

All NMRA Members in the Northeastern Region

are receiving this issue of the Region's quarterly magazine, which tells of some of the NER's current activities. If you are not currently a member of the NER, we invite you to use the Membership Application found elsewhere in this issue to join.

Membership brings you the Coupler, advance information about the twice-yearly regional conventions,

a chance to participate in the regional elections, and (most important of all) the opportunity for many fine friendships born of a common interest.

We look forward to hearing from you.

--Ted Ritter, Office Manager
Murray Goodwin, Editor

NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

SPRING '79



WELCOME!

The Northeastern Region welcomes the following new members: Connecticut - Lester G. Shaw, Kenneth H. May, Wilfred A. MacDonald, S. W. Bowers; Maine - Edward Shaw, Roger L. Belanger, Bill Norsworthy; Massachusetts - John Wilgosz, Alfred C. Blanchette, David Morgenlender, Robert J. Weston, Dan Lapp, Joseph V. Elia; Newfoundland - Nigel P. Anthony; New Jersey - Joseph A. Braun; New York - Joseph J. Pleva, Michael M. Cohen, Saverio (Sam) De Rienzo, William R. Rogerson, Peter F. Korpacz, John-o J. B. Peller, Donald G. Buesing, Andrew Stanton, James T. O'Toole; Nova Scotia - Roger P. McKay, David Connolly; Quebec - Jean LeBlanc, David V. Archer, Jean Paul Patenaude, Germain Vaillancourt, Barry D. Barnes, Robert LaLande, F. W. Wilkes, Denis Allard; Rhode Island - William F. Chandler; Vermont - Michael G. Saunders, William Schmidt.

FROM THE EDITOR

One of the pleasures of being Coupler editor is receiving exchange publications. Currently, 12 of the other 14 NMRA regions (the exceptions are the Mid-Central and the North Central) send copies of their publications, as do several of our NER divisions (Alouette, Hub, Hudson-Berkshire, Little Rhody, Maritime, and Sunrise Trail). I appreciate receiving them ... and I do read them!

You may have wondered why most recent issues have been folded. This is because of a new Postal Service size and ratio standard for First Class mail of one ounce and under. And we think First Class members like you deserve the (usually) greater promptness of First Class mail.

Murray



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, RR1, Vernon, CT 06066

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

Massachusetts: William S. Parker
65 Coweaset Drive, Brockton, MA 02401

New Jersey: Charles Gerow
75 Geldner Avenue, Staten Island, NY 10306

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

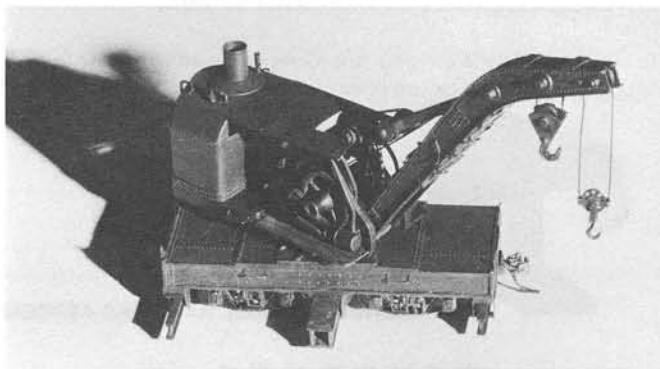
Past President: Graham K. Harvey
2473 South Seaman's Neck Road, Seaford, NY 11783

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West Hartford, CT 06107
(203) 521-2677 (home)
(203) 522-9265 (office)

Photos from Conventions Past



WRECKING CRANE, Bill Kritzky (2nd Place, Craftsman, "Non-Revenue", Bangor Convention, October 20-21, 1978)



O'VELL BEARING CO., Art Curren (1st Place, Craftsman, "Structures", Worcester Convention, May 20-22, 1977)

DEADLINES

<u>Issue</u>	<u>Dated</u>	<u>Deadline for material</u>
#120	Summer '79	May 25
#121	Fall '79	August 3 (note change)
#122	Winter '79	November 16
#123	Spring '80	March 14*
#124	Summer '80	May 23*

* Assumes May 16-18 Spring Convention and normal lead time.

Issues will be mailed approximately one month after deadline listed.

SOOT & CINDERS

by RICHARD M. HANSCHKA

The photo shows B&O engine "John Hancock" at Kensington, MD, in July, 1837.

Numbers were not considered, and names for locos were selected as they were for ships. (Some lines called departures "sailings".)

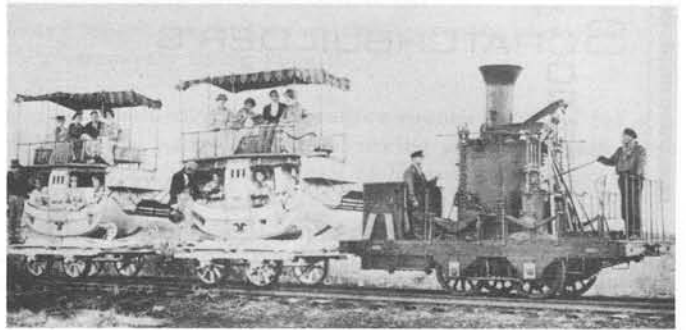
Early railway cars were stage coaches fitted to run on rails. Wood rails were covered with strap iron.

Wagons and coaches ran on corduroy roads (logs layed crossways) in many locations. The rail ride had to be an improvement over mud, water, or the best log roads, not to mention rocks and holes that could break axles and shake your bones apart.

Horses pulled the train in the city limits. Speed was very slow, and night running was unusual. So only a whistle was needed to scare away cattle and warn people. (Speed was not essential. Mother's cousin got a ticket for doing 12 mph around 1928, or 100 years after the "grasshopper" locos.)

The upper deck was used only in nice weather.

The gentlemen on platforms are trainmen. The con-



ductor was called "Captain" (as of a ship), and his "Mate" took tickets. They were gentlemen in nature and disposition to get their jobs.

Actually the flat (and gondola made by conversion with slip-on sides) developed from these cars by removal of the "upper works". Passengers were the first consideration, and freight developed from passenger equipment.

Steam runs at time of the photo were short - about 12 miles.

The small train and short run would be easy to model. Facilities were minimum - no turntable and only one basic car design for freight or passengers with carriage body added.

Early freight went in boxes or barrels as on wagons. Cord wood and water ran the train. Wood could be cut in route and water was siphoned from streams or lakes.

BLAIR FOULDS - Master Model Railroader #75

Another member of the NER was awarded the distinction of being named Master Model Railroader. Blair Foulds of Millwood, NY, became the 75th modeler so honored, at the NMRA National Convention in Dearborn, MI, and again at the NER Convention in Bangor.

Blair was awarded most of his Certificates in the last two years, but that is far from the whole story. His career in model railroading spans more than 40 years, when modelers were pioneers. For many years, Blair was a real pioneer working in HO traction. In those days, he was almost a loner in his efforts. Many of the ideas and techniques Blair developed in those early years came to fruit with his work on the NMRA's HO Traction Standards Committee.

Blair is now comfortably ensconced in blissful retirement but remains active in civic and community affairs. His qualifications for MMR include Achievement Certificates in the following categories: Motive Power, Cars, Structures, Civil Engineering, Electrical Engineering, Association Volunteer, and Model Railroad Author.

--Harry J. Wagner

Pass Exchange

BROKE "N" DOWNE RAILWAY

Bob Pearce and David Big-Little Chief
66 Mt. Pleasant Blvd.
Truro, Nova Scotia, Canada B2N 3N7

CAPE ALKI NORTHERN

Joseph P. Szytkonis, Jr.
28 Pond Street
Medway, MA 02053

CONNECTICUT RIVER RAILROAD

Donald S. Robinson, MMR
154 Ipswich St.
N. Billerica, MA 01862

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.

SCRATCHBUILDER'S JOURNAL

by DAVE MESSER

((This series of articles originally appeared in the Hudson-Berkshire Division's Form 19.))

This is the first in what is hoped will be a continuing series on various aspects of modelbuilding, with emphasis on techniques and ideas for constructing scale models from basic components. First, a bit of terminology: one can envision modeling techniques as ranging from "pure" scratchbuilding on the one extreme, where one uses only the most basic materials, through increasing use of commercial components, then to "kit-bashing" and superdetailing kits, building kits as is, and finally to the use of completely ready-to-run equipment, the latter not actually modeling. As it is virtually impossible to model without using some commercial material, I would prefer to use the term scratchbuilding to encompass any modeling where the builder carries out all the layout and fabrication of the major part of the model.

Like in anything else, purism in modelbuilding can be carried to extremes. I don't suppose too many grow their own basswood, but there are a good many souls who use a table saw to make their own stripwood. And with all the commercial castings on the market, there are those who would operate their own foundry. To each his own.

WHY SCRATCHBUILD?

There are several reasons which come to mind: (1) Personal satisfaction at doing your own modeling, (2) Economy, (3) Variety, and (4) It's not available commercially. Numbers 3 and 4 are less relevant in HO than in other scales, but no matter how many kits the manufacturers bring out, there will always be something which isn't available any other way. Number 2 is not always true, especially when the urge for detail carries one to extremes, but more than one model comes to mind that can be built for a few cents from basic materials but which runs to several bills in kit form. For many, number 1 is the only reason. All I can say is, Fine Scale Miniatures may advertise a certain coal bunker and claim that scratchbuilding it is ridiculous, but someone (in this case Harold Horner from the Hartford area) had to build it first, and only Harold has the satisfaction of having done so. His model left one speechless, as anyone who has seen the original would agree.

The intent here is not to downgrade kitbuilding; it is considerably better than being confined to ready-to-run "modeling", and in fact I feel that one should be an accomplished kitbuilder and progress up the scale through superdetailed kits and perhaps kit-bashing to get the "feel" of how things go together before attempt-

Achievement Program

It has occurred to those of us involved in the AP Program that there are many modelers out there who no doubt have qualified for several Achievement Certificates many times over. But these same people have not received the recognition they deserve because they've never applied for the Certificate. Well, that part cannot change; one needs to complete a Statement of Qualifications for most of the categories.

But I, and I'm sure others, suspect that others have not participated in the AP because for whatever reason they do not enter their models in contests. How many of you are aware that winning contest ribbons is not necessary to qualify for an AP Certificate?

A modeler's demonstrated success in categories such as Cars, Motive Power, Structures and others can be witnessed and evaluated at his home or some other mutually convenient place. Judges will rate the work AS IF they were in a contest and, if the models receive a minimum of 87.5 points, Merit Awards will be granted which apply toward the Certificate. Indeed, some categories must be evaluated at the member's home (such as Electrical, Scenery, Civil, etc.).

So, you guys (and gals) have just run out of excuses. If you won't bring your models to us for contests, we will come to you to rate them for achievement. I hope many of you will take advantage of this, particularly those who cannot travel to conventions. Please write to me (70-25 67th Place, Glendale, NY 11227) for AP Regulations or Statements of Qualifications.

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Since I've missed the deadline for one or two issues of the Coupler, allow me to catch up. The following NER members were awarded AP Certificates at the Williamstown Convention in May, 1978:

Fred Driscoll - Association Official
Gordon Teel - Master Builder - Cars
Blair Foulds - Electrical Engineering
George Paul Landon - Model Railroad Author
Fernand Washington - Association Volunteer

The following were awarded AP Certificates at the Bangor Convention in October, 1978:

Frank Murray - Master Builder - Cars
Model Railroad Author
Donald P. Howd - Association Volunteer
Blair Foulds - Master Builder - Structures
Civil Engineering
John MacGown - Civil Engineering
David S. Busch - Model Railroad Author
Robert Spohn - Association Volunteer

--Harry J. Wagner
NER Achievement Program Chairman

ing scratchbuilding. The point is that besides all the practical reasons, it is the only way of achieving the satisfaction of creating something that is really yours.



DIVISION ALOUETTE QUÉBEC
RÉGION DU NORD-EST DE L'ASSOCIATION NATIONALE DU MODÉLISME FERROVIAIRE
 THE NORTHEASTERN REGION OF THE NATIONAL MODEL RAILROAD ASSOCIATION

WELCOME • BIENVENUE

GRANBY

18-19-20 MAY/MAI 1979

TIPS FOR AMERICANS COMING TO CANADA

Canada welcomes millions of tourists each year. Our friendly visitors from the United States should be reminded to bring some form of identification such as Birth Certificate, Naturalization Card, or Driver's License.

Canadian currency is presently about 15% below the U.S. dollar. Visitors are advised to contact their local bank for exchange rates and change currency into Canadian dollars. Better still, it seems that if you come down on Friday while the Canadian banks are still open, you will get a better rate of exchange. Credit cards such as Visa, Master Charge and American Express are readily accepted in Canada.

By the way, Americans registering directly to Irwin F. B. Lloyd, in American funds, will be glad to know that Irwin has accepted to reimburse you at the door in Granby, Quebec, with the prevailing currency exchange rate. So people from the United States will be enjoying much lower fares than we Canadians.

N. B.: Our speed limit in Canada is in Km/Hour. Beware! A 100Km/Hour sign is 66 miles per hour, not a 100 miles per hour. **HAVE A SAFE JOURNEY!**



For those interested in getting to Granby by train, you can get to Montréal with Amtrak and come to Granby by train via Bromont or Farnham. VIA RAIL CANADA can provide you with information on this. Consult the next page for details at this time on transportation.

VIA RAIL CANADA
 VIA-Québec
 Chambre 3130, Place Ville-Marie,
 Montréal, Québec,
 H3B 3L2

CONVENTION Registration Form (for Americans only)

Mail to: Irwin F. B. Lloyd
 44 Lincoln Drive, Glastonbury, CT 06033
 Make check payable to "NER - Conventions"

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Number	Advance Registration	After May 10 or at door
___ Registrations	\$ 3.00	\$ 3.00
___ Banquets (Roast Beef)	\$12.00	\$14.00
___ Fan Trips	\$12.00*	\$13.00*
___ Complete packages	\$27.00*	
___ Family packages for 2	\$52.00*	*Subject to change
TOTAL:		

___ Ladies' and children's activities (sightseeing of city and zoo):
 \$2 ladies; \$1 children (payable at zoo entrance)

N. B.: Fan trip limited to the first 120 people who will register.

"Prepaid Registration Ticket will be held for your arrival, at the Registration Desk."

HOTEL Reservation Card

Mail to: Hotel Castel
 910 rue Principale,
 Granby, Que., Canada J2G 2Z5
 Tel: 378-9071 (514)

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Arrival date _____ Time _____

Rates per night _____ Number of nights _____

Double (1 bed): \$24.00
 Double (2 beds): \$28.00
 Extra person: \$6.00

\$10.00 deposit should accompany return coupon to guarantee reservation (in Canadian funds) or use ___ Visa, or ___ Master Charge

Credit card # _____ Exp. date _____

Your signature: _____

TRANSPORTATION

Train: Fare from Montreal to Farnham 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: Voyageur 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.

Amtrak AMTRAK CONNECTING SERVICES

40. MONTRÉAL-NEW YORK-WASHINGTON

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754	470	07 28		17 54	
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401	249	01 20			03 30
468	291	02 25			02 20
497	309	03 25			01 40
538	334	03 58			00 45
555	345	04 09			00 30
566	352	04 19			00 20
597	371	04 55			23 55
624	388	05 15			23 25
660	410	05 42			23 00
674	419	05 55			22 48
715	446	06 35			22 10
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758	471	07 32			21 26
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863	536	08 48			
904	562	09 15			20 20
1014	630	10 20			19 54
1064	661	10 50			18 54
1078	670	11 05			18 23

TAXIS: \$12.00 from Bromont to Hotel Le Castel from Granby. Please phone Hotel le Castel at 378-9071 (514) to obtain a taxi.

For groups of 10-15 persons, a mini-bus service is available at \$2.00 per person, if known a day in advance.

CUSTOMS INFORMATION

MONTRÉAL - NEW YORK - WASHINGTON

HAND BAGGAGE of reasonable size and weight may be carried aboard Amtrak trains. It will be examined by Canada Customs or U.S. Customs enroute.

CHECKED BAGGAGE is carried on the "Montrealer" (overnight trains) only. Southbound baggage is examined by U.S. Customs enroute. Passengers must be on the same train to identify and open their baggage. Northbound baggage is carried to Montreal and examined by Canada Customs in Central Station.



CONVENTION Registration Form (for Canadinas only)

Mail to: Lucien Bernier,
92 Pare,
Granby, Quebec,
Canada J2G 5E1

Make check payable to "NER - Granby 1979 Convention"

Name: _____

Address: _____

City: _____ Prov: _____ Code: _____

Number	Advance	
	Registration	After May 10 or at door
— Registrations	\$ 3.00	\$ 3.00
— Banquets (Roast Beef)	\$12.00	\$14.00
— Fan Trips	\$12.00*	\$13.00*
— Complete packages	\$27.00*	
— Family packages for 2	\$52.00*	

TOTAL:

— Ladies' and children's activities (sightseeing of city and zoo):
\$2 ladies; \$1 children (payable at zoo entrance)

N.B.: Fan trip limited to first 120 people who will register.

Our tiger "GRRRanby" in the name of Division Alouette Québec invites you to "Granby, Québec, Princess of the Eastern Townships".

Accommodations will be at Hotel Le Castel within easy reach from Montréal and U.S.A., via highway 112 or Eastern Township Auto-route No. 10 (exit 68). Note that their cafeteria is opened 18 hours a day. They have courteous bilingual service.

For campers, there is All Year Camping at Parc Bromont, P.O. Box 26, Bromont, Québec, JOE 1L0 or phone 534-2669 (514) or 534-2712 (514) for information.

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Besides all this, there will be TRAINS for all.

As a matter of fact, VIA RAIL CANADA is our gracious sponsor for the train portion of the convention and is offering a trip for two to Calgary as a door prize. So make it worth your while to come to Granby.

VIA RAIL CANADA is also holding an exhibit in the display room with an 8 foot model of its LRC and will have on hand people to inform you about railway trips you might enjoy taking across Canada.

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Bring the whole family, because we are planning a weekend for all. Mom and the kids will be able to enjoy a sightseeing tour of Granby and visit their wonderful zoo made possible by the city of Granby with guides from the tourist bureau.

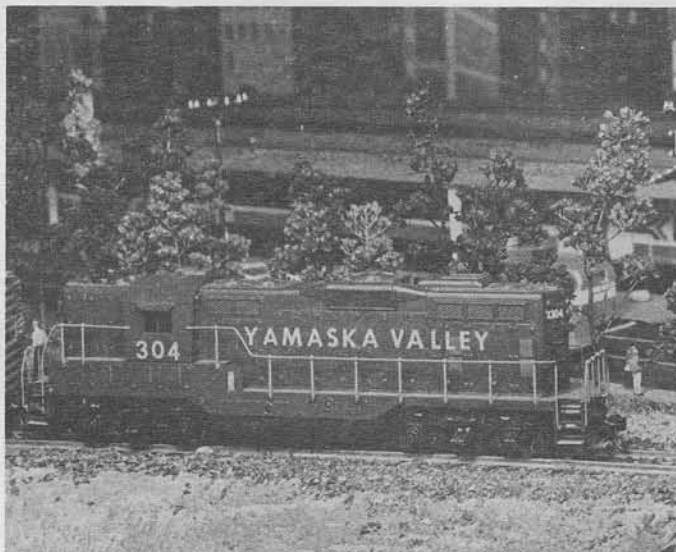
Dad and the fellows will be able to relax and enjoy railroading at its best. Division Alouette Québec will have a portable layout on display in HO scale, a transistorized walk around throttle on display which you can operate.

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Activities will begin on Friday evening with registrations at Hotel Le Castel, followed by the launching of a 20 hour program of clinics with one starting with slides on "a trip to Calgary by train" wonderfully prepared and narrated by Ronald Visockis; a second clinic Friday evening will follow on "live steam $\frac{1}{4}$ " given by Albert Reid, who fabricates his locomotives himself (including more than 2000 pieces) without using any soldering.

Plenty of films and slides on CN and CP equipment can be viewed that same evening and you can also visit the Yamaska Valley RR club in Bromont, six miles from Granby.

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Convention activities will start in full Saturday morning with the display room opened in room La Forteresse on the fifth floor including manufacturers' display, hobby shops and a white elephant. (This show will be opened to the public in the afternoon.) Registrations for the model contest will also be held in the morning. Judging will be done during the afternoon.

We hope that a highlight to look for is the fan trip organized with BUDDS. We will leave Hotel Le Castel by bus at 13.00h, drive up by bus to Farnham, 15 miles away, visit CP equipment on display and then board hopefully two Budds and ride them to Foster and back, a 35 mile trip. THIS IS RAILROADING!

After the cocktail hour on Saturday evening, the roast beef banquet will be held, followed by a presentation on "VIA RAIL CANADA, a year later" given by Léo Moisan, Vice-President of VIA RAIL CANADA INC.

When the model contest winners will be known, the trip to Calgary will then be attributed, so please hold on to your banquet tickets!

The evening will be followed by a dance with a live band; there is also bingo for the ladies and there will also be a series of three films shown: one of them is Buster Keaton in "The Railrodder", a trip by this famous comedian on CN tracks.

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On Sunday morning you will be able to go to Montréal and visit several model railroads, namely two large ones the Canada Central and the Lower Canada RR and a fine scenic model railroad club the Pine Valley in Verdun, and individual railroads.

For those going back route U.S. 91, you will be able to visit Peter Eaton's Moose River Valley RR model railroad at Derby Line.

The Yamaska Valley RR in Bromont will also be opened to visitors on Sunday. "PREPAID REGISTRATION TICKETS WILL BE HELD FOR YOUR ARRIVAL, AT THE REGISTRATION DESK WITH A DETAILED PROGRAM".

So come one, come all and enjoy RAILROADING in Granby, Québec.

HAVE A ROARING TIME!

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Horaire Tentatif

Tentative Schedule

VENDREDI SOIR / FRIDAY EVENING

18.00h à/to 21.00h	Inscription/Registration. Salle d'hospitalité/Hospitality room.
19.00h & 20.00h	"Un voyage à Calgary par train"/"A trip to Calgary by train". Avec/with Ronald Visockis.
19.00h & 20.00h	"Vapeur réelle à ¼"/"Live Steam ¼". Avec/with Albert Reid.
19.00h à/to 21.00h	"Films et diapositives continues sur le CN et CP"/"Continuous films and slides on CN & CP equipment".
19.00h à/to 22.00h	"Visitez le club Yamaska Vallée à Bromont"/"Visit the Yamaska Valley RR Club in Bromont".

SAMEDI / SATURDAY

9.00h à/to 12.00h	Inscription/Registration
9.00h à/to 15.00h	Plus de 20 heures de "cliniques" à l'horaire dont Ronald Visockis sur "les plus petits chemins de fer au Canada", Don Jamieson sur "l'art de photographier pour un concours", Maurice Drolet sur "le système de détection au club de Lévis", Ken Griffiths sur "le décalques" (*APPORTEZ UN WAGON PEINTURE COULEUR PALE, DES PETITS CISEAUX, UN PETIT PINCEAU ET IL VOUS FERA PRATIQUER AVEC VOTRE WAGON COUVERT DE 40' ou 50'*), Peter Eaton sur "les constructions de pierre et de briques", Walt Unruch sur "les pentes raides pour votre réseau" et Rick Geren sur "les 'switch machines'". More than 20 hours of clinics scheduled namely Ronald Visockis on "small railroads in Canada", Don Jamieson on "how to take photography for contests", Maurice Drolet on "the detection system used at the Levis club", Ken Griffiths on "decals" (*BRING ALONG A PREPAINTED, UNLETTERED BOX CAR, 40' or 50', MEDIUM COLOUR PLUS A SMALL PAIR OF SCISSORS AND A SMALL PAINT BRUSH AND TRY YOUR LUCK*), Peter Eaton on "brick and stone walls for your model RR", Walt Unruch on "steep grades for your layout" and Rick Geren on "switch machines".
10.00h à/to 10.45h	POUR LES DAMES, "CLINIQUE" SUR L'ARTISANAT EN FRANÇAIS PAR LA COMPAGNIE ARONELLE LTEE.
11.00h à/to 11.45h	FOR THE LADIES, CLINIC IN ENGLISH ON "ARTISANAT" BY ARONELLE TEXTILES LTD. COMPANY.
9.00h à/to 17.00h	Concours de modèles et jugement/Model contest and judging. 9.00h à/to 12.00h, inscription/registration 12.00h à/to 13.00h, inspection/viewing 13.00h à/to 16.00h, jugement/judging 16.00h à/to 17.00h, inspection/viewing
12.30h à/to 16.30h	Visite de la ville de Granby et du Zoo pour les femmes et les enfants; et cocktails. \$2 femmes, \$1 enfants, payable à l'entrée de Zoo. Sightseeing tour of Granby and visit to the Zoo for the ladies and children; cocktails served. \$2 ladies, \$1 children, payable at Zoo entrance.
13.00h à/to 16.30h	Excursion/Fan trip.
9.00h à/to 16.30h	Salle d'exhibé au cinquième plancher dans la salle La Forteresse. Display room on fifth floor in La Forteresse room.
18.00h	Cocktails.
19.00h	BANQUET au cinquième plancher dans la salle La Citadelle/on fifth floor at La Citadelle room. CONFERENCIER/GUEST SPEAKER: M. Léo Maisa., Vice-President, VIA RAIL CANADA INC. ATTENTION: Une chance sur 310 de gagner au banquet/One chance out of 310 to win at banquet: "PRIX DE PRESENCE POUR CALGARY A ETRE ATTRIBUE" - Voyage incluant billet aller-retour pour 2 personnes, comprenant restauration et chambre double dans voiture-lit; valide jusqu'au 31 dec. 1979. "TRIP TO CALGARY TO BE ATTRIBUTED AS DOOR PRIZE" - Trip includes return ticket for 2 persons, consisting of meals and double-bedroom in sleeping car; valid until the 31st of December, 1979.
22.00h	Danse dans la salle La Forteresse/Dancing at La Forteresse room. Bingo ou/ou films (Buster Keaton, "The Rail-rodger").

DIMANCHE / SUNDAY

Libre choix à vous d'aller visiter des réseaux à Montréal, Derby Line ou Bromont. Le programme distribué vous donnera tous les détails.
On your own. Layouts to be visited in Montreal, Derby Line or Bromont. Consult the program that will be distributed for more information.





FROM THE DIVISIONS



HUB DIVISION

By the time you good people read this, our annual Spring Convention will have come and gone. We are looking forward to seeing many old and new friends from the Region as well as all the gang from Hub. We are indeed fortunate in having so many Region members of Hub, not only in Hub territory, but from all over the Region. As always, there will be a number of out-of-state NER folks who will be helping us out at the show (March 31 at Fort Devens). At the time of this writing (March 5) plans for the show are complete. This time, we have a co-sponsor - the Devens & Harvard Model Railroad Club. Their relatively large layout occupies the entire floor of a barracks building on the base. And the members, of course, are all military personnel, active or retired. We have reason to believe the show is going to be a big success. A report will appear in the next Coupler.

It is our turn to sponsor the NER Spring Convention in 1980. Plans are already underway and several good sites are being investigated. Even though the facilities problem has not yet been fully resolved, we are hoping to have the event in Plymouth. This will provide ready access to the Edaville RR in nearby Carver along with an absolutely beautiful location. Besides the full complement of Convention activities, both men and women (and children) will find many interesting things to do and see right in Plymouth - especially on the waterfront. We hope that will be the location, but no promises as yet.

We again take this opportunity to urge all NER members who are not yet members of their local Division to take care of this oversight now. Your Division needs your support.

See you next issue.

--Glenn Owens

NUTMEG DIVISION

Braving icy weather, members of the Nutmeg Division held their annual dinner meeting at the Old Brownstone in Portland, CT, January 13. Speaker was Oliver Jensen, President of the Valley Railroad Company.

Officers for the year are: Murray Goodwin, President; Charles Bettinger, Vice President; Phil Amaio, Secretary; Bruce Meulendyke, Treasurer. Other Board members are: Ted Ritter, Clark Benson, Tom Hayes, Bill Kritzky, and Bob Morse.

Members voted to contribute \$500 to the NMRA Building Fund!

On March 3 the Division met at the Valley Railroad in Essex to get the "inside story" on steam locomotive #97, currently being rebuilt.

The Division meets every other month (usually for a layout visit) and will be sponsoring another Train Show in November (date and place to be announced).

To be put on the mailing list for Division events, please write me (57 West Point Terrace, West Hartford, CT 06107).

--Murray Goodwin

SUNRISE TRAIL DIVISION

The annual Mini-Convention held March 24 included 10 live clinics: Wet Rock Casting, Horseshoe Curve, "N" Track Concepts and Modules, Converting the Prototype to a Model, Turnouts and Turnout Planning, Model Railroading in Retrospect, Detailing Structures, Custom Painting, , The Model Railroad Collector, and Estate Counseling".

Those making reservations for the banquet were warned: "Starve at least two days before to make room for the sumptuous meal that will be presented."

RAILFUN

MR. TWEEDY

by Ned Riddle



"I burned all our credit cards and told Edna she has to pay cash for Christmas items she buys this year."

(Ned, you sure know how to send cold chills down a model railroader's backbone!)

Under Construction

ONE EVENING PROJECT: CULVERT



Good looking scenery is the sum total of many small touches. Here's one that is simple and easy to build, a stone or concrete culvert. Since they are custom built to fit the drainage problem at hand, culverts can be of almost any size or design. The one shown here depicts a poured concrete wall. It takes less than an hour of actual working time to complete.

The materials required are scrap wood, brass tubing, and plaster of paris. The wood is assembled to create the form or mold for the plaster. A plaster cast can duplicate the look of concrete much better than a block of wood and can be carved easier to simulate stone. The thickness of the wood form will determine the thickness of the finished casting, and this in turn will depend upon your scenery needs and modeling scale. A minimum of one scale foot should be considered, to keep the casting from breaking. The same variables will determine the tubing size selected. The one shown here is sufficient for a small stream. For simple drainage of rainfall, much smaller tubing would be used.

When assembling the form keep two things in mind: the wood must be sturdy enough to prevent sagging, and the form should open easily to prevent damage to the relatively delicate casting. Stripwood is much too delicate, especially if you want to reuse the form. The pieces should be glued very lightly so that they can be pulled apart. Leave some loose ends sticking out to use as levers. The angle at which the pipe passes through the plaster will be determined by the

angle of the end resting on the table. If you want the pipe to slope, cut the tubing at a slight angle. If you want it parallel to ground level the cut must be straight.

One further consideration is the type of wall to be modeled. If the plaster is to be carved to represent stone or brick, the surface of the form should be slightly rough and uneven. Shirt cardboard is about right for this. However, for a concrete wall the surface should be as smooth as possible. I cast my model on a sheet of glass.

Before each casting, it is a good idea to use a mold release on both the wood and tubing (also the cardboard base, if used). A thin film of petroleum jelly will do the trick. The plaster should be mixed to flow freely, yet have body. Place the tubing in the proper position and pour the plaster around it. Holding the tubing in position with one finger, level off the plaster with a table knife. Allow the plaster to set for at least $\frac{1}{2}$ hour before opening the form.

It is best to do most of the finishing before the model is installed on the layout. The parts of the tubing that will show are painted a dull or weathered black. The plaster is dirtied with a diluted turpentine wash and/or powdered colored chalk.

After the culvert is installed, and the surrounding plaster added, a few final touches are warranted. To depict sediment in the pipe, box car red is the perfect mud/clay. High gloss lacquer gives the "wet look". A combination yields an excellent copy of a muddy or polluted stream. Some very fine gravel should be sprinkled in the pipe or just in front of the opening. For more ideas, go out and find yourself a prototype to study. You'll be amazed at the wealth of detail it is possible to add!

--Al Westerfield

MEMBERSHIP APPLICATION

Please fill out and return to:
Ted Ritter, Office Manager
42 Sunset Terrace, TC
Vernon, CT 06066

NAME

STREET & NUMBER

CITY

STATE

ZIP

Amount enclosed: _____

\$ 5.00 for a 2 year membership

\$10.00 for a 5 year membership

Main railroad interest?

Scale/gauge?

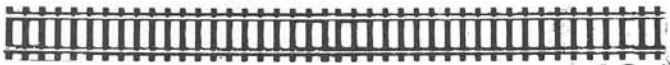
Layout?

Size?

How long in hobby?



Railroadiana



THE FORT WORTH SUBWAY

During the course of history in transportation, there have been many kinds of subways. One of the most unique of them all is to be found in Fort Worth, Texas. Although privately owned, it does not cost a cent to ride. Yes, it is open to the public, daily except Sundays, and you are invited to come aboard.

Leonard's Department Store has long been one of that city's great institutions. Located in the downtown business district, the lack of adequate parking facilities has been causing it to lose more and more of its business during recent years. There just was no space available for automobiles in its congested business section. Something had to be done, and the problem did not stump Leonard's management. If customers could not reach their store by automobile, another means of transportation must be found!

After a great deal of investigation and research, they were finally able to accumulate a 30 acre tract of waste land outside of town, along the bank of the Trinity River. Then Leonard's spent over a million dollars building a mammoth parking lot and an 8,000 foot subway system to connect with the store. There are 4 stations spaced along the parking lot, where over 5,000 cars can be accommodated. The average walking distance from your parking space to the nearest railway stop is about 200 feet.

In the parking lot, the tracks run along the surface of the land, where they make a big loop. Entering the double-tracked tunnel, they duck as much as 42 feet under the city streets. Five electric cars scurry back and forth all day long, at 2 minute intervals, so there is never any waiting to get from the parking lot to the store and back. The average trip takes about 3 minutes, and operation is at a 30 mph speed. The custom-built blue and white electric cars have naugahyde seats, blue tile, climate conditioning, and modern safety appliances as well. In the event of power failure or malfunctioning, the flick of a switch stops a car in 3 seconds.

Even though the store does not open until 9 a.m., the subway starts running at 7:20, thus providing potential customers with transportation and creating good will for the company. Direct exit is available to the street as well as into the store. You pay to park, but the ride is free, and watchmen are on duty at all times. It was a substantial investment for Leonard's, but it is paying big dividends for the company, and business is better than ever!

--Stan Bradley

ADS

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

The Train Exchange

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FIRST CLASS MAIL

Ted Ritter



our genial Northeastern Region Office Manager, is smiling. Why? Because people heeded the warning in the last issue of the Coupler: "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."

Ted doesn't want you to miss an issue - or to waste 28 cents and a SSAE. Please report any change of address to him as soon as possible. Keep Ted smiling!

PIKES

ATLANTIC TRUNK LINES: "O" Gauge
The Stamford Model Railroad Club, Inc.
Tuesdays at 8:00 p. m. - St. John's Episcopal Church
Corner of Grove & Main Sts. - Stamford, CT
Information from Mel Orr (203) 655-1606

+++

DREW, SIS AND DAD RAILROAD

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ON THE SCHEDULE

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: NER SPRING
CONVENTION, Le Motel Castel, 901 Rue Principale,
Granby, Québec, Canada J2G 2Z5 (Lucien Bernier,
92 Paré, Granby, Québec, Canada J25 5E1).

October 12-14, Newburgh, NY: NER FALL CONVEN-
TION, Ramada Inn (Deadline for hotel reservations
will be September 18. Watch for further details in
future issues.)

NER DIVISIONS

April 20-22, Dartmouth, Nova Scotia, Canada: MARI-
TIME DIVISION CONVENTION, Scotia Stadium, Forest
Hills Drive, Cole Harbour; \$1. (Brian Matthews, PLO
Box 2096, Dartmouth, Nova Scotia, Canada B2W 3X8;
(902) 469-3590).

April 28, Newport, RI: LITTLE RHODY DIVISION
OPEN HOUSE, Rogers High School Cafeteria, Old
Fort Road (Paul Crowshaw, 10 Orchard Street, East
Providence RI 02914; or Alan W. Bliet, 190 Broadway,
North Attleboro, MA 02960).

OTHER

June 2-3, Wolfeboro, NH: WOLFEBORO BRANCH
RAILROAD CLUB MODEL RAILROAD SHOW, Masonic
Hall, Glendon Street, 10-4:30; \$1 adult, 50¢ child.
Displays, dealers, operating layouts (David Collings,
Railroad Avenue, Newfields, NH 03856; (603) 778-8461).

August 1-5, Princeton, NJ: RAILCON 79, Princeton
University (RAILCON 79, Prospect House, Princeton
University, Princeton, NJ 08540).