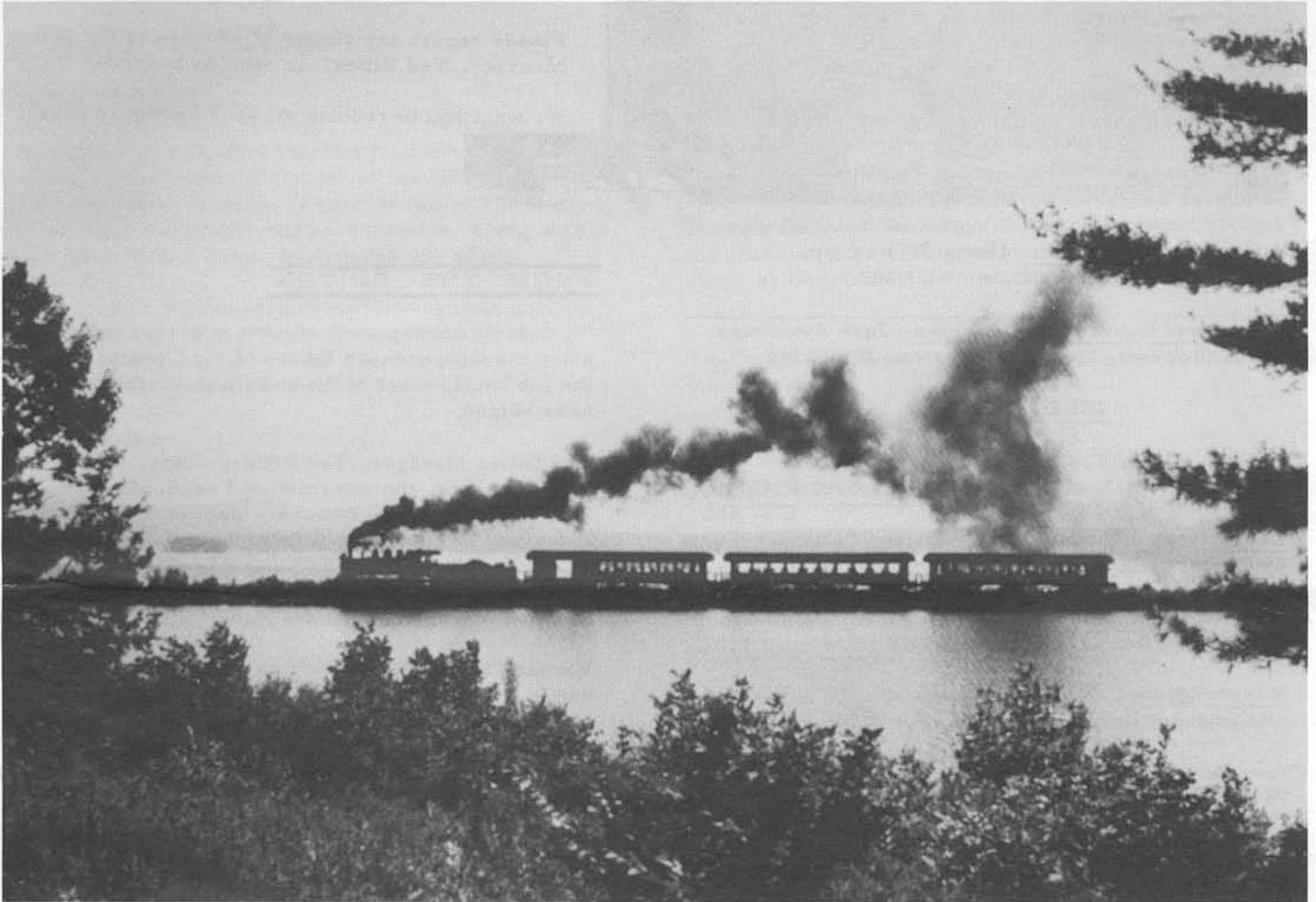


# **NER** **COUPLER**

**NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION**

Winter '78



#### "ACROSS LAKE WENTWORTH"

is the title of Ron Palmquist's award-winning photo (B&W Prototype at Bangor), taken at Wolfborough RR (photo rights reserved). Other Bangor news and photos, pages 6, 7, and 8.

#### GRANBY CONVENTION

advance publicity is found on page 3. Further information and registration forms will appear in the Spring issue. Sounds like another great convention!

#### ELECTION RESULTS

as reported by Fred Driscoll and Ted Ritter are on page 4. And note the new members listed on page 6.

#### REGULAR CONTRIBUTORS

Richard M. Hanschka and Stan Bradley remind us of the wealth - and humor - of railroad history, pages 4 and 5. The Divisions report on page 11. Events On the Schedule appear on page 12.

#### REPORTING MARKS

are the subject of Peter J. Eaton's article, complete with checklist, on pages 8 and 9.

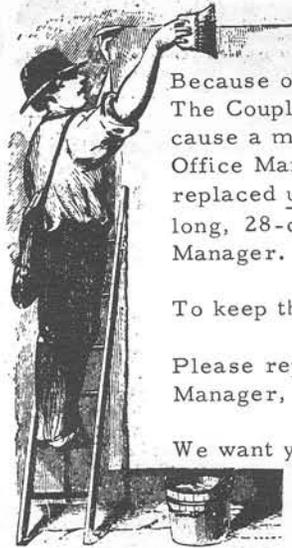
#### HAPPY HOLIDAYS!

Don't forget to remind Santa that "Model Railroading Is Fun".





## NER BRASS



President: Fred Driscoll  
15 Cushing Street, Dover, NH 03820

Vice President: David W. Messer  
12 Hillview Court, Wyantskill, NY 12198

Secretary: Douglas Handy  
P.O. Box 798, Springfield, VT 05156

Treasurer: Charles Gerow  
75 Geldner Avenue, Staten Island, NY 10306

Office Manager, Membership: Ted Ritter  
42 Sunset Terrace, Vernon, CT 06066

Achievement Program: Harry J. Wagner  
70-25 67th Place, Glendale, NY 11227

Permanent Convention Chairman: Jack Alexander  
111 South Street, East Bridgewater, MA 02333

### DIRECTORS

Canada: Denis Fortier  
380 Chemin St-Louis, App 1703, Quebec, P.Q.  
G1S 4M1

Connecticut - Rhode Island: Charles Bettinger  
29 Foster Drive, RRI, Vernon, CT 06066

Long Island & New York City: John A. MacIntosh  
150 Kildare Road, Garden City, NY 11530

Massachusetts: William S. Parker  
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New York State: Bill Mischler  
8 Van Antwerp, Netherlands Apartments, Schenectady,  
NY 12308

Northern New England: Douglas Handy  
P.O. Box 798, Springfield, VT 05156

Past President: Graham K. Harvey  
2473 South Seaman's Neck Road, Seaford, NY 11783

Because of the rise in postage rates, copies of The Coupler returned to the Office Manager because a member moved and did not notify the Office Manager of his new address will not be replaced unless a request (accompanied by a long, 28-cent, SSAE) is made to the Office Manager.

To keep things as simple as possible for everyone:

Please report any change of address to the Office Manager, Ted Ritter, as soon as possible!

We want you to receive all your copies on time.

### FROM THE EDITOR

"It doesn't seem possible", but with this issue I complete my first year as Editor of the Coupler. I enjoy the job (well, most of it!) and thank all those who have helped.

Our Office Manager, Ted Ritter, always has, or promptly gets, the information I need. Our printer's rep, Stoddard Lane-Reticker, puts in the extra time and effort to get things done right and on schedule. And our contributors, both regular and occasional - well, they are everything right. Thank you all, named and un-named!

We need advertising! It means that we will be able to use more photographs and still be able to stay within our budget, and photos make a big difference. We reach a select audience, modelers who are serious enough about the hobby to belong to the regional organization. Ted Ritter or I will be happy to discuss an ad, pike or display, with you.

Peace!

### **DEADLINES**

NER COUPLER  
#118 - December, 1978

Official publication of the Northeastern Region, National Model Railroad Association. Published 4 times a year.

A. Murray Goodwin, Editor  
57 West Point Terrace  
West Hartford, CT 06107  
(203) 521-2677 (home)  
(203) 522-9265 (office)

<u>Issue</u>	<u>Dated</u>	<u>Deadline for material</u>
#118	Winter '78	November 17
#119	Spring '79	March 16
#120	Summer '79	May 25
#121	Fall '79	August 17

Issues will be mailed approximately one month after deadline listed.

# GRANBY

18-19-20 MAY/MAI 1979

Dear Fellow Modeler,

We, as organizers of the Granby Convention on the 18, 19 and 20th of May, 1979, for the Northeastern Region of the National Model Railroad Association, are proud to invite you to the festivities in Granby during these three days.

Activities planned for this convention are layout visits, a fan trip, clinics, and a model contest. The banquet will be followed by an evening of dancing.

We have a shopping centre near the Hotel Castel and a fine visit to the Granby Zoo, for the ladies and children is planned for Saturday afternoon.

The excellent accommodations at the Hotel Castel will appeal to you with bilingual and courteous service, and excellent cuisine in a very pleasant atmosphere.

By the way, you will be pleased to know that the 8% tax on hotel accommodations has been totally removed in the Province of Quebec.

For those who enter models in the contest from United States, do not hesitate to do so, as you have only to declare them at the U.S. Customs and have them registered. This way you will be sure to have no problem. We hope that you will bring plenty of models in order to show us your talent.

Model railroading in the Province of Quebec is becoming more and more popular, and your visit will help to boost this interest even more.

Should you require any assistance concerning either Canadian or American customs, let us know and we will try to answer your questions. We will more than appreciate your coming, and remember that ..... "Hospitality is spoken" in our region.

Best regards,

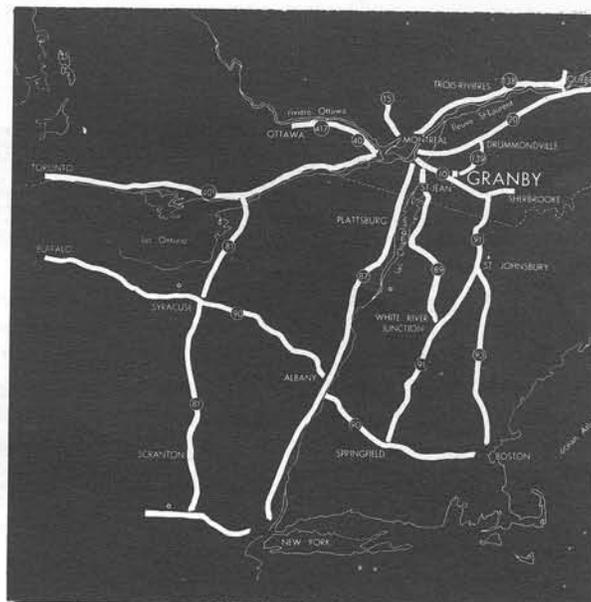
Lucien Bernier,  
CONVENTION CHAIRMAN  
92 Pare, Granby, Quebec  
J2G 5E1

*Castel* DE L'ESTRIE INC.

901 Rue Principale,  
Granby, Quebec  
Telephone: (514) 378-9071

## DOOR PRIZE

A ROUND TRIP FOR TWO, FROM MONTREAL TO CALGARY, ALL EXPENSES PAID FOR, DURING THE JULY 16 WEEK FOR RAILRODEO CALGARY. COURTESY VIA RAIL CANADA INC.



## TRANSPORTATION

Train: Fare from Montreal to Granby is \$3; to Bromont (6 miles from Granby), \$5. No reduction is authorized on the first run; but group tariff reduction will apply between Montreal and Bromont (The first person pays the normal fare. Others in the group will benefit from an important reduction. For example: 2-6 adults, up to 25%; 7-29, 33 1/3%; 30 or more, 40%.)

Bus: Vayageur buses from Montreal and Granby are at 10:00, 13:45, 16:00, and 17:20, at \$4.05 per person.

All prices are in Canadian funds, with 15% reduction for Americans (present exchange rate). Prices and schedule subject to change without notice.

### Distances à Granby — Distances to Granby

Quebec	145 milles miles	233 kilomètres
Trois-Rivières	90 milles miles	145 kilomètres
Montreal	45 milles miles	72 kilomètres
Ottawa	170 milles miles	274 kilomètres
Toronto	394 milles miles	634 kilomètres
Boston	305 milles miles	491 kilomètres
New-York	405 milles miles	652 kilomètres

### Services de l'Office du Tourisme de Granby

- Tours de Ville organisés (20 personnes et plus)
- Visites industrielles
- Service de guides-hôtesse
- Service de promotion et congrès

pour renseignements supplémentaires  
Veuillez écrire à :

### Services offered by the Granby Tourist Agency

- Sight seeing tours of the City (20 persons or more)
- Industrial visits
- Tourist guide service
- Congress and promotion services

For more informations and details  
Write to :

### OFFICE DU TOURISME ET DES CONGRES

650, RUE PRINCIPALE — C. P. 261  
GRANBY, QUEBEC, CANADA  
J2G 8L4

TEL. 1-514-372-7273

## \*Elections\*

In the recent Northeastern Region elections an error occurred in the printing of the ballot due in part to William Lorence's move to Rockford, Illinois, where he has been appointed Assistant Commissioner of Public Works.

William Parker was a candidate for the Massachusetts Director. Because an old resume was forwarded to the Ballot Committee by the Nominating Committee, Parker's name appeared on the ballot as a candidate for both Vice President and Massachusetts Director.

To prevent having to void a portion of the ballot and conduct another election, William Parker withdrew his name as a candidate for the office of Vice President.

As provided for in the Region's Constitution and By-Laws, the President has appointed David Messer, Wyantskill, New York, as Vice President and William Mischler, Schnectady, New York, as the New York State Director. These appointments are subject to confirmation by the Board of Directors at the next Directors' meeting.

--Fred Driscoll

Here is the tabulation of ballots as submitted by Office Manager, Ted Ritter:

<u>President</u>	
Fred Driscoll	117
<u>Vice President</u>	
William S. Parker	101
Dave Messer*	15
Bill Lorence*	1
<u>Directors:</u>	
<u>Canada</u>	
Denis Fortier	18
<u>Connecticut - Rhode Island</u>	
Charles Bettinger	17
<u>Long Island &amp; New York City</u>	
John MacIntosh	22
Harry Wagner*	1
<u>Massachusetts</u>	
William Parker	18
R. Brown*	2
<u>New Jersey</u>	
C. Gerow	7
<u>New York State</u>	
Dave Messer	12
R. Bianco *	1

## SOOT & CINDERS

by Richard M. Hanschka



Back in the 1930's era streamlining was applied to many steam engines. Wind resistance was considered, but appearance of the clean outer shell was even more a factor

The Milwaukee Road had its Hiawatha, which was reproduced by Lionel. CMStP&P used the 4-4-2 first and later the 4-6-2 type engines. Actually this type engine should be easy to model as the shroud is a one piece all-welded construction.

They were found on many roads as the nation emerged from the Depression. World War II ended the era for the most part as the nation could no longer afford the time required to remove shrouding to do repairs, and they went to the war effort as scrap metal. One of the popular SP Daylight 4-8-4's still remains and is operable.

The Milwaukee 4-4-2's could fly. It left Chicago as train 101 at 1:00 p.m. and arrived at Milwaukee at 2:17 p.m. and at Minneapolis at 8:00 p.m., or 420.8 miles in 7 hours, and it was on time. There were about a dozen stops, so that it was often rolling at perhaps 80 mph with no particular effort. The southbound left Milwaukee at 6:10 p.m.

---

<u>Northern New England</u>	
Doug Handy	17
<u>Proposed change to constitution</u>	
For	102
Against	6
Ballots voided	6

\* denotes write-in

# E. & P. vs USPO

Once upon a time there was a little narrow gage railroad on the Nevada deserts which rivalled the fabulous Virginia & Truckee (of Lucius Beebe fame) in both romance and allure. It was the Eureka & Palisade, a little line which ambled through the sage brush for 90-odd miles south from a connection with the Central Pacific's main line (at Palisade in the Humboldt River canyon) to the booming new mining camps (around Eureka to the south). Completed in 1875, it paid its cost of construction during the first year's operation and did a tremendous business for many years thereafter. Prior to its coming, freight was hauled into the boom towns from the Mormon settlements at Salt Lake, or from the head of navigation on the Colorado River.

Small horse-drawn wagons handled the lighter "fast freight" and mail at 3¢ per pound. Wagon trains took the remainder, hauled by 1,500-pound oxen. Sixteen of them formed a team, which pulled a train of 4 huge wagons loaded with commodities and brought out ore on the return trip. When they came to a hill, the train was split in half and drawn up 2 wagons at a time. It took several weeks to make the grueling haul over the sand and alkali wasteland, and the rate was 2¢ per pound. No wonder that supplies were prohibitively expensive and the wagon freighters grew rich in supplying them.

The coming of the narrow gage changed all that, except for the mail, which was still being transported by stage on a government contract for \$8,000 a year. However, winter snows clogged the mountain passes and disrupted the schedules so seriously that the Post Office offered the contract to the railroad at double that figure, with the proviso that a bond be posted to guarantee compliance with the requirements.

"Oh, no," said the railroad officials. "We will carry the mail only in the same manner and on the same terms that we carry any other goods. No bond, no formalities, no penalties for delays. Otherwise there will be no contract."

The postal authorities sputtered. It was a bad winter, and mountains of mail were piling up at the railhead. Two inspectors were sent to Palisade to assert the authority of the Federal Government. Reaching Eureka, their efforts to formalize the proposed contract were in vain. When ready to start back to Palisade, they were politely informed that all trains had been cancelled due to the deep snows. The idea behind it was for them to obtain first hand familiarity with the snow-choked passes on the roads. It was a good idea. They had to hire a sleigh, and it took them 6 days to make the 90 mile trip. Seeing the Eureka & Palisade trains chug by on the newly-plowed out railroad right of way did not help their official tempers a bit.

A few days later a larger party arrived from Washington,

including an attorney general armed with injunctions and other legal papers. "You are a common carrier and will have to carry the U.S. mail on all regular trains," they decreed. They were confronted with a train order, all nice and proper, annulling all regular trains over the route. No trains, no service, they were told. Pointing to a nearby train all made up and ready to depart, they demanded that the mail be put aboard. "Sorry," was the reply, "this is a special train, and thus not subject to your orders."

Sure enough, it bore large signs: SPECIAL TRAIN, THIS CAR FOR JAPANESE AND DOGS ONLY. There was nothing in the law to prevent a railroad from running special trains for any persons or groups. The matter made national headlines, and the Japanese government screamed loudly at the "insult". The Japanese Minister protested to Washington, and the State Department thus became involved - the third government bureau to become involved in the Eureka mail mess.

The Secretary of State prevailed upon Senator Newlands of Nevada and Senator McMillan of Alabama to undertake a "diplomatic mission" to Palisade, and thus the matter even reached the U.S. Congress. The 2 senators hurried to the scene, where they were given the red carpet treatment by John Sexton, General Manager of the little railroad. They tacitly informed him that he was causing the nation much pain and humiliation by his actions. "Gentlemen," he replied, "any dealings with the U.S. Government are bound to cause pain and humiliation." He assured them that the railroad was not adverse to carrying the U.S. mail, but that he was not going to get mixed up in the red tape of contracts, bonds, and penalties. The senators immediately got the point and hurried back to Washington, where they pushed a bill through Congress permitting the Postmaster General to negotiate a simplified mail contract with the Eureka & Palisade Railroad.

A new contract was immediately written on Sexton's terms, the Eureka & Palisade resumed its regular schedule, and every one was happy again, including the Japanese Minister. This was the first time that a railroad ever wrote its own agreement with the Post Office Department for carrying the U.S. mail.

--Stan Bradley

## Pass Exchange

HUDSON & CHAMPLAIN VALLEY SYSTEM  
Francis X. Gruber - Trainmaster  
386 Second Street  
Albany, NY 12206

Send your request for Pass Exchange listing to Jack Neary, 333 Knob Hill Road, South Meriden, CT 06450. All requests must be accompanied by a pass made out to Jack and a 3x5 card showing your railroad name, your name, and your address - PRINTED or TYPED.

# Members

The Northeastern Region welcomes the following new members:

Arkansas: Walter Higgins

Connecticut: Stephan F. Schady, George P. Eichelberger, Bob Mapplebeck

Massachusetts: Hector Asselin

New Brunswick: Edward Bury

New Jersey: Albert S. Wray, Scott Taylor

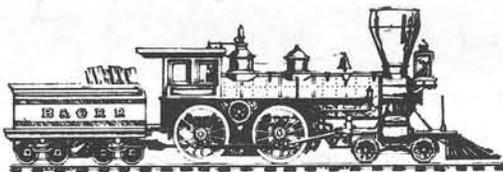
New York: David Danois, Alfred G. Olsen Jr., Charles Mester, Stuart Aaron, George R. Esposito, Gene M. Foy, Francis M. Danielson, Richard S. Rocap

Quebec: G. E. Grenon, Alex Nunez Alonso, Jacques Lefebvre

Rhode Island: Thomas L. Truesdale

+++

The NER records with sorrow the death of F. S. Grandin (Fairfield, CT)



M = Master C = Craftsman  
BIC = Best In Class  
HM = Honorable Mention

## ATTENDANCE STATISTICS

Connecticut	39
Maine	97
Massachusetts	55
New Hampshire	15
New Jersey	2
New York	43
Rhode Island	7
Vermont	77
Canada	18
Other	3
	<hr/> 286

# CONTEST WINNERS

PHOTO

## BANGOR

OCTOBER 20-21, 1978

### MOTIVE POWER - STEAM

2nd C Mitchell Primeau CPR Royal Hudson

### MOTIVE POWER - OTHER

1st C Andre Giroux Roberval-Saguenay  
RS-32

### PASSENGER CARS

Merit C Roger L. Belanger NYC-REA Express  
Reefer

### FREIGHT CARS

BIC C Harold Fossum CN Mill Gondola

### NON-REVENUE

BIC M Robert Bird Big Moose Rotary  
Tender

1st C Ralph Wendelaar SH&W Caboose  
2nd C Bill Kritzky Wrecking Crane  
3rd C Harold Fossum GTW Caboose  
HM C Ralph Wendelaar Erie Caboose

### STRUCTURES

Merit M Robert Bennett Narrow Gauge Water  
Tank  
1st C Jean LeBlanc Icing Platform  
2nd C Peter Eaton Coal Pocket  
3rd C Mitchell Primeau Engine House

### DIORAMAS

2nd C Lawrence Simard Logging Company  
Engine House

### PHOTOGRAPHS

Color Prototype Diane Johnson "Wolfeborough  
#250"  
B&W Prototype Ron Palmquist "Across Lake  
Wentworth"

### BALDWIN TROPHY (Best in Show)

Jean LeBlanc

### HUB DIVISION AWARD (Second Highest)

Ralph Wendelaar

### NEW MODELER AWARD (Sunrise Trail)

Jean LeBlanc

ICING PLATFORM  
--Jean LeBlanc



SH&W CABOOSE  
--Ralph Wendelaar



ROBERVAL-  
SAGUENAY RS-32  
--Andre Giroux



## Reporting Marks

Every freight car used in railroad interchange service has reporting marks. These are the letters located above or beside the car number on the sides and ends of the car. The reporting marks consist of a group of 4 letters or less and often are the initials of the railroad or non-railroad private owner of the car. Private owner cars have reporting marks that end with X, such as GATX, UTLX, TTX, ROBX, ABOX, and GARX. There are a few exceptions, such as PFE.

When I first started lettering models I did not know about the 4 letter limit and that private owner reporting marks end with X. I lettered cars for my son Timmy's Timothy J. Eaton Railroad Construction Company with TIMCO, and I should have used TIMX to follow prototype practice. I did the same with cars lettered for my wife and 2 daughters. Someday I'll get around to correct them. I have some old-time beer reefers that do not follow this practice, so the X ending probably has not been in effect that long. Maybe someone with this knowledge will enlighten us.

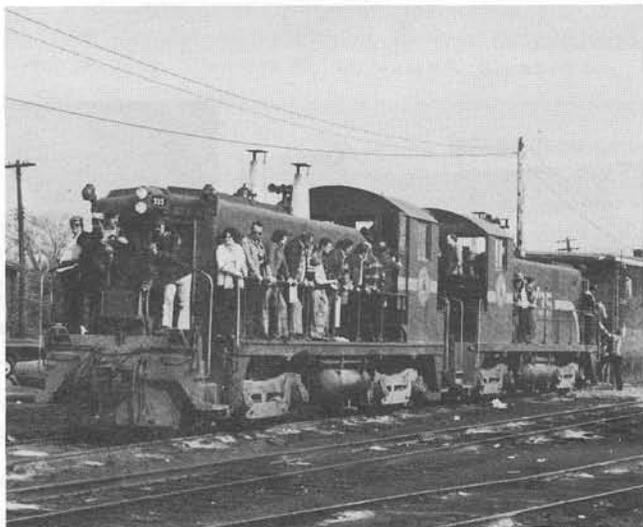
A list of current railroad reporting marks in use is included in this article. The private owner list would be too long and complicated to make up. There are 290 different reporting marks for the railroads and they change from quarter to quarter, with new ones added and old ones deleted. On the list there is a dot beside the marks that are probably endangered species and will disappear eventually. Some reporting marks already extinct are AD, AEC, BML, CASO, CLG, CMO, CNL, MC, MKTT, MNR, MSC, NAP, NBST, PN, PSL, R, SJL, SS, VNOR, and WOB. I'm sure there are others, and one might be able to find some of these extinct marks on cars still used by the rail roads but not in interchange service, or stored on sidings and around shops. There are still cars marked SJL in Morrisville, VT, and are stored on a siding.

Do keep in mind that model railroading is fun, and if you want to use 7 letter reporting marks, go to it. This article is just to show prototype practice. If you watch or collect reporting marks, do not go by the heralds on cars. Look for the marks near the numbers. Some railroads use several different reporting marks with the same herald, such as Burlington Northern's marks (BN, BNFE, RBCS, CS, RBBN, RBBQ and possibly others). Missouri Pacific uses MP, MI, TP, ARMH, ARMN and others, so watch the marks and not the heralds.

The attached list has 2 columns for anyone to keep track of pictures and models if they so desire. I have obtained pictures of 194 different railroad reporting marks and about 100 private owner marks in the 2 years I have been collecting, mostly in the CPR yard at Newport, VT. I hope this article will inspire model railroaders to take pictures of freight cars as well as engines and cabooses. --Peter J. Eaton

## Prototype Visits

Prototype visits to the Bangor and Aroostook and to the Maine Central facilities were an important part of the Bangor convention, as shown in these photos by Ron Palmquist.

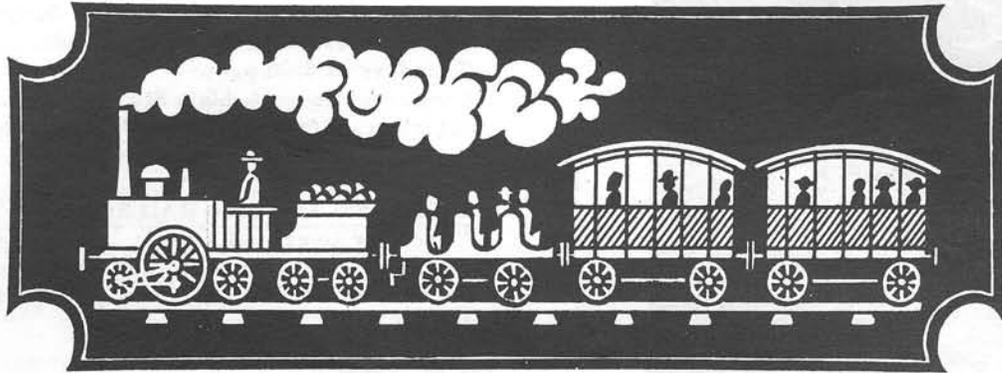


On Sunday morning the Maine Central opened the doors of its engine house for a slide show-tour, and then allowed NER members to climb aboard mu'd switch engines 333 and 335 for a mile-long round-trip ride into the Bangor freight yard.



At Derby BAR personnel led tours of the railroad shops and through a caboose that was being rebuilt. It was a previously remodeled U.S. Army troop sleeper. (Photo rights reserved.)

REPORTING MARKS FOR RAILROADS WITH INTERCHANGE CARS



REPORTING MARKS CHECKLIST

P	M	P	M	P	M	P	M	P	M	
1.AA		51.CGW		101.ERIE		151.MB		201.PE		251.SSW
2.AEM	•	52.CHP		102.FCM	•	152.MDDE		202.PGE	•	252.TAG
3.AC		53.CI		103.FCP		153.MDW		203.PGER		253.TASD
4.ACIS		54.CIC		104.FDDM	•	154.MEC		204.PHD		254.THB
5.ACL	•	55.CIL	•	105.FEC		155.METW		205.PICK		255.TM
6.ACY	•	56.CIM		106.FJG		156.MI		206.PLE		256.TN
7.ADN		57.CIRR		107.FUS		157.MILW	•	207.PM	•	257.TNM
8.AHW		58.CIW		108.FWD		158.MJ		208.PPU		258.TOC
9.ALM		59.CIK		109.GA		159.MKC		209.PRR		259.TOE
10.AMC		60.CIK		110.GBW		160.MKT		210.PRV		260.TP
11.AMR		61.CIF	•	111.GF	•	161.MNJ		211.PS		261.TPL
12.AMTK		62.CN		112.GJ		162.MNS		212.PT		262.TPW
13.AN		63.CNA		113.GMO		163.MOD	•	213.PTM		263.TS
14.ANR		64.ONIS		114.GMRC		164.MON	•	214.PW		264.TSBY
15.APA		65.CNJ		115.GN		165.MP		215.PW	•	265.UMP
16.AR		66.CNW		116.GNWR		166.NPA		216.RBEN		266.UP
17.ARMH		67.CO		117.GRN		167.MR		217.RBQ		267.UFFE
18.ARWN		68.COP		118.GRR		168.MRS		218.RBOS		268.URR
19.ARR		69.CP		119.GTA	•	169.MSE		219.RBW		269.USLD
20.ASAB		70.CFAA		120.GTW		170.MSTL		220.RDG		270.USLF
21.ATSF		71.CPI		121.HCRC		171.MSV	•	221.RFP		271.UTAH
22.ATW		72.CPLT		122.HN		172.MTW		222.RI		272.VAMD
23.AWP		73.CR		123.HS		173.NB	•	223.ROCK		273.VC
24.BA	•	74.CRR		124.IC		174.NC		224.RR		274.VGN
25.BAP		75.CS		125.ICG		175.NDM		225.RS		275.VSO
26.BAR		76.CSL	•	126.IHB		176.NFD		226.RSP		276.VTR
27.BCH		77.CSS	•	127.INT		177.NH	•	227.SA	•	277.WA
28.BCIT		78.CV		128.ITC		178.NHIR		228.SAL	•	278.WAB
29.BCK		79.CVC		129.KBSR		179.NJ	•	229.SAN		279.WAG
30.BCOL		80.CW	•	130.KCS		180.NJII	•	230.SB	•	280.WCTR
31.BKTY		81.CWC	•	131.KOG		181.NKP		231.SBC		281.WFB
32.BLE		82.CWP	•	132.LA	•	182.NLG		232.SCL		282.WFE
33.BM		83.DH		133.LASB		183.SERA		233.SERA		283.WHI
34.EN		84.DKS		134.LC	•	184.NP		234.SFLC		284.WM
35.BNFE		85.DLW		135.LEF		185.NS		235.SFRB		285.WP
36.BO		86.DM		136.LHR	•	186.NSL		236.SFRC		286.WRRC
37.BRE	•	87.DMIR		137.LM	•	187.NSS		237.SFRD	•	287.WVRC
38.BS		88.DNE		138.LN		188.NW		238.SFRF		288.YN
39.BWC	•	89.DRGW		139.LNAC		189.NYC		239.SFRP		289.YS
40.CACV		90.DS		140.LNE	•	190.NYSW	•	240.SI	•	290.YW
41.CAD		91.DTI		141.LNW		191.OCE		241.SLG		291.
42.CAGY		92.DTS		142.LOA	•	192.OCTR		242.SLSF		292.
43.CBC		93.DWC		143.LOAM		193.OLB		243.SN	•	293.
44.CBL		94.DWP	•	144.LOC		194.ONT		244.SOO		294.
45.CBQ		95.EACH		145.LRS		195.OPE	•	245.SOU		295.
46.CCR		96.EJE		146.LSI		196.PBNE		246.SP		296.
47.CCT		97.EL		147.LT		197.PBR		247.SPEG		297.
48.CEI		98.ELS		148.LV		198.PFC		248.SPFE		298.
49.CF	•	99.EN		149.LVRC		199.PCA		249.SPS		299.
50.CG		100.ERES		150.LW		200.PCB		250.SRN		300.

P - Photo M - Model  
• - Endangered species

# PIKES



Hang on to your hat pardner, you are in for a rip-roaring time at the 1979 Railroadeo. Following right after the world famous Calgary Stampede, which ends the day before the NMRA Convention activity starts, the Railroadeo promises to be one of the finest family type conventions ever held.

Activity will be geared for all ages, with zoo trips for the children, teen parties, Railette activity galore, and the majestic Canadian Rockies only minutes away.

Convention activity will be at the new Calgary Convention Center and Glenbow Museum complex, built just for meetings such as ours.

Daytime outside activities include Heritage Park, a 1914 era western Canadian village complex complete with operating steam train and numerous railroad rolling stock displays.

Tours for the railfan include trips to Edmonton for CNR, NAR, and Alberta Pioneer Railway motive power; a mountain tour where one can watch mainline mountain heavy powered trains battle their way over tortuous mountain grades, including the famed Spiral Tunnels, past the majesty of Lake Louise and Banff.

Another extra tour sure to interest convention delegates is the trip to Lethbridge, Alberta, for the longest, highest railroad bridge; 9 home layouts; and a tour of the CPR shop facility with its interesting motive power.

A trip that is certainly unusual is the one to East Coulee in the heart of the badlands, with its dinosaur valley, abandoned coal mines, and ghost towns.

These are just some of the extra features planned along with the usual line-up of excellent clinics, films, contests, MRIA show, N-Trak and other modular layouts, a railroad art show ... on and on.

Plan your 1979 vacation now around July 16-21 in Calgary, Alberta, Canada, at the 1979 Railroadeo.

For further information and registration forms, write: 1979 NMRA Railroadeo, P. O. Box G443, Station G, Calgary, Alberta, Canada T3A 2G3.

ATLANTIC TRUNK LINES : "O" Gauge  
The Stamford Model Railroad Club, Inc.  
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Information from Mel Orr (203) 655-1605

+ + +

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## TOOT TOUR '79

For information concerning "TOOT TOUR '79" to the NMRA national convention in Calgary, send a SSAE with your request to John and Midge Reber, 1126 W. 78th Street, Indianapolis, IN 46260.

The trip will depart Toronto aboard CP Rail on Saturday, July 14, and go directly to Calgary, arriving there on Monday, July 16.

It will depart Calgary on Sunday, July 22, stop in Winnipeg and Thunder Bay for prototype and model tours, and arrive back in Toronto on Friday, July 26.

This tour will be "First Class all the way".

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 Regular, Two Years—\$20.00  Sustaining, Five Years—\$80.00  
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Family Membership—\$2.00 per name  
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## FROM THE DIVISIONS

### ALOUETTE DIVISION

Numéro 3 of the Signal reprinted 3 pages of the Canadian National Railways' passenger car plans.

The issue was 64 pages thick!

### EMPIRE DIVISION

I am pleased to announce that the long overdue recognition of our and other divisions of the NER by NMRA has finally been resolved. I have received a new card with our division #2110 imprinted thereon, along with a memo from Midge Reber confirming our status.

This should be a giant step in solidifying both our division and the NER. Maybe now we can get the cooperation and support of our area members in making Empire an active division for all.

--Bill Brundage

### HUB DIVISION

It seems that many Hub Division reports to The Coupler concern the continuing substantial growth of the division. This one is no exception, because such news is really good news since it means the NER and the NMRA are also growing.

This year we took our membership table to 5 shows around eastern Massachusetts and gained the following new members: Hub 102, NER 18, NMRA 18.

Of course, that Hub total doesn't jump our membership that much, because we always lose 50 or 60 at renewal time. But the net effect each year shows a good gain, so now we can proudly show our total at 403!

Once again we urge all of you who are not now members of Hub and live in or near Hub territory, to sign up now. Send a #10 SSAE to Office Manager, Hub Division, 238 S Sudbury Street, Marlborough, MA 01752 for details. And to the rest of you who are not members of your own area division, sign up now.

Our annual Fall Model RR Show in Norwood, MA was a great success, and we were pleased to see many old and new friends from other divisions and the region. Thank you for coming.

Many Hub Division members, including a good showing from the BOD, attended the Spring NER convention in Williamstown, MA and the Fall meet in Bangor, ME. We have attended many NER conventions, and they have all been great. But these 2 were the best ever. Our sincere congratulations and thanks to all who were responsible.



Nutmeg Division Secretary Phil Amaio demonstrates the Division's switching layout at the November 12 show at Cheshire High School.

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That's all the steam there is in the boiler for now. See you next issue.

--Glenn Owens

### HUDSON-BERKSHIRE DIVISION

The October meeting of the Division was held at the RPI club layout October 13. The layout had recently been featured in Model Railroader and elsewhere.

### LITTLE RHODY DIVISION

The Yankee Clipper reports that on July 8 the Division went on a tour of the B&M Locomotive and Car Shop in Providence.

The tour was sponsored and conducted by Richard H. Fisher, Sr., a retired engineer.

"The shop doesn't handle major repairs to locomotives, but it does quite a few minor repairs. A lot of work is done on passenger cars. Passenger car batteries, brake equipment, etc. are checked, and, if found faulty, are replaced with parts rebuilt at the B&M main repair shop.

"In the yards at the time there were a couple of PA 1's, a couple of other road engines, and a switcher. We had a ride in the two road engines."

### NUTMEG DIVISION

Under the chairmanship of Ted Ritter, the Division sponsored a very successful one day model railroad show November 12 at Cheshire High School.

Lots of exhibits and operating layouts, hobby shops, and films were among the features.

--Murray Goodwin

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# ON THE SCHEDULE

Advertising helps make possible publication of the Coupler. We welcome additional Pike Ads and Display Ads. Contact the Office Manager or the Editor.

The Pike Ads are 5 typewritten lines and cost \$4 for one issue and \$12 for 4 issues.

Display Ads include typesetting of a typical ad by our printer. One column inch costs \$7 for one issue and \$21 for 4 issues. Larger ads are significantly less per column inch.

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### NATIONAL

July 16-21, Calgary, Alberta, NMRA RAILRODEO '79 (Registrar, Railrodeo, P. O. Box G443, Station G, Calgary, Alberta, Canada T3A 2G3).

### NORTHEASTERN REGION

May 18-20, Granby, Québec, Canada: Spring Convention, Le Motel Castel, 901 Rue Principale, Granby, Québec, Canada J2G 2Z5 (Lucien Bernier, 92 Paré, Granby, Québec, Canada J25 5E1).

### OTHER

March 17-18, South Shore Model Railway Club, East Weymouth, MA, 10-6. 2-day Open House at the Club (rear, 174-176 Whitman Street) and 1-day Show (54 Whitman Street). Club layout will be open and operating both days. Show will include movies, clinics, white elephant table, refreshments. New layout is under construction in adjoining room. (Bob Persson, P. O. Box 144, Weymouth, MA 02188. Or call 617-337-2121 on Monday or Thursday evenings).

March 25, "Train-O-Rama", 11-5, Holiday Inn, 500 Hathaway Road, New Bedford, MA. Adult \$1; child (6-12) \$.50; family maximum \$3; under 6 and senior citizens free. Dealers, exhibitors, manufacturers, white elephant, live steam, railroadiana, operating layouts, multi-media exhibit. (Charles R. Picard, 45 Beechwood Drive, Westport, MA 02790. 617-636-5444).



**OBTAINED A NEW MEMBER?**

**FOR NER:** \$5 for 2 years  
 \$10 for 5 years  
 Send name, address, NMRA number (if member) to:  
 Ted Ritter, Office Manager  
 42 Sunset Terrace  
 Vernon, CT 06066