

NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Spring '83

NER SPRING CONVENTION

FOR DETAILS, See Pages 5 thru 8

NER News

[NER News will feature items of interest to the general membership that are discussed at B.O.D. meetings. This column features those items not mentioned by President Messer in his column.]

--The Office Manager reported that NER membership stands at 1128 as of December 5th, 1982.

--The Permanent Convention Committee is working on guidelines to allow local convention committees to retain some income from hosting an NER Convention.

--Upcoming NER Conventions are listed in On The Schedule. The Fall '84 Convention is still open - anyone interested? If so, contact Jack Alexander. The Spring '85 is tentatively set for a joint NER/MER Convention.

--Office Manager Rod Brown should have the new NER Membership brochure completed and available for distribution to individuals and Divisions in time for the Fall '83 shows. As that time draws near, please contact him and let him know your needs.

NMRA National

★ ★ ★
MINUTEMAN
CONVENTION
Boston
'86



ON THE SCHEDULE

National

July 18-23, 1983, Winnipeg, MB



WINNIPEG CANADA

August 6-12, 1984, Kansas City, MO
July 28-August 4, 1985, Milwaukee, WI
July 21-27, 1986, Boston, MA!!

Northeastern Region

October 14-16, 1983, New Bedford, MA
May 25-27, 1984, Quebec City, QB

NER Divisions

April 30, 1983, Hub Division Spring Convention, Holiday Inn, Woburn, MA. Contact any Hub B.O.D. member for information.

May 7, 1983, Nutmeg Division Regular Meeting canceled due to the NER Convention.

June 4-5, 1983, Division Alouette Quebec Mini-Convention, Pavillion St. Arnault, Parc Pie XII, Trois Rivieres, Que. Fare \$1.00. Information: Robert Lalonde, 142 Pl. Mgr. Comtois, Cap-de-la-Madeleine, Quebec, Canada, G8T 1X3 (819) 379-5665 after 18:00 hrs(6:00 P.M.).

August 20-21, 1983, Seacoast Division Show, Wolfboro, NH. For information, contact Dave Collinge, 77 Horne Street, Dover, NH 03820

Other Events

April 9-10, 1983; Bay State Society of Model Engineers Model Railroad Show in Roslindale, MA. N, HO & O scale club layouts under construction and in operation. Saturday 12-9 P.M., Sunday 1-6 P.M. For information call (617)327-4341 wednesday evenings.

April 16, 1983; Downeast Railroad Club Downeast Railroad Show, National Guard Armory, Stanwood Street, Brunswick, ME. Open 9:30 A.M. to 4 P.M. For information, contact Calvin Grant, 48 Park Street, Freeport, ME 04032

April 23-24, 1983; Nashua Valley Railroad Association Railfair '83. Saturday 9 A.M. to 4 P.M.: Regular Railfair, Dealers, Displays and Operating Layouts. Sunday 9 A.M. to 4 P.M.: Modurail Display, Modular Displays in all scales. For information contact George Bishop, P.O. Box 72, Bolton, MA 01740

April 29-May 1, 1983; New Haven R.R. Historical & Technical Association 21st Annual Train Show, Ramada Inn, North Haven, CT. Friday night: slide show, Saturday: Dealers, films, model & photo contests; banquet in evening. Sunday: fan trip. For information contact Bob Wuchert Jr., 81 Montowese Tr., Wallingford, CT 06492

May 28, 1983; North Conway Model R.R. Club Tenth Annual Spring Model Railroad Show, Fox Ridge Resort 10 A.M. to 5 P.M. For information contact Robert Low, Seavey Street, North Conway, NH 03860

June 10-12, 1983; Boston Trolley Meet, Holiday Inn, Newton, MA. Features a large O scale Modular Trolley layout, dealers, manufacturers and displays, model contests, fan trip. For information contact Kevin T. Farrell, P.O. Box 209, Back Bay Annex, Boston, MA 02117

June 11, 1983; Silk City Model Railroad Club Show, Manchester, CT from 10 A.M. to 5 P.M. For information contact Robert Bell, 71 Hilliard Street, Manchester, CT



NER Coupler

135, Spring, 1983

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

President's Column

BOD Report

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

FROM The EDITOR'S DESK

Well, Gang, here we are with the second issue, already. I hope I can keep all the mistakes that were in the first issue out of this one. I would like to apologise to all of you for the extra small print in the last issue. The reason for the 'smallness' was I made the layouts too tall for their width. This caused the necessity of additional reduction so everything would fit on the page.

Well, onward and upward; I received some letters from several of you concerning the last issue. Most of you wanted larger printing, which you're getting in this issue. A couple of others had additional comments, all of which I'm taking to heart. In particular, I would like to publicly thank North Clarey, who took the time during a recovery period from surgery to write three and a half pages of notes and comments on the last issue giving me the benefit of his many years as a professional editor. I sincerely hope the benefits of his letter become evident in future issues. Thanks again, North!

As for Forum, it hasn't generated any response. I had hoped the humorous approach would stir up some responses, but it didn't. My only comment to Rainbow is: "if you didn't put a hundred pounds of plaster on the darn thing, no-one would be so reluctant to help you carry it".

I am introducing a new feature called NER News, and it is a boiled-down summary of the B.O.D. meetings. Since these don't occur every quarter, the column will appear only after a meeting has occurred. Since the B.O.D. guides the affairs of the N.E.R., and is sometimes aware of things going on within the region that the average member is not informed about, this should help to keep you all informed.

In closing, I would like to thank the B.O.D. for the authorization to purchase an electronic typewriter to produce the Coupler. It has meant a significant savings of time for me, and I hope a better publication for you.

See you all in Vernon, CT. *Kan*

Following are a number of items acted on by the NER Board of Trustees at its Winter meeting -

Achievement Program: The Board is giving renewed attention to this important program. Some of you who have received several certificates and are thus close to achieving Master Model Railroader status have received letters recently from NER AP Chairman Harry Wagner to this effect. I would encourage you to "go for it" and reward yourself for your efforts; you deserve it. For those of you who are just starting on the program or who haven't given it much attention, review the requirements - in many cases you'll find you can meet them already. Harry can arrange for a review for those categories requiring layout visits; several of the others are just a matter of completing the paperwork.

Model Contest: As many of you know, we have established a kitbashing category to recognize the significant advances that many modelers today are making in the selection and use of kit parts to construct unique models. The point scale is designed to give a modeler credit for the creativity and resourcefulness in this growing segment of model building. The Board, along with Model Contest Chairman Brian Whiton and Chief Judge Jay Rogers, are continuing to study the entire judging process to encourage greater participation. Be sure to take in their very useful clinic on how the system works.

As part of our effort to increase participation, I am pleased to announce that the Nutmeg Division will be sponsoring a special Youth Modeler Award. This is in addition to the New Modeler Award offered by Sunrise Trail and the Hub 'Runner-Up' Award. We are also working to upgrade the permanent recognition of Delaware Trophy winners.

Raillette Program: I am also pleased to announce that Dolores Rijo has accepted the position of Raillette Chairman to coordinate the growing women's activities at our Region conventions. This really recognizes her already enthusiastic and much appreciated efforts in this area. (By the way, for those who didn't notice, the inset on the cover of the October '82 NMRA Bulletin was the handiwork of NER needlework expert Elizabeth Brown; this work attained her Raillette Best in Show at the Washington national convention - congratulations!)

See you in Vernon. . .

Dave Messer

Deadlines

for the next issue, #136, Summer, 1983 is June 3, 1983. Issue will be mailed approximately one month after this date.

Other deadlines:

137, Fall '83 - August 5, 1983
138, Winter '83 - November 4, 1983

Achievement Program

By: Harry Wagner

The last time a list of AP Certificate holders in the NER was published goes back to Spring 1979. It would seem about time that we do it again. These folks have demonstrated superior skills and a commitment to the betterment of our hobby. The people listed below have been awarded Achievement Program Certificates from 1979 through 1982.

Association Volunteer

Paul De Launiere, Quebec, Can.
Robert Gauthier, Quebec, Can.
A. Murray Goodwin, W. Hartford, CT.
Nancy Goodwin, W. Hartford, CT.
John MacGown, Valley Stream, NY.
Jean-Claude Mallette, Quebec, Can.
Ray Muntz, Westbury, NY.
Ted Ritter, Vernon, CT.

Master Builder - Structures

Dan Monahan, Orient, NY.
Patty Muntz, Westbury, NY.
Ray Muntz, Westbury, NY.
Walter Neuman, Massapequa Park, NY.
Walter J. Rogers, Stoughton, MA.
Ira D. Rothberg, Westbury, NY.

Association Official

Denis Fortier, Quebec, Can.
Douglas C. Handy, Springfield, VT.

Master Builder - Cars

Ray Muntz, Westbury, NY.
Kent L. Singer, N. Plainfield, NJ.
Peter A. Watson, E. Bridgewater, MA.

Master Builder - Scenery

A. Murray Goodwin, W. Hartford, CT.
David MacPherson, E. Bridgewater, MA.
Dan Monahan, Orient, NY.
Conrad J. Obregon, Brooklyn, NY.
Peter A. Watson, E. Bridgewater, MA.
Jack Alexander, E. Bridgewater, MA.
Frank W. Murray, Seaford, NY.

Electrical Engineer

Michael J. Collins, Floral Park, NY.
John MacGown, Valley Stream, NY.
Fred S. McGullam, Seaford, NY.
Dan Monahan, Orient, NY.
Walter Neuman, Massapequa Park, NY.

Chief Dispatcher

Conrad J. Obregon, Brooklyn, NY.
Frank W. Murray, Seaford, NY.

Civil Engineer

Walter Neuman, Massapequa Park, NY.

Model Railroad Author

A. Murray Goodwin, W. Hartford, CT.
John MacGown, Valley Stream, NY.
Edward Steinberg, White Plains, NY.
Peter A. Watson, E. Bridgewater, MA.
David W. Messer, Wyantskill, NY.

Two members achieved the ultimate distinction within the AP by qualifying for and being awarded the title Master Model Railroader.

Frank W. Murray MMR #85
Jack Alexander MMR #86

Lost -- Please Find

Sometime back, I endeavored to get caught up with Achievement Program Merit Awards to contest participants. Some of the lists I had to work from did not include addresses and I was unable to find current listings for some people. I still have a few of these I'd like to get to the winners if you kind folks can help me with current addresses:

Bob Hans
Robert Bennet
William R. Mischler
Mark D. Hall
Joseph A. Cirillo
Dennis Lamarre
Alan Houghton
Paul F. Saulenas
Walter Ronfeldt
Ralph Wendelaar
Germain Villancourt
Tom Kabele
Jaon E. Barney

Please reply direct to me. Thank you for your assistance.

Harry J. Wagner
NER AP Chairman

Operations Planning



by TONY STEELE

Waybill System (Part 3)

[Continued from last issue]

To produce one car per session at a shipper's dock, one car card with 5-6 loaded moves on it must be made out for each equipment set. The number of cars in each set depends upon the weekly volume divided by 7 and a scaling factor tailored to the layout and train sizes. For the NEB&W, 30 car trains are the maximum desirable (passing track lengths, proportion to scenes, ease of yarding, etc.) and represent 100 car trains; therefore a 30% factor is applied to all volumes.

A daily movement from a local Chateaugay industry to an interchange (hidden yard) in Berkshire would require 0.3 x(7/7) x4x5 round trip entries. If the cars are dedicated, then 1.2 cards (one and one round trip on another) are created. Six cards with one round trip apiece (and four other moves to finish each card) would introduce the greatest variety of cars to the service. The minimum entry for any calculated movement is one round trip to preserve service to the quaint, low-volume customer.

Using these calculations and the customer chart, a car utilization chart is prepared for each car type (boxcar, hopper, flatcar, etc.).

From this background of information, entries are extracted to form waybill entries until the supply has been exhausted. Incomplete cards are "filled out" with likely looking overhead moves (interchange to interchange).

Comprehension of probable shipping patterns will indicate basic disciplines to be followed in assembling the waybills. For example, covered hoppers used for food material are not likely to be used in plastics or cement service; boxcars equipped for newsprint will not normally see lumber or boxed goods service. Canadian cars originating or terminating on the rail line will not be forwarded south; only overhead moves will see them southbound. Consecutive empty moves are supposed to be rare; consecutive loaded moves (especially overhead) are less rare and highly desirable. These are some general suggestions, but exceptions exist in all generalities.

No rigid, foolproof formula for waybill generation can be or is hereby presented. Imagination, creativity and observation are the strong resources that must be drawn upon to model any phenomenon, including credible traffic flows.

$$1 \text{ Car/day at Industry from NYC} = \frac{1 \text{ Car/day}}{30 \text{ cars} = 100 \text{-car train}} \times \frac{7 \text{ cars/week}}{7 \text{ days/week}} \times 4 \text{ Eqt. sets} \times \begin{cases} 5-6 & \text{(10-line Repeating Card)} \\ \text{or} & \text{Round-trip Entries / Waybill} \\ 1 & \text{(Pocket-and-insert Card)} \end{cases}$$

HT, HM - Open-Top Hoppers - CAR UTILIZATION CHART

Station	Name	Spot	Commodity	Round-trip Entries	Sent to/from	Bill Point	Interchange	NOTES
Regis	Locomotive & Boiler Coal	01	Bituminous Coal	$\frac{2}{7} \rightarrow 1$	X	Berkshire	NYC	SPOT-WEIGH
Regis	Schuler's Coal	02	Anthracite Coal	$\frac{10}{7} \rightarrow 1$	X	Berkshire	D&H	SPOT-WEIGH
St. Vincent	Federal Steel Sinter	02	Sintered Iron Ore	0.3x28x3x5=126	X	So Berkshire Fed. Steel	SBK	SPOT-WEIGH
St. Vincent	Federal Steel Coal	03	Anthracite Coal	0.3x15x4x5= 9	X	Berkshire	D&H	-MAY SHIP IN BLOCKS -SHIFT ES TO 02 FOR SINTER LOADING -SPOT-WEIGH



Shop Talk

By: Brian Whiton

In the last issue we discussed view blocks in some detail. Among those comments, I pointed out an area where the topography (the contour of the land) rises above the level of the track, obscuring it from view. Here is an important feature of model railroads which is often treated too lightly. Rarely, indeed, do we have an unobstructed view of the train for any great distance. On our railroads though, where we can control such things, we tend to eliminate anything that blocks our view of the trains. This results in the track following the edge of hillside that is far too uniform in shape.

The photo on the left will allow a look at an after-construction alteration which was made to the Midland. Two problems were solved by the spine of the hill which protrudes across the path of the roadbed. First, the lower level has a tunnel at this point which is much too close in elevation to the track on the second level. A view block was necessary to make this hard to detect. Second, the area needed something both to break up the movement of the train and provide a reason for the style of

construction employed on the bridge abutment on the third level.

I am quite happy with the results. The fleeting glimpses of the passing trains in this area lend distance to the scene. The mound of earth and rock make it impossible for the casual observer to detect the closeness of the two tracks. The bridge abutment seems to be built in a natural extension of land.

This protrusion sits on a fully seniced base. I merely overcoated the existing scenery with crumpled newspaper and plaster dipped newspaper strips until a suitable mound had been made. The usual scenic dressup was applied and the whole thing completed in one Sunday afternoon.

In the second photo, to further reduce the seniced stairs effect, the entire upper level of the Lakeview Connecting Railway was built with shallow valley effects. This makes the observer look over the surrounding terrain to see the trains and nearly eliminates his view of the trains on the upper level when viewing the trains on the lower level. All this is further aided by the fact that this is the highest point on the Midland System at 60 inches from the floor. It all seems about as close to mountain railroading as you can get in western Vermont.

Please don't be afraid to bash a bit of plaster if the shape of things is not to your liking. Don't tear out a large area. Consider your modifications from a smaller scale, capitalizing on what is there. I suggest not making any greater modification at one time than you can

handle in one or two afternoons. To further limit my urge to move mountains, I never mix more than a small vegetable can of plaster at a wack so that I don't feel compelled to use it up.

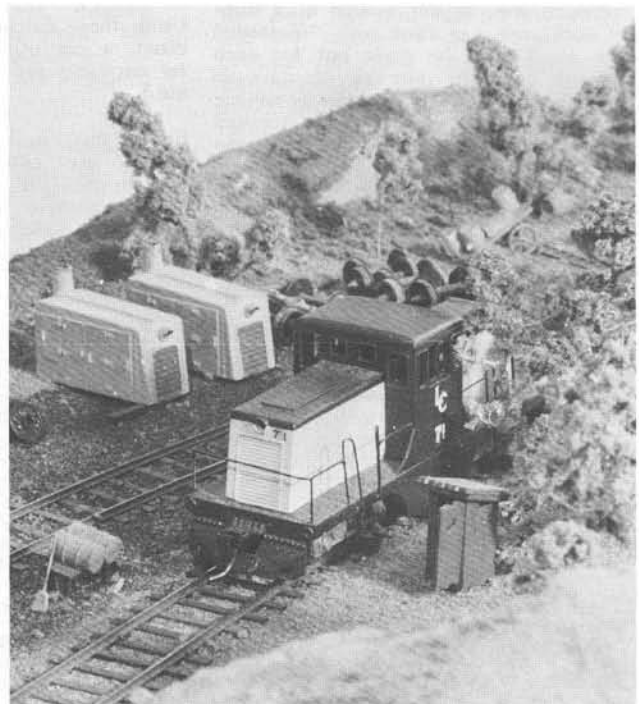
One of the most satisfying of these small modifications undertaken on the Midland was the installation of a small water course and trestle. The water course was no longer than 18 inches and the depth necessitated only the most simple trestle. When finished, however, the scene was one of my favorites. It, too, was a Sunday afternoon project.

If you are still in the planning stage of your scenery, you have the freedom to choose topography which will include mini-scenes. Please resist the urge to just throw on the plaster as I did or you will, as I have, spend much more time changing things to the image you really had in mind. Think small. Work small.

Each scene you install should relate to a prototype scene either in the spirit of that scene or a closely planned model.

Take a look at your pike. That scene that has always bothered you; think about what it is that sticks in your craw. Imagineer a fix and have at it. You have little to lose and a lot to gain. Won't it be nice when it's just the way you imagined it.

Next issue, let's look at structures, their placement and which ones suit your need.



NER CONVENTION VERNON, CT. MAY 13-15



The Spring '83 NER Convention will give you the chance to return to the beautiful Connecticut River valley just as spring is bustin' out all over. What could be nicer, than the soft spring breezes, excellent model railroads, and double-headed live steam at the Valley Railroad.

Convention headquarters will be the Quality Inn, conveniently located at Exit 95 of I-86 about eight miles northeast of Hartford, CT. Excellent highway connections exist from all directions, and rail connections are available to Hartford via Amtrak. You can then take a bus, cab or call a friend.

FRIDAY EVENING

Friday, we'll start our convention with registration and layout tours of some of the fine model railroads in the greater Hartford area. We'll all end up at the Train Exchange, the home of the Silk City Model Railroad Club. This large club layout, based on the Pennsy, should hold your attention for a long time. The ladies will have a hands-on craft clinic at the hotel.

SATURDAY FAN TRIP

On Saturday morning, we'll board motor coaches to head for Old Saybrook for a fan trip on the Valley Railroad. To make things more interesting, and different from the Wethersfield Convention in 1980, we will have double-headed steam this trip. In addition, the Valley is offering a photo run-by, plus shop tour and demonstrations of maintenance equipment at Essex after the run.

For those not going on the fan trip in the morning, there will be tape/slide clinics to view. The display area will be open to the public 9 to 12:30, closing a half-hour for lunch.

SATURDAY AFTERNOON

Live clinics will be presented from 1 to 5 at the hotel. The display area will be open to NER only from 1 to 4:30 P.M. There will be a White Elephant table to give you a chance to sell your surplus

model equipment. There will be lots of dealers for those of you with disposable income. The Office Manager will have a table for memberships and name badges, and the Company Store will have NER Anniversary Cars.

MODEL & PHOTO CONTEST

Brian Whiton and his crew of judges will be there to examine all the modeling work you've done while snowed in this winter. The usual categories in both model and photo contests will be there for you to compete in Regional Competition. The Railettes will also be showing their handiwork and competing for prizes. Contest entries will be accepted Friday from 8 to 9:30 and Saturday from 6:45 to 11 A.M. Viewing will be from 4 to 6:30 P.M.

SATURDAY EVENING

We'll get together again for a "happy hour" at 7 and sit down to our banquet at 7:30. The menu offers a choice of filet of sole or yankee pot roast. After the meal and awards ceremony concludes, we will be addressed by a management representative of the B&M Railroad. The ladies will have a bingo party.

SUNDAY

The fun continues with 10 private and club layouts open for your viewing.

Central Connecticut offers a rich contrast in living styles, with urban attractions in Hartford and sub-urban and rural attractions farther out from Hartford. Since the banquet is limited in seating, and the ladies trip to Sturbridge is also limited, please register early. These are being filled on a first-come, first-served basis. The Nutmeg Division is looking forward to a great time - please join us.

Charlie Bettinger
Convention Chairman

Vernon Timetable

Friday - May 13th

REGISTRATION: Main Lobby 3 to 5 P.M.
6:30 to 9 P.M.

TAPE/SLIDE CLINICS: 3 to 5 P.M.

LAYOUTS: The following will be open 7:30 to 10:00 P.M.
[There will be 'follow-me' leaders leaving the hotel commencing at 7:30 P.M.]

--Don Clerke's "Boston & Maine/Mashapaug & Wiscasset"
--Harold Horner's "Sleepy Valley & Western"
--Al Kalbfleisch's "Rio Grande's East Hartford Division"
--Bob VanCleeef's "North River Railroad"
--Bob Richardson's "Deer Creek Railroad"
--Silk City Model Railroad Club

CONTEST PARTICIPATION CLINIC: 8 to 9:30 P.M.

MODEL & PHOTO CONTEST REGISTRATION: 8 to 9:30 P.M.

RAILETTE'S CLINIC: 8 to 9:30 P.M.
--This will be a hands-on craft clinic presented by Laurea Whiton and Robin McIntyre.

Saturday - May 14th

REGISTRATION: Display Area Entrance 7 to 10 A.M.

FAN TRIP: 7:45 to 1 P.M.
--Valley Railroad Double-headed Steam Fan Trip. Motor coaches leave from in front of the hotel at 7:45 A.M. for Old Saybrook. Return from Essex is scheduled for 1 P.M.

MODEL & PHOTO CONTEST REGISTRATION: 6:45 to 11 A.M.

RAILETTE'S FAN TRIP: 9 to 3:30 P.M.
--Old Sturbridge Village. Motor coach will leave from in front of the hotel at 9 A.M. for Sturbridge. Return is scheduled for 3:30 P.M.

DISPLAY AREA: 9 to 12:30 P.M.

1 to 4 P.M.
--The display area will feature Company Store, White Elephant Table, Manufacturer's Displays, Dealers and operating displays.

TAPE/SLIDE CLINICS: 9 to 12 Noon

LIVE AND TAPE/SLIDE CLINICS: 1 to 5 P.M.
[Please see schedule printed in your convention brochure.]

HAPPY HOUR: The Vernon Room 7:00 P.M.

BANQUET: The Vernon Room 7:30 P.M.

SPEAKER: Following Banquet
--featuring a management official of B & M Railroad.

RAILETTE'S BINGO: Following Banquet
--The ladies will be allowed to 'escape' before the speaker. Those attending Bingo please bring a small gift.

POST-BANQUET: Railroad Rap Session
--Leader: Joe King

Sunday - May 15th

BOARD MEETING: Gerber Room 10 A.M.
--[Open to All Members]

LAYOUTS: Open at 11:30, you may visit the following on your way home.

Don Clerke	Harold Horner
AL Kalbfleisch	Earl Smallshaw
Brian Whiton	Charlie Bettinger
George Muller	John Sacerdote
Bill Sproul	Silk City Model RR Club
Brian Hopkins	

LAYOUTS

Join Don Clerke at his Boston and Maine/Mashapaug & Wiscasset Railroad system to sample end of steam/ early diesel railroading at its best. Don's imagineered pike incorporates everything from branch line logging operations to a fantastic harbor scene at Wiscasset Maine.

Ride the Sleepy Valley and Western with Harold Horner and view a short but busy bridge line which includes some first rate electric interurban operations. Harold enjoys superdetailing and it shows in his pike. An added attraction is Harold's workshop - it's the one we all dream of. Come and see.

Pre-depression era coal hauling, steam is king railroading can be found on Earl Smallshaw's Middletown and Mystic Mines Ry. Abundantly detailed scratch built structures set in rugged scenery will keep you looking. Narrow gaugers who didn't get their fill at Don's will love it.

For Denver and Rio Grande Western seasoned with imagination see Al Kalbfleisch. You will find a mulligan of magnificent Colorado mountain scenery, massive standard gauge steam locomotives, bright yellow first-generation diesels and 3-foot teakettles all running at the same time.

If you always wanted to know what the contest chairman's railroad looks like, you're in luck. Take a ride on the Vermont Midland and inspect the inspector. Be prepared for an overdose of shortline fever. Steam is alive and well, but you'll find Rutland diesels competing with rolling western Vermont scenery for your attention.

The Silk City Model Railroad Club's layout is of considerable size and all new since the last time you had a chance

to see it. If you yern 20 car trains seem at of the Pennsy's hors this is it.

For those who favo Richardson's Deer C right up your drill tr with more traffic th the DCR needs its di control and card orde to keep things movi era model railroading.

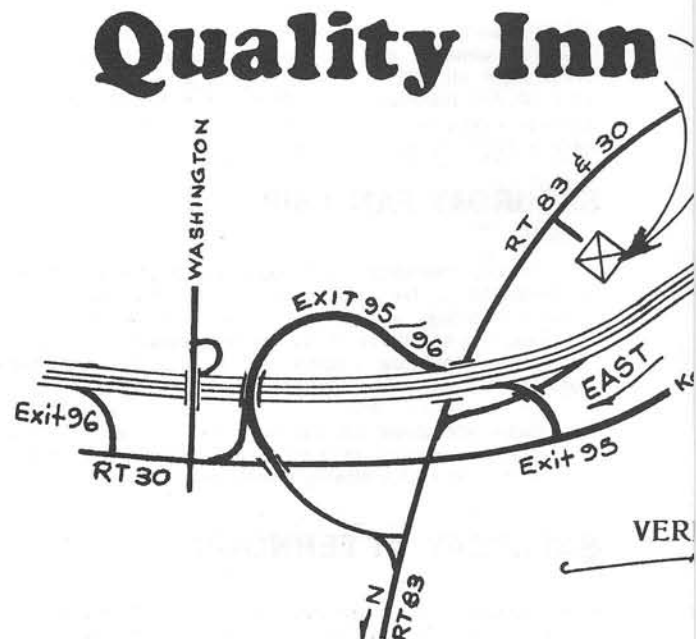
If you thought the a New England Div Bill Sproull's New E the Pennsy features as well as fast frei varnish. See steam tu switchers perform in pike. Bill says it's fu

The Berlin Bangor ar you a taste of Nori railroading with ru incredibly difficult tr layout. John Sacerde major yards, two hic gauge interchange a street railway in his

Electronic sophisticati order is to be found North River Railroad. are some prize winn generally advanced mputer technology ha to model railroading this highly operational

The Connecticut and Muller offers the O se pike with some well d has an operating c the C & O to life usir waybills.

The Charlestown & the shortline enthus



for a layout where
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operations, Bob
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patcher, multi-cab
operating system
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enny didn't have
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ngland Division of
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d Maine will give
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3 ft square layout.

n of the highest
on Bob VanCleaf's
Also to be found
ng models and a
del railroad. Com-
certainly come
as evidenced on
ke.

Ohio by George
lers a large home
ne scenery. George
ew which brings
g computer printed

Pattville offers
st a pike with

plenty of switching and branch line
running set in the end of steam/ early
diesel era. Ask Charlie Bettinger to
explain his color tack operating system.
You will like it.

Brian Hopkins has a large HO scale
layout under construction. Featuring
a 6 ft min. radius main line, double
track, the track rises a full 37 inches
from its lowest level on 2% grades.
Truly an ambitious beginning.

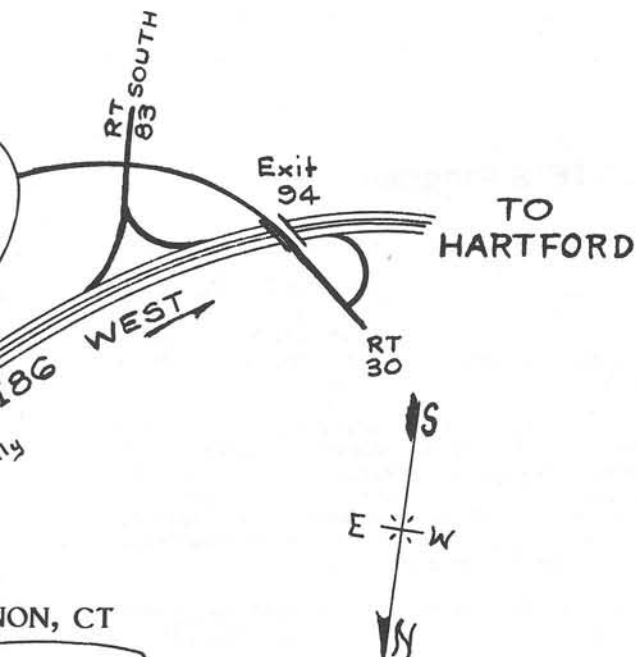
N-TRAK

We are planning an N-TRAK layout
and everyone is invited to add their
module to the set-up. The only require-
ment is that your module meet N-TRAK
standards so that we will be able to
fit with a minimum of trouble. Corner
modules will be there. If you don't care
to bring your module, but would still
like to be an operator, you will be wel-
come. To sign up, or get additional
details, contact:

Valley "N" Trak
C/o Dick Kapitan
36 Benham Road
Seymour, CT 06483

Quality Inn

The Quality Inn is a fine hotel with
a number of services to its patrons.
If you should find a lull in the activities,
there is an adjoining game room. Also
adjoining the hotel is Connecticut Golf-
land, with miniature golf and an 18
hole par 3 golf course. For the health
and fitness nut, there is Court House
One right next door, featuring whirlpool,
sauna and indoor pool. With your Quality
Inn key, special rates are available.
Please check at the desk for details.



N.E.R. VERNON Convention Registration

Print Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Relative's Name(s): _____

Pre-Registration Qty Amt At-Door

--Railfan Convention Package
(includes Reg., Steam Fan Trip, Banq) @ 33.00 ___ \$ ___ \$36.00

--Additional Family Pkgs. @ 32.00 ___ \$ ___ \$35.00

--Railette Convention Package
(includes Reg., Sturbridge Trip, Banq) @ 26.00 ___ \$ ___ \$29.00

OR

--Registration Only @ 3.00 ___ \$ ___ \$3.00

--Registration & Steam Fan Trip @ 20.00 ___ \$ ___ \$21.50

--Registration & Sturbridge Fan Trip @ 13.00 ___ \$ ___ \$14.50

--Registration & Banquet @ 16.00 ___ \$ ___ \$17.50

--Banquet Only (No Badge, No Layouts) @ 13.00 ___ \$ ___ \$14.50

TOTAL ENCLOSED \$ ___

Note here the number of persons having each entree
File of Sole ___ Yankee Pot Roast

___ Check here if this is your first NER Convention

Make Checks payable to "NER Conventions"

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

Must be postmarked by May 7, 1983.

NER Room Reservation Form

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

Please Reserve _____ Rooms @ \$ 40.50 Single Occupancy

Please Reserve _____ Rooms @ \$ 50.50 Double Occupancy

I will arrive on _____ at _____ AM/PM

I will depart on _____ at _____ AM/PM

One full night deposit or any major credit card will guarantee
a room after 6:00 PM

Personal checks will be accepted for advance registration. Personal
checks will be accepted at the registration desk if backed-up
by a major credit card.

Deposit Enclosed \$ _____ Credit Card _____

Credit Card Number: _____

Signature: _____

NER Vernon Convention Registration

The Convention Package Price includes Registration, Fan Trips 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 Valley Railroad or Sturbridge fan trips, as we will need to allocate bus space for each trip.

The "At Door" prices are more for each item to encourage you to pre-register. We need to make firm commitments for buses and 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 in the front lobby. Please indicate names of all attendees, as their names should appear on the convention badges. Also, please do not forget to fill out the **reverse side completely**.

Please mail to:
Irwin F. B. Lloyd
44 Linclon Drive
Glastonbury, CT. 06033

NER ROOM
Reservation Form

90 Rooms Available

Make Check Payable to Quality Inn

Mail By May 1, 1983 to

Quality Inn
Hartford Turnpike
Vernon, CT. 06066

CLINICS

Al Kalbfliesch - "Big Boy & Challenger Details"
Now that you've spent all that money for a model of one of these big fellas, Al will show you where and what details to hang on it.

Earl Smallshaw - "Making Signs"
Earl shows how to make all kinds of custom signs using different media such as decals, dry transfers, hand painting and photo reproducing.

AND OTHERS

TAPE/SLIDE CLINICS

Doug Smith - "How I Run My Railroad"
Way freight and passenger operation and switching, using two types of card order systems.

John Armstrong - "Prototypes To Make You Comfortable"
John summarizes all the 'don'ts' of modeling by showing what the prototype roads actually do. This clinic is a must if your layout, power, cars, signals, trackwork, buildings and scenery is to truly reflect real railroading.

Al McClelland - "Scenery Before, Not After"
Techniques that make trackwork seem to have been built into already-existing scenery. Intended mainly for those layouts in the design stage, many of these methods will work on already operating pikes.

John Dias - "Trackwork"
Detailed methods, special tools and techniques for building trouble-free track and turnouts, as developed on the New Bedford Society of Model Engineers layout.

Jack Kirby Taylor - "Scenery Techniques"
Step-by-step photography and diagrams explains a museum's secrets of perspective and dimension. Hiding obstacles with scenery, diminishing size tricks and "dioramic construction" are featured.

Lou Sortman - "A Look At Model Railroading Techniques"
Basic techniques for benchwork, wiring and scenery, as explored and standardized by a club. Good info for neophytes and old-timers.

RAILETTE'S Program

On Friday night, Laurea Whiton and Robin McIntyre will conduct a hands-on craft clinic. All women are invited to participate. They will be demonstrating and making novelty craft items for the home. Join them, and make some of those exciting do-dads for your home. It should be very interesting, and a chance for you to get your hands dirty.

On Saturday morning, [not as early as the men] a fantrip is planned to Old Sturbridge Village in Sturbridge, MA. Old Sturbridge Village is a re-created village of Colonial New England. Original buildings and structures have been carefully moved to this location and restored. It is a fascinating trip back in time to see how people lived in New England two centuries ago.

In the evening, after the banquet, the ladies may adjourn to play bingo.

Of course, there'll be opportunity for RAILLETES to demonstrate their craft skills with a railroad motif in a contest being conducted alongside the Model contest.

Company Store

[1] NER Name Badges: 3 1/2" x 1", blue, with your name and one other line of text engraved in white. One 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 1, \$14.95 for 2, postpaid.

PRICES ARE U.S. FUNDS



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.
 Make check payable to: NER - NMRA
 Mail to: R.R. Brown, Office Manager
 79 Hemenway Road
 Framingham, MA 01701

ORDER BLANK

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

Please send me the following:

Qty	Item	Price(Post. inc)
-----	------	------------------

Total _____

See above for prices (including postage) and limitations on lettering. Please print lettering as you wish it engraved.

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____

ADS

O-MEN

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Bedford Train Shop

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Bath, NH

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O Scale News, 48/Ft.
 6514 N. 11th St.
 Philadelphia, PA 19126

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

Badger Air-Brushes and Parts

Decals — Champ, Accucal, Microscale, Herald King (Miller), Walthers

Paints — Accupaint, Scalecoat, Floquil, Poly-S

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

Scratchbuilder's Corner

by Dave Messer

[This column originally appeared in the Form 19 of the Hudson-Berkshire Division.]

Structure Lighting

The purpose of lighting model structures is to make them a more realistic part of the total model scene. The objective is to achieve a realistic illumination effect appropriate for the type of structure. This is accomplished by paying attention to the level (and even color) of illumination and segregation (and/or variation) of the light sources.

The type of structure involved is the key factor on which all of the other considerations in achieving a realistic lighting effect are based. A retail store, for example, generally calls for a high intensity of light, particularly in a contemporary scene, whereas a signal or humpyard tower would call for a very low level. Most other buildings would fall between these two extremes. The

type of building would also determine the proportion illuminated at once.

In general, the light intensity commonly found in model structures is too high. The objective here is to make the viewer aware of the light but not overwhelmed by it; i.e. a glow, rather than light beams blazing in all directions. This is usually achieved by using two or more small bulbs (Grain-of-wheat) in series so that each bulb is operating at about one-half its rated voltage. (Also, bulb life is significantly increased and chance of heat damage is virtually eliminated.)

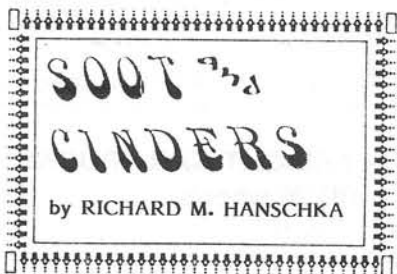
The "lighthouse effect" from structure lights even if a relatively high intensity is desired can also be reduced by positioning the bulb(s) high within the structure so that the light is cast primarily downward, outside the walls. If this is not possible in a multistory structure, then multiple bulbs are needed.

Not only should there be variation in lighting from building to building, but also within buildings. This can be accomplished by having no lights in some buildings, and partitioning off sections of others. More subtle variation can be achieved by using different types of bulbs (size and color), wiring combinations and positioning. The effect of such variation is particularly striking in a multi-

window structure such as a hotel or apartment building, but can also be effective, for example, in a station, where the baggage room would be dimmer than the waiting room.

A lighted building need not have elaborate interior detail to look realistic. Depending on location, sometimes a very few items visible from the normal viewing angle will suffice to suggest more detail within. Use of frosted window material, awnings, shades, signs and interior partitions all help to enhance realism while reducing the need for extensive interior work. In fact, even plain acetate picks up some light itself and "screens" out a clear view. All wiring should be positioned out of sight, preferably on the back of the wall facing the viewer.

There are other things to be considered. Avoid light leaks - nothing looks worse than light escaping from underneath, around windows, even through plastic walls. Lighted buildings should have floors, and all edge joints and the edges of window and door openings should be sealed on the inside with black paint. Translucent materials, particularly plastics, should be painted on the inside with black paint. In all cases, test the lighting for leaks and overall effect under darkened conditions, preferably in the final layout location.



[Soot & Cinders is about the early days of railroading. Dick Hanschka draws upon his extensive file of photographs of early prototype equipment to give you more information to model this equipment.]

For years the 4-4-0 "American" or "Standard", depending on which road owned it, was seen in every sort of service. Of the several varieties seen

at our hobby stores the camelback, or more properly mother hubbard, is just not available.

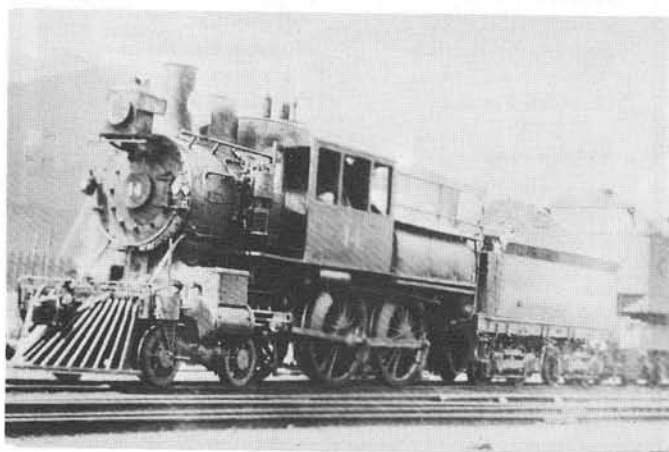
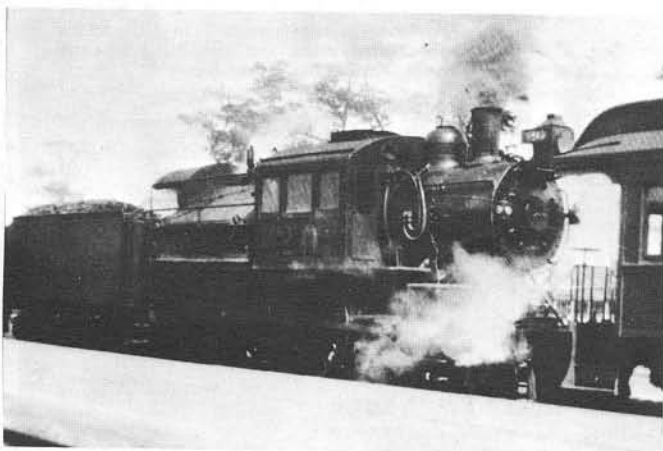
When the engine is called camelback, this truly refers to the B & O design where the cab is set like a large greenhouse on top of the boiler. The much more popular mother hubbard had a cab at the center of the boiler, but much lower. Both styles are preserved at the B & O Museum of Transportation in Baltimore, MD.

Two former Reading 4-4-0's are shown. #20 ran on the Philadelphia, Reading & New England from Maybrook, NY to Hartford, CT, and is shown in use as a switcher at Wildwood, NJ in August 1904.

#14 4-4-0 is a Reading mother hubbard. This was one of the engines on the Pennsylvania, Poughkeepsie & Boston,

which became the Lehigh and New England R.R. It operated from Bethlehem, PA to Maybrook, NY but did not cross the bridge. This was left to its related line, the Philadelphia, Reading & New England.

#14 is shown on the work train, which is quite a load for a 4-4-0. If you have ever ridden a work train in steam days, it did not dash to a wreck scene. The only dash was the one the shop crew made when the whistle blew. The hostler was engineer; his helper Happy ran for his shovel to fire the boiler. Pete, the shop foreman, ran to the caboose and the mechanics climbed on an old combine to make up the crew. The train rolled out when all were on board at 15 to 20 MPH, often against traffic flow, picking up train orders from tower operators about every five miles. The whole road listened to their progress via train line.



From The Divisions

[Note:
All Division secretaries must get their reports in by deadline. This is your best means of recruiting those NER members who are not active in your Division.]

Hub Division

As you will see by the announcement elsewhere in this issue, the Hub Annual Spring Convention is coming up on April 30. We hope to see as many of our good friends from the NER there as always. We have a great day in store for all who attend, and we of the Hub Division will also see all our great NER friends at the NER Spring Convention in a few weeks. Lots of good times ahead.

As has been reported before, work is progressing at an ever increasing rate on Minuteman '86, the NMRA National in Boston in July 1986. We haven't done much yet in forming various committees, since there is so much ground work to be done before that task can really get underway. Those of you reading this who have applied for work on the Convention should not be dismayed at our lack of response to you. When the proper time comes, and it won't be much longer, you will most certainly hear from us in a big way. We will need many good people. We absolutely had to send out inquiries quite early in order to know we would have a comfortable cushion of people to call on; but it is still just a little soon to do too much of that calling.

It appears that the magic 400 figure we are shooting for in Hub Division membership continues to be a bit elusive. The current figure stands at 380, but 60 of them have so far failed to renew for 1983. If all 60 back out, we will have to do our usual vigorous recruiting at the shows this year to stay at 380. With luck, of course, we just might make 400 by year's end.

Until next issue - -

Glenn Owens

Hudson-Berkshire Division

A convivial gathering at Dave Messer's in Wyantskill in January got a sobering report from retiring treasurer Ed McLaughlin. Seems our Hudson-Berkshire Division is still solvent, but barely so.

Ed showed that with zero growth in membership, and increasing costs of our primary budget item, mailing Form 19's meeting notices, the \$2 yearly dues have not covered expenses for several years. Now our bank balance is almost zero. To address this problem, the gathering at Dave's authorized an increase in annual dues to \$4, with the idea that anyone who can't come up with less than \$1 per meeting isn't very serious about model railroading or good fellowship.

In other news, Bob Hamm agreed to replace Ed McLaughlin as Secretary-Treasurer. Tony Steele was reelected President, with Jim O'Dell reelected Vice-President.

Excerpted from Form 19

Little Rhody Division

At our January meeting our superintendent, Richard H. Fisher Jr. announced he could no longer continue in that post due to work commitments. At the BOD meeting on February 2nd, Jack Walsh took over as Superintendent. The BOD appointed Rolf Johnson as Assistant Superintendent and Chris Brindamour to serve out Rolf's term as a member of the BOD. The other two officers will finish out the terms of those they are replacing.

All members should start thinking about whom they wish to nominate for the BOD positions open this year.

Excerpted from Yankee Clipper

Nutmeg Division

Nutmeg Division held it's Annual Meeting January 15, 1983 at the Brownstone Restaurant in Portland. All had a good time. After an excellent buffet meal, and program of Bruce Meulendyke's slides of his trip to Alaska and Canada last summer, the members elected a new Board of Directors. Elected to the BOD were Joe Sokol, Dick Joyce, Bob VanCleeef, Herb Leach and Charlie Bettinger.

At the BOD meeting February 5, the BOD elected officers. This year's officers are Brian Whiton, President; Dick Joyce, Vice-President; Joe Sokol, Secretary; Bruce Meulendyke, Treasurer. The BOD set up a tentative schedule for the year. It is as follows: March 5 - Terry Stuart's home in Burlington; May meeting canceled in favor of the Vernon NER Convention; July meeting, previously the picnic, is on hold for the time being; September 10 - Al Droller's home in Cheshire; November 6 - Train Show, location to be announced; January 14, 1984 - Annual Meeting, location to be announced.

Any member or non-member of Nutmeg who is not receiving Nutmeg News can have him/herself placed on the mailing list by notifying the secretary, Joe Sokol. A \$1 contribution is requested to defray mailing costs for the year.

Joe Sokol
213 Regan Road #12
Vernon, CT. 06066

Seacoast Division

The Seacoast Division, in connection with the Wolfeboro Branch Railroad Club's 6th Annual Model Railroad Show announces the following model contest winners. While the number of entries was low, the Quality was high.

Motive Power - Steam
1st - Walter Ronfeldt, S. Portland, ME
Lima Lumber Co. 2-6-2T
2nd - Walter Ronfeldt, S. Portland,

ME
N N E & A 2-6-2
3rd - Walter Ronfeldt, S. Portland,
ME
Lima Lumber Co 2-6-4T

Cars - Passenger
1st - Donald Robinson, N. Billerica, MA
Combine

Maintenance of Way
1st - Roger B. Robar, Lisbon NH
Crane & Boom Tender Car

Display
1st - Peter D. Hayes, Alton, NH
B & M BI-2 & Caboose

The above categories were judged in accordance with NMRA contest rules. Chief Judge Jay Rogers was assisted by Ed Kuhn and Jim Murphy. The first two places on Motive Power - Steam gathered enough points to qualify them for achievement program recognition.

In the Ladies Handcraft Contest (Railroad Motif) there was only one entrant, but was judged by judges Delores Rijo and Dot Libby to be worthy of a first place ribbon.

1st - Diane Davis, Guilford, NH
"The Country Depot"

The Wolfeboro Branch Railroad Club is already at work planning the next show to be held at Wolfeboro, NH on August 20 & 21. Save these dates and bring your models and ladies handcrafts to be judged. Special prizes are also awarded for best in show in the model and handcraft contest, best Wolfeboro prototype model and oldest steam engine.

David Collinge
Upstate-Central New York

[Jim Heidt, Camden, NY is trying to start a new NER Division. On January 30, an initial interest meeting was held in Rome, NY. Here is his report. Ed.]

Did we miss you at the initial interest meeting held in Rome? If so, boy did you miss a good time!! We think it was a huge success because over 40 modelers and family came despite the bad weather and there was a lot of enthusiasm for the idea of meeting regularly as a group.

Of course, the big hit was the NMRA Tape/Slide Clinic on the famous Gorre & Daphetid RR by the late John Allen. We also saw slides of area layouts and layouts from NER and National Conventions presented by Ed Scott of Rome. We had a raffle which was very successful in helping to cover our printing and mailing costs.

Most of all, we met some old friends and made many new ones who enjoy the same subject....model railroading!!! It was very encouraging to see the response that afternoon from all present because many of us believe that our hobby enjoyment increases by sharing it with friends. In the future, we hope that our group will grow so that not only will I visit your hometown and see your layout to learn what you're doing, and vice versa....but that we can get to know each other well....

Jim Heidt
69 Second Street
Camden, NY 13316

FROM THE DIVISIONS [Con't]

Division Alouette Quebec (English)

First, a reminder to all DAQ members not to forget Signal's first annual model photo contest. Entries must be in BLACK & WHITE exclusively, printed on paper with a size 4" x 5" minimum and 8" x 10" maximum. Photos must be sent prior to March 31st 1983 to Signal's editor, Claude Berube.

We are sorry to hear that the Sorel Club has experienced a big fire which completely destroyed their premises. Even the miniature Quebec City bridge was destroyed. I always thought in real life that the Quebec City bridge fell twice, but never burnt...Hope the guys from Sorel will be able to recover from this dreadful experience and will reconstruct as early as possible. Consequently, DAQ's Spring '83 Convention will be transferred to Three Rivers. If you read the coming events in the last Coupler, Quebec City will be the place to be for the NER member in the Spring of '84. In fact, this was Jack Alexander's idea, and he asked DAQ to put on the 1984 Spring NER Convention. Guy Levesque, DAQ's president, diligently agreed with the complicity of the local organizing committee in Quebec City, to have DAQ's Spring Convention transformed into an NER SPRING CONVENTION for 1984.

So on May 25-27, 1984, MODU-RAIL de la Capitale, which comprises members of DAQ from the Quebec City area interested in building Modu-Rail modules, is proud to sponsor the NER Spring 1984 Convention, which will be held at Motel Universel, centrally located in Quebec City.

Though there will be plenty of model trains and real trains to be seen in Quebec City, as programmed in a normal NER Convention, we send out a VERY SPECIAL INVITATION to our American and Canadian friends to start planning their trip a year in advance!

In fact, Quebec City is a wonderful historic city to visit with plenty of fine restaurants to satisfy your gourmet's delight. Why not stay several days?

More news on the Quebec City convention will be included in subsequent issues of the Coupler.

Following DAQ's BOD meeting, a letter will be sent to Edgar Hutchinson, NMRA's Eastern V-P, by our President Guy Levesque, inquiring about the fact that he stated that DAQ had expressed a desire in becoming a Region along with the Maritime Division. This was on the agenda of the NMRA meeting held in Aspen, Colorado on November 6th, 1982.

We grant that in 1977-78 there were ideas of becoming a Region, but this subject was never brought forward at a DAQ BOD meeting. If such a subject had been discussed, the BOD would not have hesitated to have its members vote on such a subject. WE WOULD HAVE FOLLOWED THE PROPER CHANNELS!!

DAQ's BOD, following their March 6th, 1983 meeting, completely disagrees with the way this business has been conducted,



NER Office Manager

79 Hemenway Road
Framingham, MA 01701



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Robert Strobel
1203 89th St
N Bergen NJ 07047

especially not being informed that such an important matter had made news on an NMRA agenda.

Furthermore, at this same meeting it was agreed to have another meeting on May 1st, 1983, in order to fill all vacant posts as stated by our by-laws. Each director must find a volunteer.

Denis Fortier

Division Alouette Quebec (French)

En premier lieu, un rappel à tous les membres de la DAQ de ne pas oublier de participer au premier concours annuel de photographie du Signal sur les modèles ferroviaires réduits. Les photos devront être en NOIR & BLANC exclusivement, tirées dans un format de 4" x 5" minimum et de 8" x 10" maximum. Faire parvenir vos photos avant le 31 mars 1983 à l'éditeur du Signal, Claude Bérubé.

Nous sommes désolés d'apprendre que le club de Sorel a subi un violent incendie qui a complètement détruit leur local. Même le pont de Québec en miniature a été détruit. J'ai toujours pensé que dans la réalité le pont de Québec avait tombé deux fois, mais n'avait jamais brûlé...Souhaitons que le groupe de Sorel va se remettre de ce malheureux incident et pourra reconstruire un réseau prochainement. Entretemps, le congrès printanier de DAQ pour 1983 sera transféré à Trois-Rivières.

Si vous avez lu la dernière chronique des prochains événements dans le dernier numéro du Coupler, la ville de Québec sera l'endroit de prédilection pour les membres de la RNE au printemps de 1984.

De fait, tout ceci est l'idée de Jack Alexander, qui a demandé à la DAQ d'être les hôtes de ce congrès. Le président de la DAQ Guy Levesque avec la complicité des organisateurs locaux de Québec ont acquiescé à la demande en permettant que le congrès printanier de la DAQ en 1984 devienne le Congrès printanier de la RNE pour 1984.

Du 25-27 mai 1984, MODU-RAIL de la Capitale, qui comprend les membres de la DAQ de la ville de Québec intéressés à la construction de modules Modu-Rail, est fier de présenter le Congrès printanier de la RNE en 1984, qui sera tenu au

Motel Universel, tres bien situé à Québec.

Bien qu'il y aura beaucoup de trains miniatures et de vrais trains à visionner à Québec, horaire normal prévu pour ces genres de congrès, nous lançons une INVITATION SPECIALE à tous nos amis américains et canadiens de commencer à planifier leur voyage à Québec, une année à l'avance!

Somme toute, la ville de Québec est une ville historique merveilleuse à visiter avec plein de restaurants qui sauront sûrement satisfaire les plus fins gourmets. Pourquoi ne pas rester plusieurs jours?

D'autres nouvelles sur le congrès de Québec paraîtront dans les prochains numéros du Coupler.

A l'issue de la réunion du Conseil d'administration de la DAQ, une lettre sera envoyée à Edgar Hutchinson, V-P de la Section de l'Est de l'ANMF par notre président Guy Levesque, afin de s'informer du fait que la DAQ désire devenir une région avec la Division Maritime. Ceci faisait partie de l'ordre du jour d'une assemblée de l'ANMF tenue à Aspen, Colorado le 6 novembre 1982.

Bien volontiers, nous avons discuté en 1977-78 de devenir une région, mais ce sujet n'a jamais été porté à l'ordre du jour d'une assemblée du Conseil d'administration de la DAQ. Sur un tel sujet, nous n'aurions pas hésité à faire voter une telle proposition par nos membres. NOUS AURIONS SUIVI LA HIERARCHIE NORMALE!!

Suite à la réunion du Conseil d'administration de la DAQ tenue le 6 mars 1983, les membres du Conseil sont en complets désaccord de la façon dont cette affaire a été conduite, surtout n'étant aucunement informé qu'un sujet si important serait porté à l'ordre du jour d'une réunion de l'ANMF.

De plus, à cette même réunion, il a été décidé d'organiser une autre réunion pour le 1 mai 1983, dans le but de combler les postes vacants tel que décrits dans nos règlements de régie interne. Chaque directeur doit trouver un volontaire.

Denis Fortier