



COUPLER

Spring '82



ALBANY CONVENTION MAY 21-23

Albany's handsome new Hilton will be the center for the NER's Spring Convention.

See pages 5-8 for further information and registration forms.

GOOD NEWS FOR
KIT-BASHERS

COME SEE US AT ALBANY

Your model contest staff is responding to those suggestions we solicited. In addition to making every effort to improve the availability of contest models for viewing, we have been considering the plight of the kit-basher.

When your Region President, Dave Messer, heard we had started the groundwork for a kit-bash contest, the B.O.D. began to track our efforts. We got our feet wet at a division show in Torrington, Connecticut last fall. After presentation of our findings to the B.O.D. and after some heated debate, it was suggested that we include kit-bashers in the model contest, as opposed to a separate contest.

To accomplish this, we created a special scale of factors which adapts to kit-bashed models without making it unduly advantageous to build by kit-bash. Bearing in mind that competition above 87½ points (regular model contest points required for an AP award) is purely for sport, inclusion of the kit-bashers should add both competition and sport. Here are the comparative factors:

Construction	30	Construction:	
		Ingenuity/Complexity	15
		Quality	15
Detail	25	Detail	35

Conformity	10	Conformity	10
Finish	35	Finish	35
Scratch-Built	25	Scratch-Built	15

Essentially we added 10 points to detail assuming that you kit-bashers should have an easier time in that area and robbed 10 points from scratch-built to compensate.

You will have to declare your model to be a kit-bash or a scratch-built at the time of entry. All other aspects of the contest will remain the same.

Please note that kit-bashed models, judged by the new scale, will not be recognized by the Achievement Program; however, if a model is capable of earning a merit award by the recognized scale, we will issue one in addition to your other awards, if any.

A word of warning! Kit-bashing should be used as a means to produce well-detailed models which could not be otherwise achieved by an average modeler. Kit-bashing to save work will sacrifice points in the contest because genuine modeling effort just isn't there.

Let's give this new idea a fair chance. If we don't try to keep the model contest tuned to the needs of the hobby, it will perish.

Jay Rogers and I will be seeking your views on the proposed changes. Please don't use real bullets! We are earnestly trying to improve the contest, not move to the head of anyone's "hate list".

--Brian C. Whiton, Chairman, NER Model Contest



NER BRASS

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NER Coupler

#131, SPRING, 1982

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

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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.

DEADLINE

for the next issue, Summer, 1982, is June 4.
Issue will be mailed approximately one month after
this date.

President's Column

As this is written, I have just returned from partici-
pating in an historic vote for the NMRA - to go ahead
with the construction of the Headquarters Building in
Chattanooga! Although there have been some delays
while some questions on design details were worked
out, this is now behind us, and a contract will be a-
warded and construction can then begin.

While at the mid-Winter Board meeting in Atlanta,
I had the opportunity to visit the building site adja-
cent to the entrance to the Tennessee Valley Rail-
road Museum (TVRM). This is a professionally run
organization with a growing collection of equipment
and a large building program including an engine-
house and a passenger depot. The NMRA is fortunate
to have such a site available, and the prospect of the
overall complex is indeed exciting!

The NMRA facility, when completed, will consolidate
most member services in one location, in addition to
providing display space and a reference library. Those
involved in this project have worked long and hard; now
it is up to each of us to support the program. Although
a substantial portion of the cost has been raised, cash
contributions as well as equipment donations are still
needed. They are tax-deductible, and they will help
everyone. (Send to NMRA, PO Box 2186, Indianapolis,
IN 46206.)

###

At the NER mid-Winter BOD meeting, action was
taken to include a model contest category for kit-
bashing. This is being instituted on a trial basis to
recognize the considerable skill involved in planning
and executing a successful kit-bashed model. See
Brian Whiton's article explaining this in more detail
elsewhere in this issue. We encourage your comments
and suggestions to improve further our model contest
program.

See you all in Albany!

--Dave Messer

AVAILABLE FROM THE OFFICE MANAGER

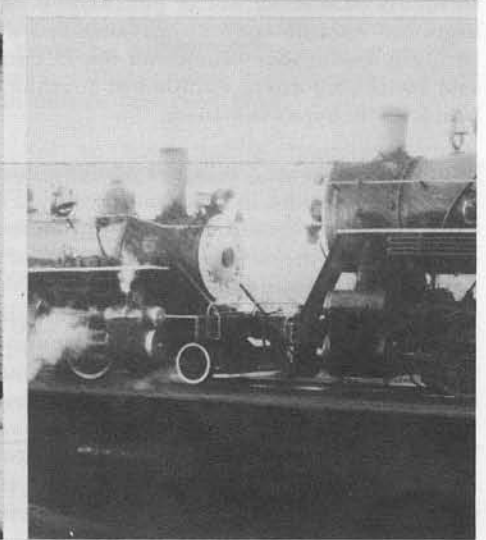
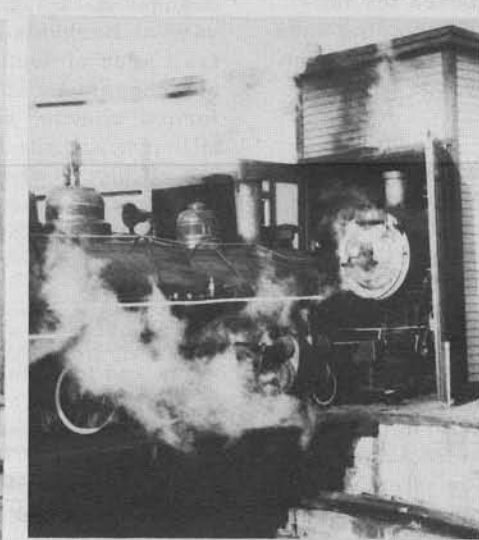
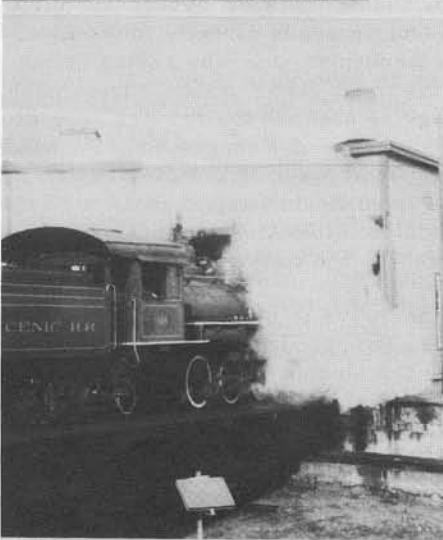
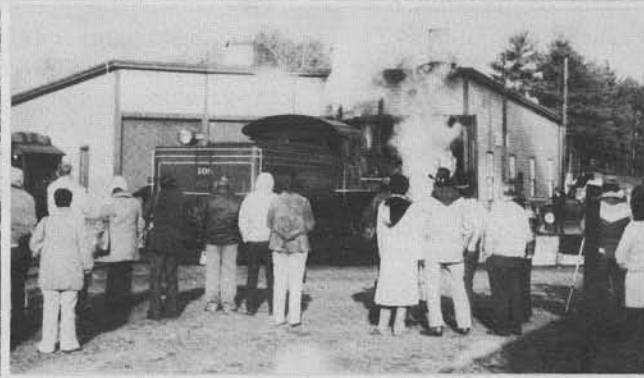
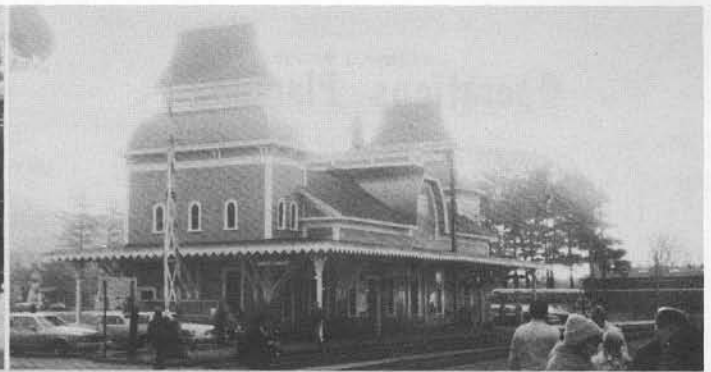
(1) NER Name Badges: $3\frac{1}{2}$ "x1", blue, with your name
and one other line of text engraved in white. A line
should not exceed 20 characters and spaces. Allow
8 weeks for delivery. \$1.50 plus 90¢ postage.

(2) NER 35th Anniversary Car: E&B Valley covered
hoppers. Two road numbers are available, #5508
and #5516. \$7.95 for one, \$14.95 for two, postpaid.

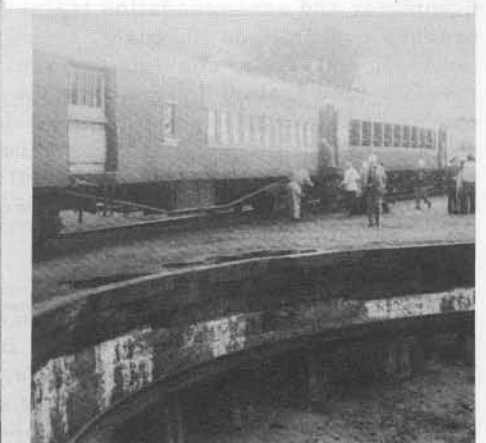
Prices are in U.S. funds

IRA D. ROTHBERG

The NER records with sorrow the death December
12, 1981, of Ira D. Rothberg, MMR.



NORTH CONWAY FANTRIP
October 24, 1981
Photos: A. Murray Goodwin



Operations Planning



by Tony Steele

TRANSPORTATION STRUCTURE

Trains are composed of cars arranged in some degree of order. That order may range from the chance disposition of a local to the preordained sequence of car groups (blocks) constituting a manifest freight train. Each block has its own schedule and strategy of connections. Any given carload will travel in more than one block as it journeys through classification yards. Cars of like destinations or intermediate junction points are gathered into blocks or entire trains for immediate forwarding. Economic efficiency requires that each car be handled a minimum of times to reduce idle time and to minimize the labor devoted to it. A balancing act is performed between the foreign car rentals (*per diem*) incurred while holding cars to form a sizeable block and the accumulated *per diem* and switching costs avoided at further yards by the block as it bypasses them.

In freight service, this set of considerations causes local trains to be dispatched from yards and junctions to service the local customers. Through freights connect with them in such fashion that car rehandlings are kept to a minimum until interchange or termination. Regular steady traffic flows will be assigned to regularly-scheduled trains; infrequent or fluctuating flows will cause extras to be made up to handle the overflow. High-volume customers will cause solid single-commodity trains (unit trains) to be assembled and operated directly to termination, avoiding intermediate yard costs. Large interchange volumes (regular or irregular) encourage the establishment of trains which avoid interchange tracks or yards and are preblocked by one railroad for the needs of the other (run-through trains).

Traditional passenger service had direct analogies. Commuter and accommodation trains (locals), expresses and limiteds (through), holiday overflows (extras), and troop, convention, race, camp, etc. specials (unit trains) demonstrate the forms and priorities of human transportation. Blocking tended toward single-car pickups and setouts, and connections often required the "goods" to move themselves from one train to another at junctions and interchanges for less-than-carload transfers.

Focus on blocking and classification strategies: The identity of the blocks may bear the name of the interchanging railroads (B&M's, NKP's, BCK's), yards on or off the home system (Oneonta's, Rigby's, Bison's), or even of large industries or facilities (Ayer autos, Beth. Steels, Scott Papers). The

points at which the blocks are picked up or set out are the yards, interchanges, large industries, junctions, and sometimes just sidetracks in the middle of nowhere in particular which serve as block exchange points for trains crossing paths. The relative position of the blocks within the train depends upon the order in which they are to be added to or set out (station order), the peculiarities of each work point (inasmuch as the efficiency of operation is affected at each point), and the presence of other power to assist (rear-end pickups and set-outs are not advisable unless a yard switcher or cooperative road unit can do the honors).

Now, how does this translate to model terms? A short line local must spend some time at the interchange arranging his cars in the most efficient station order; on his return with his pickups he probably has to separate them for proper handling by the larger carriers. Even the largest classification facility on your line may receive only part of the consist of each train to gnaw on; the remainder constitutes the "through" portion. To avoid glutting that nerve center, blocks and trains may be designed to avoid it entirely, by-passing or short-cutting to other yards. On the NEB&W, a "cleanout" train from the north end of Richelieu exchanges cars at the usual points but avoids the main yard at Berkshire and proceeds directly to the industrial area of South Berkshire, thereby saving hours and congestion at the main yard. Another train performs "shuttle" service between the furnace town of Milburne and the industries of Warrens Falls by handing off blocks of traffic at a siding at Schuyler Jct., with a branch local from Berkshire; in addition to the other savings, this also eliminates wasteful "backhaul" of the cars to Berkshire and back.

There are many other ways to block for efficiency, but good blocking is also fun, for it allows us to show our wiles and to reduce the amount of switching necessary in operating. There is always enough time to run, but never enough time to switch.

Focus on car types: Previously the subjects of interchanges and blocking strategies were discussed. These two concepts, along with a third, influence strongly the identity of a train as it is viewed from trackside. The third, the commodities hauled, can be judged by the car types noticed. Loaded auto racks and high cube boxcars headed west to Buffalo on the D&H indicate Volkswagens from the Port of Albany or Ford auto parts from Green Island. A unit coal train in Mechanicsville yields the identity of the Bow, N.H. coal job. A southbound on either the D&H, CV, or B&M with a plethora of Canadian, home road, and Southern territory 50' boxcars spells paper: newsprint, bond, kraft, etc.

How does this sense of identity and purpose get translated to the model? Close analysis of the railroading you admire will reveal the car types and owning roads involved. Industries related to the commodities indicated are either located on the modeled railroad, rationalized on the unmodeled portion of that railroad, or theorized as a portion of the traffic.

(Continued, page 8)

ALBANY CONVENTION MAY 21-23

The Spring '82 Convention should offer the member a unique opportunity to sample the rebirth of a downtown center, a look at a rapidly changing prototype scene, and a view of some of the better modeling efforts in the Northeast.

Headquartered in the new Albany Hilton, the convention will use some of the best convention facilities in the state. All activities will center upon the Hilton, with registration and layout tours starting the activities Friday evening.

Saturday will allow the member to tour the Selkirk Yards of Conrail and one of the most modern locomotive shops in the Amtrak system. Saturday afternoon clinics will augment this attention to the prototype.

The 8 pm banquet Saturday evening will offer everyone the chance to relax and visit with people they see only every so often. After dinner entertainment will feature Bill Schaumberg, Managing Editor of RMC. Finally that evening, there will be slide projectors available for the night owls willing to show slides until who knows when.

The Albany area offers a good cross section of activities for the non-modelers as well. Within walking distance of the hotel are the State Capitol, the Empire State Plaza, the New York State Museum, and the Albany Institute of History and Art. All have a great cross section of history and lively arts for those interested. A short drive away is the mill town of Cohoes, home of several major textile stores and discount houses. The area also boasts many fine restaurants.



REGISTRATION: Friday 3-6 and 7-9; Saturday 8:30-10. The registration desk will be convenient to the hotel registration area.

Sunday the convention will feature a special treat in the Pittsfield-North Adams, MA, area, where a number of special layouts will be open for a visit.

All the convention standards will be present - tours, trips, contests, slide shows, clinics, dealers' show, bull sessions, and the plan to hit the Fall Convention for sure. Be there!

NER ROOM RESERVATION FORM

Hotel room reservations must be made directly with the Hilton.

A special convention price of \$45 single occupancy per night and \$55 double occupancy has been established.

Complete reverse side and mail to:

Hilton Hotel
Ten Eyck Plaza
State Street
Albany, NY

NER CONVENTION REGISTRATION

Make check payable to "NER Conventions".

Complete reverse side and mail so that it is received by May 15, 1982, by:

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

Layouts

FRIDAY LAYOUT VISITS

GLENN WAGNER: Perhaps all too many of us will admit that their first introduction to scale modeling was through the pages of Boys Life magazine. A visit to Glenn's layouts will probably bring back some of the memories, as many of those original layouts are still part of his home. Also present is a Colorado-style layout featuring both standard and narrow gauge operations in spectacular scenery. If you listen closely, you might just hear the sound of the air pump on some of the steamers laying over at the engine house. The beauty of the scenery seems to overwhelm the viewer. Just as interesting is Glenn's bridge building. One particular arch bridge will stay in your memory long after the visit.

DAVE MESSER: Long active in both NER and NHHTS, Dave's efforts need little introduction. His home layout features steam era operations through small communities anywhere along the New England-New York border. The presence of NH I-4s indicates that it must be a bit south of the Albany area. Dave's skill at modeling has brought several prizes and been displayed in several magazines. A shot in a recent RMC, showing the passenger station and town background, shows just a sample of the detail present. Dave's interest in the urban surroundings of the railroad is well demonstrated and has been featured in clinics at several regional conventions.

RENSSELAER MODEL RAILROAD SOCIETY: Although still under construction, the RPI Club's New England, Berkshire and Western must stand as the example for just about any club layout. Featuring operations through northern New York and Vermont, the NEB&W has graced the pages of both major magazines. Construction techniques, track, electrical systems, equipment, and operations will all be shown. The basic

design stresses the advantages of walk-around control and remote dispatching of trains to reinforce the feeling of operating a railroad, not just a model railroad. It is planned to have completed the main line during the convention, so a Golden Spike ceremony may well be in the offing.

All three layouts are close enough to allow a visit on the one evening. Maps and road rally instructions will be provided for all. Plans are underway to allow additional visits on Sunday for those desiring them.

SUNDAY LAYOUT VISITS

DICK ELWELL: Dick's Hoosac Valley layout was featured in the June, 1978, issue of RMC. Since that time (and the Williamstown convention) Dick has expanded the layout into the garage (The car stays in the driveway!) and rearranged the operation to run from Pittsfield to Whitehall where the HV interchanges with the D&H. Dick's layout features excellent operation as well as scenery, and it should be considered a "must see" for all convention participants.

FRANK CZUBRYT: Shortly after the Williamstown convention Frank tore down his Greylock Terminal layout and began construction of the Denver and Rio Grande Western. Inspired by his many vacations out West, the layout features a model of the Chama yard complete with scratch-built station and engine terminal. The yard is a faithful model of the prototype and occupies the full 24' length of the basement. Future plans call for continuous operation on the HOn3 layout, as well as the HOn30 mining railroad.

BILL KENNEDY: Not only did Bill tear up his layout after the Williamstown convention. He moved! The new Ramapo Valley occupies a 14' x 30' area. The main line and about half of the scenery is complete, and operation is provided by a PFM sound system and an Onboard carrier control/sound system. The new layout was featured on the cover of the March,

NER CONVENTION REGISTRATION

Advance registrations must be received by May 15, 1982.

Name:

Street:

City:

State:

Zip:

Spouse's name:

	#	Advance	At door
Member package	—	18.00	21.00
Spouse package	—	17.00	20.00
Registration only	—	3.00	3.00
Conrail trip	—	2.50	3.50
Amtrak trip	—	2.00	3.00
Banquet	—	11.00	12.50

Total remitted: _____

___ Check here if this is your first NER convention.

National Model Railroad Association

NER ROOM RESERVATION

Name:

Street:

City:

State:

Zip:

Please reserve:

___ Rooms @ \$45 single

___ Rooms @ \$55 double

I will arrive on _____ at _____ am/pm

I will depart on _____ at _____ am

1982, RMC.

PAUL DELASCO: This O scale layout models the Boston & Albany in the late 1950's from Chatham, NY, to Pittsfield, MA. It features 68" minimum radius curves, large yard with a scratch-built roundhouse, and locations for future industry. About 1/3 of the layout is scenicked. Locomotives include Kemtron, Central Locomotive Works, Atlas, and Rivarossi diesels. Rolling stock is a mixture of craft kits and repainted plastic, and passenger service is provided with a string of Walthers heavy-weight kits.

Clinics

Jeffery Martin: CONVERTING PASSENGER CARS

Jeff will take a look at some relatively easy conversions of available plastic passenger cars, ending up with rolling stock appropriate for the D&H, B&M, Rutland, and other roads. Jeff's key is the combination of parts of standard cars with different roofs or sheathing. Everything is easily done from wood or styrene without any sophisticated tools. The finished product will grace any North Country passenger train up to the 1960's.

Wayne Sittner: MODELING CONTEMPORARY D&H FREIGHT EQUIPMENT

Wayne will look at the other end of the spectrum of rolling stock. Starting with standard, ready-to-run cars or plastic kits, he will demonstrate how a sharp eye for the prototype and some basic skills will radically improve the appearance of your rolling stock. For D&H fans, the clinic will also provide loads of ideas for conversions for your own fleets.

Bob Mohowski: PLANNING LINEAR LAYOUTS

Most modelers visualize mammoth roads like the Pennsy as requiring extensive layouts. Bob will surprise some as he demonstrates that even a giant like the PRR can be realistically modeled using some basic, and different, tips on layout design. While it may not be the Horseshoe, the Pennsy can still be followed in the average home layout with a great degree of accuracy - and fun!

Bill McChesney: LOCOMOTIVE REPAIR AND PAINTING

Now that you've paid \$400 for that brass beauty, how the @*! can you get it to run? Bill will demonstrate some basic tips for repair and maintenance of the imported beauty. This includes the steps necessary to produce a realistic paint job and just the right amount of weathering. Not only are they good to look at. Bill's machines actually run.

Todd Sullivan: MODELING PROTOTYPE FREIGHT EQUIPMENT

Perhaps the dean of the downstate wire benders and

plastic cutters, Todd has introduced the "fun" of accurate freight car modeling to a great number of people. He will explain his own techniques of both researching and modeling prototype equipment that will go from soup to nuts. The net result will help improve the appearance of your own fleet of cars.

Jim Eager: MODELING THE RIGHT "LOOK" OF FREIGHT TRAINS

If one spends any time watching the same trains working any given area, the experienced observer will pick up certain patterns in the trains. Jim will help piece this together for your layout by demonstrating how the CONRAIL trains in the Rochester area have developed certain "looks". Combining his own skill in freight car construction and model conversions with this attention to the prototype will add authenticity to the operations of your layout.

Clinics will feature a combination of slide presentations with model displays so that participant should get a good taste of what can be done given some ordinary parts and some attention to detail.

Contests

The NER will sponsor its full battery of contests during the Spring Convention, and members are urged to participate as they can. See the article on kit-bashed entries elsewhere in this issue.

NOTE: Entries will only be accepted Saturday morning between 8 and 9 a.m. in the Contest Room.

Fantrips

#1 CONRAIL YARD AT SELKIRK, NEW YORK

At 9 a.m. chartered busses will take convention-goers on a guided tour of the largest CONRAIL classification yard in New York State. Selkirk serves as the sorting center for all traffic going to and from New England and the Metropolitan New York area. An active rail site since 1925, the current Selkirk yard is one of the most modern facilities in the East. Computerized hump towers control sets of SD-38s and slugs humping a wide variety of traffic. Selkirk also provides running repairs for freight equipment and is the home of the bulk of the General Electric locomotives on the CR roster. With the economic down-turn, it is also the temporary home of over 250 locomotives in storage. Selkirk also serves as the major automobile distribution point for the Northeast.

#2 AMTRAK MAINTENANCE FACILITY, RENSSELAER

Located on the site of an old New York Central roundhouse, the Rensselaer Shop is the home of Amtrak's Turboliner fleet, as well as a number of F-40s and Amtrak's FL-9s. The shop serves all motive power used on the Empire Corridor as well as the "Lake Shore" route. Modern cabs mix with rebuilt New

Haven engines while the distinctive whiff of JP-4 indicates that Rohr Turbos are close by. Rensselaer is even the home of a prototype for those who only feel like lettering one side of an engine! The shop will be open for an escorted tour. Shuttle busses will leave the convention center hourly beginning at 1 p.m.

NOTE: As space may be restricted on all tours, members are advised to reserve space prior to the convention.



DIRECTIONS TO THE HILTON (#1 in sketch):

Exit from I-787 for "Broadway". Take Broadway two blocks north to the D&H Plaza (no mistaking that!). Take Route 20, "State Street", west up the hill towards the State Capitol. The Hilton is two blocks up the hill on the right or north side. The Hilton is half-way between the D&H building and the Capitol building.

RAILFUN

New York Times 12-28-80



Glenn Bernhardt

"I don't know what possessed me to buy you that book."

OPERATIONS PLANNING (continued)

One of the properties of railroads that is not always recreated by model operations is the recurrent traffic flow effect. A good transportation system should be able to move the traffic regularly in a pattern that imparts recognizable identity to the trains.

The cars moved appropriately should be shared and "owned" properly. Model those hoppers and gons, letter those Canadians, purchase those kits with a mind to your traffic patterns. Fine details, exquisite decoration, and subtle weathering effects can follow.

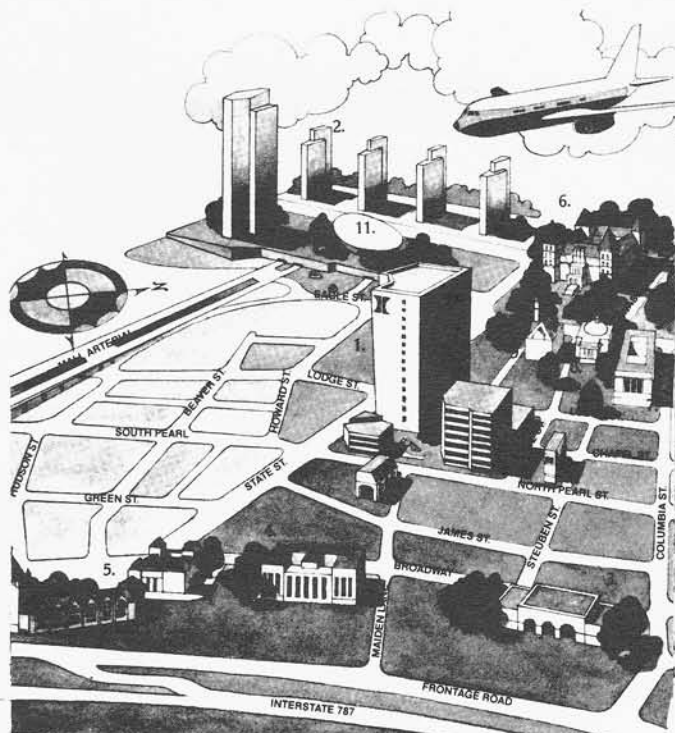
The net result will mark the difference between running "charisma trains" and joining the railroad industry.

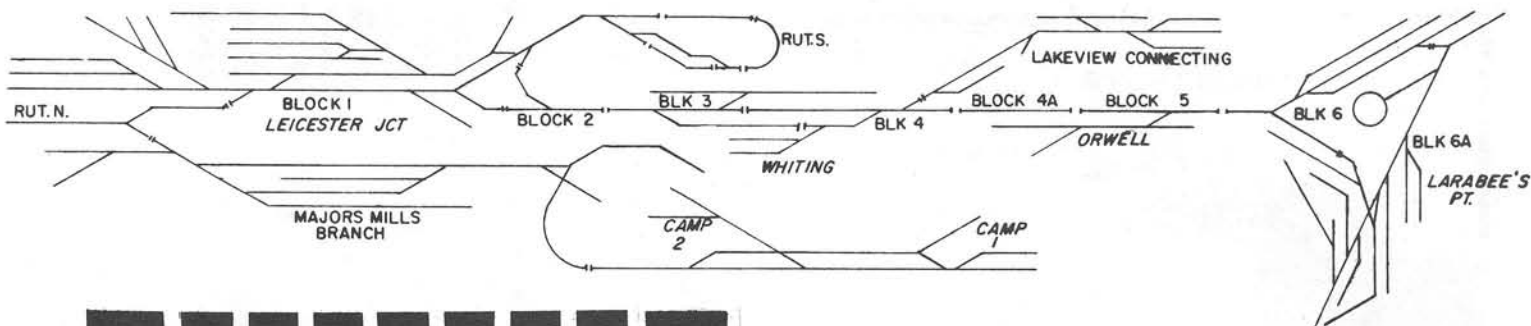
SHOP TALK (continued)

If you are mindful of polarity, it won't matter if both you and the dispatcher have the yard turned to the same cab. The yardmaster controls this switch; therefore, he has priority.

What's a train length? Well, that's the length of the train which can clear up in your shortest through siding. That's generally your average train length.

What should that be? Well, add up the number of industries that can be switched trailing point going each way on your railroad. Take the larger of the two figures and use 75% of that as the number of cars likely to be in any given train.





the sidings and stop; then rededicate the blocks and proceed having had a "meet". I could be happier with this setup. As you can see in each case, the presence of a spur causes the block limit to be short of full siding capacity. That severely limits train length. I should have made Blocks 3 and 4 into 3, 3A, and 4, 4A where the sidings could be dedicated independently of the mainline approaches. This would have allowed normal switching and full capacity trains as well as running meets. A running meet, of course, requires some on-the-ball dispatching. As each train clears up in its siding, the approaches and turnouts are changed and each can continue without stopping. Approach lengths are one train length each, which I consider a bare minimum.

Block 4 presently includes 4 and 4A; however, it doesn't allow a train to depart Whiting while another is switching Orwell. That causes bottlenecks. Block 4A will be cut in before you read this.

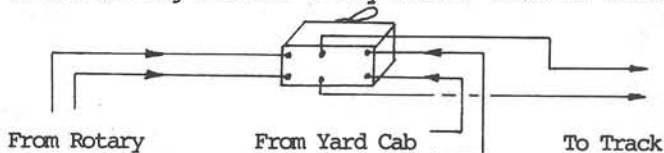
I would have liked to have had a "running" block between 5 and 6; however, space didn't allow. The best compromise is a block cut at the midpoint. That point is more than one train length from Orwell turnout and more than one train length from the first turnout at Larabees.

Block 6A is the tail tracks of Larabees Wye. It has a one train length tail and a one engine length tail which I dearly wish could be one train length. This block is required for turning engines and accessing switching leads. It is entirely the responsibility of Larabees' tower. The Outer Block, as Block 6 is called, may be dedicated to the dispatcher if relinquished by the tower just as Block 2.

Blocks should be a minimum of two train lengths long on a small pike like mine and three train lengths on a larger pike. Installing turnouts to spurs within one train length of the end of a block is risk at best and, if nothing else, it makes your railroad look too short.

One running block between each town is very desirable!

Dedication of blocks should be by function. As in Blocks 1, 2, 6, and 6A of my pike, the yardmaster should have priority in determining if the block is to be handed over to an incoming train. To install such a priority, merely add a DPDT switch between the track feeders coming from the rotary and the track as shown:



(Continued, page 8)



Assuming that you would like to add multiple cab operation to your layout and have digested last issue's wiring diagram, let's look at how blocks developed on the Midland. Notice I said "developed". No matter how careful you are in choosing your block limits, they will have to be adjusted as operations give you more insight.

Above is the schematic diagram of my own pike. Let's look at its successes and failures.

Beginning at the left, the loop here represents all of the Rutland Railroad south of Leicester Junction. Storing whole trains here is the primary consideration. Note that the loop has a through siding which is used to store one train. Three more can be stored on the main. During an op-session these are brought up or sent down to the loop simulating the activity on our connecting road. These and most of the Rutland main, right through the yard, are in Block 1.

Block 1 is unique because it doesn't have dispatcher control. It's not part of the Midland. Block 1 can be dedicated to Leicester switcher or Midland dispatcher only as directed by the Leicester yardmaster.

The branch to Majors Mills has three blocks, all of which can be selected only to Leicester switcher and Hill switcher. All three are in the hands of the Leicester yardmaster. The reason is that Midland and Rutland trains do not use the branch; therefore, the dispatcher has no need to control them.

Block 2 is the Leicester Wye and is controlled by the dispatcher with a priority control by Leicester switcher. In other words, Block 2 can be dedicated to any of my three mainline cabs, but only if the Leicester yardmaster relinquishes the Block. Its limits are obviated by the need to reverse its polarity when turning trains. All arrivals and departures being conducted on the North leg. That is because when south leg moves are made (with polarity reversed), a polarity mismatch occurs at Block 1/2 interface. The tail of the wye is two train lengths long.

Blocks 3 and 4 comprise the town of Whiting. They are set up so that trains running to the right can enter

by DAVE MESSER

STRIPWOOD, STRUCTURAL SHAPES, AND TUBING

General

A wide variety of what can be generally termed "strip stock" is available to the modeler for his choice of modeling project. The challenge is to select the most suitable material for a particular use.

As with sheet stock, strip materials should be stored in a clean, dry area, either vertically or horizontally. Because of their relative fragility, the best method is to store these materials in cardboard mailing tubes for protection, as well as ease of location.

In general, surface preparation, fabrication techniques, adhesives, and finishing methods for these materials are the same as for the respective sheet stock.

Stripwood

A wide range of sizes of stripwood is available, primarily in basswood. As with sheet stock, stripwood should be sanded before cutting, by drawing the pieces individually through fine sandpaper held between the fingers. Smaller thicknesses are readily and accurately cut with a single-edged razor blade or model knife; larger sizes are best cut with a model saw in a miter box. Particularly with the smaller cross-sections, it is important to use only enough adhesive to insure an adequate bond. Where more than one color is used in a model, it is often desirable to paint pieces before assembly.

Structural shapes

Structural shapes are available in basswood, brass, and in ABS (Plastruct). The wood and brass have the closest-to-prototype flange thickness for the smaller scales, but the ABS offers the convenience of rapid solvent assembly. Brass and ABS have a smooth surface; wood shapes must be sanded and sealed (all surfaces) to simulate smooth metal. When cutting wood shapes it is helpful to put a reinforcing piece of stripwood between the flanges to prevent splitting.

Tubing

Telescoping tubing is available in brass in a range of sizes from 1/16" to 2 1/2" for model use. It offers the advantage of uniform wall thickness and cross section. ABS tubing is available in a limited range of sizes, with less uniform cross section.

HUB DIVISION

A move here and a tug there and things are starting to move all over with regard to the 1986 Boston NMRA national convention. We are starting off at a slow and get-your-feet-wet-first pace, but that pace will reach a fever pitch before too long. If you can get your fever above normal and you have not yet made a commitment to help, let me or somebody know right away. We need all kinds of help in all kinds of areas, and we need good private layouts to visit in Eastern Massachusetts. How about yours for a visit from one of us soon? We would like to see what you have. We are doing quite well with club layouts, but we may not have all we need even in that category. So if we have missed your club in our initial contacts, yell loudly.

I am pleased to report that the Division is still growing. We stand a good chance this year of having our membership top 400. Like most organizations, one drawback has always been non-renewals (drop-outs). Hub has been running between 98 and 115 on this for 4 or 5 years. This year, our non-renewals so far are down to 40, and that number will probably go down still lower. So if we bring in the expected number of new members at the shows for the year, we could hit that 400 mark.

By the time you read this, our Spring convention in Brockton will be a thing of the past. We will have a report for you in the next Coupler. If we didn't see you there, we hope to see you at Albany.

--Glenn Owens



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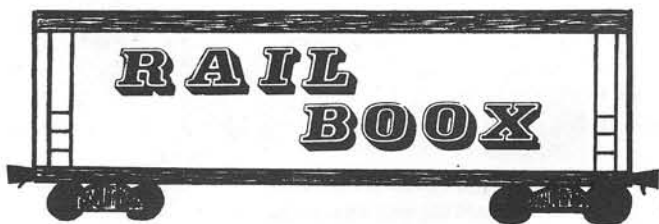
SCHEDULE

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!

NER DIVISIONS

Saturday-Sunday, May 1-2, ALOUETTE QUEBEC DIVISION MINI-CONVENTION, CEGEP de Trois Rivieres, Pavillon des Sciences, 3500 de Courval, Trois Rivieres, Québec, 10 a.m. - 5 p.m. Clinics, displays, model contests, operational modular layout. \$3. (Robert Lalonde, 142 Pl. Mgr. Comtois, Cap-de-la-Madeleine, Québec G8T 1X3. 819-379-5665 after 6 p.m.)



ANIMATED SCALE MODELS HANDBOOK by Adolph F. Frank. New York: Arco, 1981. \$15.95.

Perhaps you too have seen Al Turner's circus when it has been displayed at national conventions, marveled at the animation, and wondered how in the world you would go about achieving such effects.

NMRA member Adolph F. Frank's new book does a fine job of introducing the reader to the world of model animation.

He discusses basic components such as motors, shafts, belts, pulleys, cams, cranks, and power sources - all made from things found in "hobby stores, hardware stores, lumberyards, catalog radio suppliers, and variety stores".

He describes speed-reduction mechanisms and seven basic mechanical movements used in his animation.

As he says, "When you build a model you are really telling a story. The story is being told in what might be called a three-dimensional picture. By using animation, you go into greater detail telling that story. It is much like the difference between slide pictures and movies. Keep this in mind when you build a model."

There are plans for over a dozen animated structures, plus material on animated vehicles and figures and on casting.

And the author claims, "Everything written in this book has been tried and proved."

Fascinating!

--Murray Goodwin

HOW TO BUILD REALISTIC MODEL RAILROAD SCENERY by Dave Frary. Milwaukee: Kalmbach, 1982. \$8.95.

Was someone up there in Milwaukee trying to tell me something? I had just started completing my Achievement Program application for Scenery when the envelope from Kalmbach arrived with a review copy of Dave Frary's handsome new book on the subject. Would that I had had it a few years ago!

While it is not intended to supplant Bill McClanahan's classic SCENERY FOR MODEL RAILROADS, it is an updated approach using newer materials. Well organized and beautifully illustrated with color photos, it will be the new standard.

NER Membership Application

Name:

Street:

City:

State: Zip:

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

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

Materials recommended are all water-soluble. "Because water is the common denominator, scenery building goes along as fast as you can work, without waiting for one layer or texture to dry before applying the next. You can start an area after dinner and finish the scene before retiring for the night. The next morning everything will be dry and fastened in place, ready for you to touch up the detail and 'plant' some weeds. Water-soluble scenery is so fast and easy that I completely scenicked a 4' x 10' railroad in just a week of evenings."

A final chapter on "Special situations and special effects" may tempt you to try your hand at a winter scene on your layout!

--Murray Goodwin



Members of the NER who would like to become members of the NMRA Promotion Department should contact: Joe Kurilec, 315 Lombardy Drive, Berea, OH 44017. There are presently few NER members involved. More are needed, including more from Canada. --Chris Brindamour

The Train Exchange

Your shop for all the nitty gritty

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



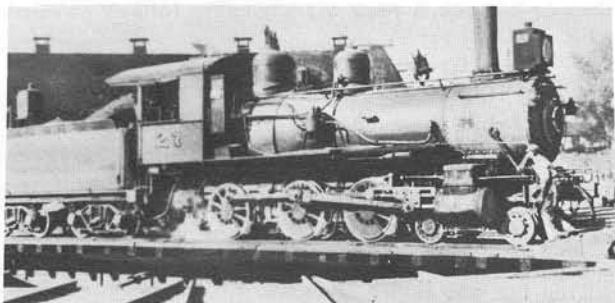
Tues-Fri: 10 a.m.-9 p.m.
Sat: 10 a.m.-6 p.m.
Sun: 1-5 p.m.



The Train Exchange
71 Hillard St. Manchester, CT 06040

SOOT & CINDERS

by RICHARD M. HANSCHKA



Colorado Midland No. 27, Grand Junction, CO, 1888

John Allen's G&D has been the subject of many model magazine articles. The Colorado Midland was his main-line prototype, with Denver & Rio Grande the 3' gauge branch line.

In its day CM had heavy motive power. The road went bankrupt and was torn up around 1920. It was the largest rail line failure until New York Ontario & Western of 1957, and now the Milwaukee Road and Rock Island.



NER Office Manager

79 Hemenway Road
Framingham, MA 01701



No. 27 is typical of heavy power used on passenger trains leaving Denver for Grand Junction and connections for California. Freight, which was coal and metal ores for the most part, was handled by 2-8-0s.

John used CM as it ran rather small trains with heavy engines on its steep grades. He added some larger engines which he adapted from D&RGW and Unitah, which remained a latter day narrow gauge line with heavy power. The 4-6-0 was the road switcher of its day and often handled mixed service or even ran in freight service.

HERE'S ANOTHER ADDITION TO THE MMR LIST

Our efforts to give you a complete list of NER's MMRs continue. Please add to the list published in the last issue: #9, Ivon S. Preble, also an Honorary Life Member.

If there are other corrections, please let me know.

--M. G.

LOST MODELER FOUND

Many thanks to David Archer of Ft. McMurray, Alberta, and John Prestopino (who didn't leave his own address) for locating Jim Eager for me. The Sunrise Trail Division was anxious to get Jim his New Modeler's Award plaque from the Newburgh convention but did not have any way to reach him. Jim has been found and now has his award. --Harry J. Wagner



FIRST CLASS MAIL

Robert Strobel
1203 89th St
N Bergen NJ 07047