



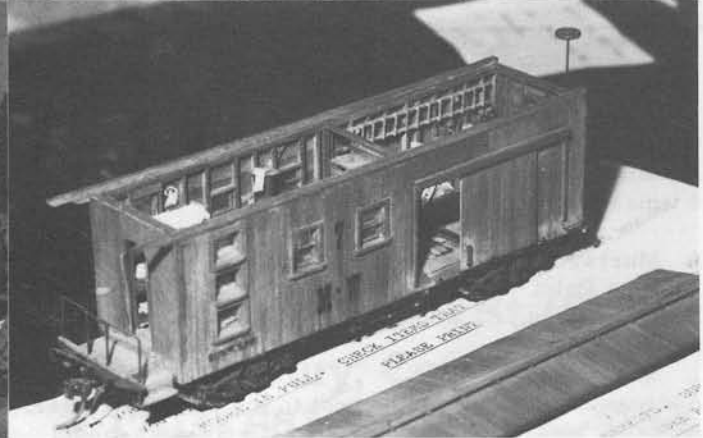
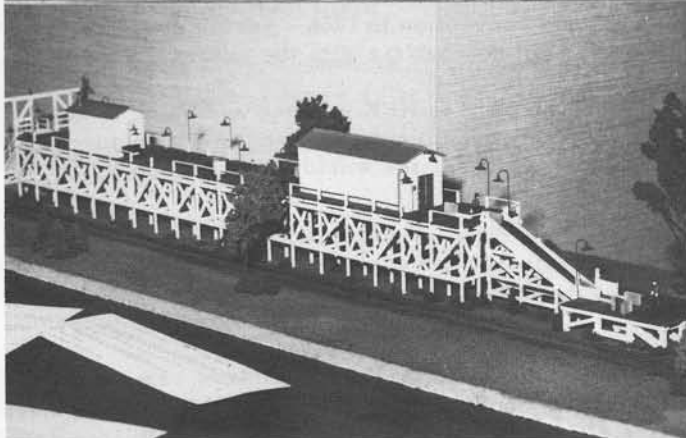
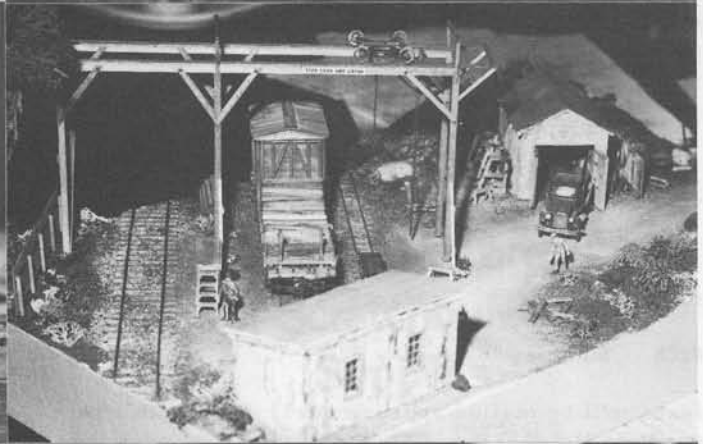
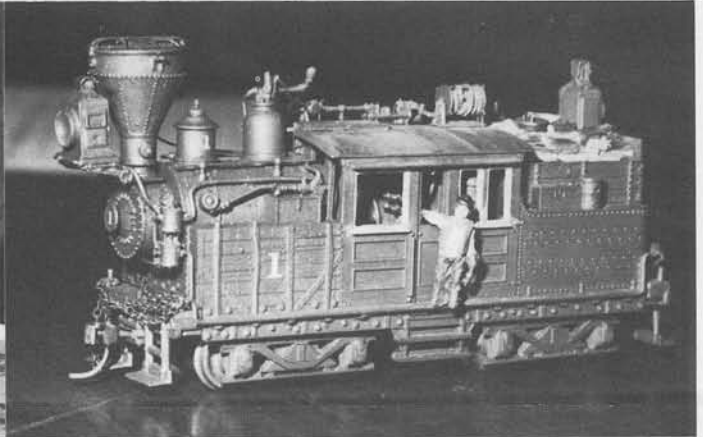
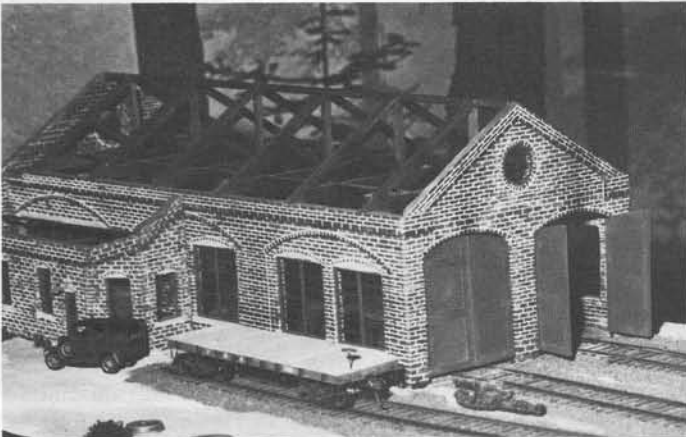
# NER

NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

# COUPLER

Winter '80

## WETHERSFIELD WINNERS





# NER BRASS



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## DEADLINES

#127 Spring '81 March 13  
#128 Summer '81 May 29

Issue will be mailed approximately one month after  
deadline listed.

## NER COUPLER

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

## PRESIDENT'S COLUMN



WETHERSFIELD: Fred Driscoll (left) turns over NER  
Presidency to Dave Messer (right). Photo: George  
Wheeler.

I would like to repeat, for the entire membership  
of the NER, my comments expressed at the Fall  
Convention in Wethersfield. As I indicated, I do  
appreciate your support both over the years and  
in the recent election. I look forward to working  
with you in the future and to receiving your com-  
ments and suggestions to improve the Region,  
both directly and through your Area Directors.  
NER is fortunate in having such a dedicated and  
experienced group to guide the operations of the  
Region. It is a great source of satisfaction and  
pride to know that this crew is "on board" and  
working to serve you toward better enjoyment of  
the hobby.

It appears that the upcoming period will be an ex-  
citing one in the hobby as a whole and in the NMRA.  
As Russ Larson indicated in Wethersfield, new  
technologies particularly are being applied for  
our experimentation and enjoyment. And as NMRA  
President Heube Heubenthal pointed out, the  
national organization - moving toward its 50th  
anniversary in 1985 - is already embarked on a  
variety of programs to make it function more  
effectively and to provide more and better member  
services, both directly and to the hobby in general.  
NER will celebrate its 35th anniversary in 1981  
and looks forward to starting preparations for the  
national convention in 1986 - seemingly a long time  
away, but not that far with the job to be done.

I look forward to NER growing and being an in-  
creasingly dynamic region for the continuing en-  
joyment of, yes, the world's greatest hobby.

--Dave Messer



COVER: Some of the winning models at the Wethers-  
field Convention. See also pages 6-7. Photos:  
George Wheeler.

# SOOT & CINDERS

by RICHARD M. HANSCHKA

Doodlebugs or gas electrics preceded the time of RDC's. They operated on light traffic lines as here on the Moodna Viaduct (Graham Line) which primarily was a freight line. On a map the town of Washingtonville, NY, is nearby.

These units were often rebuilt from existing equipment during the depression era when new power was needed but could not be justified in steam because of a low return on investment. At this point the Erie wanted to keep passenger traffic, albeit only local farmers, and LCL freight or perhaps a few mail bags.

The long viaduct looks like something from an old Gilbert Erector set and was built to avoid prevailing grades which required added pushers on coal trains.

The baggage master often would open the doors in warm Summer weather, and of course prior to air conditioning windows could be opened to enjoy taking photos and listening to the chant of the engine exhaust. There was no problem with soot or cinders flying when riding a doodlebug.



## Pass Exchange

HEMPSTED ATLANTIC CENTRAL

Peter G. Hess  
P. O. Box 648  
Killingworth, CT 06417

Send your request for Pass Exchange listing to Jack Neary, 5970 80th St. North, Apt. #207, St. Petersburg, FL 33709. 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.

### Special Photo

#### Contest Announced

In conjunction with the Spring Convention, a special photo contest on "Winter Railroading" will be held.

Basic requirements are that any entries must have a Winter theme and be either 5" x 7" or larger. We will have two separate categories, Model or Prototype, and separate prizes for Black and White and Color.

Judging will be by ballots cast by the convention attendees, and special prizes will be awarded.

--Dick Towle



WETHERSFIELD: NMRA President R. H. "Huebe" Huebenthal (left), Model Railroader Editor Russ Larson (center), and Wethersfield Convention Chairman Tom Hayes. Photos: George Wheeler.

# SCRATCHBUILDER'S

COMMAND

by DAVE MESSER

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

## MATERIAL SELECTION

The tabulation given below is a general guide for the selection of modeling materials based on the following considerations: (1) Closeness to prototype appearance in scale size and surface texture, (2) Ease of modeling, (3) Durability, and (4) Cost. Although there are some standards, material selection is seldom a matter of right or wrong, and personal preference certainly plays a part. As in all areas of modeling, and scratch-building in particular, the important thing is that the modeler should be willing to experiment with different material (and methods) on his own, as well as trying out those introduced by others.

Note: Only single materials are covered; combinations will be discussed later under fabrication techniques.

Wood: basswood (siding: : 1/16" - scribed wood; : 1/16" - individual strips), styrene, cardstock

Sheet metal: styrene (sheet or molded), metal (sheet brass or aluminum), basswood (sand and seal), plain cardstock (Strathmore - use sealer) or foil laminate

Cast metal: metal casting, plastic casting, styrene or basswood (built-up)

Drawn metal (pipe, etc.): spring wire (brass or steel) for smaller sizes, brass or plastic or solid wood for larger sizes

Metal structural shapes: basswood shapes (sand and seal), brass shapes (good cross-section, but harder to work), plastic (ABS) shapes (better for larger scales due to thick cross-section)

Concrete: basswood (embossed), plaster (cast), cardstock or styrene

Masonry: plastic (vacuum-formed or molded), cardstock (embossed or pieced), plaster (carved or cast), wood (embossed or carved), paper (printed for artificial masonry)

Roofing: Oxide paper (finest grades for tarpaper, medium to coarse grades for stones), scribed foil or embossed foil laminate for corrugated roofing and siding, capped sheetwood for sheet metal roofing

(For each prototype material, model materials are listed in order of preference.)

---

NER MEMBERSHIP APPLICATION (Mail to R. Roderick Brown, 79 Hemenway Road, Framingham, MA 01701). \$5 for 2 yrs; \$10 for 5 yrs.

NAME

STREET & NUMBER

CITY

STATE

ZIP

## Clinics



Here is a sampling of material presented at the clinics at the Fall Convention at Wethersfield.

COMMAND CONTROL - Russ Larson, Keith Gutierrez, Richard Kamm, and H. Denny Taylor

Friday night more than 100 persons gathered to hear a state-of-the-art presentation about command control for model railroads.

Model Railroader Editor Russ Larson, with MR author Keith Gutierrez, and command control innovators Richard Kamm and H. Denny Taylor described the concept, compared the various available systems, and showed (sometimes with X-ray slides) installation options.

While each of the four approached the subject from the distinctive perspective of his own experience, the result was a thorough and well-coordinated presentation.

Most of the presently available systems were up front for hands-on examination and demonstration - and there was lots of time for questions. The quartet followed-up with a "gab session" Saturday afternoon.

As promised, a "Super Clinic"!

--Murray Goodwin

GRAPHOANALYSIS - Georgette Farley

The wives attending the convention had a treat in store for them on Friday evening. Georgette Farley, a registered graphoanalyst, spoke to the group on the science of analyzing handwriting.

She told us how she became interested in the subject, how she had gone about studying, about her six years of internship, and many personal experiences she has had. She also told us about the important place that graphoanalysis has in the business world, as well as in rehabilitating criminals and helping those with emotional and family problems. She is currently President of the Connecticut Chapter of Graphoanalysts.

She had everyone write a sentence and pointed out some basic characteristics of emotion, attitude, and character in the different strokes used in writing. Many in the group were amazed and intrigued when their own traits appeared in their handwriting!

Most of the wives lingered afterwards to speak with her personally. It was a truly memorable evening!

--Nancy Goodwin



In the last issue we discussed the operational hazards of sharp turnouts and reverse curvature due to turnouts placed too close to each other. In this issue we will look at the internal aspects of the turnout and learn how to debug one of the little devils.

If I were to name the most common problem in turnouts, I would say points. Not as you thought, however, for the sharpness of the point is a minor consideration when the fit of the point against the stock rail is good.

Please take a good look at a prototype turnout. If you look closely at the point, you will note that its good fit with the curving stock rail is because the term curving stock rail is a lie. It's not curved where the point meets it. It is kinked. There is a reason for this. Forging a radius on the point rail would be difficult and unnecessary. The wheels of a passing train will follow the outside of a curve, and no matter how you look at it the point rail of the switch is straight on that side. If the track is to remain in gauge, the same angle has to be bent into the curving stock rail where it meets the point. As you can see in Figure A as compared to Figure B, the wheels of a passing train cannot pick the point of a rail that is properly shaped and mated.

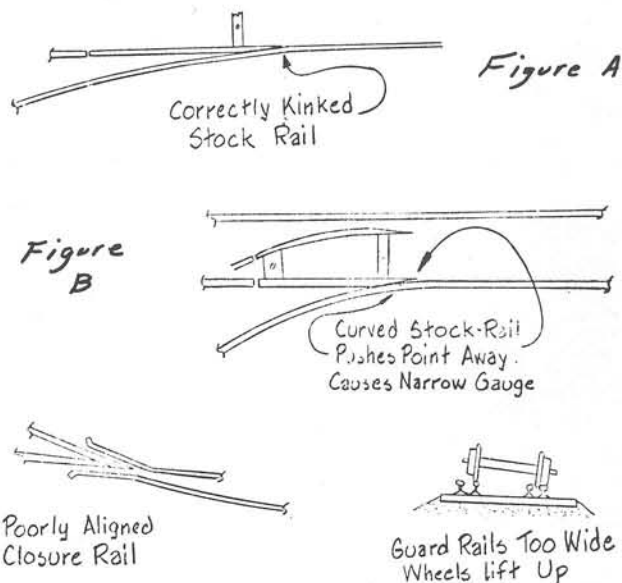
Chances are that by taking your needle nose pliers and opening them slightly then inserting the nose nearest you between the curving stock rail and the point rail of an offending turnout, then placing the nose farthest from you at a point about 1/16 of an inch away from the tip of the point rail and outside the stock rail, you can twist a bit and apply the kink the manufacturer left out. Now check the fit of the point rail in the curving stock rail and readjust if necessary. Lastly, check the gauge of the rails. It should be much improved.

Let's move on to the frog. At this point there are two problems which most often offend. The most common is the alignment of the running face of the rail beyond the frog point with the closure rail leading into that point. If they do not align, the guard rail has to work twice as hard to allow free passage of the wheels. This problem is harder to adjust, as it usually requires softening the solder in the frog area and moving the closure rail and frog assembly into proper alignment. Fortunately, most commercial cast plastic frogs are not out of alignment. You hand-layers are the most common source of this type of problem. Some switch kits where the frog comes assembled to the closure rails can also have such troubles.

The second most common problem in frogs is the guard rails. The function of the guard rail is to pick up the inside face of the outside wheel and draw the wheels away from the point of the frog or inside to the curve. In that manner the wheels cannot strike the point of the frog and derail. If you look closely at that turnout again, you will note that the closure rail is bent parallel to the frog rail so as to make a guard rail at that point too. If the contact faces of these two guard rails are too wide the wheels will lift up when passing. If the outside wheel remains down the inside wheel will raise up and the only effect will be an unsightly bumping of the cars in the turnout. If the opposite is true, the down wheel being against the frog point will probably pick it and derail.

To cure this problem, warm and soften the solder holding the outside guard rail and move that rail into the gauge a bit. This will allow the wheels to ride correctly through the frog area. More than one attempt at adjustment will probably be required. Of course, if you move the guard rail in too far, the guarding effect will not be there and the wheels will pick the frog. Your NMRA gauge will provide you with the correct distances. I must admit, however, that I have seldom used the outside tabs on the gauge to adjust the guard rails as this seems to be less than perfect. I set the face-to-face distance of the frog rail and guarding portion of the closure rail using the center tab. Then I set the guard rail on the outside by spacing it with a good quality pair of trucks. When its position has been determined, I then reheat the solder joint and the position is maintained.

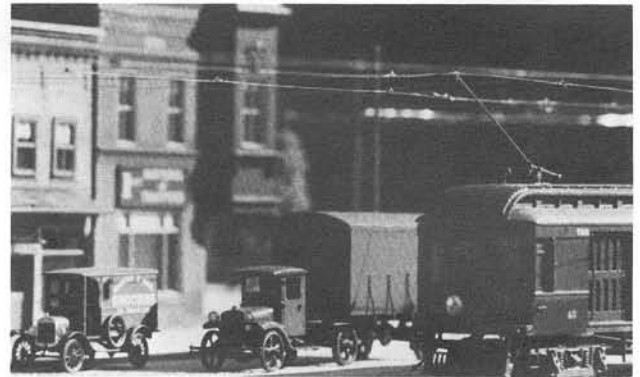
Check those offending turnouts on your pike and see if some of these problems exist. If you find some do, try making the necessary adjustments. After all, you have nothing to lose; the turnout is no good to you as it is. If you can't fix it, chuck it out and get another. This time, however, you can look at the turnout on your dealer's shelf and make sure it lives up to good NMRA specifications.



# WETHERSFIELD CONVENTION OCTOBER 17-19



NER Contest Chairman Harold Fossum presents Baldwin Trophy for Best in Show to Steven Meyer



of East Granby, CT, for "Trolley Diorama". A portion of the operating HO module is shown above.

BALDWIN TROPHY (Best In Show)	Steven Meyer: Trolley Diorama
HUB DIVISION AWARD (Second Highest)	Ken Hamilton: Flanger
SUNRISE TRAIL DIVISION AWARD (New modeler)	Donald McDaniel: G.N. NW-5

Judges: Brian C. Whiton, Walter J. Rogers, Ira Rothberg, John Nelson MMR, John MacGown, Harold Fossum (Chairman)

All awards qualify for Achievement Program.

## STEAM LOCOMOTIVES

Merit, Craftsman	Donald McDaniel: Erie Mikado
Merit, Craftsman	Paul F. Saulenas: Climax

## DIESEL & OTHER

Honorable Mention	Donald McDaniel: G.N. NW-5
Merit, Master	Blair Foulds: Trolley
Merit, Craftsman	Donald McDaniel: GTW - SC Switcher
3rd, Craftsman	Steven Meyer: Freight Motor

## FREIGHT CARS

Merit, Craftsman	Peter S. Barney: SR & RL Box 133
Merit, Master	Ray Muntz: B&M Milk Car
Merit, Craftsman	Steven Meyer: Freight Trailer

## CABOOSES

Merit, Craftsman	Peter S. Barney: SR & RL Caboose 552
------------------	--------------------------------------

## MAINTENANCE OF WAY

2nd, Master	Ken Hamilton: Flanger
3rd, Master	Ken Hamilton: Tool & Bunk Car
Honorable Mention	Paul F. Saulenas: Logging Boiler Car

## STRUCTURES

2nd, Craftsman	Lawrence Carlson: Icing Platform
3rd, Master	Ken Hamilton: Crossing Tower
Merit, Craftsman	Eileen P. Muntz: Warehouse

## DISPLAYS

1st, Craftsman	Steven Meyer: Trolley Diorama
3rd, Master	Ray Muntz: Brick Engine House
Merit, Master	Ken Hamilton: Freight Transfer

## PHOTOS

Black & White Prototype	William Kritzky
Color Prototype	L. Carlson
Color Model	James Densmore

The Wethersfield Convention was attended by 299 persons. They came from:

Connecticut	117
Maine	13
Massachusetts	52
New Hampshire	8
New Jersey	16
New York	61
Rhode Island	2
Vermont	5
Wisconsin	1
Texas	3
Maryland	1
Pennsylvania	3
Virginia	3
Arizona	2
Canada	12
	<u>299</u>

The Saturday evening banquet was attended by 218.

## Contests

((From time to time questions are asked as to how the convention contests are judged. Here is a report from NER Convention Chairman, Harold Fossum, -- M. G.))

Every model contest entry must be judged by a minimum of three judges. Along with the other regions, the NER pretty much follows the pattern set by the NMRA. This means that every model has a chance to compete with every other model regardless of size or scale.

If you check the judges' scoring aid below you will see how we judge. There are five different areas, and each one has been broken down into simple, average, and superior levels. With a maximum of 125 points, there is a lot of judging involved: every model, three judges, five different ways - that's 15 separate decisions on each model!

There is a minimum number of points necessary for each award:

1st	102 points
2nd	97
3rd	95
Honorable Mention	90
Merit	87½

Now you can be the judge. I have included a couple of judges' scoring sheets, and you have the scoring aid. Give them to a couple of your modeling friends along with your favorite model. Tell them to be honest, and don't peak until they are finished. Average out the totals, and you will have a new insight into your modeling ability. Good luck!

-- Harold Fossum

### NER JUDGES' SCORING AID

- A. CONSTRUCTION (Maximum points 30)
  - Below average 0-7
  - Average 8-15
  - Above average 16-23
  - Exceptional 24-30
- B. DETAIL (Maximum points 25)
  - Simple model, small amount of detail 0-15
  - Average model, well detailed 16-19
  - Difficult model, completely detailed 20-25
- C. CONFORMITY (Maximum points 10)
  - Partly conformity to prototype practice 0-4
  - Mostly conformity 5-9
  - Complete conformity 10
- D. FINISH & LETTERING (Maximum points 35)
  - Below average 0-8
  - Average 9-17
  - Above average 18-26
  - Outstanding 27-35
- E. SCRATCHBUILT (Maximum points 25)
  - Partly (25% of total work) 0-5
  - Mostly (50%) 6-13
  - Completely (90%) 14-25

Notes: (1) On a completely built locomotive or car the exempted parts constitute approximately 10%. (2) Refer to the Model Contest Directory for exempted items under each category division.

Notes: (1) This is intended as a guide only. The judge may find that a particular model does not fall in any of the above divisions. He then will score as he evaluates the model. (2) Keep in mind under Scratchbuilt the judge is evaluating quantity only. Quality is judged under Construction.

Model Exhibit N <sup>o</sup> 2069			Model Exhibit N <sup>o</sup> 2069		
Judge	Max. Points	Points Awarded	Judge	Max. Points	Points Awarded
Construction	30	.....	Construction	30	.....
Detail	25	.....	Detail	25	.....
Conformity	10	.....	Conformity	10	.....
Finishing	35	.....	Finishing	35	.....
Scratch Materials	25	.....	Scratch Materials	25	.....
Maximum Total	125	.....	Maximum Total	125	.....
Comment (see over)		.....	Comment (see over)		.....

WETHERSFIELD: Valley Railroad engineer (and Nutmeg Division member) Bill Kronis; Railettes' speaker Georgette Farley; Valley Hobbies layout. Photos: Drew Goodwin.





# FROM THE DIVISIONS



## GARDEN STATE DIVISION

The Division has over 400 members and runs up to nine events a year - "all to help make Model Rail-roading more fun!"

On Saturday, October 18, the Division scheduled a trip on ex-Pennsylvania Railroad Diesel-electric Motor Car #4666 from Ringoes to Flemington and Three Bridges and Lambertville.

--Whistle Post

## HUB DIVISION

The Hub Division annual Fall Show was a bit more successful than we had hoped for. After the enjoyable success we had with the NER Spring Convention in Plymouth, we were not sure we could have two winners in one year. We figured a good turnout would be 700 visitors. Actually we had well over 1100! Co-chairmen Rod Brown and Glenn Owens were quite overwhelmed at the number of people present in the hall throughout the day.

All the members of our BOD and Don Brebner, our Headlight editor, as well as the wives of the co-chairmen, Elizabeth and Betty, performed yeoman work in making the event so successful. It was held in the 9500 square foot cafeteria of the Minuteman Vocational School in Lexington, MA, whose staff did a great job for us. The kitchen was fully staffed, and we had excellent hot food service for the day.

We were, of course, happy to see so many of our NER friends in attendance and displaying. The membership portion of the show resulted in one new member for NMRA, three for NER, and 11 for Hub. Not bad in this day of bad economics.

I received a lot of glowing reports on the NER Fall Convention in Wethersfield, CT, in October. Many Hub Division members, including quite a few from the BOD, were there and had a great time. This writer was sorry to miss it (The missus and I were enjoying a long-planned vacation in Montreal), but we will see you all in Rockport, MA, in the Spring.

Our membership drive for the year was enough to result in a net gain. We lost 96 members again this year due to failure to renew, but we obtained well over that number in new members. The count now stands at 373, so we are still closing in on that magic 400.

--Glenn Owens

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NEW BRUNSWICK • CANADA

**15-16-17 MAY 81**

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**FULL PROGRAM**

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- ★ Slide shows
- ★ Live clinics
- ★ NMRA Contests.
- ★ Prototype tour
- ★ Layout tour.
- ★ Brass raffle
- ★ Special contest
- ★ Banquet.

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\*Includes: Registration - Prototype Tour - Layout Tour - Banquet.

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- Scratchbuilding
- Scenery Techniques

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**PROTOTYPE TOUR:** CP Rail's new car/locomotive shop in Saint John, N.B. **FIRST 40 ONLY**

**ACT NOW** → For full particulars & Registration Forms, write to: **81 MARITIME DIV. CONVENTION.** ← **DON'T WAIT**

G.D. Jomini - Convention Chairman

**REMEMBER!** If you want to go on the prototype tour you **MUST** register in advance!

**BOX 787 STN "A" FREDERICTON NEW BRUNSWICK CANADA E3B 5B4**

J.F. Keough - Convention Secretary

**COME BY TRAIN:** You will get a \$1.00 refund on registration fee if you come via VIA.



### LITTLE RHODY DIVISION

The Annual Meeting was held October 8 in Seekonk, MA.

Officers and Directors are: Gregory S. Pion, Sr., Superintendent; Richard H. Fisher, Jr., Assistant Superintendent; Alan W. Blik, Chief Clerk & Paymaster; Alan W. Blik, Jon Comeau, Paul Maziarz, William H. Robertson, and Jack Walsh, Directors; Allan J. Howard, Immediate Past Superintendent.

--Yankee Clipper

### NUTMEG DIVISION

Having hosted the NER Fall Convention in Wethersfield in October and sponsored a Train Show in Rocky Hill in November, the Division would like to say "THANKS" to all you attended and all who helped.

The Annual Dinner Meeting will be Saturday, January 17, at the Red Bull in Waterbury. Speaker will be Dr. Thomas Reed Lewis, Jr., faculty member at Manchester Community College and Hartford College for Women, and author of the delightful volume Silk Along Steel: The South Manchester Railroad.

--Murray Goodwin

### SUNRISE TRAIL DIVISION

Recent activities: (1) Mini-Convention (March). We had 10 live clinics, three tape/slide clinics, displays, contests, etc. Our day was concluded with a banquet featuring guest speaker Hal Carstens, publisher of Railfan and Railroad Model Craftsman magazines. (2) Rolling meet (June). This year our rolling meet consisted of layout tours. Distances were such that the tour was divided into East and West sections, each having six layouts. We all had a chance to see how the other guy does his modeling. (3) Fall meet (September). This meet featured five live clinics and two tape/slide clinics (on layout and model photography), and it drew well over 100 modelers. (4) Participation clinic (November). This year's participation clinic featured a board-by-board building of a turn-of-the-century NYC & HRRR hand car house. These models will be the subject of a special contest at our Spring Convention.

Coming events: (1) Winter meet (January 17). Our Winter meet is a half-day meet that will feature live clinics on Colorado narrow gauge, switching layouts, modeling circus trains, and modeling with tubes. (2) Spring Convention (April 4). This is our 15th convention, and we expect 400 attendees. Thus it is no longer a mini-convention. The day will be filled by 12 live clinics, 3 tape/slide clinics, movies, displays, contests, operating layouts, etc. Our banquet guest speaker will be Russ Larson, Editor of Model Railroader magazine. As part of our 15th anniversary celebration each member will be given a set of STD commemorative refrigerator car sides.

Our Division membership has now grown to nearly

300, nearly triple that of just a few years ago. Further information may be obtained by writing me at P. O. Box 174, Old Westbury, NY 11563.

--Ray Muntz

### SEACOAST DIVISION

Saturday, November 1, at the Auburn Mall in Auburn, ME, three portable layouts were in operation to promote the Division's seventh annual Fall show. Many questions on model railroading were answered, and flyers were passed out on the Seacoast Show.

November 8 the Holiday Inn in Auburn was the location of the show, where approximately 600 people viewed the layouts, plus 50 tables used by displayers. Hobby dealers from four states, layouts (including an operating HOn3 switching layout), movies and slides, and a live clinic were included.

Once again the Seacoast Show was well attended, and we want to thank all who aided in making it successful.

--Warren Chase

# MEMO

From the  
OFFICE  
MANAGER

Here are the official results of the recent NER election:

President	
*Dave Messer	113
Vice President	
*Bill Parker	111
Ted Ritter	1
Directors	
Canada	
*Denis Fortier	12
Connecticut & Rhode Island	
*Charlie Bettinger	21
Long Island & New York City	
*Jack MacIntosh	20
Massachusetts	
*Dick Towle	19
Rod Brown	2
Fred Driscoll	1
Dave MacPherson	1
New Jersey	
*Richard Laube	8
New York except Long Island & New York City	
*Bill Mischler	12
Northern New England	
*Doug Handy	12
*= Elected	

117 ballots were cast (11% of those eligible).

--Rod Brown

# Members

The Northeastern Region welcomes the following new members (list as of November 4):

## Connecticut

Skip Caswell, Groton  
 Bob Cugno, New Britain  
 Richard F. Gilman, Weston  
 Richard Izen, Westport  
 Steve J. Janusonis, New Britain  
 Tim LaPierre, New Britain  
 Richard A. Lawson, Stamford  
 James MacFarlane, Stratford  
 Peter R. Magoun, North Haven  
 Steven Meyer, East Granby  
 Howard D. Nitchke, West Hartford  
 Arthur W. Sweenton, III, Canton Center  
 Gareth D. Thorne, Wethersfield  
 Lawrence A. Wood, Elmwood

## Massachusetts

Carlos Afonso, Ludlow  
 Colin A. Campbell, Danvers  
 Stephen E. Courcy, Westford  
 Walter Curley, Wakefield  
 Jules Gordon, Methuen  
 James M. Klick, Norwell  
 Robert E. Pratt, Needham  
 Paul F. Saulenas, Brockton  
 Richard J. Watson, Hampden

## Maine

Paul Milewski, Waterville

## New Hampshire

Gerald M. Walterreit, Concord

## New Jersey

Peter N. Butler, Sicklerville  
 Kenneth V. Hamilton, Haddonfield  
 David H. Mewhinney, Little Silver  
 Jon S. Sem, Old Bridge

## New York

Stanley Behrendt, Lynbrook  
 A. Roy Burrows, Jr., Highland Mills  
 Y. Burton, Brooklyn  
 Jeffrey J. Carter, Brentwood  
 Stuart H. Coleton, DDS, Chappaqua  
 Paul Correale, Croton-on-Hudson  
 Morton Diamond, Holbrook  
 Michael J. Gallione, Bayside  
 Robert R. Hans, Woodhaven  
 William Hartmann, Valley Stream  
 Raymond A. Hoffman, Maspeth  
 Robert W. Huchko, New Rochelle  
 William J. Katzer, Westbury  
 Walter J. Neumen, Massapequa Park  
 Lt. Wm M. Riley, USCG, Governor's Island  
 Karl R. Testman, Bronx  
 Nelson Timken, Flushing

## Vermont

Donald W. Land, West Brattleboro

## Nova Scotia

Robert King, Greenwood

## Ontario

Andre Bienvenu, Ottawa

## Quebec

Alain Lafrance, Laval  
 Normand Lefebvre, St. Louis de Richelieu  
 Robert E. Lucas, Westmount  
 Marcel Mirault, Senneterre  
 Marcel Turgeon, Boucherville



## LOST: ONE MODELER!

At the Fall 1980 NER Convention in Newburgh NY, James Eager of the Rochester NY area won the Sunrise Trail Division New Modeler Award.

Apparently Jim is not an NER member, and we don't have his address to send his plaque.

If anyone knows Jim, please send me his address so he may receive his well-deserved award.

--Harry J. Wagner  
 51 Ringwood Avenue  
 Pompton Lakes, NJ 07442

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## ON THE SCHEDULE

### NATIONAL

August 18-23, 1981, San Matteo, CA: WESTERN FUN IN '81 (Bob Dupont, 1448 Cary Avenue, San Matteo, CA 94401)

### NORTHEASTERN REGION

May 15-17, 1981, Rockport, MA

October 23-25, 1981, North Conway, NH

### NER DIVISIONS

Saturday, April 4, SUNRISE TRAIL DIVISION SPRING CONVENTION, Cathedral of the Incarnation, Cathedral Avenue, Garden City, NY, 10:00 a.m. - 9:30 p.m. (Albert Waltien, 38-23 212th Street, Bayside, NY 11360. 212-423-6036).

Friday-Sunday, May 15-17, MARITIME DIVISION CONVENTION, Wandlyn Inn, Fredericton, NB. (81 Maritime Division Convention, Box 787 Station "A", Fredericton, NB E3B 5B4). See page 8.



The Winter, 1955, Coupler listed the following as NER officers: James E. See, President; Irwin Lloyd, Vice-President; Roger Marble, Secretary-Treasurer; Lyman B. Hurter, George W. Riesz, Charles M. Welling, Douglas C. Brown, and Wayne Roundy, Directors. Stanley W. Bradley was Editor (Pro Tem), and William Dietz handled the mailing.

The Fall Convention had been in Burlington, and "everyone had a good time in spite of the wet weather".

Membership had risen from 390 in 1953 to 544 and was increasing steadily.

In her column, "The Distaff Side", Margaret See wrote about the NER conventions she had attended and noted "there has been steady increase in the number of ladies at Conventions".

Len Estes was working out a special railroad trip from the East to the 1956 national convention in Minneapolis-St. Paul ("B. & O. to Chicago and then either Burlington or Milwaukee to Twin Cities.").

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# Spring in Rockport!



The Spring '81 NER Convention will be held May 15-17 in Rockport, MA, on Cape Ann, 35 miles north of Boston.

Headquarters will be the Ralph Waldo Emerson Inn with overflow at the Yankee Clipper Inn, both located in Rockport's Pigeon Cove area. Both facilities are on the Atlantic Ocean and are owned by Gary Weems, a model railroader.

Friday afternoon and evening will feature layout visits, clinics, and a series of special features.

On Saturday clinics, prototype visits, the usual contests, and special programs for the ladies will be held. The evening banquet will be held at Rockport High School, with a Chicken Cordon Bleu Dinner prepared by members of the Rockport Rotary Club.

On Sunday we will have a region breakfast, auction,

and special program for the ladies during the auction. All Sunday activities will end by noon to allow people time to travel. The North Shore Society of Model Engineers layout in Wakefield will be open for viewing.

At this time the following special programs have been set up:

- "Cracker Barrel with the MMR's";
- Clinics with one of the engineers in charge of the rehabilitation of the Boston and Maine/Massachusetts Bay Transportation Authority Gloucester Branch (This branch is presently being upgraded to 60 mph plus speeds with welded rail, etc.);
- For the ladies, one of the chefs from a famous Gloucester restaurant, who will share some of his secrets;
- Also for the ladies, a member of the Gloucester Police Department's Detective Division will present a program on making your home safer from the possibility of being broken into.

After the banquet it is our hope to present a slide show of past NER conventions.

--Dick Towle

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Dick Towle needs slides (mainly people and fantrips) of past NER conventions to show following the banquet in Rockport. "Anything is welcome, and if our members will send them to me" (Box 328, Manchester, MA 01944), "we will duplicate them and return within two weeks any slides loaned to us. These are needed as soon as possible so that we can get the show together."

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## NER Office Manager

79 Hemenway Road  
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*Happy Holidays*  
The NER Crew

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