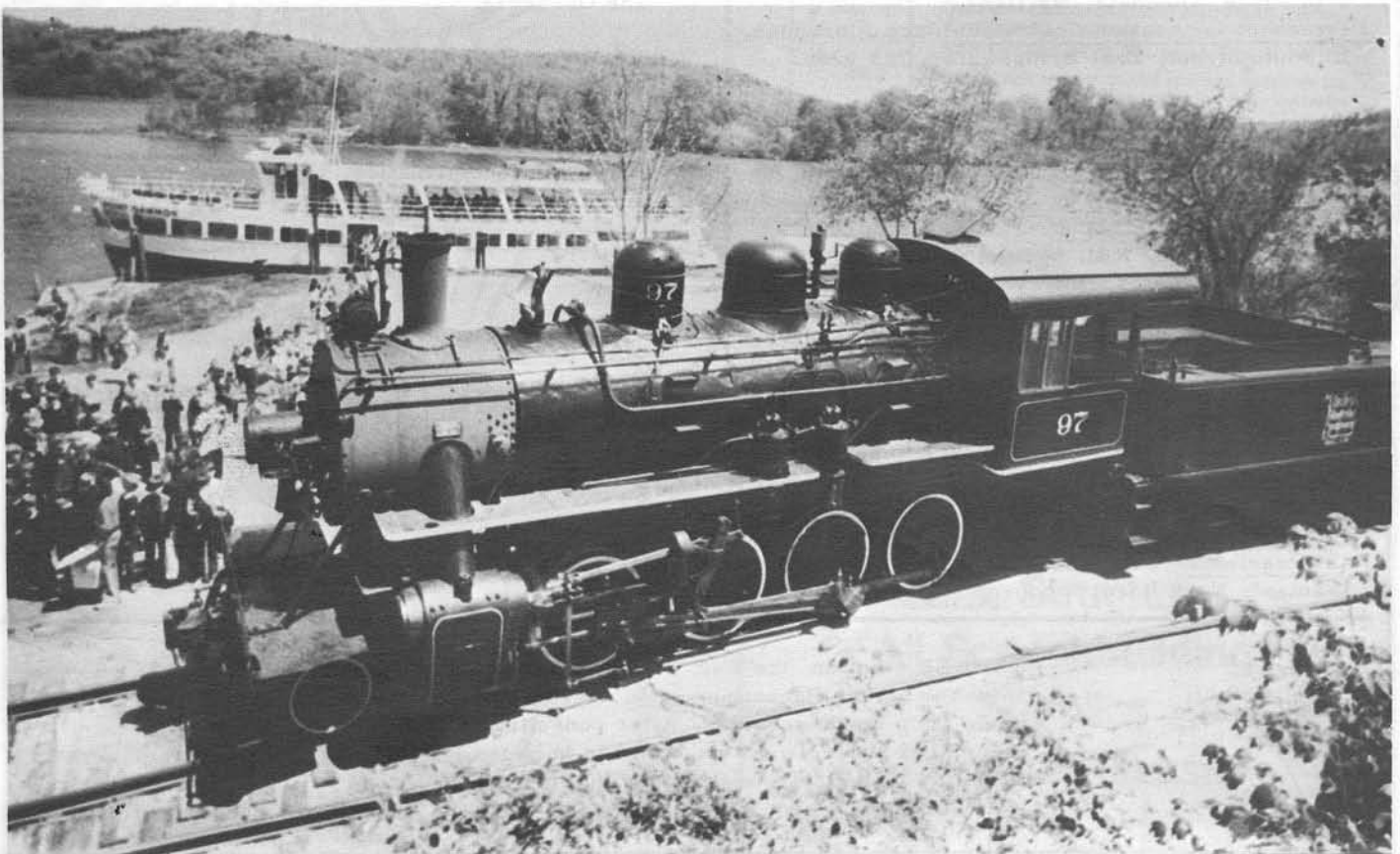


**NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

COUPLER

FALL '80

WETHERSFIELD CONVENTION OCTOBER 17-19



Steam Train, Boat Trips
Model Railroader Editor Talk
Command Control Clinic Premiere

Revealing Rallete Session
Operating Modules
and lots more!

SEE PAGE 7

Look

at the photographs from the May 16-18 NER Spring Convention at Plymouth, pages 3-4.

Vote

for the NER officials of your choice. Biographies are on pages 5-6; the ballot and mailer, on pages 11-12.



NER BRASS



**ONTARIO & WESTERN
RAILWAY HISTORICAL SOCIETY, INC.
Box 713, Middletown, N.Y. 10940**

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, Spring-
field, VT 05156

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

Office Manager, Membership: R. Roderick Brown,
79 Hemenway Road, Framingham, MA 01701

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, 65 Coweaset
Drive, Brocton, MA 02401

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

New York State: Bill Mischler, 1564 Regent Street,
Schenectady, NY 12309

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

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

NER member Joe Bux of College Point, NY, is
newsletter Projects Editor and Archivist for The
Ontario & Western Railway Historical Society, Inc.,
an Affiliate Chapter of the National Railway Histori-
cal Society.

He recently sent me the past year (10 issues) of the
organization's handsome and interesting magazine,
the Observer.

The organization is interested in expanding member-
ship and "sparking interest in the N. Y. O. & W. in
general".

For further information, write to the address above.

--M. G.

AFFILIATE



CHAPTER

The NER election, the Fall Convention, and the photos
from the Spring Convention - plus several new columns -
made for a space squeeze. After consulting with Pres-
ident Fred Driscoll, we expanded to 16 pages for this
issue. Thanks to all of the contributors!

--M. G.

NER COUPLER

#125 - September, 1980

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

Address changes should be sent to the Office Manager.
All other material (including advertisements) should be
sent to the Editor.

DEADLINES

#126 Winter '80 November 14

#127 Spring '81 March 13

#128 Summer '81 May 29**

Issue will be mailed approximately one month after
deadline listed.

** One week later than comparable dates in 1980.
Still may have to be re-adjusted depending on date
of 1981 Spring Convention.

FROM THE **DIVISIONS**

HUB DIVISION

Our big news for this issue is naturally the Region Spring Convention we put on in Plymouth, MA, on May 16, 17, and 18. Region conventions are a lot of work for a nine member division BOD to handle, but the effort is well worth it because not only do we really enjoy the task, but a lot of other people seem to enjoy thoroughly the results. We have been told by many that the Plymouth convention was a good one, and we are pleased no end to hear it. Jack Alexander and Peter Watson did a super job as chairman and vice chairman, and all the other members of the Hub BOD also performed yeoman effort on the show.

Don Brebner, our most talented Hub Headlight editor and graphic arts expert, was awarded the Hub Don Pierce Award at the Convention for service to the Division and model railroading well above the normal call of duty. We are all very proud to have Don as our friend, associate, and editor - the award was well deserved by him. Have you seen his cover and article in the July NMRA Bulletin?

We, of course, are also pleased as punch to have our BOD chairman Rod Brown appointed as Region Office Manager. Rod readily admits that Ted Ritter was a mighty tough act to follow, but Ted has voiced his pleasure that the job went to such a capable person when he retired.

While we join you at the great Fall Region Convention in October, come see us at our Fall Show at the Minuteman Regional Vocational School in Lexington, MA, on November 1.

--Glenn Owens

LITTLE RHODY DIVISION

On Sunday, July 27, the Division sponsored a Railfan Day with a trip from North Station to Rockport and back via the "T" lines.

Donald C. Berube, a member of the Division BOD for almost four years, died as the result of a car accident on June 21

--Yankee Clipper

NUTMEG DIVISION

A May visit to Bob Bell's layout in Manchester, the annual July picnic at Lake Compounce in Bristol, and plans for a September visit to Bob Evans' layout in Huntington have kept Nutmeg members active.

But the big project is planning for the Fall Convention



PLYMOUTH: Baldwin Trophy (Best in Show) and Sunrise Trail Division Award (New Modeler) went to Robert D. Thompson.

in October (see center pages) and the Train Show in November (see "On the Schedule").

--Murray Goodwin

SEACOAST DIVISION

We will be having our Fall Show November 8 at the Holiday Inn in Auburn, ME. The Inn is located at Exit 12 of the Maine Turnpike and is very easy to locate. This will be our eight year!

Hobby dealers from all over New England will be there to display their wares. Model railroad clubs represented will be the South Shore Model Railway Club (Weymouth, MA), and the North Conway Model Railroad Club (North Conway, NH). The South Shore Club will bring their portable switching layout which is under construction but has some operation. The fellows work on this layout while it is at the show so

PLYMOUTH. Bob's winner, N.H. 4-6-0 #846, was judged 1st, Craftsman, Motive Power - Steam. He also took 2nd and 3rd in the category!





PLYMOUTH: Massachusetts Director Bill Parker and NER Permanent Convention Chairman Jack Alexander consult with member of dining car crew.

people can see how some of the jobs are accomplished. The North Conway Club will bring displays of scenes put together by their members.

The Downeast Railroad Club (Brunswick, ME) will be joining us with their switching layout that was built last year. This club will also bring many pictures, timetables, and books for sale by members.

Once again this year the sound movie ALP Way Freight will be shown. Also, we plan to have Bill Robertson of Westbrook, ME, put on a slide show about Maine Central and Grand Trunk steam locomotives. Also planned is a slide show of local area layouts. The Association of American Railroads and the Southern Railway will also be supplying films.

There will be several HO gauge buildings on display from the collection of William Schoppe of West Auburn, ME. Bill has scratchbuilt all his buildings from plans he has made of structures located along

PLYMOUTH: Railfans and photographers had a great time at Edaville. Several photo pass-bys were arranged.



the local railroads.

John Davis of Rumford, ME, will display a $\frac{1}{2}$ " scale model of a Grand Trunk steam locomotive. Along with this he will have many pictures from the steam days on the GT.

There will be two operating layouts this year. One will be an HO layout built by Allan Thurston of Auburn, one of the organizers of the show. The other will be a new N gauge setup. Both layouts have plenty of action. The N gauge layout was built by Warren Chase of Lewiston, ME, and is only a few months old.

The show will run from 9:30 a.m. to 5:00 p.m. on Saturday, November 8. We will have hourly door prizes. A small admission fee will be charged. Last year we had a very big turnout of people even though the weather was very wet. Maybe we should hope for rain.

And ... one week before the show we plan to put on a display of model railroad equipment and the two operating layouts at the Auburn Mall in Auburn, ME. That will be Saturday, November 1. We did the same last year, and this really helped us out with a good crowd. The hours will be 10:00 a.m. - 9:00 p.m.

--Warren Chase

HUDSON-BERKSHIRE DIVISION

The host layout for the May Division meeting was Dick Elwell's Hoosac Valley, a layout featured in the June, 1978, Railroad Model Craftsman, and "one of the best in New England".

--Form 19

EMPIRE, GARDEN STATE, HUDSON VALLEY, PIONEER VALLEY DIVISIONS: We would be glad to publicize your events and activities, but we need to hear from you!

Plymouth Convention photos by Richard Towle

PRESIDENT

According to a usually reliable source, NER member R. H. "Huebe" Huebenthal of Manlius, NY, has been elected President of the National Model Railroad Association. He served as NMRA treasurer 1951-1972. See the NMRA Bulletin for confirmation.

CANDIDATES

Here is the list of candidates for NER office as presented by the Nominating Committee, chaired by William P. MacIver, Jr.

Please mark your choices carefully, fold the ballot as instructed, staple/seal and stamp it, and mail it so that it is postmarked no later than September 30!

PRESIDENT: David W. Messer, Wyantskill, NY ----- Dave has been an active model railroader for over 30 years, having modeled in O, S, TT and currently HO. An award-winning modeler, his work has appeared in both The Coupler and in commercial publications. He is presently serving as Modeling Editor of The Shoreliner, published by the New Haven RR Historical and Technical Association. Dave has been a member of NER and NMRA since 1961, and has attended three National and most Region conventions since then. Region activities activities have included founding President and director of the Hudson-Berkshire Division, convention committee member (twice) and chairman (once), model contest judge, New York area director and currently Region Vice-President

VICE PRESIDENT: William S. Parker, Brockton, MA -- Married with four children, Bill is a registered professional engineer and holds the position of Chief Engineer. He has been a member of the NMRA, NER, and Hub Division since 1965. He has served the Division as Secretary-Treasurer and as Chairman; in addition, as chairman of Division conventions in Newton Highlands and in Brockton and as chairman of field trips. He was chairman of the NER Spring Convention in Boston in 1975 and has served in the activities of several other NER conventions. Bill was Temporary Chairman in the unsuccessful bid to obtain the 1978 national convention for Boston.

DIRECTORS:

Canada - Denis Fortier, Quebec City, PQ ----- I am a pharmacist by profession, who lived in Quebec City or nearby all his life. In July, 1965, I founded the Quebec Model Railroad Society, with five other members. Since belonging to the NER the past four years, I put back on its feet the Division Alouette Quebec, was co-chairman for the NER Granby Convention, just organized the Mini-Convention in Quebec City with two other fellows and had nearly 2000 people attending this same convention, and obtained by certificate as Association Volunteer in the NMRA Achievement Program. Hope to attend a Maritime Division Convention one of these days.

Connecticut & Rhode Island - Charles Bettinger, Vernon, CT -- Has been modeling in HO since 1948. Has held the office President, Vice-President, Secretary-Treasurer and a member of the BOD of the Nutmeg Division during the past 17 years. Has held the office of Membership Chairman for the NER, ably assisted by his wife, and jointly received the President's Award in 1972. Has put on three NER conventions as Chairman of the Hartford Convention in 1968 and Chicopee in 1976 and Co-Chairman for the Springfield in 1973. Has been NER Director for the past six years and regularly attends all NER BOD meetings and conventions. Married, three children.

Long Island & New York City -John A. MacIntosh, Garden City, NY-- I'm married, and have lived on Long Island for almost 30 years. My interest in model railroading goes back over 40 years. (My first HO locomotive was a six volt Mantua Mogul.) My membership in NMRA goes back almost 30 years and I am now a Life Member. Membership in the NER is about 22 years, and I am a charter member of the Sunrise Trail Division, the founding of which was about 14 years ago. In addition to being the incumbent director, I have been on the Pike Registration Committee, Nominating Committee, and several Convention Committees. Since the founding of the Sunrise Trail Division, I have held numerous positions up to President of the Division. I have been a Professor of Business Administration, specializing in Marketing Logistics and Transportation, at the City University of New York's New York City Community College, preparation for which included undergraduate and graduate work at New York University and a doctorate from Columbia University. In addition to memberships in a number of transportation-related organizations and professional educational associations I'm also interested in 35 mm photography, transportation history, travel, and visits to see my children and three grandsons. When not otherwise occupied, I try to get some time in working on my "Diminutive Atlantic Railway".

New York State - William Mischler, Schenectady, NY -- Bill has been an active model railroader for most of his 33 years, concentrating in the last 15 or so on the Eastern New York - New England scene. He has been active for over 10 years in the Hudson-Berkshire Division of the NER, serving as President for several of those years. He has been active with the Region for several years in the Division President capacity, and more recently has served as New York Director. In addition to these activities with the Division and the Region, he is active in the Mohawk & Hudson Chapter of the NRHS and is serving his third term as Treasurer of that organization. A member of several railroad historical societies, he is an active photographer and has contributed several articles and photos for others to various modeling and historical publications.

New Jersey - Richard C. Laube, East Brunswick, NJ -- Age 30; single; Principal Engineer, N.J. Department of Transportation. Member NMRA, NER, MER, Garden State Division (Director five years), Sunrise Trail Division; HO Chairman, The Model Railroad Club, Union, NJ; New Jersey N TRAK Coordinator. Convention experience includes 5 NMRA, 4 NER, 7 MER. He has coordinated several division meets and has given many clinics on a wide variety of subjects for both the GSD and the STD. Modeling experience in HO: Aside from performing much of the construction at The Model Railroad Club, he has been constructing a 20' x 40' 1930 era railroad at home. This railroad features handlaid track and scratchbuilt and craftsman type structures. Construction will start shortly on an HO_{n3} branch line to haul coal. N scale: Has constructed a set of corner modules and acts as the New Jersey N TRAK coordinator. Currently constructing a 4 foot N TRAJ switching module.

Northern New England - Douglas Handy, Springfield, VT -- Born at and lifelong resident of Springfield, Northeastern University, BSME, 1943. Studied electronics at University of Houston. Served two years with the U.S. Navy as an Electronic Technician with active service on a destroyer in the Pacific. Employed for 37 years at Jones & Lamson/Texttron, Waterbury Farrel Division of Texttron, Inc., currently as Manager of Pricing. Joined the NMRA and NER in 1962; Life Member of both, as well as of the HUB Division. Also a member of the Alouette, Maritime and Little Rhody Divisions. Served as Ballot Chairman of the NER and has been Secretary of the NER-BOD for the last seven years. Current director representing Maine, New Hampshire, and Vermont. Railroad interests also include membership in the Train Collectors Association and Lionel Collectors Club of America as well as Life Membership in Steamtown Foundation. Married; three grown daughters. Has been active member of Veterans of Foreign Wars, American Legion, Loyal Order of the Moose, Precision Valley Bowling Association, several Masonic lodges, Crown Point Country Club, Society of Manufacturing Engineers, and the J&L Management Club

Massachusetts Richard Towle, Manchester, MA -----

((Biographical material not received by August 4 delivery to printer.))

SCRATCHBUILDER'S CORNER

by DAVE MESSER

SCRATCHBUILDING MATERIALS

The information presented below is intended to serve as a guide for building a basic inventory of materials and parts for scratchbuilding. It is by no means exhaustive. It is obviously impossible to satisfy everyone's requirements or to anticipate the needs for every modeling project, but it should serve as a general outline. Sizes, where mentioned, are oriented toward the smaller scales; for larger scales use correspondingly larger sizes.

In practice, it is suggested that a modeler start out with a basic inventory, including those items needed for a specific project. As materials are used up, keep a list of needs and then order replacements plus a few additional items. In this way a larger assortment is obtained with the cost spread over a period of time.

Stripwood (Northeastern, Model Hobbies)
1/32, 1/16, 3/32, 1/8" square plus each size x 1/32"
Structural Shapes (Northeastern, Plastruct)
Angles, tees, channels, columns, I-beams

Carbody Parts (Northeastern)

Roof, floor, and end stock; centersills, roofwalk, bolsters

Sheet Stock

Basswood - plain, scribed, clapboard, capped (Northeastern)

Cardstock - plain: 2, 3, 4-ply (Strathmore)
embossed: brick, stone; steel plate, ribbed copper, corrugated (foil laminates) (SS Ltd)

Building papers - brick, shingle, stones (Walthers, Model Hobbies)

Styrene - plain: .010, .015, .020" opaque (Kemtron)
embossed: brick, fieldstone, concrete block (Holgate & Reynolds)

Acetate - .010, .015" clear (for windows)

Metal Stock

Brass the most workable; available in sheet and bar stock, structural shapes, square and round tubing, round spring wire. Flat steel spring wire also useful.

Detail Parts

Structures - windows and doors, exterior and interior detail parts (A-W, Grandt Line, SS Ltd, Timberline, etc.)

Cars - body components and exterior and interior detail parts (metal and plastic), trucks, couplers, etc. (several manufacturers)

Locomotives - detail parts (metal and plastic) (Kemtron, Cal-Scale)

Miscellaneous

Shingle strip, corrugated aluminum (Campbell)

Wood sheet shingles (SS Ltd)

The
NUTMEG
DIVISION
invites you
to attend:

WETHERSFIELD CONVENTION OCTOBER 17-19

The Wethersfield Convention will offer more for your enjoyment than you can imagine in just two and a half days!

Beginning Friday afternoon there will be four or more layouts for viewing. In addition you will find clinics including (what we believe to be) the "East Coast premiere" of a clinic on Command Control/Electronics by Russell Larson, Editor of Model Railroader, and (primarily but not exclusively for the Railettes) one on Handwriting Analysis.

On Saturday there will be additional clinics (see listing on page 9), a white elephant table, operating model railroads, and continued registration and hospitality.

The Fantrip will be the best in a long time (see page 9), with boat steam train and riverboat rides.

Banquet speaker will be Russ Larson.

AND MORE!

the
**Valley
Railroad**

NER ROOM RESERVATION

One night's advance deposit must accompany reservation and be received by October 1, 1980.

Cancellation deadline for deposit refund is October 10.

Make check payable to RAMADA INN.

Mail to: Ramada Inn
1330 Silas Deane Highway
Wethersfield, CT 06109

Use form on other side to register for room.

NER CONVENTION REGISTRATION

Advance registrations should be postmarked no later than October 10.

Make check payable to NER CONVENTIONS.

Mail to: Irwin F. B. Lloyd
44 Lincoln Drive
Glastonbury, CT 06033

Use form on other side to register for convention.

ALL ABOARD!
THE
Steam Train
and
Riverboat

The Ramada Inn is located at 1330 Silas Deane Highway, Wethersfield, CT 06109. This is in the northwest quadrant of Exit 24 off Interstate 91 (inter-section with State Route 99).

The telephone number is (203) 563-2311.

A large shopping center is across the road from the Inn. Several dozen eating places are within a short drive from the Inn, and several are within walking distance.

Connecticut Transit provides weekday bus service from in front of the Inn.

Schedule

FRIDAY, OCTOBER 17

Registration and Hospitality, 3-5, 7-9 p. m.

Open Layouts, 3-5, 7-9 p. m.

Frank McMillan
Harold Horner
Don Clerc

(If you plan to visit one or more of these layouts before arriving to register and you need directions, send a long SSAE to Brian Whiton, 94 & 96 Spring Street, Windsor Locks, CT 06096, and he will mail directions to you.)

Operating Modular Displays (Nutmeg Division)

Valley Hobbies pike
Three Clinics
Contest Registration

SATURDAY, OCTOBER 18

Registration and Hospitality, 9 a. m. - noon

Operating Displays

Six Clinics

Model and Photo Contests

Fantrip behind steam on the Valley Railroad, with one hour boat ride and lunch included

White Elephant (No auction)

Happy Hour, 7 p. m.

Banquet, 7:45

Program, with Russell Larson as guest speaker

SUNDAY, OCTOBER 19

Open Layouts, 11 a. m. - 3 p. m.

NER Business Meeting (Time to be announced)

Time for local sight-seeing

Sightseeing

Before, during, and after the Convention you may want to do some sight-seeing. Both the AAA Tour Book including Connecticut and the Connecticut Official Map (We will hope to have copies at the Convention) have a variety of suggestions. These

NER CONVENTION REGISTRATION

October 17-19, 1980

Name: _____
Street: _____
City: _____
State: _____ Zip: _____

NOTE: Fees listed are per person.

	Number	x Fee	= Total
Advance Package (registration, fantrip*, banquet)	_____	x \$33	= _____
Advance Package for accompanying spouse, children 12 and older	_____	x \$30	= _____
Advance Package for accompanying children under 12	_____	x \$28	= _____
At-door Package (registration, fantrip*, banquet)	_____	x \$38	= _____
Registration only	_____	x \$4	= _____
Fantrip* only	_____	x \$19	= _____
Banquet only	_____	x \$15	= _____
*Fantrip price includes lunch.			
TOTAL (check enclosed)	_____		= _____

For banquet reservations (including those in packages), please indicate how many of each:

_____ Roast beef
_____ Baked stuffed shrimp

NORTHEAST REGION, NATIONAL MODEL RAILROAD ASSOCIATION, ROOM RESERVATION

Date of check-in: _____
Date of check-out: _____ (by 12 noon)

Name: _____
Street: _____
City: _____
State: _____ Zip: _____

1 Room, 1 Bed _____
1 Room, 2 Beds _____ (4th floor only)
2 Rooms, 1 Bed _____
2 Rooms, 2 Beds _____ (4th floor only)
Thermasol Steam Room _____

Arrival time: _____

\$28 - 1 person
\$36 - 2 persons
\$3 - extra person
\$3 - extra Thermasol Room

Children under 18 years of age in room with parents are free.

include: Wethersfield (various historic homes), Hartford (Old State House, State Capitol, Bushnell Park Carousel, Harriet Beecher Stowe House, Mark Twain House, Civic Center with its many shops), East Granby (Newgate Prison), Rocky Hill (Dinosaur Park, River Ferry), Windsor Locks (Bradley Air Museum), Warehouse Point (Connecticut Electric Railway Trolley Museum, Fire Museum), East Haven (Branford Trolley Museum), and of course Essex (Valley Railroad, River Boat).

Contests

Pre-Registration, Friday, 7-9 p. m. (You may then take your entry with you and bring it back the next morning, or you may leave it overnight in the locker contest room.)

Registration, Saturday, 9-11 a. m.

Inspection, Saturday, 7:00 - 7:45 p. m.

Clinics

FRIDAY, OCTOBER 17

Command Control/Electronics - Russ Larson
New England Model Railroads - Ted Bossert
Handwriting Analysis -

SATURDAY, OCTOBER 18

Modeling the B & M - Don Clerc
Tree Making - R. Gabler
Prototype Track - Joe King
Computers & Model Railroads -
Building the Clinchfield - Model Railroader
Track Debugging - Brian Whiton

Banquet

Menu at the Banquet will include:

Fruit Cup
Tossed Salad (choice of House or Russian Dressing)
Baked Stuffed Shrimp
or
Prime Rib of Beef Au Jus
Baked Potato
Baby Belgian Carrots
Icecream Pie with Strawberry Sauce
Beverage

After dinner program will include presentation of awards and installation of NER officers.

Speaker will be Russell Larson, since the September, 1977, issue the Editor of Model Railroader.

Layouts

Open layouts (including those of Hartford Workshop members) will be a highlight of the convention. Here are some scenes from the Vermont Midland Railway of Brian C. Whiton.



Fantrip

Our offering includes steam train, special added-on historic trackage, boat ride, open shop facilities, complete transportation, lunch, and - God willing - a fantastic Fall foliage show.

We will bus down to the Essex R. R. Depot along the abandoned line of the old Connecticut Valley R. R., mostly overgrown and yet still with some very pretty picture views. At Essex we will be welcomed by some of the most dedicated people in the world, the restorers of the Valley R. R. Company. They have their own depot, vintage 1915 grill car, engine house, a complete and attractive gift shop, and equipment, equipment and more equipment. Here, with your convention badge on, you are somebody special.

The rail trip is live steam, and this includes coaches, parlor car, and open gondola with seating. The normal ride is to Deep River, Chester, Castle View, and back. But for us only we will have use of the line also from Old Saybrook to Essex. No passengers

here since 1930. And steam yet!

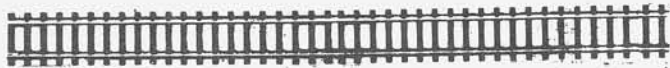
In the middle of our trip we will board the Viking Riverboat and cruise the old steamboat channel. Just relax, enjoy the complete refreshment stand aboard - soda, snacks, and even beer. Or sit back and soak up one of our National Waterway Parks. Already reputed to be one of our country's better views, imagine what it will be like if we hit the Fall foliage on time. But Fall or not, it's beautiful.

Then back to Deep River Depot and dock and continue our own steam-driven ride. It's all one big beautiful package. Transportation, and lunch, and special accommodations, extra trackage, riverboat cruise, and and much more. A beautiful afternoon, for the modeler, the R. R. buff, for the whole family.

Our two Coupler advertisers from the Greater Hartford area will be participating in the Fall Convention. Valley Hobbies will have its new store pike on display. The Train Exchange will be having activities observing the move across the street to much larger quarters (Details at the Convention).



Railroadiana



RAILROAD PATHFINDER

It was in 1878 that the legendary Jim Hill acquired the St. Paul & Pacific Railroad, a struggling Minnesota line, for the munificent sum of \$100,000.

"Hill's Folly" people called it, when he announced that he was changing the name to Great Northern, with the objective of building a transcontinental line straight through to Puget Sound. But as the ribbon of steel advanced inexorably across the Plains, 3 to 7 miles a day, 1,175 miles during the year, the project commenced to assume more respectful attention.

Hill received no government grants of the type given to the other transcontinentals. As a matter of fact, he even had to purchase rights of way from the government at times.

The land was completely empty except for the Indians, but it did not remain that way very long. Hill advertised extensively in Northern Europe, and his trains brought immigrants by the thousands to settle the new land. He helped them to homestead, hauled them for only a few dollars, and financed their early requirements. It paid off, because these new settlers patronized the railroad to which they owed so much.

Arriving at Havre in central Montana, progress was stopped by the barrier of the "Shining Mountains" ahead. Rising precipitously into the sky, there seemed to be no way for a railroad to penetrate. Seeking someone who was equal to the task, Hill's attention was called to John F. Stevens, a young native of Maine. Having been successful in locating a right of way through the Rockies for the Canadian Pacific, he appeared to have all the necessary qualifications for doing the same thing again in Montana,

Time was pressing, and Hill was not the type of man to brook delay to the execution of his plans once he had decided upon their general features. "We do not care enough for the Rocky Mountain scenery to spend a large sum of money in developing it", were Hill's instructions to his new engineer. "What we want is the best possible line, the shortest distance, and the least curvature between the points to be covered."

Stevens started his search for the legendary but unknown mountain pass to the west at Fort Assiniboine in November, 1889. He was equipped with little besides a mule team, a covered wagon, a driver, and a horse. Battling blizzards all the way, they arrived at the Blackfoot Indian reservation and commenced to make inquiries about the mystic pass that was reputed to lie beyond the Indian lands. But no native would leave his winter quarters at that time of the year to defy the evil spirit which lurked in the mountains.

Stevens and his driver kept going until the snow drifts brought the team to a halt. Establishing a base camp, they went on by snowshoe, carrying only food and blankets. Finding what appeared to be a pass, they followed it to its end in a sheer mountain wall. Trying another, it too petered out. His companion refused to continue, and Stevens went on by himself to explore a different route. Much to his surprise, he soon found himself on a low summit of the Continental Divide, looking down onto the Western face of the Rockies. On December 11, 1889, Stevens had found the legendary Marias Pass, the lowest of the transcontinental crossings.

Travelers on the Great Northern can today see the monument and statue of John F. Stevens, who would not let a little thing like a winter blizzard interfere with railroad destiny.

--Stan Bradley

BALLOT

Remove entire page, fold as instructed on next page, mail so that ballot is postmarked no later than September 1.

PRESIDENT

DAVID W. MESSER----- ()
WRITE-IN----- ()

Long Island & New York City

JOHN A. MACINTOSH*----- ()
WRITE-IN----- ()

Massachusetts

RICHARD TOWLE----- ()
WRITE-IN----- ()

New Jersey

RICHARD C. LAUBE----- ()
WRITE-IN----- ()

New York State (except Long Island & New York City)

WILLIAM MISCHLER----- ()
WRITE-IN----- ()

Northern New England

DOUGLAS HANDY*----- ()
WRITE-IN----- ()

* Incumbent

VICE-PRESIDENT

WILLIAM S. PARKER----- ()
WRITE-IN----- ()

DIRECTORS Vote only for your area director (one vote). More than one vote voids ballot.

Canada

DENIS FORTIER*----- ()
WRITE-IN----- ()

Connecticut - Rhode Island

CHARLES BETTINGER*----- ()
WRITE-IN----- ()

REMOVE & MAIL ENTIRE PAGE * REMOVE & MAIL ENTIRE PAGE * REMOVE & MAIL ENTIRE PAGE

MEMO

From the
OFFICE
MANAGER

In May of this year the NER membership records were transcribed from a card file to a computer file. In the following two months, this file was very carefully checked and cross-checked. I believe we have weeded out our mistakes, and I know we have rectified some errors in the old file. However, any time a file is copied it is always possible that new errors will be introduced.

Therefore, will you please take a close look at the label on this issue? If there is any important error on the label, please let me know. The Office Manager's address is listed under "NER Brass" on page 2.

Now I know that if you are reading this, the address can't be all that bad. It is up to you to judge whether it's worth a 15¢ stamp to get a change made. The Post Office and its carriers are often very tolerant

of address errors, but - at least in the USA - their policy is not to make the extra effort. If your present letter carrier were replaced by a stranger, would you still get the Coupler? There are cases where the PO correctly delivers not only mail with the wrong zip code (but correct city name) but also mail with the wrong city name (but correct zip code). How they do that escapes me, but I wouldn't count on it continuing indefinitely.

If your label seems overly abbreviated, please bear with us. Our design is for a label with not more than four lines, and each line is limited to 22 characters. In the few cases where we have abbreviated city names, those abbreviations are as recommended by the Post Office.

For those of you whose membership expires on 12/31/80 (check your membership card), the easiest way to renew is to see me on Saturday morning, October 18, at the Fall Convention, I'll have a table set up where you can find me. I can process your renewal most quickly if you bring your old membership card with you (and trade it in), but it's not necessary. Even if you don't need to renew, stop by and say hello.

--Rod

Tape or staple

Pass Exchange



RESULTS

RICK-ANN RAILWAY CO.

Fred & Judie Coleman
21 Howe Street
Ipswich, MA 01938

DISPLAY ADS: The prices below are for one year (4 issues) and include typesetting by our printer of a typical ad. Prices of ads with special requirements (such as photos) will be somewhat higher.

Column inches	Rate
1	\$21
2	\$33
3	\$45
4	\$57
5 (1/4 page)	\$66
10 (1/2 page)	\$120
20 (full page)	\$225

Send your request for Pass Exchange listing to Jack Neary, 1900 58th Ave., N., Apt. S-27, St. Petersburg, FL 33714. 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.**

-Second Fold-

FROM

Name
NER#
Street
City
State/Province

Code

PLACE
STAMP
HERE



TO: **BALLOT COMMITTEE**
79 HEMENWAY ROAD
FRAMINGHAM, MA 01701

Ballot must be postmarked
no later than September 30!

-First Fold-

Members

The Northeastern Region welcomes the following new members (list of July 17):

NEW LIFE MEMBER

Michael S. Kenniston, Stanford, CA

Connecticut

Peter R. Bjornberg, Niantic

Massachusetts

Devens & Harvard MRR Club, Groton
Michael C. Murphy, Beverly

New Hampshire

Theodore O. Hesse, Kingston

New Jersey

Richard J. Ross, Bergenfield

New York

S. Perry Jenkins, Southampton
Joseph L. Weber, New York

Vermont

Winooski Valley MRR Club, Barre

Quebec

Louis D. Lagueux, Ste-Foy

The NER records with sorrow the death of the following:

Dr. C. Elwood Parker, Jr., Marblehead, MA,
January 14, 1980

Marco N. Psarakis, South Kent, CT

Allan R. Catheron, Concord, MA, June 16, 1980

SOOT & CINDERS

by RICHARD M. HANSCHKA

Oil supplies are running down now. Back in 1880 wood was in much shorter supply than is available now. Wood had to be cut and moved to the rail lines, and so new engines were built to burn coal which was easier to collect in quantity needed for transportation.

Maine Central #14 and #65 show coal tender and smoke stack design. However, note the link and pin draw bar on the pilot. Locos of this era had a slotted rear coupler which could accept a link or Janney coupler.

At this time the fireman was called a tallow pot as it was put into the valve lubricators. He also kept his charge polished and clean unlike so many models we see. If it had mud, dirt, and soot on it, the loco was just off a run, and the fireman would be fired if he kept it that way. Incidentally, the engineer took pride in his charge also as he was responsible for it.

Many engineers had whistles that would play a favorite melody like the hymn Amazing Grace. My father was a machinist, and the men wanted the cylinders bored to produce six or seven different notes, and the engineer's touch changed the octaves. The sounds were like a signature which identified the engineer. Some of them played the whistle like a caliope (steam organ) as used to be on steam ships.

The clean simple lines of the two engines pictured should help produce models from available parts rather easily.

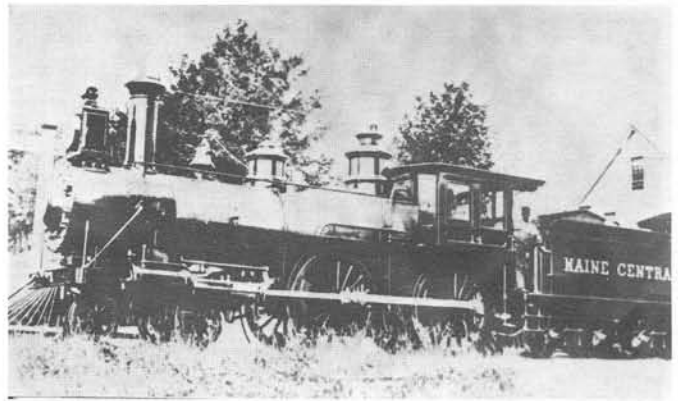
Stolen !

Twenty-seven locomotives were recently stolen from Alois Sottong of Long Island, NY. If you see any marked "Central Long Island", please notify the Office Manager so that he may pass the information on to Alois.

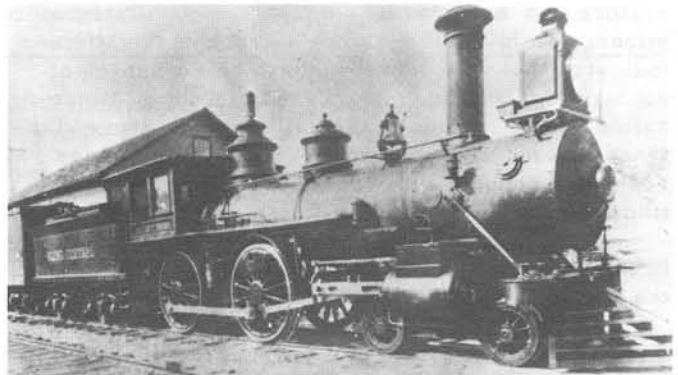
Although Alois did not say so directly, it would seem likely that the thieves struck while he was attending or attending to his wife's funeral. It has been reported there are such ghouls who read the obituary notices as a means of locating unattended homes.

How can such a theft be prevented? I assume most families would want a death notice published in the newspaper. Then perhaps it's up to a friend of the family to cover the premises during the critical hours. It's a thought which had not occurred to me before, but which I will remember the next time there is a death in one of my friends' families.

--R. R. Brown



Maine Central #14. 4-4-0. Built Portland Company Works 1886, Shop #592. First day on road Portland, Maine, June, 1886. 17"x24" cylinder. 68" drivers. Engineer, Tom Money; fireman, Joe Cook.



Maine Central #65. 4-4-0. Built Portland Company Works June, 1879, Shop #352. Bangor, Maine, July, 1881. 16"x24" cylinder. 61" drivers. Engineer, C. Brackett; fireman, D. Newell; conductor, L. Pierce.

MEMBERSHIP APPLICATION (NER)

Please fill out and return to:

R. Roderick Brown, Office Manager
79 Hemenway Road
Framingham, MA 01701

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 ?



Progress was a bit stalled out on the Vermont Midland a while back, and some real planning was necessary to get things going again. This column in the next few issues will tell that story just as it happened and throw out some other thoughts as well for your consideration.

The first thing that had to happen on the Midland to restore fun and progress was to improve train operations. An in-depth look at the track of the Midland indicated that what was thought to be a good job of construction was in truth in need of a lot of minor refinements. A look at the rolling stock proved the track was not always at fault. Next, some image reshaping coupled with some planning of train operations injected some fun.

In this issue we will begin to tell the story of refining the track.

Turnouts are the single greatest source of trouble in track and have a broad range of problems, so let us look at them first.

Early on, it became obvious that some of the turnouts on the Midland were just too sharp. Through sidings and yard ladders in some places had been installed with #4 turnouts. Backing moves through

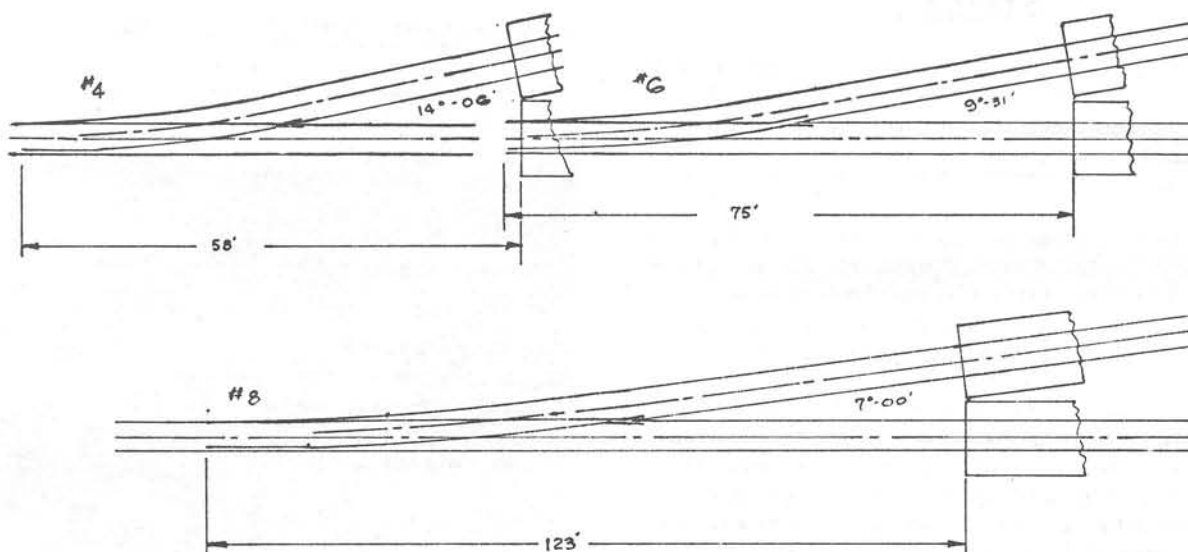
these areas were asking too much of the equipment. Most problems were caused by excessive need for coupler swing. Where these problems had occurred every effort was made to replace the offending turnout with a #6 without causing too much trouble on adjacent tracks. As can be seen from the accompanying sketch, the greater the frog number, the lesser the frog angle is and the greater the space required to install the turnout. If you change the turnouts at both ends of a passing siding, you could lose three car lengths of capacity. This loss has to be compared against the gain in operating reliability.

A second source of trouble came from having too short a distance of straight or tangent track between opposite curving turnouts. Worse yet, at some points there was a point of reverse curvature. Opposite thrust on the couplers at such points could throw even the best cars to the ground. Although more difficult to change, some of these areas had to have at least half a car length of straight track installed.

In case you are wondering what that frog number means, it is the ratio of the length or run along the track to the spread of the rails at the frog. Your NMRA standards book will explain in further detail. See pages 21 through 44 for help with turnouts.

Please consider these problems and the remedies used on the Midland. Look over your own layout and see if you can eliminate any operating hazards using what you have learned.

Next issue will deal with the two most critical areas of the turnout, points and frogs. You'll see how the Midland boys trouble shoot a bum turnout.



RAILFUN

--Tom Shaffer



AND I AM GOING TO HAVE ONLY TWO MINUTES TO GET MY SUITCASE AND DETRAIN.

O-MEN

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Willis Hobbies & Crafts

Mineola, LI, NY

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O Scale News, 48/Ft.

6514 N. 11th St.

Philadelphia, PA 19126

PIKES

CONNECTICUT & OHIO RAILROAD: "O" Scale
George L. Muller
74 Virginia Drive
Middletown, Connecticut 06457
(203) 347-3020

Pike ads are 5 typewritten lines and cost \$12 for one year (4 issues). Copy should be sent to the Editor.

The Train Exchange

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The "Undecorated Railroad" — In stock: All the undecorated locos and cars from Athearn, Model Die Casting, Silver Streak and Ulrich. AND all the accessories to customize your locos and cars.

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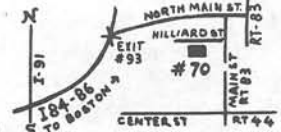
The area's largest model railroad operates for the public the 1st, 3rd and 5th Sundays between 3 and 4 p.m.



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The Train Exchange

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ON THE SCHEDULE

NORTHEASTERN REGION

October 17-19, NER FALL CONVENTION, Ramada Inn, 1330 Silas Deane Highway, Wethersfield, CT (Tom Hayes, 10 Wilcox, Wethersfield, CT 06109. 203-529-7986).

NER DIVISIONS

Saturday, September 27, SUNRISE TRAIL DIVISION MODEL RAILROAD MEET, St. David's Church, Massapequa, NY, 1:00 p.m. - 5:00 p.m. Live clinics, slides, models, photos, contests, and a special switching contest (Albert Waltien, 38-23 212th Street, Bayside, NY 11360. 212-423-6036, after 6:00 p.m.).

Saturday, November 1, HUB DIVISION ANNUAL FALL SHOW, Minuteman Regional Vocational Technical High School, Marrett Road (Rt 2A), Lexington, MA, 10 a.m. - 5 p.m. \$1.25/.50; \$3.50 family maximum. (SSAE to G. E. Owens, 238 Sudbury Street, Marlborough, MA 01752)

Saturday, November 8, SEACOAST DIVISION FALL SHOW, Holiday Inn, Auburn, ME (Warren Chase,

37 McArthur Avenue, Lewiston, ME 04240). See "From the Divisions".

Sunday, November 16, NUTMEG DIVISION TRAIN SHOW, Elks' Hall, 2110 Silas Deane Highway, Rocky Hill, CT (Ted Ritter, 42 Sunset Terrace, Vernon, CT. 203-872-0331).

OTHER

Saturday, September 13, TRACKMEET! (sponsored by North Shore Railroad Club, Inc.), Americal Civic Center, Wakefield, MA, 10 a.m. - 5 p.m. Adults \$1.25; children 5-12 \$.50; senior citizens, children under 5 free; family rate \$3. (Trackmeet!, 8 Minerva Street, Swampscott, MA 01907)

Sunday, November 2, PATCHOGUE MODEL RAILROAD ENGINEER MEET AND SHOW, Patchogue K. of C., 9 Railroad Avenue, Patchogue, Long Island, NY, 10 a.m. - 4 p.m. Adults \$1.50; kids under 12 with adults free; teens and senior citizens \$.50; table \$7. (Don Stiles, 24 Franklin Street, Brentwood, NY 11717. 516-273-1086)

Sunday, November 9, CAPE COD MODEL RAILROAD CLUB ANNUAL OPEN HOUSE, Club's baggage car on siding just off Rt 149 near junction of Rt 6A, West Barnstable, MA, noon - 5 p.m. Donation requested: \$1 each; \$2 per family. (Bill Belcher, 129 Great Western Road, South Yarmouth, MA 02664. 617-394-1459)

NER Office Manager

79 Hemenway Road
Framingham, MA 01701



FIRST CLASS MAIL

Robert Strobel
1203 89th St
N Bergen NJ 07047

