

NER **COUPLER**

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

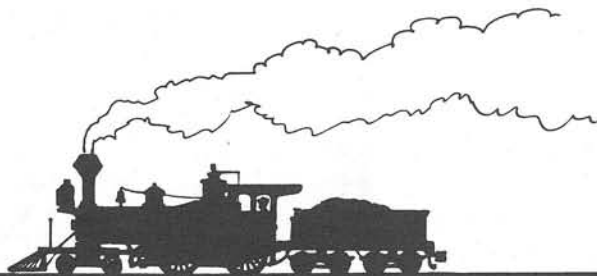
Winter '81

IT'S OFFICIAL! The 1986 NMRA National Convention will come to Boston

Fourteen years of efforts (including four formal proposals and three informal proposals) finally won the first-in-New England national convention for Boston, July 21-27, 1986, at the Sheraton Boston Hotel, Prudential Plaza.

But, as prime mover Bill Parker says, "Our work is really just beginning! We have almost five years of work ahead to arrange, plan, and schedule all the activities. Commencing with the next issue of The Coupler, I will author a column designed to keep you abreast of all the major decisions and developments as the committee fills its necessary positions and begins to formulate specific convention functions. The column will also be formulated to allow communications from the entire NER membership to the committee to make this a convention by the members for the members."

In the meantime, see how you can help. The questionnaire on page 11 is for your use, and the best time to use it is now!



July 21-27!

The HUB Division

Northeastern Region/National Model Railroad Association





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NER Coupler

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

DEADLINE

for next issue, #131, Spring, 1982, is March 12.
Issue will be mailed approximately one month after
this date.

Members

The Northeastern Region welcomes the following as
new members (list as of 11-3-81):

Connecticut

Frank Ault, Naugatuck
Bob Dezelin, Wilton
John E. Geary, Naugatuck
John Sacardote, Bloomfield

Massachusetts

Kevin Hartford, Upton
Ronald Hartford, Upton
Clifford C. Hartjen, Hyannis
Florence Lindstrom, North Easton
Henry Lindstrom, North Easton
Dennis Lyford, Upton
William R. Prather, Wellesley
Bruce A. Randall, Merrimac
Delores Rijo, Brockton
Jack A. Styles, Peabody
Teresa Towle, Manchester

(continued, page 8)

President's Column

It was good to see so many of you at the 35th Anniver-
sary Convention in North Conway - nearly 300 at the
banquet and almost 400 total registration. It was an
excellent convention thanks to the hard wok of local
chairman Paul Weld and his committee. The weather
was beautiful for the steam photo run-bys on Saturday,
with just a dressing of snow on the mountains for at-
mosphere. Our thanks also to the Conway Scenic Rail-
road and the North Conway Club for their hospitality.
We can now look ahead to the 1982 Spring Convention,
May 21-23 in Albany, NY.

Those of you who did attend the North Conway conven-
tion had the opportunity to see the results of a project
initiated by the NER Board last December, the 35th
Anniversary Car, a B&M covered hopper. This was
done in cooperation with the Boston & Maine Railroad
Historical Society, which is commemorating its 10th
anniversary. Our congratulations to them and our
thanks to Bill Glass of E&B Valley Models, George
Bishop of Accu-Cals and Don Clerke and others in the
B&M Society for their cooperation. Your support of
this porject will enable us to do future models rele-
vant to railroads in the Northeast. In fact we would
welcome any suggestions you might have for specific
items.

Finally, I would like to add my congratulations to Bill
Parker and the Hub Division crew for their fine efforts
resulting in winning the bid for the 1986 NMRA Nation-
al Convention in Boston. That may seem a long way off,
but a national convention is a tremendous undertaking
and your support of this effort as well will be appreciated.

--Dave Messer

LARGE TURNOUT ENJOYS NER 35th ANNIVERSARY MEET



We couldn't have asked for a better setting for a regional convention than the Fox Ridge Resort, site of the October 23-25 NER Fall Convention. Spacious quarters, beautiful scenery, wide range of eating places nearby, plus the shops of North Conway enhanced a convention that was super in itself.

According to Permanent Convention Registrar Irwin Lloyd, 392 people attended the convention: Massachusetts 83, New Hampshire 82, Connecticut 61, Maine 58, New York 36, Canada 29, Vermont 18, Rhode Island 9, New Jersey 9, Maryland 4, Pennsylvania 2, and Alaska 1. A capacity group of 281 attended the banquet, and each received a souvenir Conway Scenic Railroad mug.

Because of school schedules, a traffic tie-up in downtown Hartford, the rain, and a flat tire (right in the driveway up to the Resort!), we missed the Friday night activities (though the kids enjoyed the large, heated pool). There were slide and movie presentations ("The Conway Scenic Railroad: Before and After", "American Steam in '80 and '81", and "New England Shortlines") and special programs for the ladies ("Plaster Castings", "Wire Jewelry Making", "Stencilling" and "Home Fire Safety").

By the way, the people at Fox Ridge went out of their way to be helpful with the flat tire situation, which was much appreciated!

Saturday morning was windy and cold, but dry and mostly sunny, something fantrip organizers pray for but sometimes don't get (as Nutmeg Division sponsors of last year's Fall Convention in Wethersfield still remember!).

Bus transportation was provided to and from the North Conway station. The fantrip lasted about 2½ hours, with special runs over track not usually used, photo run-bys, and a running commentary about the railroad and the area. The North Conway yard was especially fine for photos of billows of black smoke. But did the people in light-colored jackets ever get them cleaned?

A wide variety of clinics was offered Saturday after-

noon ("Wiring for Model Railroads", "Painting Steam Locomotives", "Weathering", "Command Control Discussed and Evaluated", "Painting and Decaling Boston and Maine Prototype", "Scratchbuilding Structures", "Detailing Boston and Maine Prototype", "Dry Transfers and Decaling", and "Decaling Tips for Model Railroaders"). Clinics I visited were very well-attended.

NER Contest Chairman Brian Whiton reported that the number of entries was about usual but that the quality of most was above average. See coverage elsewhere in this issue.

Division Alouette Québec (which, in my experience, always does things with excellence) had a large HO modular layout operating. Like some of the N-Trak modules at the nationals, there was some beautiful and detailed scenery here.

Dealers seemed to be doing a brisk business, with all sorts of tempting goods. The NER 35th Anniversary Car was on sale (and is not just your ordinary shake together boxcar but an E&B Valley Covered Hopper).

I didn't get to visit any layouts during or after the convention, but I heard good reports, especially about the North Conway Model R. R. Club layout which models the North Conway yard in which it is located (I have visions of a Tiny Alice scenario!).

The banquet was a turkey dinner, served efficiently. Convention Chairman Paul Weld kept the program moving right along with announcements, door-prizes, etc. handled during the meal. My record of never winning a door prize luckily remained intact, though only by one digit! I got quite a scare, for a record like that is not to be broken.

Following dinner, the proud sponsors of the 1986 NMRA National Convention to be held in Boston presented the tape-slide show that helped win the bid. And they appealed for help from all NER members to begin working on this huge project of sponsoring a national.

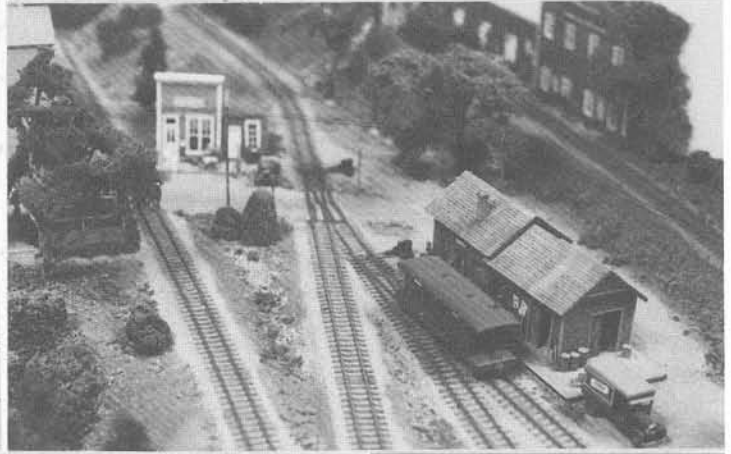
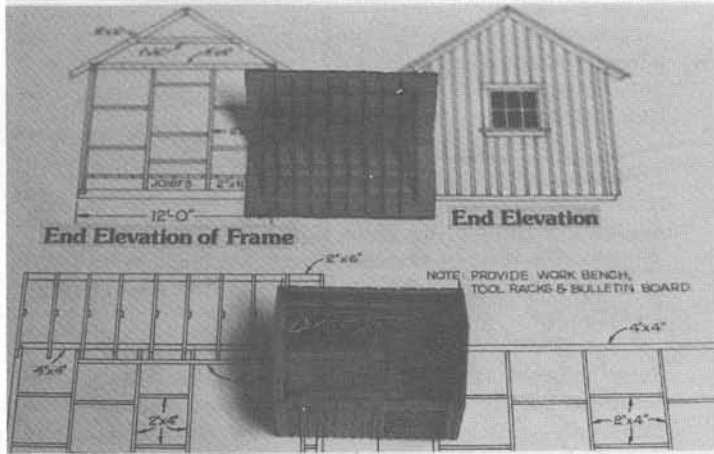
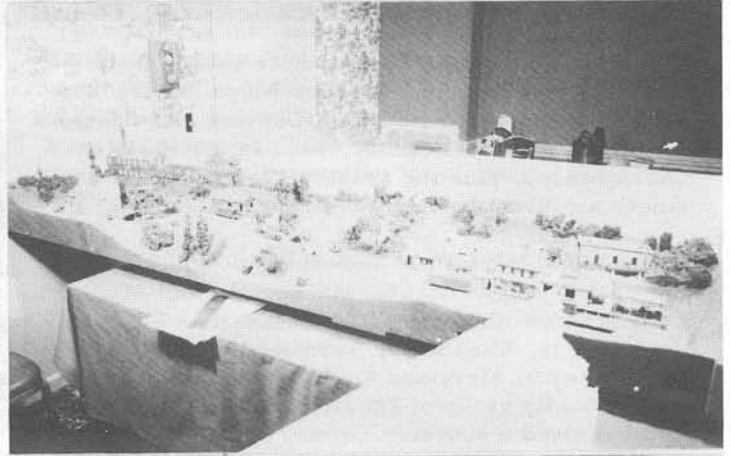
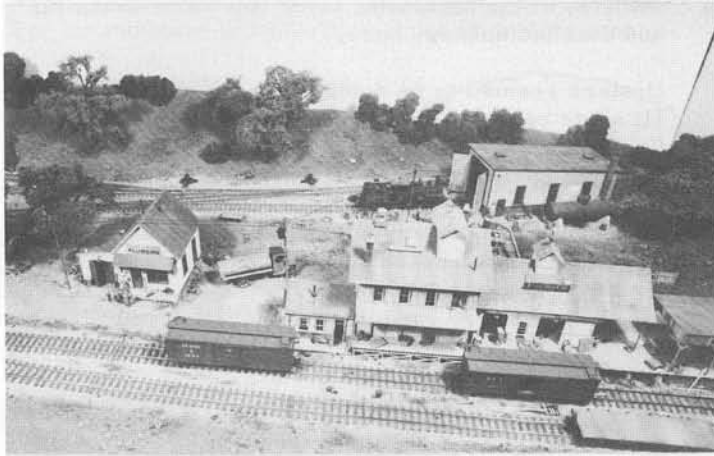
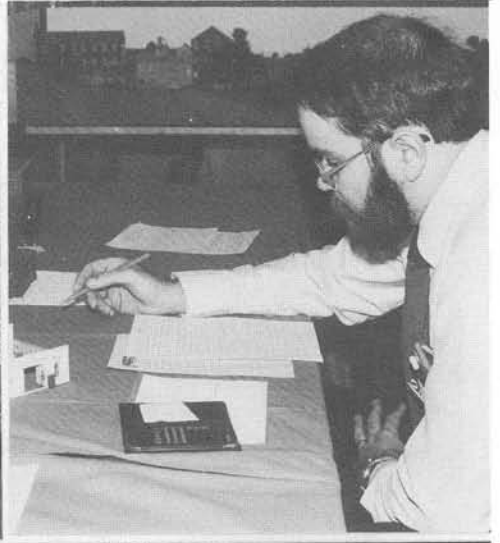
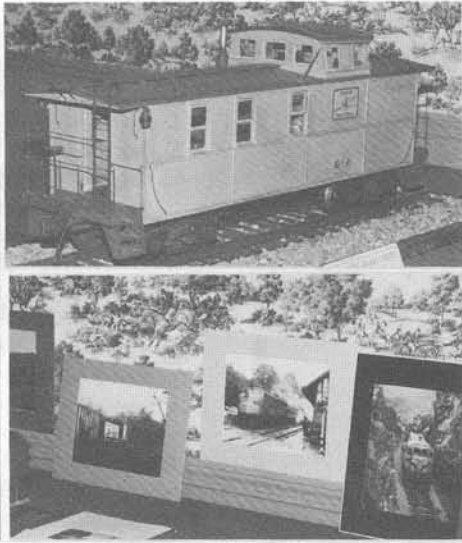
Post-banquet speaker was Ben English, Bartlett, NH school teacher, author, historian, and rail enthusiast. Especially fine were his slides of stations, past and present, throughout New England.

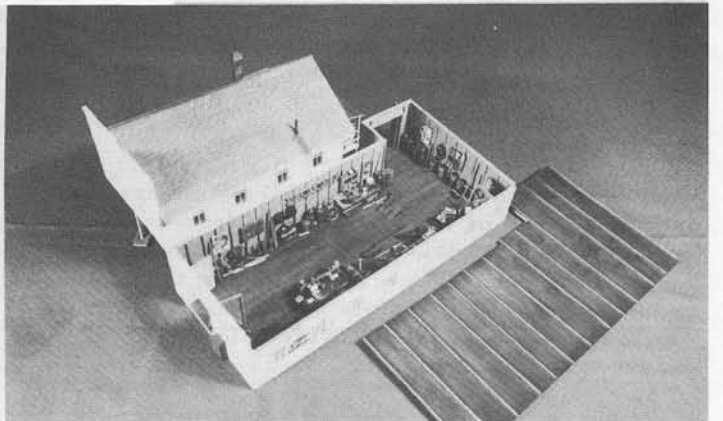
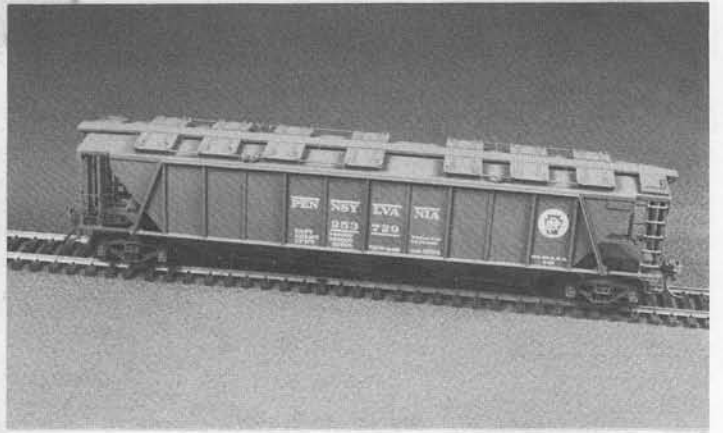
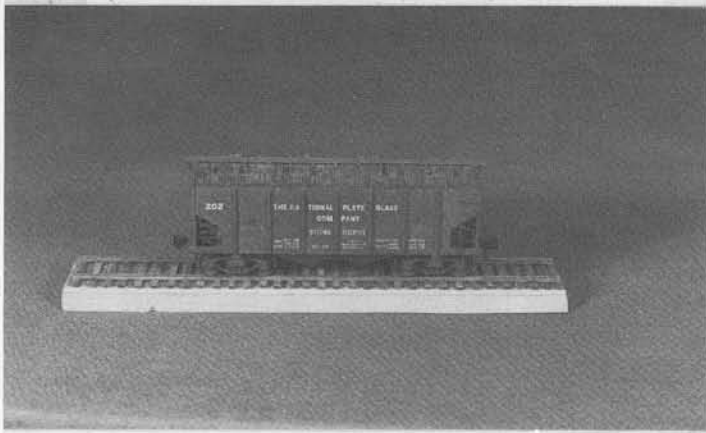
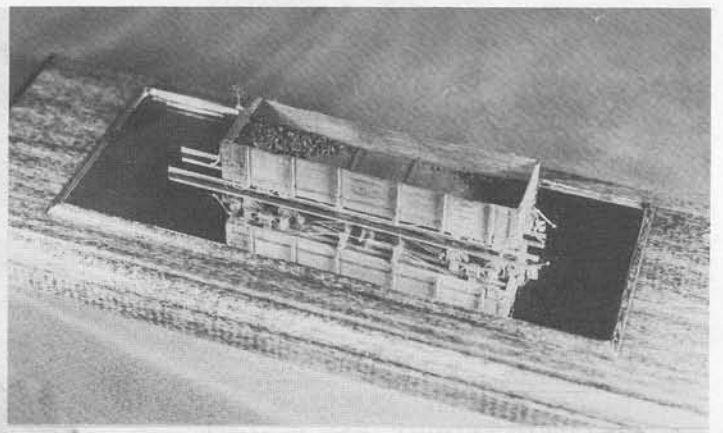
Ninety-minutes of movies on Maine Central steam action on the Mountain Division in Crawford Notch, NH, in the late '40's was presented by Jim Ickes of Wakefield, MA. A group of the ladies adjourned for bingo (Special thanks to whoever made the peanut-butter fudge prize!).

Sunday morning was the brief annual meeting of the NER, presided over by President Dave Messer.

Regional conventions are fun and informative. If you haven't been to one, plan now to attend the Spring Convention in Albany, NY, May 21-23.

--Murray Goodwin





HERE ARE CONTEST WINNERS!

MOTIVE POWER, STEAM

Merit, Master

Walter Ronfeldt: C&O 2-8-2

FREIGHT CARS

1st, Craftsman

Paul F. Saulenas: C.S. Coal Gondola
BALDWIN TROPHY (Best In Show)

2nd, Master

William R. Mischler: PRR H-32 Covered Hopper

3rd, Master

John M. Johnson: National Plate Glass Covered Hopper

NON-REVENUE CARS

1st, Master

Ralph Wendelaar: MEC Caboose
HUB AWARD (Second Highest)

STRUCTURES

1st, Master

John MacGown: NYC&HR Section House

2nd, Craftsman

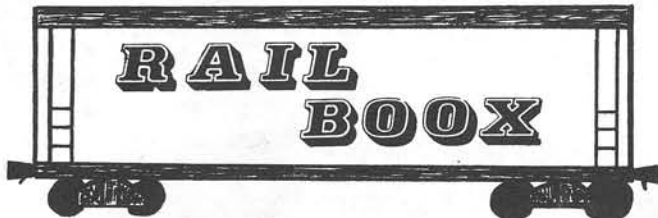
Joseph A. Cirillo: Knapp Brothers Store & Service
SUNRISE TRAIL AWARD (New Modeler)

3rd, Master

Raymond Muntz: NYC&HR Section House

Merit, Craftsman

Germain Vailancours: Coaling Station



MODEL RAILROADING WITH JOHN ALLEN: The Story of the Fabulous HO Scale Gorre & Daphetid Railroad, by Linn H. Westcott. Milwaukee: Kalmbach, 1981. \$21.95.

"What do you want for your birthday?" my wife asked. "Welllll ... there's that new book about John Allen. But it costs \$21.95."

She bought it anyhow, and it's worth it!

Many of us stand in awe of the G&D and its creator, John Allen. All of us have benefited from the pioneering work of Linn Wescott. Some of us were fortunate to hear and see Linn's clinic about Allen at the Orlando national, just shortly before his death. The clinic was based on materials discovered after Allen's death, and the book includes these.

I am glad that the author devoted some space to the

DIORAMA

2nd, Craftsman

Dennis Lamarre: Small Town Diorama

Merit, Craftsman

Joan E. Barney: WW&F Insulated Water Tank

Note: From a total of 125 points (Construction, 30; Detail, 25; Conformity, 10; Finish & Lettering, 35; Scratchbuilt, 25), an entry must achieve a certain minimum number of points to qualify for 1st, 2nd, 3rd, Honorable Mention, Merit: 102, 97, 95, 90, 87½, respectively. Thus there are times when no entry qualifies for a given place.

PHOTOGRAPHS

B&W Prototype

Bob Bennett: Winter Night Scene at Rigby Yard

Color Prototype

Robert Welk: Conrail Diesel Scene

LADIES' NEEDLECRAFT CONTEST

Cross-stitch

1st, Elizabeth Wendelaar

Needlepoint

1st, Florence Monahan

Sewing

1st, Mrs. Ollie Griffin

2nd, Mrs. Ollie Griffin

Latch Hook

1st, Elizabeth Wendelaar

Best In Show

Mrs. Ollie Griffin for a blouse and cravat made with a railroad-print fabric

genius of Allen the man, and that the editor did the same for Wescott. It reminds us of the all-important people factor that makes this hobby so great.

Magnificent photographs (including those of night-lighting effects), schematics, sketches, and tables all contribute to supplement a fine text. Buy it!

--Murray Goodwin

MODU-RAIL: Model Railroading Within Anyone's Reach, Division Alouette Quebec (c/o Robert Lalonde, 142 Pl. Mgr. Comtois, Cap de la Madeleine, Quebec, G8T 1X3, Canada), 1981. \$3.00.

Many of you saw modules built to these standards at North Conway. Here is an excellent manual for anyone considering HO module-building. It is a thoroughly professional job. Sources include N-Trak and NMRA Preliminary Standards for HO.

Diagrams for bench work for various modules and plans for a typical modular layout are included. There are plans for control panel, power supply, and trottle (with Radio Shack numbers where possible). The Operating Rules and Equipment Standards are valuable for any layout. The Car Weight Chart will save you a lot of math! --M. G.



Successful Motif Contest Grows!

The Railroad Motif Needle-Craft Contest was first sponsored by the Hub Division at the NER Spring Convention in Rockport, MA. It was so successful that it was decided that it would become a regular part of each NER convention.

In the two contests that have now been run we have had many beautiful entries, and we'd like to see many more, hopefully as many as in the model contest!

There are actually no rules other than that each entry must have a railroad theme. Anyone may enter. We are not limiting entries to women. If any of the men are interested, we will be glad to accept their entries.

Each entry will be judged on a basic 75 points, broken down as follows: Workmanship (the correct execution of all stitches involved), 25; Neatness (will include sizing - squareness or correct shape of piece - and cleanliness), 25; Finishing (will include all seams, binding, etc., and overall finished look of the piece), 25.

Each basic 25-point section will be broken down further for judging purposes: Fair, 0-9; Good, 10-19; Excellent, 20-25.

A basic entry is considered a kit, in which all designs and materials are provided to produce the finished piece. A bonus score of 10 points will be awarded if an entry is from a pattern, where the design is provided and the entrants must choose their own materials and, possibly, colors. Also, a bonus score of 15 points will be awarded if an entry is an original design, where entrants make up their own design and choose their own materials and colors.

A bonus of up to 25 points will also be awarded (to an entry from a pattern or an original design) for Artistic Concept. This will include color combinations, stitch combinations or variations, and material combinations or variations. An entry from a kit may be eligible for some of these bonus points, if it has been altered in any way as to colors or materials used.

All entries are judged equally, and the decision of the judges is final.

Unfortunately, the judges are not mind readers. We must be told exactly how the entrant executed their finished piece. If the entry is from a kit, pattern, or an original, tell us on the entry form. Tell us what materials have been used. If the entry is from a kit which has been altered, tell us. If the entry is from a pattern, tell us why the materials used were chosen and if the suggested colors were used, changed, or you chose your own. We need this information if you designed your own piece. Also, why not provide the judges with a copy of the design? Any vital information not included on the entry form may lose for the entrant many valuable bonus points!

Now, with the cold winter months approaching, is the time to prepare your entries for the next contest. We'd like to see the entries at least double at the Spring, 1982, convention. See you there!

Also, we can always use judges. If we can get enough names on the judges roster, then the same judges will not be confined to the contest room convention after convention. If anyone who has been a former contest winner, or otherwise feels qualified to be a judge, can help, please write to me at 54 Trout Street, Brockton, MA 02402.

--Delores Rijo



SOOT & CINDERS

by RICHARD M. HANSCHKA



Birmingham, AL, November, 1954

#97 is familiar to us as the 2-8-0 which ran many steam excursions on New York, New Haven & Hartford and is now one of the Connecticut Valley Railroad's steam engines.

This view of the front end was taken when #97 was on the Birmingham Southern RR. This line ran from Birmingham south to Bessemer, Alabama - 15.8 miles. At 3.7 mile south of Birmingham there was a branch from Thomas Junction to Exam of 6.0 miles. Steel mill freight service was the reason for the line.

When the Rutland went bankrupt, Steamtown was formed of the line from Bellows Falls to Rutland. In years past specials were run to Rutland, and there was #97 operating on the Vermont RR, which soon gave up steam operation.

The Consolidation was a drag freight engine which originated on the Lehigh Valley and was named for the consolidation of the system.

The 2-8-0 was used on some passenger trains, but usually for mixed service or hilly branches. Buffalo and Susquehanna (B&O) comes to mind as an example. Cumberland & Manchester (L&N) is another line which used 2-8-0's on passenger trains. Grades, frequent stops, milk cans, and perhaps a few box cars often were in B&S consists along with a few passenger cars.

MEMBERS (continued)

Maine

Calvin Grant, Freeport
Dennis Lamarre, Brunswick
David B. Maleham, Sanford
Frank N. Strobeck, South Paris
David Waters, Bath

New Hampshire

Robert Baker, East Rochester
Hollis D. Emmons, Littleton
Thomas K. Evans, Bethlehem
Eric B. Hagman, Dover
Henry B. Hagman, Dover
Kenneth G. Lawson, Loudon
James E. PUNCHES, Nashua
Roger B. Robar, Lisbon
William H. Trueheart, Bedford
Michael Woods, Bath

New Jersey

Ronald Mackay, Elmwood Park
David L. Olesen, Stanhope
John D. VanNoy, Howell

New York

Richard B. Downs, Woodhaven
John C. Fister, Bay Shore
Mitchell Kass, Roslyn Heights
Michael Kley, New York
E. H. Truax, Canajoharie

Rhode Island

Chris Brindemour, North Kingstown

Vermont

Dan Lambert, Barre
Michael Ormsby, Barre

New Brunswick

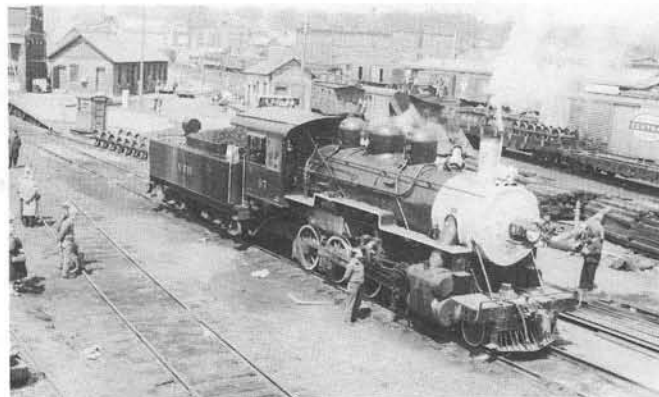
Clarence E. G. Price, Riverview

Quebec

Les Halmos, Val Belair
Joseph Levy, Montreal
Pierre Tremblay, Trois-Rivieres

The scene at Rutland is changed. There is a supermarket and parking lot. The yard scene would be fine on a model road. At one point there were D&H, Green Mountain and Vermont RR engines in the yard. For years D&H and Rutland 2-8-0's came here, so #97 is right at home.

Vermont RR, Rutland, VT, October, 1962



((This series originally appeared in Form 19, newsletter of the Hudson-Berkshire Division.))

The following account of operations planning draws heavily on a background of train-watching, railroad analysis, and the model railroading of the NEB&W in Troy, NY.

TRAFFIC STRUCTURE

Trains exist to move carloads of goods from producer to market and to return empty cars for re-loading. Except for very large or very specialized railroads, most carloads must travel over more than one rail line to reach their destinations. The point of exchange between the lines is termed the interchange, and the lines are the connections to each other. Each railroad will attempt to maximize its own share of the revenues by arranging for the maximum use of its line (long haul) in the total route. Alliances of railroads form service routes to compete for traffic traveling between endpoint pairs (market). Two railroads may be connections in an East-West market and also bitter rivals in a North-South market.

Traffic flows may be categorized as local (originating and terminating on the same line), forwarded or received (originating or terminating on the home line), or overhead (neither originated nor terminated by the railroad in question : "Bridge" traffic). A rail line exercises the best control over routing and schedule of local traffic. Fierce competition for overhead traffic causes it to be courted by alternative fast schedules with tight connections. However, many lines avoiding excessive switching of the overhead traffic tend to view it as highly profitable.

Focus on interchanges: These range from one-track connections between lines handling a few cars per week to entire yards and connecting belt lines enabling the exchange of several trains per day. Modeling authors have frequently treated the interchange as a novelty which appears less often than port facilities. Considering the fact that the typical shipment travels

Here's the Updated List of NER Master Model Railroaders

The correct roster of Master Model Railroaders in the NER reads as follows:

- 1. Doug Smith, Nutmeg
- 4. Paul Mallery, Garden State
- 5. Watty House, Nutmeg
- 10. Roy Dohn, Alouette
- 13. Don Robinson, Hub
- 19. Walt Olevsky, Garden State
- 40. Graham Harvey, Jr., Sunrise Trail
- 44. George Konrad, Hub
- 45. Bill Lorence, Sunrise Trail
- 46. Frank McKenna, Hudson Valley
- 52. Bob Van Cleef, Nutmeg

Operations Planning



by Tony Steele

hundreds of miles, only a very large railroad could originate and terminate the bulk of its carloads without interchanging them with other railroads. A road the size of the D&H depends on its connections to transport more than 80% of its traffic. Except for the industrial shuttle service (mine to smelter, forest to mill, coal field to power plant, etc.), the shipments on most model railroads would involve another interchanging carrier.

What can this mean for model railroaders? Instead of sneaking some interchange track into an obscure corner to represent the Fungus and Dryrot RR., embrace a regional carrier and give your railroad outlet and character. Latch onto a CN connection to provide paper traffic to the South, then haul chemicals and clay off the NYC north to the mills. You want to have a sizeable industrial center? Guarantee competitive service for interline shipments to and from it by supplying both NYC and D&H interchanges. Play one local traffic man against the other for the bulk of the interchange. Do you want that large industry or center without modeling it? Interchange with a plant railroad or a union or a belt line which can supply much revenue movement without requiring direct evidence of its origin. Have your yard do double duty: receive trains from a hidden area via an interchange connection and have the foreign power lay over at your terminal until the cars for the reverse haul are assembled.

Bring your railroad out of the closet. Link it with the real world.

- 53. Ira Rothberg, Sunrise Trail
- 57. John Nelsen, Sunrise Trail
- 63. Norman Briskman, Sunrise Trail
- 75. Blair Foulds, Hudson Valley
- 85. Frank Murray, Sunrise Trail
- 86. Jack Alexander, Hub

Another five MMRs have been added to the National's roster, but NER is still on top of the heap, and Sunrise Trail is still the NMRA's top MMR division. Division tally for NER is:

| | |
|---------------|----|
| Sunrise Trail | 6 |
| Hub | 3 |
| Nutmeg | 3 |
| Garden State | 2 |
| Hudson Valley | 2 |
| Alouette | 1 |
| TOTAL | 17 |



Railroadiana



HIGH WATER



In a recent conversation with a government inspector I was party to a story I know to be true because it also happened to me. It has given me a pleasant chuckle more than once. The names have been changed to protect the guilty!

Dave Brown arrived at the office of the LaGrand County Railroad for an inspection of the line as an over-dimension route. First he looked in on the general manager.

"Good morning," came the greeting from Ed Simmons. Ed was the man entrusted with that position. "We've been expecting you, Dave. Our inspection car is doing duty on the tie gang today, so I've arranged for you to ride the wayfreight to Coffeerville and return. Bud Vumbacker will be the engineer. He has 41 years with us and can answer all your questions. Bud and the boys will pick you up out front. You can see the other four miles of track on your return trip when they make the interchange drop. So long!" The G. M. disappeared into his office as he spoke.

Dave found a seat on the long out-of-use passenger platform and waited for the train to arrive. This should all be very routine, he thought.

The LeGrand County was a 15 mile short line running from Penny Junction to North Coffeerville in upstate Confusion. It served mostly local industry since the abandonment of more than half the line made it a stub end line to nowhere. The government, however, thought nowhere was the perfect place to unload a 175 foot long, 200 ton special container.

Dave was abruptly returned from his daydream by the singing wheels of the wayfreight as it rounded the

station curve.

"Hop on, young fella. We ain't got all day." Dave complied, and they were off to Coffeerville. "Howdy! I'm Bud, and that's Perry, the conductor." At Perry's suggestion, Dave took the fireman's seat.

"We got no cars for Coffeerville Center, so we'll run through to the end of the line. You holler if you want to see anything," said Perry.

Dave could see all he needed without much stopping, and all went well until Beaver Meadow was reached.

"Say, Bud, stop 'er on this fill so I can have a look at that high water." "Woosh" came the air as Bud pinched her down. They stopped right over a culvert. Dave puzzled at what he saw. "We stop here ev'ry day anyway, young fella. No trouble. It gives us a chance to take our lunch on the clock that way."

"I don't understand," said the inspector. "How can you get a paid lunch? Even we government types don't get that."

"It's on the card, boy! One half hour at Beaver Meadow except on Friday when it's one and a half hours." Bud pointed to his standing train order. "See, says so right here!"

"Ah, Bud," Dave interrupted, "The government will never stand for such a delay for no apparent reason, only two miles short of the unloading point."

Bud scowled and turned to the young Mr. Brown. "Young fella, we went through a lot of trouble to keep that water from wrecking this railroad, and you ain't changin' nothin'! We used to have a pipe in there, and it was always being plugged up. The water would be right over the track. Well, Beaver Meadow's got the right name, 'cause it's full of 'em. Them little critters can't stand the sound of runnin' water. They'd plug up that pipe and flood the meadow every couple of days. We tried to trap 'em, but they'd always come back no matter how far we took 'em. Well, then we tried makin' a weir, a small dam don't ya know, but even when they had enough water they'd still plug up the works and flood the tracks. Next we took that board you see layin' there with the 'v'-shaped cut in it and put it out. That there straight board is what took its place. Now that arrangement don't let no water out unless we want to or we forget to do it and it overflows. We let out a foot of water ev'ry day 'cept on Friday when we let out three feet. Takes about a half hour a foot, don't ya know. The three feet is so we don't flood over the weekend.

"See what I mean, boy?" Bud's pipe puffed out an exclamation point. "This way the beavers got their water, and we got our railroad."

Well, to make a long story short, Uncle Sam got his container at Coffeerville, the beavers kept their pond, and Dave, like myself, got a lesson in Yankee ways.

--Rainbow

1986
MINUTEMAN CONVENTION
QUESTIONNAIRE

NAME: _____
ADDRESS: _____
OCCUPATION: _____
TELEPHONE NO: _____
MEMBER OF: NMRA _____, NER _____, DIV _____ (NAME)

Are you willing to volunteer some time to the 1986 Minuteman National Convention Committee? _____

The NMRA has awarded the 1986 National Convention to the HUB Division. Therefore, the 1986 Minuteman National Convention Committee would like to determine what special skills are possessed by NER members or other model railroaders in the New England area with the intent of making this convention a superb event. Please check all items below that you feel confident in performing.

- | | |
|---|--|
| <input type="checkbox"/> Legal Council | <input type="checkbox"/> Arts & Crafts |
| <input type="checkbox"/> Promotional Experience | <input type="checkbox"/> Organizational Experience |
| <input type="checkbox"/> Marketing | <input type="checkbox"/> Transportation Planning & Cord. |
| <input type="checkbox"/> Advertising | <input type="checkbox"/> Hospitality Planning & Cord. |
| <input type="checkbox"/> Graphic Arts | <input type="checkbox"/> Typing |
| <input type="checkbox"/> Audio Visual Preparation | <input type="checkbox"/> Computer Programming |
| <input type="checkbox"/> Printing | <input type="checkbox"/> Photography |
| <input type="checkbox"/> Writing (articles, descriptions, etc.) | <input type="checkbox"/> Secretarial |
| <input type="checkbox"/> Accounting/Bookkeeping | <input type="checkbox"/> Organizing Teenage Activities |
| <input type="checkbox"/> Organizing Women's Activities | <input type="checkbox"/> Travel or Tour Planning |
| <input type="checkbox"/> Other | <input type="checkbox"/> Have Access to Computer |

Would you like to present a CLINIC at the 1986 National Convention? _____

Would you like to display in the Hynes Auditorium? _____
If so, on what subject? _____

Do you have a model railroad layout? _____
If so; Gauge _____, Approximate overall size _____, scened _____

Would you be willing to open your layout for the convention? _____

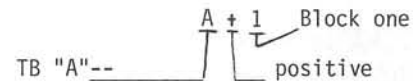
Please list anyone you know that has a layout so that we may compile a complete inventory of all model railroads in the Minuteman Convention area.

1. _____
2. _____
3. _____
4. _____



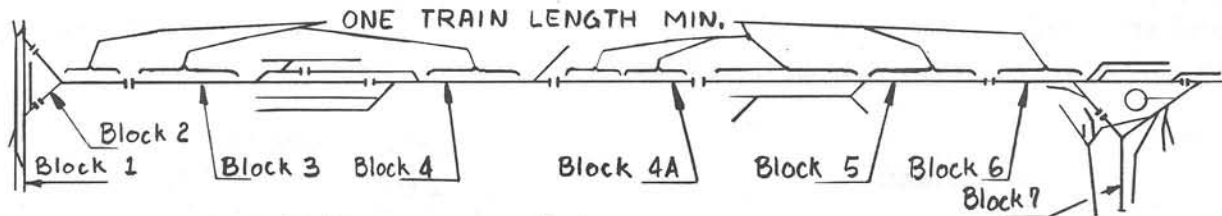
used provided a rectifier bridge, Radio Shack part #276-1185 or equal, were added between TB-PWR and the cab to convert the AC to DC as required by this unit. Outputs from walkarounds are connected to the plus and minus terminals of the respective terminal boards designated TB-A, TB-B, etc.

If we jump ahead to the rotary switch, Radio Shack part #275-1386 or equal, we can see that the track power can be selected from any of the four cabs A through D. Selection is accomplished by the wipers of the rotary switch aligning with the coded leads between the rotary switch and the TB bank. Note that the first position (with wipers opposite each other) aligns with pins A+1 and A-1, etc. Here is how the code works:



There are two areas which must be discussed to deal with track wiring, Block Logic and Block Wiring.

First let's try to convince you that installing blocks for expanded operation is simple enough to be attractive to you. Then in the next issue we will focus on the finer points of where the blocks should begin and end. Here is a sample track schematic to keep up your interest until that time.



I'm going to assume my reader knows no more about wiring than I did when I started. I hope that I do not insult anyone's intelligence.

Let's follow the current start to finish in the wiring diagram. Beginning with 120 Volts Alternating Current (VAC) at your wall outlet, we must connect to a power supply such as a MRC model 1400 or similar unit. We will call this unit Cab "A" and designate it as primarily for our yard. It does, however, have the capability of connecting to the entire railroad. The yard shall be Block 1.

This power supply has four terminals on it. Two are for regulated DC output which will go to Terminal Board (TB) "PWR", then to TB-A. It could go direct if you so choose. The other two terminals are unregulated 18VAC which should be connected to the BB terminals at TB-PWR.

For capacity sake, a second power supply which is only a transformer, Radio Shack part #273-1514 or equal, should have its 18VAC output leads connected to CC and DD of TB-PWR. Buy a cheap extension cord and cut off the female end and attach the resulting leads to the 120VAC input side of the transformer. Mount this in a safe out of the way place under the layout to avoid contacting the hot terminals with your hands. That is, unless you want an electrifying experience.

From the matching terminals BB, CC, and DD of TB-PWR, the leads of the walk-around cabs will draw their input power. These cabs should be self-rectifying (self-converting from AC to DC) such as Troller Transcabs. MRC model 55 cabs could be

The "A" indicates both position of the rotary and which TB is desired. Plus indicates which side of the rotary switch and which side of the TB, in this case positive. The "1" indicates which block (which rotary switch) and which of the numbered terminals on the TB it is to be connected to.

The current we followed to the Cabs (walkarounds and the stationary cab A) passes through the terminal boards (TB) of like designation and thence to the track via the rotary switches.

The current will, of course, be routed to as many blocks as there are rotaries turned to that particular cab.

It is plain to see that up to four trains can roam around the railroad by selecting the blocks through which they have to travel to the appropriate walkaround cab and being mindful of where the other trains are and where the blocks begin and end.

Give this some thought, and in the next issue we will analyze my own railroad with respect to placement of blocks.

PHOTO CREDITS: Page 1, adapted from Hub Headlight; pages 4 & 5 Jim Densmore; page 3 Murray Goodwin; page 7 (top) Jim Densmore, (bottom) Paul Weld; page 8 Dick Hanschka; page 16 Bill Mischler.

We had many more photos from North Conway than we could use in this issue. Thanks! More, including the fan trip, in the next issue.

by DAVE MESSER

SHEET METALS AND LAMINATES

Sheet Metals

With the ease and convenience of using sheet styrene and the advent of cyanoacrylate adhesives in place of soldering for securing detail, the use of sheet metal in scratchbuilding is considerably less necessary than in earlier years of the hobby. One possible remaining advantage is durability and a resultant greater satisfaction in achieving something lasting.

The most common sheet metal for model work is of course brass, which is available in a wide range of thicknesses from .001". Other sheet metals available are nickel silver, copper, aluminum, and phosphor bronze, all in a limited range of thicknesses.

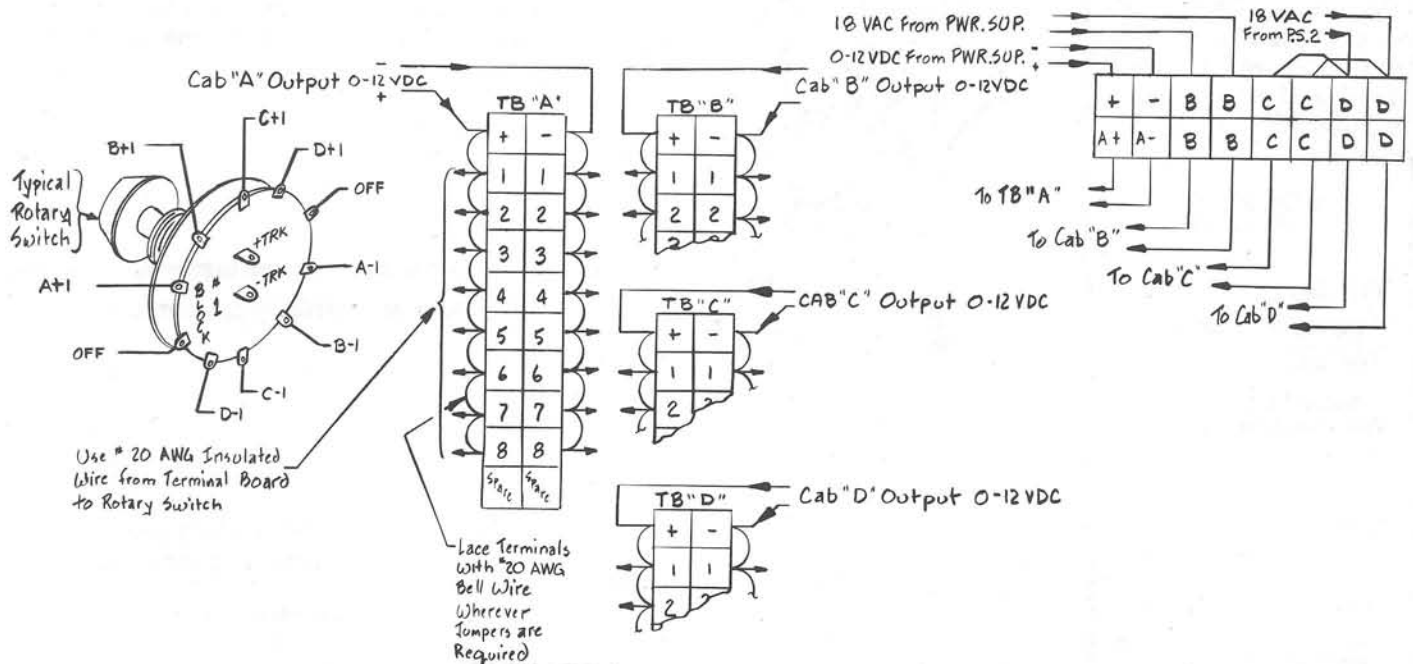
Soldering is the traditional means of assembly, although special solders with different melting points may be necessary (starting with the higher-melting ones) to attach detail parts without loosening those already in place. The use of cyanoacrylate adhesives is increasing for this purpose, but caution is necessary in their use.

Laminates

A technique which is often used for specific detail and/or for structural purposes is that of laminates. A laminate can be defined as a material made by joining together one or more layers of the same or different materials.

In the case of layers of the same material, which is done to obtain greater thickness - usually for structural purposes - the fabrication techniques are the same as for single thicknesses. When using different materials, the techniques vary, depending on the materials. While it is generally easier from an assembly point of view to use similar materials in constructing a given model (same adhesive, less chance of warpage, etc.), detailing or structural considerations often call for a combination of two (or more) materials. An example of this is a structure with wood or cardstock siding and roof to which metal sheathing is added. Consideration must then be given to the proper choice of a suitable adhesive which will attach to and be compatible with both materials being joined. In the case of plastic-or metal-to-wood, the white glue used for the wood-to-wood or card-to-wood assembly (both porous materials) is not sufficiently durable to hold the non-porous plastic or metal. In this situation contact cement (Pliobond, Goo) or epoxy resin (many brands) would be more satisfactory. For metal-to-metal or plastic-to-metal bonds, either of the above or the cyanoacrylates are suitable.

Whatever the materials involved, it is essential that the layers are firmly bonded before final assembly of the model, and that bracing is sufficient to prevent warpage. The use of laminates, if done carefully and with a little imagination, can open up a wide range of detailing possibilities not available with single materials.



FROM THE DIVISIONS

HUB DIVISION

Minuteman Convention 1986 hits Boston head on!!!

That is correct, folks. We did it! The Hub Division was successful in making its bid to the NMRA BOT for the national convention to be held in Boston July 21-27, 1986, at the Sheraton Boston Hotel and Hynes Convention Center.

The Hub Board of Directors worked diligently in preparing our bid for submission to the NMRA at San Mateo this past August. Bill Parker and Rod Brown headed up the effort and were helped and guided by NER Permanent Convention Chairman Jack Alexander. The written part of the bid, with much pertinent back-

up literature, was largely prepared by Bill Parker. Bill Borrelli did a superb job of preparing a professional tape-slide program to show the many advantages of a Boston convention. Bill himself gave the bulk of the vocal presentation in his smoothly professional manner, ably assisted by Jack Alexander, Rod Brown, Bill Parker, and Bill Borrelli's wife and sons Jackie and Joel. The bid packages and tape-slide program and equipment were taken to California by Bill Parker and Jack Alexander, assisted by Jay Rogers. Don Brebner designed the badges worn by our delegates and handed out by them, and also made the beautiful poster displayed throughout the convention.

And now there is a huge amount of work to be done in the next five years. This will be a massive effort on the part of the Hub Division and the NER, and a lot of good help is needed. We are already working with general chairman Bill Parker to get the main committee organized and into action. You will read in the Hub Highlight and the NER Coupler all the details in the months ahead. Many letters, personal visits and phone calls will be written and made. Those of you in Eastern Massachusetts who have large, medium or small layouts that qualify for a convention visit, get out the Simoniz and scenery patching and have at it.

We of the Hub Division would like to again congratulate the gang at North Conway for a superb October NER convention. It could not be called anything but great! Thanks to all of you again.

--Glenn Owens

NUTMEG DIVISION

Nutmeg moved its annual show to the northeastern part of the state this year, to the Knights of Columbus Hall in Torrington, November 8. Over 700 persons attended.

The Division is making an aggressive effort to enlarge its mailing/membership list, and the effort is showing significant results.

The annual meeting and banquet will be Saturday, January 16, at the the Yale Motor Inn, Wallingford.

--Murray Goodwin

SILK ALONG STEEL

by Thomas Lewis

Silk Along Steel, with more than 35 illustrations of locomotives, railroad structures, etc., tells the story of the South Manchester Railroad, once the shortest privately-owned line in the nation. "A marvelous booklet ... Makes the past quite real." Winner of a Connecticut League of Historical Societies Award of Merit.

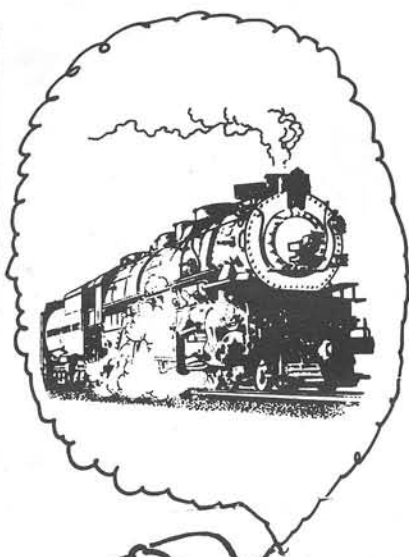
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The NER Crew

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Please remit (in U.S. funds) \$5 for 2 year membership or \$10 for 5 year membership (check payable to NER-NMRA) to:

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79 Hemenway Road
Framingham, MA 01701



ON THE

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NATIONAL

- July 13-18, 1982, Washington, DC
- July 18-24, 1983, Winnepeg, MB
- August 6-12, 1984, Kansas City, MO
- July 28-August 4, 1985, Milwaukee, WI
- July 21-27, 1986, BOSTON, MA!

NORTHEASTERN REGION

May 21-23, 1982, Albany, NY

NER DIVISIONS

Saturday, January 23, SUNRISE TRAIL DIVISION WINTER MEET, Island Trees Library, Nassau Mall, Levittown, NY, 12:30 - 5:00 p.m. (Ray Muntz, P.O. Box 174, Old Westbury, NY 11568)

Sunday, April 18, LITTLE RHODY DIVISION 18th ANNUAL OPEN HOUSE, Frank A. Olean Regional Center, Airport Road, Westerly, RI, 10:00 a.m. - 4:00 p.m. (Stephen Boothroyd, 256 Balsam Road, Wakefield, RI 02879)

Saturday, April 24, 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)

OTHER

Saturday, February 13, BAY RIDGE MODEL RR CLUB O SCALE ONLY TRAIN SHOW & FLEA MARKET, St. Anselm's Roman Catholic Church, 83rs St. & 4th Ave., Brooklyn, NY, 10:00 a.m. - 4:00 p.m. Registration \$7; spouse and children free. (Jon Winder, P.O. Box 121, Cheltenham, PA 19012) *

Sunday, March 21, CHESHIRE HIGH SCHOOL CLASS OF 1983 TRAIN SHOW, Cheshire High School, 525 South Main Street, Cheshire, CT, 10:00 a.m. - 5:00 p.m. Donation \$1.50; children under 10 free. Program will include model contests. (Armand Mazzetti, 5 Mohawk Drive, Wolcott, CT 06716. 203-879-9797)

Saturday, March 27, STAMFORD MODEL RAILROAD O SCALE ONLY SPRING MEET, St. John's Episcopal Church, Main and Grove Streets, 10:00 a.m. - 5:00 p.m. Adults \$2; children 9-16 \$1; accompanying women and children under 9 free. Large O-scale

two-rail club layout open. (EOS, c/o Jon Winder, Secretary, P.O. Box 121, Cheltenham, PA 19012)*

*Both events jointly sponsored by Eastern O Scalers

Friday-Sunday, April 16-18, BRANFORD ELECTRIC RAILWAY ASSOCIATION MODEL TROLLEY MEET, BERA Museum, East Haven, CT. Prototype and model operation, dealers, clinics, model contest. (Frank Weber, 216 Croft Road, North Wales, PA 19454)


The Train Exchange

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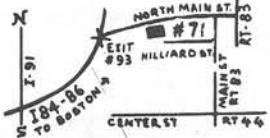
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NEW LAYOUT (the area's largest) operates for the public the 1st, 3rd and 5th Sundays between 3 and 4 p.m.



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Sun: 1-5 p.m.



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MEMO

From the
OFFICE
MANAGER

LIFE MEMBERS

The Region welcomes the following people to the growing ranks of NER Life Members: Edwin J. Fellows, Scarsdale, NY; Denis Fortier, Quebec, PQ; John Heater, Hackensack, NJ; and William C. Venman, Amherst, MA. Any Life Member of the NMRA may become a Life Member of the NER for \$50.

NAME BADGES

Personalized name badges are now available through the NER office. Designed to be worn at any model railroading event, and particularly at NER conventions, they are a nice way to "show the flag" and help introduce you to other convention attendees.

Badges are 3½" wide by 1" high, blue, with your name and one other line of text engraved in white. The NER logo appears at the left in gold. The back has a safety locking pin. These are substantial, well-made badges.



Badges are \$1.50 delivered at the next NER convention. For an extra 90¢ we will mail your badge to you. Please allow 8 weeks for delivery.

Suggestions for the second line on your badge include the name of your division, your town or state, or your railroad name. If you wish, you need not have a second line. The length of each line should not exceed 20 characters and spaces.

To order, send either \$1.50 or \$2.40 (in U.S. funds) to the Office Manager. Specify exactly how you want the lettering to appear. Please include your telephone number along with your address (just in case there's a question or problem).

One last note on these badges. If you comparison shop for engraved name badges, you will discover the Region's price is less than half that charged by others. That is because we have found name badges so helpful in promoting the friendly atmosphere which makes our conventions enjoyable that we, the Region, are partially subsidizing the cost to encourage you to get one. Also, you may order badges for family members (even if they are not Region members) so that they too can "show the flag" at our conventions.

ANNIVERSARY CARS

The Northeastern Region and the Boston & Maine Railroad Historical Society have jointly issued a covered hopper car to commemorate the 35th and 10th anniversaries, respectively, of the two organizations. The kit is an E&B Valley covered hopper lettered for the 5500-class cars of the B&M. Separate commemorative decals with anniversary logos of each group printed in black are included. Two road numbers are available, #5508 or #5516. NER cars are available from Rod Brown, 79 Hememway Road, Framingham, MA 01701. B&MRHS cars are available from Joseph Shaw, 888 Greenland Road, Portsmouth, NH 03801. The price is \$7.95 U.S. for one, \$14.95 for two. Be sure to specify which road number you want. These cars will also be available at the next NER convention (at a saving of \$1 each, the postage and handling cost).

--Rod Brown