. C-D-E-Eng pull into the siding and couple to B-A-F. The train is now on the siding made up in the proper order to do the work to the west after the passage of the passenger train as shown in the "FINISH" drawing.

You will notice that none of the spurs were used in the solution of the problem. John did not give capacities for them in his original drawing, but I included them in mine for two reasons. First, to have left them out would either have made it obvious that they were not needed or invited commentary on their not being included. Second, the arbitrary lengths were put in just to confuse the issue a bit and make you think that they were necessary to the solution.

Perhaps I should have left this answer until the February Issue in order to give you more time to work on it. To date I have received only one solution, from Ted Hahn, and I sincerely hope to find that he is not alone.



## REPORT OF MODEL CONTEST RULES COMMITTEE

The main object of this report is to standardize the methods of model contest judging so that this phase of model railroading will have greater prominence at the regional meetings and to entice more entrants. Past methods of judging models have been subject to much criticism mainly because the entrants are not fully aware of the means by which the judges award points, and they sometimes fail to see any standardized method of judging. It is the hope that this report may bring to light many of the apparent discrepancies and find a standardized model contest judging method.

A - To date there have been many judging methods used at various conventions; many of them have only been put to use after much evaluation and testing. Without doubt it will be possible to amalgamate the best points from each system into a new system that is ultimately fair, easy to apply and does not leave any entrant with thoughts of criticism.

B - The question of time obviously is of paramount importance. As it is, the time allotted at regional conventions is quite restricted and therefore any method of judging must, of necessity, be easily and quickly applied. But, in doing so, thoroughness must not be overlooked.

C - In the past there has been a little confusion and, possibly, resentment because some entrants feel that the categories are not satisfactorily defined. It is also felt that new categories should be instituted to eliminate any problem in this respect.

D - As recommended by Doug Smith at the NCR convention in Pittsfield, there should be two classifications; Master and Craftsman. By dividing the models into these two classifications the main reason why so many modellers do not enter the contests will be eliminated. It will give the average modeller a much better chance to win a prize since the expert modeller is not in the same category.

E - The question of criticism of the models by the judges is an important topic and should be examined closely to determine whether it is desirable, beneficial and feasible. No doubt a good criticism of the model is both desirable and beneficial, and there remains only the problem of feasibility.

F - It would also be desirable to standardize a point system so that a certain minimum percentage is still required to qualify for 1st, 2nd and 3rd prizes. It should also be adjusted so that a reasonable percentage mark can be obtained by most entrants.

With the above preamble in mind, this report recommends the following points in reorganizing model contest judging.

1 - Three judges will be appointed by the convention committee. They should be selected with care from within the membership of the NMRA and should have, if possible, wide experience or recognized ability in model construction. No judge is allowed to have an entry in the model contest.

2 - The model entries will be divided into two main classes:

Master: A modeller who has won first prize in a certain category is considered a Master in that category and all subsequent models entered by him in that category will be judged in the Master class.

Craftsman: All modellers who have not won first prize in previous contests.

3 - It is understood that no prize winning model (1st, 2nd or 3rd) can be entered in subsequent contests.

4 - There will be two main divisions:  
Division A: "S" gauge or larger.  
Division B: "00" gauge or smaller.

5 - Each division will contain two sections:

Section A: All models constructed from "scratch". To qualify in this section the model must utilize not more than 25% in commercial parts in the finished form. Trucks, wheels and couplers are not included in this percentage.

Section B: All models constructed from

a kit (including "altered" kits).

6 - Each section is divided into six categories:

- A: Steam locomotives
- B: All other prime movers
- C: Passenger cars
- D: All other rolling stock
- E: Structures
- F: Dioramas

Thus it is possible to have 128 winners if all categories are entered. However, it is doubtful whether every category will have an entry, especially in the Master class; also, not all categories will have models which qualify for first, second and third prizes. It is recommended that Prize Winners sheets be printed on light card stock approximately 14"x17". These sheets can be displayed during the convention and would also serve as a permanent record for the committee. Thus, a constant check is readily available on all modellers who have qualified in the Master class. This sheet would also serve as an easy method for writing out the winners' certificates.

7 - It is advisable that sections of the display room be allotted to each category. The three judges will work together in the following manner. All entries in the same class and category will be judged at the same time. The judges will view all the entries in that category and, by a process of elimination, select the five, six or seven best entries (if there are not enough entries in any one category, then the best three are selected). Then, again working together, the judges will select the best three. From these three the best exhibit is selected and scored on the following point spread:

A: Workmanship.....	40 pts. max.
B: Scratch Material.....	15 " "
C: Prototype Fidelity....	10 " "
D: Painting & Lettering..	15 " "
E: Ingenuity.....	10 " "
F: Extra Credits.....	10 " "

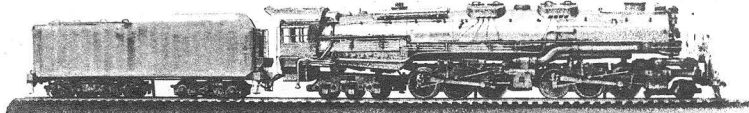
A discussion of the manner in which these points are to be awarded to models will appear in the February Issue.



## BELIEVE IT OR NOT

The nation's railroads financed the 30-day strike of Chicago & Northwestern Railroad employees. The 1000 telegraphers and the other 13,000 to 14,000 who refused to cross picket lines are regarded as unemployed under the Railroad Unemployment Insurance Act. Only the railroads contribute to this fund. Employees pay nothing but can receive benefits up to a maximum of \$10.20 per day. It can be conservatively estimated that more than \$2.5 million was received from the railroads by the strikers.

## C&amp;O ALLEGHENY



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