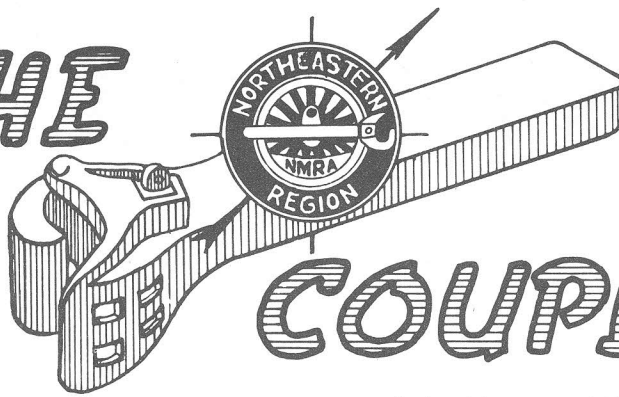


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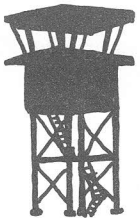
## ISSUE 39



## FALL 1956

# COUPLER

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



### THE DISPATCHER'S TOWER.

Vacation time again and I trust you won't forget to take along your copy of the N.M.R.A. yearbook. Many friendly fellow model railroaders are to be found in all sections and this is a good opportunity to make some new friendships as well as see some layouts new to you. Vacation spots are frequently located in the smaller places and that is where the unusual is to be found.

It was very satisfactory to observe the interest in Trenton concerning the operational program. Both Pop and Watty worked hard to make it a success and close observation seemed to indicate you liked it very much. Being the first attempt, many things were learned which can be used to enhance those of the future. Much credit goes to Watty House for attempting to bring all that equipment to Trenton from Hartford and then take it home again.

It occurs to me that some of you fellow members are not quite certain what all this operational business is about. As many of the earlier hobbyists know, unlimited enjoyment can be had from a model railroad by striving to create and work out problems of operation as is the daily work of the prototypes. Using available facilities and equipment in a given situation, this is not always easy and so the challenge of the problem of the evening. Because of circumstances and lack of opportunity, acquiring the knowledge to solve these problems often defeats individuals and so they cannot enjoy the hobby in this manner which is the most interesting to the serious hobbyist. To create an opportunity for these members is the prime duty of the "Operational Committee." Granted, there are members who, for one reason or another, simply are not interested. These members we do not want to bore and one of the questions to be answered is to what extent to carry on the program in question.

There are many ways to present operation. The two probably most useful are by lecture and demonstration. Both were used at Trenton and the Committee hopes to be able to enlist the assistance of actual prototype personnel some time in the future. No doubt there are some members in the teaching profession who would be willing to advise and perhaps assist in the program. If so, drop me a line and I will gladly put you in touch with the right members.

Now that the X2F coupler is available, many are installing them on equipment with varying results. In my travels the main topic reverts to ramps and their respective merits or otherwise. To date there is no ramp recommended by NMRA and all sorts of types are in use, some known and some not known.

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CLAREMONT AND CONCORD RAILROAD TO BE FAN TRIP FOR FALL MEET IN CONCORD, N.H., OCTOBER 6th & 7th.

The Eagle Hotel in Concord, New Hampshire will be the convention headquarters for the Fall '56 meet of the Northeastern Region, Ted Dumais, Convention Chairman, reported. A full weekend has been planned by the committee.

Registration will be held at the hotel on Saturday morning, October 6th, with the fan trip to leave Concord on the Claremont and Concord Railroad at 12:30pm SHARP.

The Claremont and Concord was formerly a branch of the Boston and Maine Railroad and is about 55 miles in length. This will probably be the longest fan trip on the shortest road that the region has ever been on. The consist will be made up of a coach, gondola and caboose, with more of each as needed. For the hungry ones, there will be a snack bar on the train. The trip is expected to take about five hours, so bring plenty of film for those cameras. The trip should afford many good scenes to be photographed, as to both scenery and railroading. There are still three covered bridges left on the line, the fourth having burned down after the last steam engine went over it. The line is entirely diesel now. For more information on the Claremont and Concord Railroad, consult the "Railroad" magazine of March, 1954, under the title, "Farewell to the Moguls". This article has all the information, plus pictures of this line.

Arrangements have been made with the Claremont and Concord R.R. to pick up anyone going to the convention on the "Dartmouth", (B.&M. train 73), originating out of New York as #56. There is also Pullman service direct to Concord, via the State of Maine Express, also out of New York. Coach passengers are better off by going through Boston. Take the Boston and Maine train #303 or #5 from Boston to Concord. The B. & M. depot is a short distance from the Eagle Hotel in Concord.

The main speaker at the banquet will be Mr. S. M. Pinsky, President of the Claremont and Concord. Mr. Pinsky is also President of the Saratoga and Schuylerville Railroad.

A new feature of the convention will be the showing of color slides depicting past conventions. It is requested that anyone who has slides of past meets bring along six, or eight, for showing on Saturday night. Interesting railroad pictures would be acceptable, but it has been suggested that the pictures be limited to past conventions, showing people places and things seen. (Going out on a limb.... it might be arranged to show eight millimeter movies. Perhaps not more than 100' per person using the same theme...past conventions.ED) If this appeals to a majority of those attending, the showing of these

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