



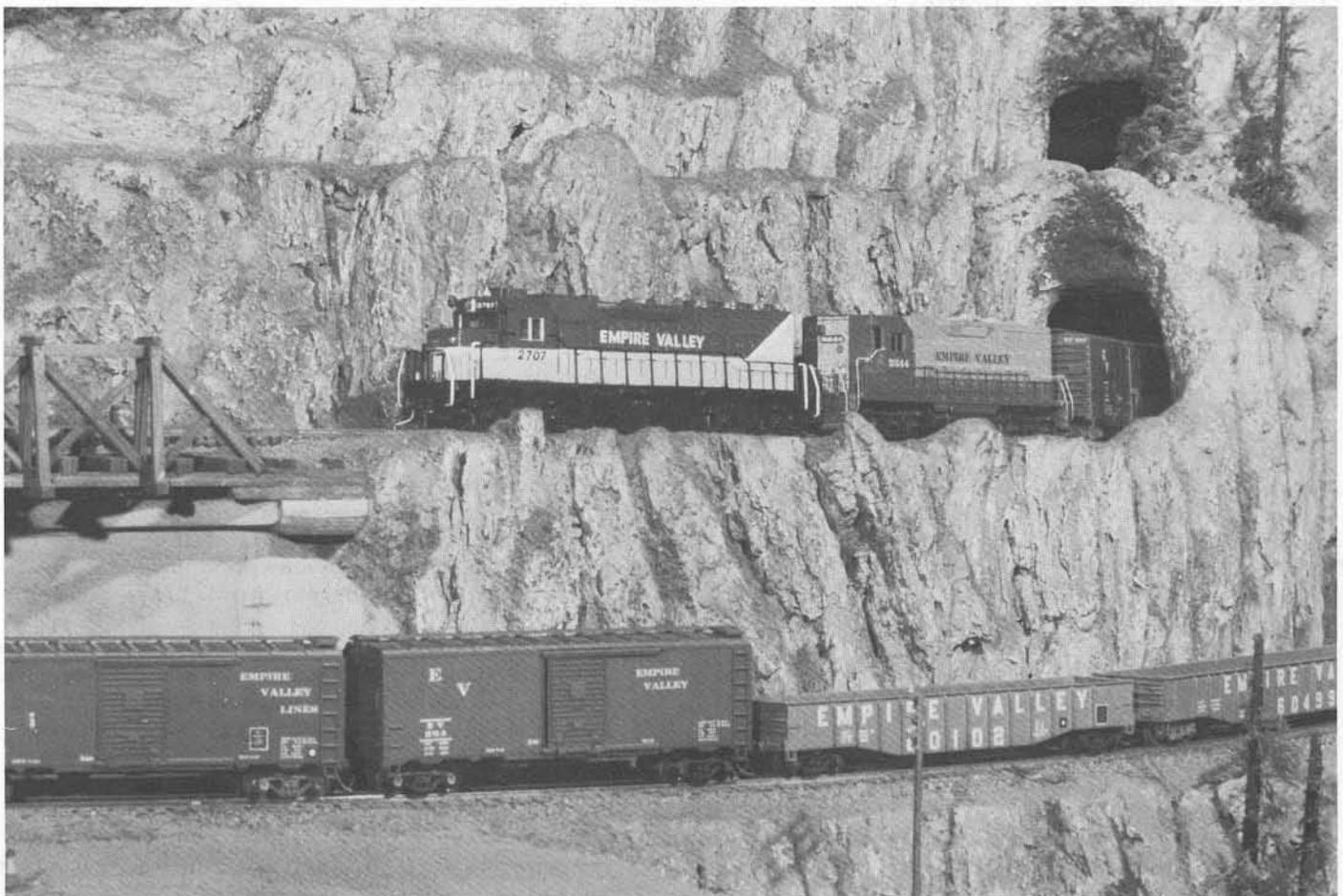
NER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

COUPLER

Fall '82

NER CONVENTION OCT. 8-10 PLAINVIEW, L.I.



Diesels in both the old and new paint schemes of the Empire Valley lines are about to pass over a freight at Mountain on the HO pike of the Empire Model Railroad Association, one of 18 layouts (N, HO_{N3}, HO,

O, and S) open to those attending the NER Fall Convention October 8-10 at Plainview, L. I., NY

Photo: Conrad Obregon



NER BRASS

President's Column

President: David W. Messer, 12 Hillview Court, Wyantskill, NY 12198
Vice President: William S. Parker, 65 Coweset Drive, Brockton, MA 02401
Secretary: Fred Driscoll, 15 Cushing Street, Dover NH 03820
Treasurer: Douglas Handy, P. O. Box 798, Springfield, VT 05156
Office Manager, Membership: R. Roderick Brown, 79 Hemenway Road, Framingham, MA 01701
Achievement Program: Harry J. Wagner, 51 Ringwood Avenue, Pompton Lakes, NJ 07442
Permanent Convention Chairman: Jack Alexander, 111 South Street, East Bridgewater, MA 02333

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Connecticut-Rhode Island: Charles Bettinger, 29 Foster Drive, RRL, Vernon, CT 06066
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Massachusetts: Richard Towle, Loading Place Road, Manchester, MA 01944
New Jersey: Richard C. Laube, 13 Yorktown Road, East Brunswick, NJ 08816
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Past President: Fred Driscoll, 15 Cushing Street, Dover, NH 03820

NER Coupler

#133, FALL, 1982

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A. Murray Goodwin, Editor
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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 next issue, #134, Winter, 1982, is November 5. Issue will be mailed approximately one month after this date.

This is being written at the conclusion of the NMRA National Convention in Washington, DC. Like all national conventions, it was an interesting, busy, and varied week of clinics, layout and prototype tours, model and photo contests. NER was well represented with Tony Steele (Hudson-Berkshire Division President), John Nehrich, and Wayne Sittner giving clinics, and Don Clerke, Earl Smallshaw, and Don Howd judging the model contest. NER judge Jay Rogers walked off with a first prize in displays, as did Frank Czubryt in the photo contest.

Of particular interest was the trade show, which provides a valuable opportunity to interact with many of the model manufacturers. Of note: (1) Magnuson Models is now a division of Walthers, which will provide greater resources for new products; (2) First example of a new line of turn-of-the-century rolling stock from former NER expert Al Westerfield; (3) Some superb N-trak modules (they get better every year), including one by NER New Jersey Director Rich Laube; (4) New N-scale brass, along with the usual HO and O scale lineup.

From the national BOT meeting the following: (1) The decision was finalized to transfer invested funds to the Headquarters Building Fund, to make up the difference between what is available (about \$200,000 by the time you read this) and the total cost (about \$425,000). In doing this, NMRA is "borrowing from itself" (rather than at prime) to invest in the future. Although a major industry fundraising effort has been initiated, your individual contribution (tax deductible) is still very much needed and appreciated. (The NER BOT, at its May meeting, voted to donate \$350 to the fund in commemoration of our 35th anniversary).

(2) Kalmbach Publishing Company has pledged \$20,000 to be used for the A. C. Kalmbach Memorial Library within the new building.

(3) Construction of the building is proceeding on schedule, with the cornerstone laying scheduled for October 15. The target date for staff occupancy is March, 1983, with final completion in June (the library is still under development).

(4) The BOT authorized purchase of a small computer to handle membership records and other items. This will replace the \$4,000 annual fee currently being paid to a service bureau (for less-than-satisfactory service).

(5) New Eastern V.P. Edgar Hutchinson will be writing a column for the Coupler from time to time to keep you informed of national happenings from the Executive Committee vantage point.

It is with mixed feelings that I report that Coupler Editor Murray Goodwin will be "retiring" after this

issue. Murray has brought a high standard of dedication and professionalism to the position and to the Region, and his quiet humor and warmth will be missed, but a new position calls after many months, and we wish him the very best in his new endeavor.

I am pleased to announce that Kenneth May, who has handled the Nutmeg News, will be taking over the job (subject to BOT confirmation). Ken plans to work with Murray to insure a smooth transition. your articles, photos, and news items are always welcome.

See you in Plainview!

--Dave Messer



FROM THE EASTERN VICE-PRESIDENT

One of my election campaign promises was to keep you informed of what is happening at the national level of our Association. So here goes.

First, let me thank those of you who campaigned on my behalf. Without your help I would not have won, and I do appreciate your effort. Secondly, I wish to thank all of you who voted for me. Although I feel honoured, I am very conscious that each of you voted for me with the expectation that I shall try to improve our Association. I shall always strive to fulfill that expectation and warrant the confidence you have shown. To those who voted for my worthy competitors, thank you for taking the time. It is unfortunate that only a small portion of the total membership do vote. Both John and Rick have done much work for the Association in the past, and I know I can count on their support during my term in office.

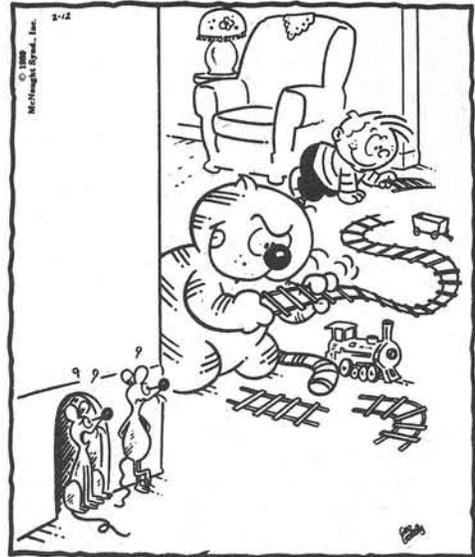
Please feel free to contact me with any problems or, on a more positive note, ideas you have for the betterment of the NMRA. My job is to serve your needs. In an effort to build more interest in the workings of our administration, my next "blurb" will describe what an Area Vice-President job is. Hopefully I shall also be able to list at least the short term objectives that the Executive Council intends to work on.

One of my campaign promises was to attend at least one Convention in each of my three regions yearly. I intend to keep it; however, with the cost of hotel accomodation these days, the offer of a couch to sleep on during a Convention in your area would be much appreciated.

--Edgar Hutchinson
352 Newbold Drive
Burlington, Ontario
L7R 2Y7
(416) 637-2438

RAILFUN

HEATHCLIFF



"It's only a matter of time before the railroad comes through here!"

Marmaduke



"I guess the 4:02 is going to be a little late!"



feel isolated from each other. A severe view block becomes necessary when adjacent scenes are totally incompatible. An example would be a case where the city scene in one area has been folded back on a rural scene. The transition would be too abrupt; so a severe view block is needed to keep the observer from seeing the city buildings in the background of the rural scene.

If we look to the Midland, we see that a wall permitted instant separation of a village scene from the rural scene adjacent to it, so it was used as a limit of the village of Leicester Jct. Out in the second room, the principal separators are vertical topography and aisle which gives the feel of a river or bay. Less significant separation is accomplished by small water courses, open meadow land, forested areas and the like. Let me point out that the view blocks and separators needed between two towns, which are in reality next to each other but too close in the model, is less important than the view blocks or separators necessary between two towns which are nowhere near each other in reality, but close in the model due to folding of an otherwise linear railroad.

It is important to remember that if you go to all that effort to separate two scenes, you should not reconnect them by winding a road down the face of the cliff or bridging that river for a highway. Likewise, you can make a scene look all too short by running a road parallel to the tracks. Roads are tricky. On the Midland, roads come from the backdrop to the intended destination or from the front edge of the layout to the intended destination, but never all the way across a scene or pair of scenes. To come across two scenes would connect them even though they are miles apart in prototype. Rivers, on the other hand, are rather nondimensional. That is true of water in general. A river or water body is an excellent separator.

To accommodate view blocks in already existing layouts, you may have to move an industrial siding or two to make room. It is well worth the effort. Please give some thoughts to your scenery, be it existing or planned, and consider what can be done to lend separation to the points of activity on your pike. It will make the railroad seem longer and enhance your enjoyment when viewing or operating trains.

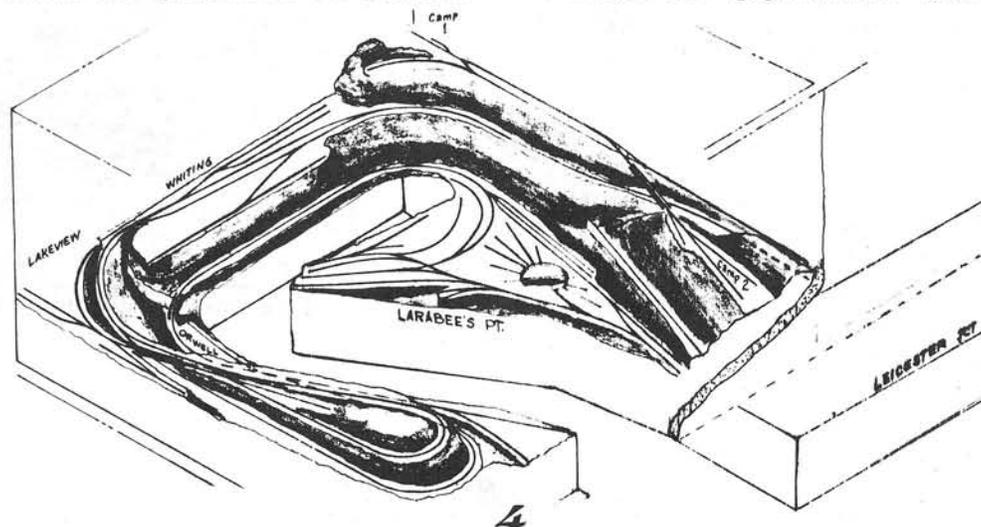
In my next column, we will talk about the choice of structure placement in complimenting view blocks and separators. We will also take a look at some specific instances on the Midland where separation has helped eliminate the "spaghetti bowl" look.

When I set out to do this series, I began by elaborating on the functional development of the Midland, track, rolling stock, and wiring. The reason for that was borne out of the unhappy experience of spending a lot of time correcting problems which could have been avoided by more careful construction and, in some cases, more careful planning. I hope that my readers have now been tipped off as to the potential problem areas on their own pikes and have corrected or are correcting those problems. Trains should be running pretty well or at least operation should be improving.

Now comes the real fun, at least for me. My motivation in the hobby is operation and creating an appropriate setting to support the operation of trains is very rewarding to me. Because scenery is largely a matter of taste, I will stick to some basic points which can make or break scenery. Again we will look at the Midland and say "how can I do that better?"

In developing the Midland town layout and basic scenery, which I let dictate to the track plan, not vice versa, I was well aware of the importance of view blocks and separators. A view block is any scenery technique which sufficiently obstructs the view of the observer to direct his attention to the intended subject. A high hill or carefully placed group of trees would be examples of a view block when used to keep the observer from being distracted by adjacent scenes. A separator is a scenery technique which does not block the view but does provide boundaries for a scene, helping to focus the observers' attention. Water bodies and uninterrupted vertical topography are examples of separators. By uninterrupted, I mean by man-made features.

A very severe view block is a half-drop or wall. A half-drop is a backdrop that does not extend all the way to the ceiling. It has the advantage of giving the same degree of separation as a wall without the disadvantage of making the operators of the railroad



CANDIDATES

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

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

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

VICE PRESIDENT: William S. Parker, Brockton, MA - A member of the NMRA, NER, and the Hub Division since 1964, Bill was elected to the Hub Division BOD in 1967 and NER Director for Massachusetts in 1972. He is presently a member of the Hub Division BOD, the NER Vice President, and the General Chairman for the 1986 NMRA National Convention in Boston. In addition he has served as Hub Secretary/Treasurer and as Chairman, been chairman of two NER conventions and three Hub conventions, attended four national conventions and all Hub activities since 1964. He is married and has four children, is a registered professional engineer, and models in HO.

DIRECTORS (Vote only for a person from the area of your residence!)

Canada - Norman Guinard, Edmunston, NB----- A pharmacist, he is married and has two children in college. He has modeled for over 40 years, with his sixth layout now under construction. Perfectly bilingual, Norman has been a member of NMRA for some time, as well as the NER and its two Canadian provinces, Maritime and Alouette. He also belongs to the Canadian Railroad Historical Society and its NB branch.

Connecticut & Rhode Island - Charles Bettinger, Vernon, CT -- Has been modeling in HO since 1948. Has held the offices of President, Vice-President, Secretary-Treasurer and BOD member of the Nutmeg Division during the past 19 years. Has held the office of Membership Chairman for the NER (ably assisted by his wife) and jointly received the President's Award in 1972. Has put on three NER conventions as Chairman of the Hartford convention in 1968 and Chicopee in 1976 and Co-Chairman for Springfield in 1973. Has been NER Director of the past eight years and regularly attends all NER BOD meetings and conventions. Married, three children.

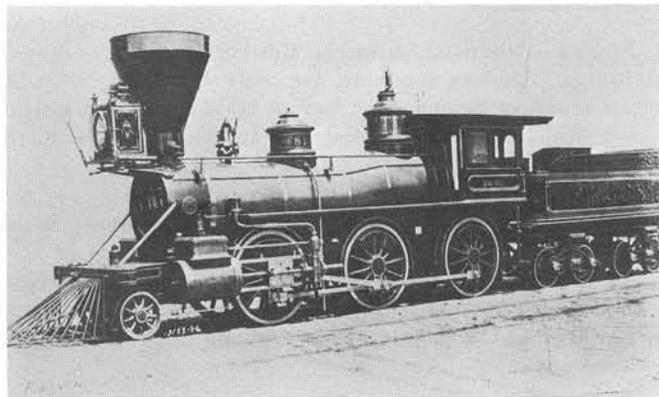
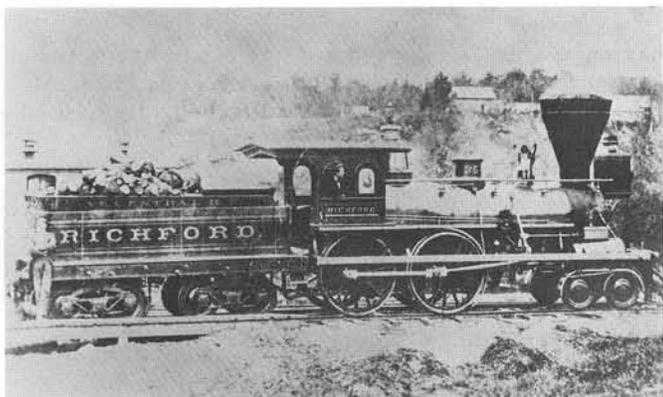
Long Island & New York City - John A. MacIntosh, Garden City, NY -- I'm married and have lived on Long Island for almost 30 years. My interest in model railroading goes back over 40 years. My membership in NMRA goes back almost 30 years and I am now a Life Member. Membership in the NER is about 24 years, and I am a charter member of the Sunrise Trail Division. In addition to being an incumbent director, I have been on the Pike Registration Committee, Nominating Committee, and several convention committees. Since the founding of the Sunrise Trail Division I have held numerous positions up to the President of the Division. I have been Professor of Business Administration, specializing in Marketing Logistics and Transportation, at the City University of New York's New York City Community College, preparation for which included undergraduate and graduate work at New York University and a doctorate from Columbia University. In addition to memberships in a number of transportation-related organizations and professional educational associations I'm also interested in 35 mm photography, transportation history, travel, and visits to see my children and grandchildren. When not otherwise occupied, I try to get some time working on my "Diminutive Atlantic Railroad".

Massachusetts - Wayne Crague, Everett, MA -- Married, with two sons, he has worked at a major Boston graphics and sign company for over 16 years and is in charge of all production operations. An active member of NMRA, NER, and the Hub Division for over seven years, he has attended all NER conventions since becoming a member, has served on several convention committees, and has attended many BOD meetings. He models in HO and has a good sized layout still under construction in his basement. As an active member of the Hub Division and a committee member for the 1986 national convention, Wayne will be constantly in touch with all facets of model railroading activities in Massachusetts and will be able to serve all segments of the model railroad hobby.

New Jersey - Richard C. Laube, East Brunswick, NJ -- Age 32; single; Principal Engineer, N.J. Department of Transportation. Member NMRA, NER, MER, Garden State Division, Sunrise Trail Division; HO Chairman, The Model Railroad Club, Union, NJ; New Jersey N Trak Coordinator. Has attended several national and many regional conventions. He has coordinated several division meets and has given many clinics on a wide variety of subjects for both the GSD and the STD. Modeling experience in HO: Aside from performing much of the construction at The Model Railroad Club, he has been constructing a 20' x 40' 1930 era railroad at home. N: Has constructed a set of corner modules.

New York State - William Mischler, Schenectady, NY -- Bill has been an active model railroader for most of his 35 years, concentrating in the last 17 or so on the Eastern New York - New England scene. He has been active for over 12 years in the Hudson-Berkshire Division of the NER, serving as President for several of those years. He has been active with the Region for several years in the Division President capacity and more recently has served as New York Director. In addition to these activities with the Division and the Region, he is active in the Mohawk & Hudson Chapter of the NRHS and is serving his third term as Treasurer of that organization. A member of several railroad historical societies, he is an active photographer and has contributed several articles and photos for others to various modeling and historical publications.

Northern New England - Douglas Handy, Springfield, VT -- Born at and lifelong resident of Springfield. Northeastern University, BSME, 1943. Studied electronics at University of Houston. Served two years with the U.S. Navy as an Electronic Technician with active service on a destroyer in the Pacific. Employed for 39 years at Jones & Lamson/Textron, Waterbury Farrel Division of Textron, Inc., currently as Manager of Pricing. Joined the NMRA and NER in 1962; Life Member of both, as well as of the Hub Division. Also a member of the Alouette, Maritime and Little Rhody Divisions. Served as Ballot Chairman and Secretary of the NER. Current Director representing Maine, New Hampshire, and Vermont. Railroad interests also include membership in the Train Collectors Association and Lionel Collectors Club of America, as well as Life Membership in Steamtown Foundation. Married, three grown daughters.



is an American or, if you prefer, Standard engine. Both were referred to as 8 wheelers.

The crews prided themselves in engine care as it was their responsibility to operate and supervise or do maintenance on their charge.

Years ago there was often a formal dedication of the crew by a preacher when they took charge. It would often be similar to a Christening service for a baby with the name being unveiled. The men took engine service seriously as hundreds of lives were in their hands.

Under such circumstances it was impossible to accept road dirt, grime, rust, etc. accumulating as we see on some models which really represent latter day steam power. On the contrary, engines such as #35 and #81 had decorated cabs, and the brass bands, whistle, bell, etc. were polished daily. The headlight was removed and cleaned after use. Moving parts were cleaned and oiled. Paint on the drivers was kept clean and replaced if it wore off.

The smoke box and other hot parts were coated with graphite mixed with kerosene, which evaporated.

CONTINUED PAGE 13

SOOT & CINDERS

by RICHARD M. HANSCHKA

Transposition of names is one way modelers name their lines. Prototype Central Vermont was formerly Vermont Central as shown on the tender of old #35 in 1878.

Engines were named following practices with ships. Numbers became important as quantities of engines increased and names became cumbersome to use on paperwork such as train orders.

The road name might even be omitted if we look at #81. Note that while the tender is numbered the loco name is under the cab window. However #35 is named on its tender as well as under the cab window.

#81 was named "Pacific" but is, of course, a Mogul, which was the freight engine of its time. Richford

PLAINVIEW, L.I. NER CONVENTION OCT. 8-10



The Fall '82 NER Convention offers the opportunity to visit a suburban part of the New York City area and to sample the delights of one of America's shortest lines, the Brooklyn Eastern District Terminal Railroad, a vital rail transportation link that is not physically connected to any other railroad, yet handles more freight cars per year than many of its larger brothers.

The Convention Headquarters will be conveniently located in the Holiday Inn at Plainview, Long Island at Exit 46 of the Long Island Expressway.

New Englanders can get to the convention by ferry. The Bridgeport and Port Jefferson Ferry departs Bridgeport at 8:30 A.M. and 12:30, 4:30 and 8:30 P.M., and departs Port Jefferson 6:30 and 10:30 A.M. and 2:30 and 6:30 P.M. For reservations, send \$5.00 to Port Jefferson Ferry, 102 West Broadway, Port Jefferson, NY 11777, stating the make of car, license number, and date and time of trip. For more information call 516-473-0286.

We will start the convention on Friday with registration and layout tours to some of the prominent club layouts in the area. From 10:00 P.M. until Midnight, a projector will be set-up and you are invited to bring along a box of your favorite slides to share with the rest of us.

SATURDAY FAN TRIP

On Saturday Morning we will board our busses and head for the wilds of Brooklyn to visit the BEDT and to sing happy birthday to the Brooklyn Bridge which is celebrating its centennial this year. The BEDT, which is one of three railroads comprising the New York Dock Railway system, was, until 1972, an independent operation interchanging, by means of car floats, with the Pennsy, Lehigh Valley, NYC, New Haven, B&O, West Shore, New York-Ontario & Western and Erie railroads. It was the last steam operation in New York City, rostering a fleet of saddle tank 0-6-0's. These were occasionally put to sea to provide service to the famed Brooklyn Navy Yard which is south of the BEDT's main yard.

For those not going on the Fan Trip in the morning, there will be tape/slide clinics to view.

SATURDAY AFTERNOON

Seven live clinics will be presented, headlined by one to be given by Art Curren of Model Railroader. Remember his "Frenda Mine"? In between clinics, there will be ample time to visit the Display Area where there will be a White Elephant Table. Bring along your surplus model railroading equipment and let us try to sell it for you. And while you're in the Display Area be sure to visit the Sunrise Trail's Company Store where we'll be offering such goodies as STD patches and tank cars, NER anniversary car kits and name tags. There will be plenty of time to talk to manufacturers and see what the NTRAK and HOTRAK boys are up to.

MODEL & PHOTO CONTEST

Brian Whiton and his crew of judges will be there to count the rivets on that contest model you've been slaving on over this summer. The usual categories in both model and photo contest will be there for you to test your skills in Regional Competition. The Railettes will also be showing their handicrafts and competing for prizes.

SATURDAY EVENING

We'll get together again for a "happy hour" at 6:30 and then at 7:30 sit down to a delicious meal of London broil. After the banquet and awards ceremony concludes, we will have bingo for the Railettes and an auction for the modelers.

SUNDAY

The fun continues with nine private and club layouts open for your viewing. And if you've had your fill of models, a series of do-it-yourself fan trips are planned.

The New York area is one of the premier tourist spots in the country and has an infinite variety of attractions in addition to the Convention. Space on the fan trips and banquet is limited to a first-come-basis, so please register early. The STD is looking forward to seeing you!

Ralph Lapadula - Convention Chairman
(212)-779-6278

PLAINVIEW TIMETABLE

FRIDAY—Oct. 8th

REGISTRATION: Main Lobby — 3:00 to 5:00 P.M.,
6:00 to 9:00 P.M.

LAYOUTS: The following will be open 7:00 to 10:00 P.M.—

West Island Model Railroaders (HO)
Grumman Model Railroad Club (HO)
Rockville Centre Model Railroaders (HO)
Long Island "O" Scale Club
Nassau Model Railroad Club (HO)
Long Island "S" Scale Club
Great South Bay Model Railroaders (HO)
Willis Craft Shop Layout (HO)
Smithtown Model Railroad Club (HO)

SLIDE SHOW: 10:00 to Midnight
Bring some slides and share them with us.

RAILETTE'S CLINIC: How to make Christmas Tree
Ornaments — Patty Muntz — 8:30 P.M.

SATURDAY—Oct. 9th

REGISTRATION: Display Area Entrance —
8:30 to 11:30 A.M.

FAN TRIP: Brooklyn Eastern District Terminal
Railroad. Busses will leave from in front of
motel at 9:00 A.M. They are scheduled to
return at 12:15 P.M.

MODEL & PHOTO CONTEST: Registration from 8:00 A.M.
to 12:00 Noon.

RAILETTE'S RAILROAD THEME CRAFT CONTEST:
Registration from 9:00 A.M. to 12:00 Noon.

DISPLAY AREA: Open from 9:00 A.M. to 4:30 P.M.
•NTRAK •HOTRAK •Manufacturers' Displays
•Switching Contest •Circus Modelers Display
•Club Displays •Company Store
•White Elephant Table

TAPE/SLIDE CLINICS & MOVIES: Open from 9:00 A.M. to
12:00 Noon

RAILETTE'S CLINIC: Chocolate Making & Cake Decoration
— John Lorenzen — 10:00 A.M.

RAILETTES' TRIP: Macy's at Roosevelt Field —
Wardrobe & Cosmetics Seminar
Busses will leave at 12:45 from in front
of motel.

LIVE CLINICS: 1:00 P.M.— Kitmingling Plastic Structures—
Art Curren

2:00 P.M.— Detailing & Weathering
Structures—
John Cantelmo

N.Y. Central's Westside Line—
Stephen Williams

3:00 P.M.— Modeling the Rutland Road—
Ray Muntz

Train Detection &
Turnout/Signal Indication—
Stephen Siragusa

4:00 P.M.— L.I.R.R. Modeling—
Tom Rothwell

Repowering Locomotives—
Tony Ward

HAPPY HOUR: 6:30 P.M.

BANQUET: 7:30 P.M.

AUCTION: Following Banquet—
Auctioneer, Graham Harvey, MMR

RAILETTES' BINGO: Following Banquet. Those planning to
attend, please bring small gift.

SUNDAY—Oct. 10th

BOARD MEETING: Open to all members — 10:00 A.M.

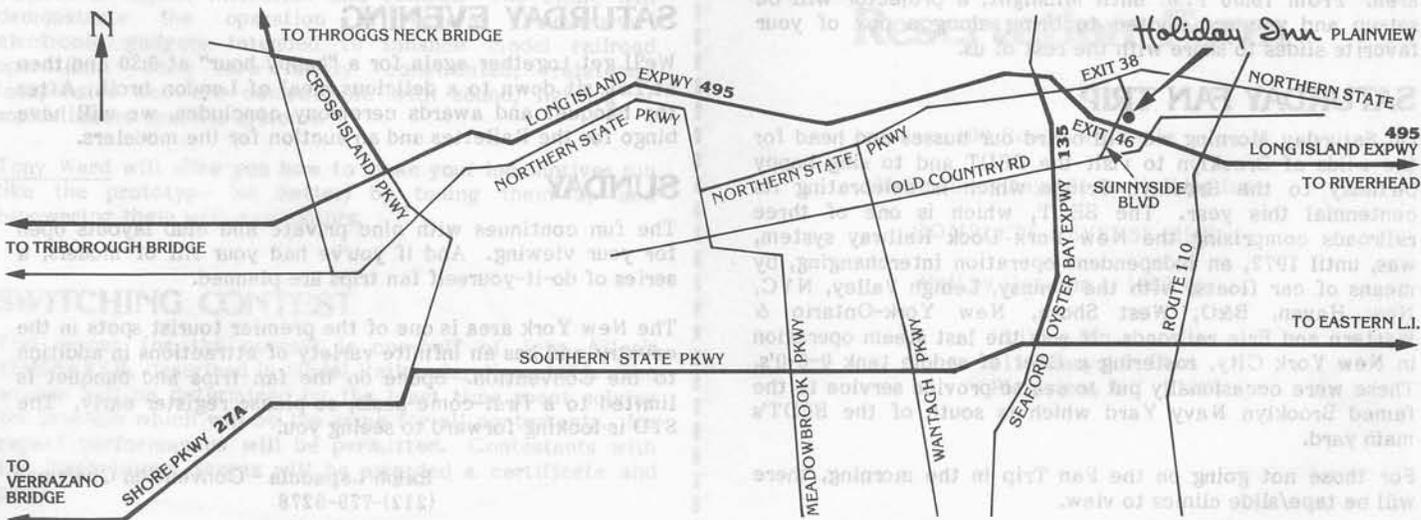
LAYOUTS: The following will be open

10:00 A.M. to 2:00 P.M.—

Gordon Kuhn (HO)
Ralph Knaub (HO)
Richard Spreen (HO)
John Mac Gown (HO-HO3)
Buzzy Washington (HO)

12:00 Noon to 4:00 P.M.—

Empire Model Railroad Club (HO)
Shore Island "N" Scale Club
C. J. Obregon (N)
Joe Kavanagh (HO)



NER Plainview Convention Registration

Print Name.....
 Street.....
 City.....State.....Zip.....
 Relative's Name(s).....

Pre-Registration	At Door
<input type="checkbox"/> Convention Packages — (includes: Reg., F.T.*, Banquet) @ \$25.00 ea. \$	\$28.00
<input type="checkbox"/> Additional Family Packages* @ \$24.00 ea. \$	\$27.00
OR	
<input type="checkbox"/> Registration Only @ \$5.00 ea. \$	\$5.00
<input type="checkbox"/> Registration & Fan Trip* @ \$11.00 ea. \$	\$12.50
<input type="checkbox"/> Registration & Banquet @ \$19.00 ea. \$	\$20.50
<input type="checkbox"/> Banquet Only (no badge, no layouts) @ \$14.00 ea. \$	\$15.50
TOTAL ENCLOSED \$	

Make checks payable to "NER CONVENTIONS"
 Mail to: Irwin F. B. Lloyd
 44 Lincoln Drive
 Glastonbury, CT 06033
 Must be postmarked by Oct. 1, 1982

*Please indicate number of persons to attend Fan Trips:
 B'klyn East. Dist. (1st 120) Macy's (1st 85)

Check here if this is your first NER Convention

National Model Railroad Association

NER Room Reservation Form

Name.....
 Street.....
 City.....
 State.....Zip.....
 Phone Number.....

Please reserve: Rooms @ \$48.00 per day

Single room Double Room

I will arrive on _____ at _____ AM./PM.

I will depart on _____ at _____ A.M.

One full night deposit or any major credit card will
 guarantee a room after 6:00 P.M.
 Confirmation will be sent.

Deposit Enclosed \$ _____ Credit Card _____

Credit Card No. _____

NTRAK

We are planning a large NTRAK layout and everyone is invited to add their module to the set-up. The only requirement is that your module meet NTRAK standards so that we will be able to fit it in with a minimum of trouble. If your module won't be ready in time, we will still welcome you as an operator. There is bound to be room for your favorite equipment. To sign up or for additional details contact:

Bob Gatland
 21 Roydon Drive West
 North Merrick, NY 11566

HOTRAK

Any module conforming to Sunrise Trail's Specifications (same as MER's) is welcome to participate. For details, specifications or to sign up, contact:

Robert Spohn
 87-48 259th Street
 Floral Park, NY 11001

AUCTION

Following the banquet on Saturday, we will have an auction with Graham Harvey, MMR, as auctioneer. Here's your chance to find buyers for your surplus equipment, books and railroadians.

RAILETTES' PROGRAM

On Friday night, Patty Muntz will show the Railettes how to make ornaments including cheneille fleur-de-lis, styrofoam fruit, bread dough teddy bears, clothes pin clowns and soldiers and wax ornaments.

On Saturday morning, John Lorenzen of Deco' Cakes will show the techniques of candy making using molds and how to make soft centered candies. John will also show you how to decorate birthday and other special occasion cakes.

Having fed the interior being, the Railettes' program will shift to the exterior woman. At 12:45 a bus will take participating Railettes to the special events center at Macy's in the Roosevelt Field Shopping Center where, we've been assured, you will learn how to look like you've just stepped out of the pages of Vogue. The wardrobe and cosmetics seminar will show you how to update last fall's fashions, so that you will be right in style. Coffee and danish will be served, and each participant will receive a cosmetics gift. You will then have an opportunity to apply your new gained knowledge when you are turned loose for a few hours shopping. Since attendance at this event is limited to 85 people, be sure to get your registration in early.

In the evening, while model railroaders are bidding at the auction, there will be a Bingo party with suitable prizes.

Of course there'll be an opportunity for Railettes to demonstrate their crafts skills with a railroad motif contest being conducted alongside the model contest.



SATURDAY AFTERNOON CLINICS

We're sorry to report that we have so many good clinics that you'll have to make difficult choices as to which to see.

Art Curren of Model Railroader will lead off with "Kitmingling Plastic Structures". The Master will go through the steps, as well as the thinking, to make structures quick, distinctive and typical. He'll discuss the kinds and selection of kits that provide the raw materials, as well as painting and working with plastics. He also covers a few scratchbuilding techniques and sources of details for a different looking structure.

John Cantelmo will follow up with more information on detailing and weathering, to give your structures that lived in look. He'll show how to scratch-build pallets and skids, a garbage can rack, mailboxes with doors that open, lights, electric meters and even a flower pot with flowers. After next showing you his techniques for building doors and window, he'll talk about weathering, including selection of colors, dry brushing and highlighting techniques.

Stephen Williams will describe a New York City railroad that you can model. The New York Central's Westside Line offers an interesting look into the freight operations on Manhattan Island that have been bypassed by many railfans. Not only was the rail line a vital link in the freight traffic pattern in the metropolitan area, but its numerous deep rock cuts, tunnels and elevated lines as well as unique track work are sure to whet the interest of even the most casual of model railroaders.

Ray Muntz will look at another prototype, the Rutland Road. The clinic will center around nearly two dozen different Rutland freight, passenger and motive power prototypes he has modeled. He will discuss how the equipment fits into the roster, and the scratch-building and kit modification techniques used in construction. Time permitting, he will cover other aspects of the Rutland as well as some foreign road equipment commonly operated on the line. Rutland modelers are invited to join in by bringing equipment and structure models they have built.

Tom Rothwell, returning closer to home, will discuss the "best commuter railroad in the world" (?), the Long Island. Tom will show the techniques he uses to duplicate the railroad just a short way from the convention site.

Steve Siragusa will present a clinic on simple electronic construction projects, including devices for train detection, turnout or signal indication and control. The clinic will demonstrate the operation of several "home-brew" electronic gadgets intended to enhance model railroad operation. They are easily constructed, relatively inexpensive and are compatible with sound, lighting or sophisticated throttle systems.

Tony Ward will show you how to make your locomotives run like the prototype (or better) by tuning them up and repowering them with can motors.

SWITCHING CONTEST

The layout for the contest is one-half of John Allen's **TIMESAVER**, described in Model Railroader Nov. 1972. The winner will be determined by the least time spent solving the problem which will be the same for all contestants. No repeat performances will be permitted. Contestants with the three lowest scores will be awarded a certificate and prize.

NER Plainview Convention Registration

The Convention Package Price includes Registration, Fan Trip and the Banquet. The Additional Family Package is for the wife or immediate relative, i.e., son, daughter, brother, sister. Please indicate who will be taking the BEDT or Macy's trips as space is limited on both.

The "At Door" prices are more for each item to encourage you to pre-register. We need to make firm commitments for the busses for the fan trip and how many will be served at the banquet. If a situation arises that forces you to cancel your plans to attend, we will refund your pre-registration payment.

Persons who pre-register should pick up their tickets at the NER Registration Desk. Please indicate names of all attendees, as their names should appear on the convention badges. COMPLETE REVERSE SIDE.



Alco S-1 in Bicentennial garb switching at Kent Ave. yard in the heart of the New York City waterfront.

NER Room Reservation Form

100 Rooms available

Make check payable to: Holiday Inn

COMPLETE REVERSE SIDE.

Mail by October 1, 1982 to:

Holiday Inn
215 Sunnyside Blvd.
Plainview, NY 11803

BALLOT

Remove entire page, fold as instructed on next page, mail so that ballot is postmarked no later than September 30.

PRESIDENT

David W. Messer* ()
Write-in: _____ ()

VICE PRESIDENT

William S. Parker* ()
Write-in: _____ ()

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

Canada

Norman Guinard ()
Write-in: _____ ()

Connecticut - Rhode Island

Charles Bettinger* ()
Write-in: _____ ()

Long Island - New York City

John A. MacIntosh* ()
Write-in: _____ ()

Massachusetts

Wayne Craigue ()
Write-in: _____ ()

New Jersey

Richard C. Laube* ()
Write-in: _____ ()

New York State

William Mischler* ()
Write-in: _____ ()

Northern New England

Douglas Handy* ()
Write-in: _____ ()

*Incumbent

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Adapted from Hartford Courant 6-15-82

Tape or staple

-Second Fold-

FROM

Name

NER #

Street

City/Province

Code

PLACE
STAMP
HERE

TO: R. R. BROWN, NER OFFICE MANAGER
79 HEMENWAY ROAD
FRAMINGHAM, MA 01701

Ballot must be postmarked
no later than September 30!

-First Fold-

by DAVE MESSER

SIDING MATERIALS

As with many components used in modelbuilding, the choice of material for siding on model structures is dependent on several factors: appearance, ease of fabrication and finishing, availability, and perhaps cost. General considerations for selection of materials have been discussed previously; specific requirements related to siding will be examined below, with particular attention paid to finished appearance from up close.

Wood siding

For the common types of wood siding - i. e., clapboards, board-and-batten (capped siding), "novelty" siding, and plain boards - the most common practice is to use commercial milled basswood stock. This material provides a uniform pattern, and depending on how it is finished, some degree of wood grain texture. The effects of age and abuse can be introduced by scarring the surface with a model knife or wire brush, removing some pieces (e. g., caps from capped siding, etc.), but the uniformity is still basically present. In non-uniformity is desired, then siding built up of individual strips (often pre-stained or painted) provides the most realistic appearance. Basswood, cardstock, or styrene strips have all been used successfully in this manner.

Scribed styrene sheetstock has recently been introduced, which because of its fine shallow scribing is useful for some applications such as wooden car sides, but woodgrain texture and variation in appearance of individual boards are difficult to produce.

Sheet Metal Siding

The most common metal siding material in older buildings is of course corrugated sheets, and this is most realistically modeled using individual former pieces of aluminum, either homemade (from freezer wrap or using commercial corrugated aluminum or aluminum-card laminate. Milled basswood is generally not satisfactory here because the individual sheet effect is hard to simulate and the woodgrain difficult to eliminate. Molded styrene is better than wood, but the appearance of the metal surface is hard to beat. Don't forget to add a few dents and a bent corner or two (this is present even on newer buildings).

Other types of metal siding include various simulated wood forms (capped, grooved) which can be modeled with the appropriate basswood sheet, well-sanded and sealed, or scribed styrene wherever possible.

Concrete and Masonry

There is a wide variety of pre-formed materials available to simulate concrete and masonry construction. With careful attention to fitting, assembly, and finishing, most of them can be extremely realistic.

One of the most dramatic methods, particularly where roughness and irregularity are desired, is the use of cast plaster. This technique is not often used, however, because of its time-consuming nature. The general procedure for the individual modeler is to make a casting, using Plaster of Paris and a sturdy mold of the general shape desired. For concrete, careful mold construction can result in a very satisfactory finish complete with irregularities, and the plaster can even be tinted to achieve final coloration. This technique is particularly suited to large structures such as cooling towers. For stone or brick, the surface is then carved and brushed to simulate the final texture.

Various sheet materials are also available for modeling masonry (stone, brick, and concrete block), including plastic (both cast and formed), embossed cardstock, and printed and embossed wood. Basswood with form board imprint, when carefully fitted and finished, can provide a very realistic simulation of concrete. All of these materials should be mitered and matched at corners. Finishing is generally accomplished by applying the basic overall color, adding variation and/or highlights, and then flowing on a dilute paint solution for the mortar. Weathering can then be done by dry-brushing, pastels, and/or an airbrush.

Printed building papers, once the only type of material available to simulate certain types of siding, still have a place due to their low cost, but because of their "flat" appearance are better for background structures where close inspection is not a factor. Some of these, particularly the brick and shingle papers, can be used to model artificial (asphalt) masonry siding.

With all of these materials, close attention should be paid to the appropriate choice and condition of material for the age, use, and type of structure involved. This is of particular interest when modeling a structure that has been added to over the years, showing the different materials used at different times, each aged accordingly.

SOOT AND CINDERS (Continued from page 6)

There was a great deal of individuality also in that engine crews could choose various colors so that locos of the same road were not necessarily identical.

Whistles, unlike our model ones, were often bored to permit blowing tunes. Four or six barrels were often machined so the engineer could blow his favorite hymn such as Amazing Grace and be recognized for long distances. The whistle sound was like a signature even for standard signals.



ON THE SCHEDULE

NATIONAL

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!
 July 28-August 2, 1987, Eugene, OR (tentative?)

NORTHEASTERN REGION

October 8-10, Plainview, L.I., NY (see insert)
 May 13-15, 1983, Vernon, CT

NER DIVISIONS

Saturday, November 6, HUB DIVISION ANNUAL FALL SHOW, Everett Armory, 86 Chelsea Street, Everett, MA, 10:00 a.m. - 5:00 p.m. Adults \$1.75; children .75; family maximum \$5.00 (SSAE to Glenn Owens, 238 Sudbury Street, Marlborough, MA 01752, 617-485-5209)

OTHER

Sunday, October 17, HUDSON VALLEY RAILROAD SOCIETY RAILROAD EXPOSITION, Mid-Hudson Civic Center, Poughkeepsie, NY, noon - 5:00 p.m. Adults \$1.50; children under 12 .75. All proceeds will go toward the society's Hyde Park Railroad Station Project. (Paul W. Hackett, P.O. Box 333, Hyde Park, NY 12538)

Saturday, October 30, AMMONOOSUC VALLEY RAILROAD ASSOCIATION ANNUAL FALL SHOW, Continental 93 Motor Inn, junction of I-93 and US 302, Littleton, NH, 10:00 a.m. - 5:00 p.m. (SASE to William Driscoll, Box 88, Bath, NH 03740)

Sunday, November 7, CAPE COD MODEL RAILROAD CLUB OPEN HOUSE, club's restored New Haven baggage car, just off Route 149, near 6A, West Barnstable, MA, noon - 5:00 p.m.. \$1 each; \$2 per family. (Ted Gibbons, 198 Great Marsh Road, Centerville, MA 02632, 617-771-1087)

Saturday, November 13, EASTERN O SCALERS O SCALE ONLY MEET, Lester W. Pfeffer Post 611, American Legion, 16th and Jefferson Streets, 10:00 a.m. - 4:00 p.m. Adults \$3.50 registration; spouse and children under 10 free. (SSAE, EOS, 6514 North 11 Street, Philadelphia, PA 19126, 215-548-3648)

Saturday, November 13, TRURO MODEL RAILROAD CLUB RAILWAY SHOW, St. Mary's School, King Street, Truro, NS, 10:00 a.m. - 5:00 p.m. \$1; children .50; under 8 free with adult. (Robert I. Pearce, 66 Mt. Pleasant Blvd, Truro, NS, Canada B2N 3N7)

Friday-Sunday, November 19-21, ROCKVILLE CENTRE MODEL RAILROAD CLUB ANNUAL SHOW, 200 Sunrise Highway, Rockville Centre, NY, Friday 8-10 p.m., Saturday 2-5 and 7-10 p.m., Sunday 2-5 p.m. Free admission. (Bill Kaatze, 160-45 95 Street, Howard Beach, NY 11414, 212-641-7195)



NER member Ron Palmquist is editor of the Pine Tree Flyer, quarterly publication of the Railroad Historical Society of Maine. In less than one year the Society has signed up some 300 members. For further information, write Ron at O.O. Box 8057, Portland, ME 04104



This overworked typewriter must have left town for awhile because I failed to get the Hub Division news in for the Summer edition. And that brings to mind that most of our NER divisions do not report regularly. How about it? Some folks I've talked with really enjoy reading division news. I suspect many more do also, as do I. Let's have regular reports from all NER divisions every issue.

As a belated report, the Hub Spring convention in Brockton was quite successful. Many NER members attended and helped out in the show. The Brockton club opened its doors for the day, and their large O gauge layout made a hit with a great many visitors. George Bartholomew, president of the Edaville RR, was guest speaker for the evening and gave a deep insight into what he expected to do with his proposed Bay Colony RR, to operate on a number of Conrail branches they expected to sell to the state. Shortly after our show, the deal went through and the Bay Colony is now operating.

Elsewhere in this issue you will find a notice of the Hub Fall show to be held in Everett. Please plan to attend and/or participate. NER is always well represented at these shows.

Our final membership count for 1981/1982 season shows we only had 21 non-renewals and ended up with 364 members. So we have a chance of reaching that magic 400 mark by year's end.

--Glenn Owens



NER Office Manager

79 Hememway Road
Framingham, MA 01701



FIRST CLASS MAIL

Robert Strobel
1203 89th St
N Bergen NJ 07047

Because of the special space requirements of this issue, including the election and convention, some regular features, including Operations Planning by Tony Steele, do not appear. They will be back in the next issue.

Dear Coupler Reader,

This issue (just one short of five years' worth) is my last as Editor.

By the time you read this I will have begun my new work as Executive Director of Delaware Hospice with offices in Wilmington.

The purpose of this new organization is to provide care, primarily in-home, for the terminally ill and their families throughout the state.

I thank all who shared in the happy assignment of producing the Coupler. You made things both easy and enjoyable for me.

My special thanks to the members of the Nutmeg Division for their concern and support during the past very difficult two years of under-employment. They were deeply appreciated.

Murray

