



NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

COUPLER

Summer '83

SPRING CONVENTION REPORT

The Spring NER Convention was held at the Quality Inn in Vernon CT. on the weekend of May 13 - 15. Though the steam fan trip at the Valley Railroad in Essex had to be cancelled due to an insufficient number of registrations, everyone still had a good time. An alternate fan trip to the Trolley Museum at Warehouse Point was offered and about fifty conventioners took advantage of the trip.

As conventioners arrived at the Quality Inn, they were greeted by a first for NER. Topo, a computerized robot, rolled around the hotel lobby. He was also on hand to greet the public attending the display room on Saturday morning.

On Friday evening, 'follow me' cars lead groups around the area to the home pikes that were open, including some of the Hartford Workshop layouts. All groups ended at the New England Hobby Supply [Train Exchange], where they had an opportunity to view the large club layout in operation. A few conventioners also made purchases in the large hobby shop.

Saturday morning the ladies headed off for a nice visit to Old Sturbridge Village, while the model rails enjoyed the display room with its collection of dealers, displays and manufacturers. A large 'white elephant' table complemented the other offerings.

A combination of tape/slide and live clinics ran from morning thru late afternoon. Featuring some of the more well known model rails of the Connecticut area, and a couple beyond, they were well attended, some could even be termed 'crowded'. Rich Laube, Gene Griffin, Earl Smallshaw, Al Kalbflesch, Joe Slanser and Don Clerke are to be thanked and congratulated for their contributions to the convention effort.

In the evening, the Steak Club put on an excellent banquet. Pat Bettinger served as Master of Ceremonies; President Messer gave President's Awards to Murray Goodwin and Irwin Lloyd for distinguished service to the region, and Pat Bettinger gave 'gag' awards to the members of the convention committee. Contest Chairman Brian Whiton presented the contest awards to the deserving winners. Don Clerke introduced our speaker, Mr. Samuel Schiff, Director

Continued on Page 9

Photos by Kenneth May



President Dave Messer presents Irwin Lloyd with "President's Award" for his twenty years of service to NER as Permanent Convention Treasurer. Now he can rest up for the Boston National.



President Dave Messer presents Murray Goodwin with "President's Award" for his five years of service to the NER as Editor of the Coupler. Murray has started getting active with MER since moving to Maryland last fall.



NER Coupler

136, Summer 1983

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

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FROM The EDITOR'S DESK

The Economics of this Beast

This is my third issue of the Coupler, and some things have begun to become apparent to me. I'm getting a true picture of the cost of putting out this publication, and it boggles the mind. I thought you might be interested in knowing these costs.

Extrapolating average costs from the last two issues, and taking into consideration a price increase I've been told about, but not yet seen figures for, I estimate your Coupler is costing you 4 cents a page for printing alone. If we assume three 12 page issues and one 16 page issue per year, that adds up to 52 pages and a cost of \$ 2.08, NOT INCLUDING POSTAGE. Postage adds another \$.98 to that cost.

As I stated in my first editorial, I am dedicated to giving you the most Coupler that I can for your money. I'd like to give you more, with material provided by you, than you've been getting. Even if prices do not rise any further, a glance at the table below will give you an idea of the costs involved in expanding the Coupler more.

All listings based on 4 cents per page, 1350 copies printed, and 1150 copies mailed.

	Cost/cpy	Printing	Mailing	Total
12 Page issue	48 Cents	648.00	230.00	878.00
16 Page issue	64 Cents	864.00	437.00	1301.00
20 Page issue	80 Cents	1080.00	437.00	1517.00
24 Page issue	96 Cents	1296.00	437.00	1733.00
28 Page issue	\$1.12	1512.00	437.00	1949.00

With the bare-bones schedule (52 pages annually) discussed above, please note that the BOD is returning \$ 3.06 yearly per member to the membership just in the Coupler. I find this amazing, when current dues are no more than \$ 2.50 per year, depending on enrollment plan.

The economic realities above sure make it hard to justify any attempt at 16, 20 or even 24 page editions. It also demonstrates to me, at least, that just an increase in membership will not necessarily keep the ship afloat. Either we cut back our services to the membership, cut costs until we are in balance, or we are apt to go broke. Until now, profits on conventions have helped to make up the difference, but is it fair to have 25% of the membership subsidize the operations of NER?

Where do we go from here--you'll have to make that decision. I've not been elected, just appointed. I point out this situation because I feel I must. A solution will be needed before too long. If you have a proposed solution, please speak to your area director (listed on page 2). Don't let NER go the way of so many northeast railroads. We have a lot to look forward to, all leading up to Minuteman '86.

Now, for what's happening with the Coupler. I hope you all noticed the From the Divisions in the last issue. I hope to keep the division news going out. For that to happen, I need the help of the Division people to get the material to me. Please remember there is about a sixty day lead time. I will publish any letters of interest that are received from the membership. So far, none that fit those criteria have been received.

I would like to encourage new contributors to the Coupler. If you've never written anything before, don't let that hold you back. We'll take as much time as necessary to whip it into the shape necessary for publication. With a little arm-twisting I have talked Earl Smallshaw into doing an occasional cartoon, providing I supply him with some ideas for humorous treatment. Anyone else who would like to contribute sketches or cartoons or ideas, just drop them in the mail.

Alouette Division has just held a photo contest sponsored by their editor, Claude Berube. I have sent word back to Quebec requesting that the three or four best photos from their contest be sent to me for publication in the Coupler. Perhaps we should have an NER photo contest. I'll speak to Pete Watson, and see what we can come up with.

Regretfully, I will not be able to attend the National Convention at Winnipeg. I would appreciate any coverage that any NER member attending is able to furnish.

Have a good summer.

Deadlines

for the next issue, #137, Fall 1983 is August 5, 1983. Issue will be mailed approximately one month after this date.

Other deadlines:
#138, Winter '83 - Nov. 4, 1983
#139, Spring '84 - Mar. 2, 1984

President's Column

As you can see from Ken May's analysis, the costs of providing even a 12-page issue of the Coupler exceed the income generated from the current dues structure. Since the Coupler is the only membership service provided by NER for all members, the Board feels that we should not cut back on its frequency or quality. We will put the printing up for bid, but we do not expect a significant change, and in fact, printing and mailing costs are expected to continue to increase. Therefore, the Board feels it has no choice but to recommend a dues increase to \$4 per year, \$10 for 3 years, with Life Membership increased to \$65. As the dues are presently defined in the NER Constitution, a vote by the membership is required. Your support of this issue would be appreciated.

* * * * *

As those of you who attended the Vernon convention are aware, reactivated President's Awards were presented to two hard-working contributors to NER: Murray Goodwin, editor of the Coupler for 5 years, and Irwin Lloyd, who served as permanent Convention Treasurer for 20 years. The Awards read:

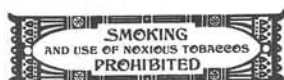
"In recognition of outstanding and dedicated service to the hobby and to the Northeastern Region, NMRA."

It is people like these that make any volunteer organization work, and NER is fortunate to have had the benefit of their loyal service.

As for the future, Ken May has the Coupler operation well in hand, and Charlie and Pat Bettinger will assume full responsibility for the Convention registration and financial duties starting this fall.

The Board has also been reviewing the Convention Photo Contest in an effort to make it something more than a stepchild of the Model Contest. To this end, I am pleased to announce that Pete Watson has accepted the responsibility of Photo Contest Chairman. Pete will be developing more definitive judging guidelines, and we plan to be able to properly display slides (in addition to prints) at the next convention in New Bedford.

Dave Messer



A Word from the Vice-President

by Bill Parker

Due to a conflict in Region President Dave Messer's schedule, I had the privilege of officially representing the Northeastern Region of the NMRA at the mid-winter Executive Council and Board of Trustees Meeting. This meeting, held on March 4 and 5, 1983, was the first official function to be held within the new National Headquarters building in Chattanooga, Tenn. The meeting was attended by all nine members of the Executive Council and fourteen of the sixteen regular Board of Trustees members [the British Region gave its proxy to Executive Vice President Bob Dupont] along with a dozen committee chairmen and the office manager Midge Reber. Over three dozen people went to Chattanooga to work for the betterment of the NMRA and all of its Regions and Divisions; and work they did.

Each person had been provided in advance with a seventy page typewritten package containing the agenda, minutes of the previous meeting, reports, motions and new proposed standards sheets. All voting members had studied their packages and came prepared to represent their area by voicing the opinions and desires of the membership that they represented.

President Jack Weir called the meeting to order at 8:15 p.m. on Friday evening and, after fifteen minutes of informal discussion, the Executive Committee meeting was officially begun. Although the official meeting adjourned about midnight, committee conferences didn't break up until about 1:30 a.m.. Saturday, the Board of Trustees meeting was called to order shortly after 9:00 a.m. and continued through until almost 6:00 p.m. with a short break for lunch. Saturday evening was occupied by the partaking of a fine meal at the Chattanooga Choo Choo [the former Chattanooga Railroad Station, now a Hilton Hotel], a visit to "the worlds largest HO gauge model railroad" and more informal meetings back at the hotel. On Sunday morning we all had breakfast in the hotel and then departed for our homes. Sunday night, collapse!!

Obviously, space does not permit me to cover all of the items discussed during the fourteen hours of Board meetings, but the agenda for the BOT meeting will give you a good idea of the scope of things handled at a national meeting.

- Order of Business, BOT Meeting
- Call to Order
- Call for Proxies
- Roll Call
- Minutes of the previous meeting
- Reports of Officers and Executive Council
- Financial Report
- Old Business - Motions
- New Business - Motions
- Resolutions
- Proposals
- Convention Business
- Other
- Departmental Reports
- Regional Reports
- Budget Report
- Adjournment

Among the many motions presented to the BOT for consideration and action

were the following:

- ..Approve the creation of a library/archive to be housed in the Headquarters Office Building
- ..Amend the By-Laws for two different items concerning article IV - Nominations, ballots and voting.
- ..Establish a Standing Committee to represent teen modelers.
- ..Publish new temporary standards for N-gauge equipment.
- ..Consider new standards for module construction.
- ..Consider the request for the formation of new regions.

Other items of business included the feasibility of providing group insurance for individual members model railroad equipment, the NMRA providing insurance for Divisional activities, the most cost efficient method for mailing the Bulletin, increased and more effective promotional activities, and better communications with individual members, clubs and divisions.

Jim Williams, National Convention Chairman, presented a extensive text proposing sweeping changes in the rotation scheme of the NMRA National Conventions and the responsibility of the local hosting group versus the national convention committee. The number of convention regions would be reduced and the national organization would assume more responsibility for planning, organizing and running the convention. [This proposal has its pros and cons. On the one hand it reduces the host committee's autonomy to plan its own type of convention. Standardization obviously leads to a "sameness" in all conventions. On the other hand, the convention running knowledge possessed by the experienced national committee members and the buying and bargaining power of the National Organization will be a big help to most local committees.] The 1986 Minuteman Convention will not be affected by this proposal.

As a point of interest, the NMRA National Conventions rank in the top 1% in the number of attendees of all conventions held in North America each year. This fact shows why everybody wants us but few facilities are large enough to comfortably handle us.

I hope that this article has given you some insight into the complexity, diversity and quantity of items handled by your National Officers and Trustees during business meetings held to foster the efficient and economical operation of an organization as large and diversified as the National Model Railroad Association.

The NMRA's Re-rail Program, designed to bring former members back into the organization, was discussed. A combination of mailings, personal contact by local officials and a greatly improved Bulletin have succeeded in stemming the downward trend in National membership and the realization of a significant increase over the past few months. New, better and increased services to the membership were also discussed giving specifics and a timetable for implementation. The NMRA will have its own computer in the new headquarters building, allowing faster and more efficient handling of all membership information and business transactions.



Shop Talk

By: Brian Whiton

In recent issues we discussed view blocks and separation techniques. Most of these dealt with natural features. Generally speaking, natural features are rather non-dimensional. In this issue we will discuss the choice and placement of structures. These are very dimensional in nature and make all too good a scale by which to compare the features around them. As a result, their affect on their surroundings is critical.

If a fairly large industrial building is modeled faithfully, it is likely to steal the show from the rail features around it. On the Midland, a large industry is one that would be able to hold 4 freight cars simultaneously. Consequently, there is not a building on the pike which exceeds 160 scale feet in length. Now in the real world, there are few industries doing 4 cars of business daily out of a building of such small proportions. To have a traffic potential of 12 cars a day, my largest town on the layout would have to be three or four times as large as it is.

To overcome this, I keep the most heavily trafficked industries in the background, modeling only one facade. This is often called modeling in relief. The remaining structures are kept believably close in size to their traffic demands. These are then scattered about in the foreground where appropriate. I chose a coal dealer in one town which only had a track with a pit and elevator belt so that I would not have a large building in the foreground impairing the view of other efforts. Team tracks which seldom have structures are another good choice of see through sources of traffic.

I should point out that the same dimensional hazzards that affect the railroad can be applied to the structures under certain circumstances. If you use an Athearn 40' semitrailer parked at the freight door, it better be at the largest

industry on your layout, since it will easily make the structure subject to a tape measure that we are all intimately familiar with. We all know in our subconscious mind the relative scale of the trailer. It may prove too accurate a measuring stick for your favorite industry.

Let's look at the largest town on the Midland, Leicester Junction. It has a very typical cross-section of structures. These include light and heavy industrial, direct rail oriented structures and a small village.

Since this is a rail junction, I wanted that to be the focal point of the scene. The rail related buildings were kept in center stage, front, to make that point. The larger buildings were kept stage right against a background and modeled in relief in some cases. The smaller industrial buildings were kept as the interface between the rail related structures and the larger industrial structures to make a smooth transition in size. A see-thru industry, an oil dealer, was used to allow clear view of the adjacent yard tracks.

This was all pretty stock treatment to date, but I wanted to have at least one village modeled in its entirety on the layout. A natural teardrop of land existed at the junction in which I felt I might do justice to a very small village. I didn't want it to dwarf or detract from the principal rail junction theme, but I did want it to be believably complete.

A bit of research was done prior to choosing the village structures. What I needed to determine was what types of structures were essential to a small village scene, since space was at a premium.

After some debate, a small manufacturing building was chosen (this had to have the looks of a converted wagon-works or stable) accompanied by a hotel with druggist on the first floor, a dwelling, a boarding house/cafe/barbershop, a grocery store, a garage, a hardware store and a monumental structure. The monumental structure might have been a church; however, I felt a church should have an adjacent graveyard, for which there was too little space. A Grange Hall made a nice substitute. It was styled to look like a converted operahouse so as to lend implied history

in the manner of the converted wagon-works. The local doctor/veterinarian is known to live in the only dwelling. These seemed to fill the bill of essential structures.

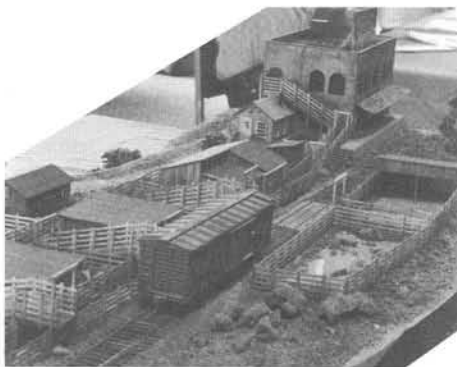
Placing these structures with respect to the railroad was not difficult since the designated area lay beyond the railroad tracks in relation to the viewer. An arrangement was achieved which complimented the curvature of the nearby track. The arrangement also used tall structures to advantage. At the end of a blind street these were used to obstruct a clear view of this flaw. The tallest were used against a tall hill to minimize its dwarfing effect. One and one-half story buildings were used up front to permit the viewer a look over their roof line at the street.

This kind of intense planning did require several scratch built buildings. I think that with some careful choosing of kits and a bit of kit-mingling, those who fear scratch building could nearly eliminate the need. Frankly, I feel it easier to scratch build.

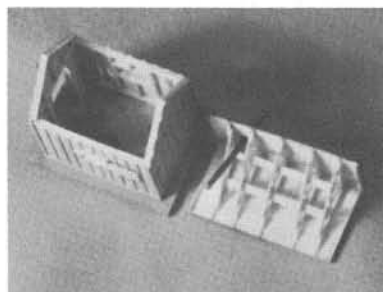
One last comment. Finishing should not be to someone elses specifications or instructions. These people have never had the benefit of what you know about your application for the model and so they can't be right. Use colors and weathering techniques which are typical of prototypical villages in the area you are modeling. At Leicester Junction there are a lot of white buildings in keeping with New England scenes. Their state of weathering is neither pristen nor decrepit; rather, it is neat and cared for but slightly aging in a manner bespeaking Yankee thrift.

Re-arranging structures is seldom much of a difficulty so even if your layout is fairly well along you could possibly benefit from some attention to the better placement of them. It will show off your modeling better and improve the overall effect of your layout greatly. Don't be bashful about taking that structure you are not fond of out of the scene in favor of one you are about to build. It happens a lot on the Midland, and I like to think a continuous state of improvement results.

Next issue we will discuss kit-mingling some structures to avoid having your layout look like an ad in a trade magazine. We'll add some spice to the stew.



Bob Van Cleef's Stock Yard.



Kurt Kramke's Helper Siding Shed, winner of the Sunrise Trail Award.



Display room at the NER Vernon Convention.

Operations Planning



by TONY STEELE

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

Schedule Construction

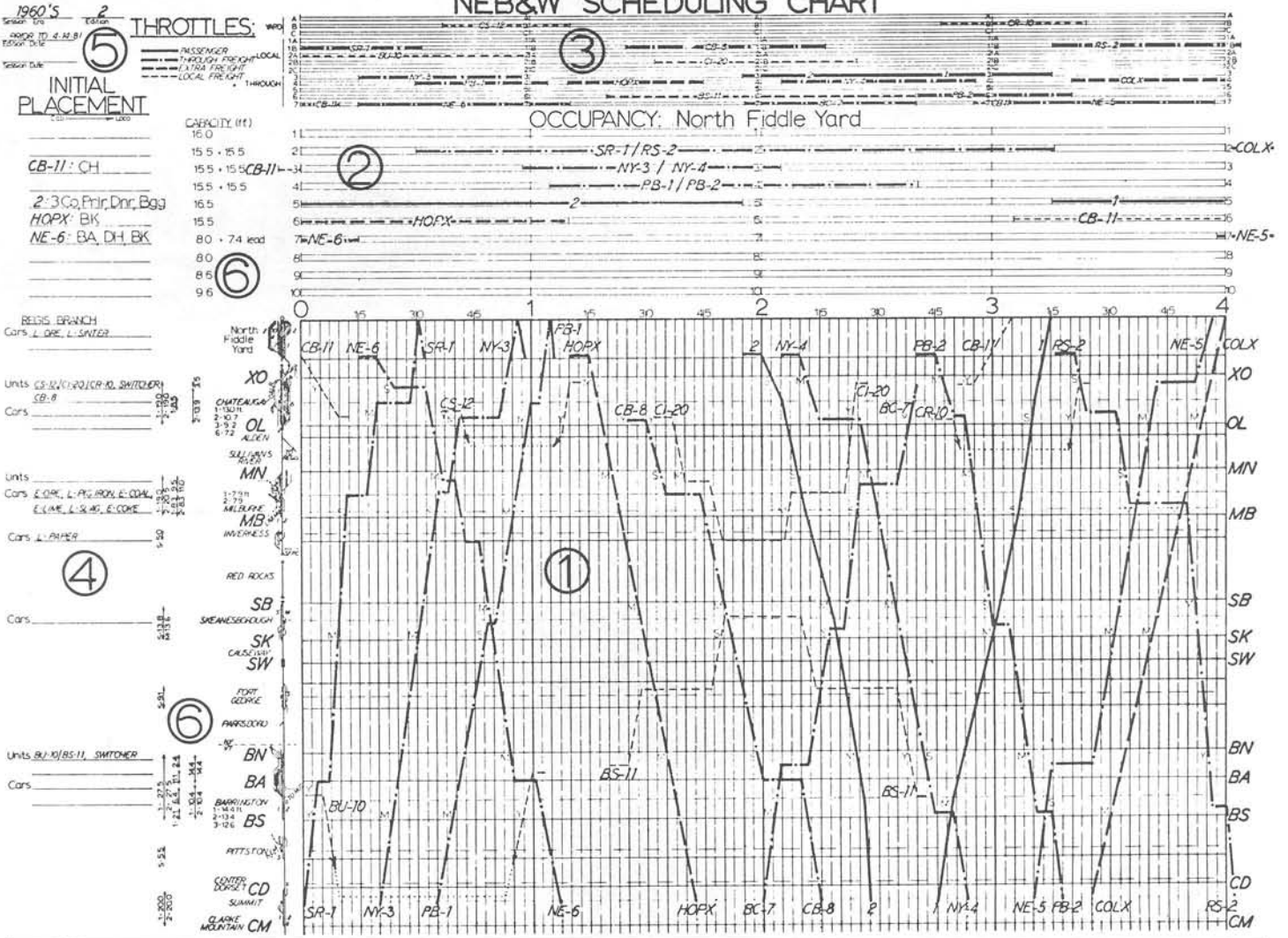
Train schedules reflect not only the limitations of track speeds and the availability of crews and equipment, but, more importantly, also the size, frequency of formation, and tightness

of connections of the blocks of cars to be moved. The constituents of each train should be identified and priorities determined between trains and between connecting blocks (what is "hot" and what has the least margin for delay or error)? A schedule may be constructed by assigning times and positions to all trains by priority (top passenger trains down to least crucial freight) and likely time of appearance on the rail line under analysis. Consideration must be given in connecting trains to the allowance of sufficient margin for delays in transit and in switching activities.

The NEB&W uses a variation on the Bruce Chubb scheduling chart. First, the trains are drawn in according to priority, appearance time, known running times, and the aforementioned connection considerations. Second,

the hidden trackage occupancy sections are logged to avoid loose administrative ends "off stage". Third, for the same reason, the throttle assignments are recorded. Fourth, the initial placement of required motive power, trains, cabooses, and blocks of pickups is listed to aid the pre-operating set-up crew. Fifth, the identification of design era (years re-enacted), edition (to match with other operating documents), and session date (for future research and reference) are listed. Finally, the chart graphically makes obvious the slips in planning (off the top of one's head) before the operator and yardmaster schedule cards are constructed, and it acts as an aid to the dispatcher when decisions are required in the midst of an operating session.

NEB&W SCHEDULING CHART



SOOT & CINDERS

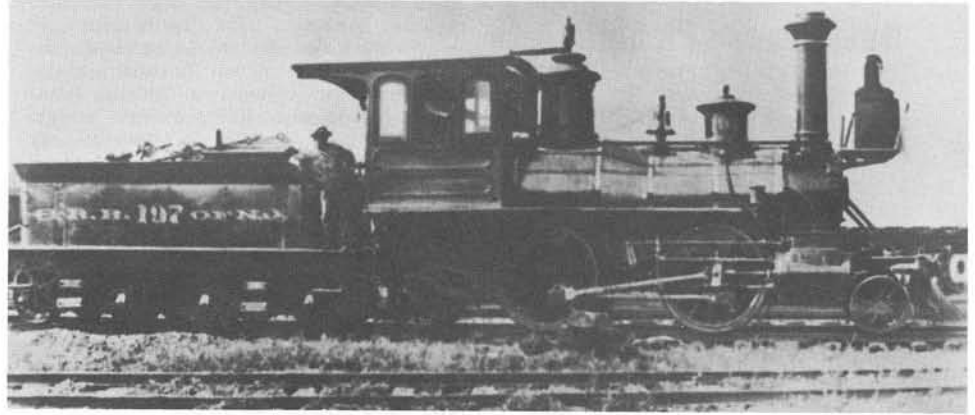
by RICHARD M. HANSCHKA

[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.]

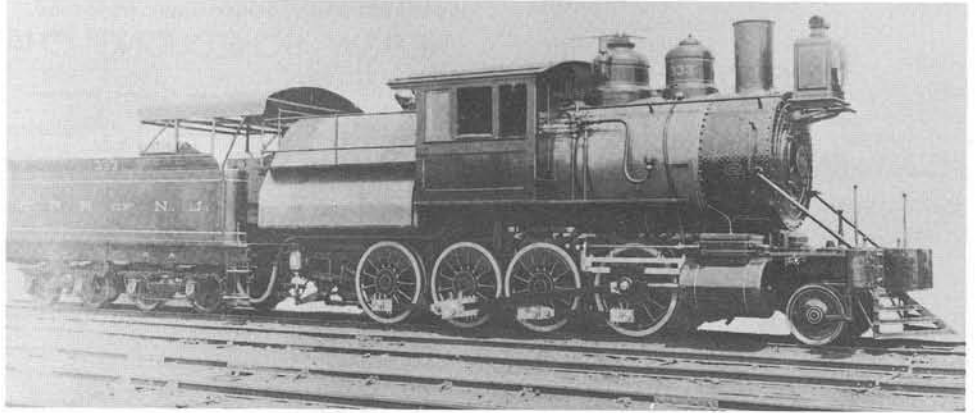
We often see models made by manufacturers and wonder why. Mantua made two models of Mother Hubbard locomotives. Both were Lehigh Valley engines and neither the 4-6-2 or 2-8-2 found their way to other roads. Using modeling license, we can do just about anything we wish. However, the 2-8-0 was much more common as a freight loco in the northeast rail picture. This gives you the alternative to kitbash, too.

Looking at #333, notice the large Wooten fire box, designed to make use of the Pennsylvania hard coal. She was used as a drag coal engine used to pull coal trains from the Pennsylvania coal fields to the east. Note the canopy - the Reading had similar protection for the fireman. In later years these were gone. She was built by Baldwin with 49 3/4 inch drivers.

A second CNJ engine, #197, is a Columbia type which was a favorite of Lionel in the tinplate era. We think of the 2-4-2 as associated with the ACL and the Columbian Exposition of 1892-1893. They were primarily



Central R.R. of New Jersey 2-8-0 Mother Hubbard # 333



Central R.R. of New Jersey 2-4-2 Columbia # 197

used for passenger service. At first, CNJ used this engine in local passenger service. Later, however, she and others like her were used in switching service.

#197 is a Grant engine with 56 inch drivers. The 7854 lbs tractive effort and total weight of 61680 are indicative of a very small engine.

ATTENTION!

44
Pages

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RECOMMENDED PRACTICES

MODU-RAIL #0
RÈGLEMENTS D'EXPLOITATION
OPERATING RULES

MODU-RAIL #0
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SPECIFICATIONS

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Minuteman '86 NMRA National Convention News

Convention Planning Progress Report

By Bill Parker, General Chairman

Shortly after the Hub Division, with the aid and backing of the entire North-eastern Region, was successful in its bid to obtain the 1986 NMRA National Convention in Boston, MA., I promised all members present at the NER Fall Convention that the Minuteman '86 Convention Committee would work toward making the Boston Convention the largest, most diversified and most interesting National ever presented to NMRA members. This obviously represented a very ambitious goal for the Minuteman '86 Committee to attain, especially since the 1985 National in Milwaukee is the fiftieth anniversary of the NMRA and thus being backed, sponsored and promoted by the National.

To start the second half-century off with an event bigger and better than anything presented in the first fifty years obviously meant that the Boston Convention would have to come up with new ideas and a new approach.

As General Chairman of the 1986 NMRA National Convention I had an idea of how to make my promise to the NER membership become a reality. My idea was simple in concept, difficult and complicated in accomplishing. The idea - bring together every segment of the model railroad population regardless of scale or gauge preference and invite all special interest groups to join together so that the attendees at the Minuteman '86 Convention could see and learn about all aspects of model railroading. In addition, add to the convention the opportunity to partake in the activities and obtain knowledge from other major organizations whose railroad interests would supplant and benefit our convention, and vice versa.

With this idea in hand, Minuteman '86 Convention Committee personnel contacted officers of the Boston Chapter of the National Railway Historical Society to explore the mutual benefits

of the NMRA and NRHS holding their respective national conventions at the same time in the same city. The results of over a years worth of effort by both groups culminated in the award of the 1986 NRHS National Convention to Boston, MA. The 1986 NRHS National Convention, by design, is to be a concurrent convention run in the same hotel on the same dates as the NMRA Convention - July 21-27, 1986 at the Sheraton Boston Hotel.

In a like manner, we also contacted the officers of the Railroad Enthusiasts. Not to be derailed in attaining our goal by the simple fact that the Constitution and ByLaws of the RRE dictated that their national convention be held in the fall, we succeeded in convincing the national officers that the Constitution and ByLaws should be changed to allow for summertime national conventions. The documents were changed and ratified by the membership of that organization.

Combining concurrent national conventions of the three largest railroad oriented hobby organizations in North America is obviously a great step forward toward my promised goal of presenting the largest, best and most diversified convention ever offered to the combined membership.

The model railroader will be delighted with the wealth of information he will be able to obtain from the organization that specializes in collecting and publishing detailed information, drawings and photographs of every railroad in North America - past and present. He, or she, will also be pleased with the private movie footage of railroad subjects never before seen at an NMRA National Convention.

The RRE specializes in organizing and running fantrips. Many pieces of equipment, presently scattered around the eastern United States, will be consolidated in Boston for the duration of the conventions. With the multitude and variety of equipment presently operating in eastern Massachusetts, plus the equipment that will be imported, Minuteman '86 attendees will be treated to fan trips that will be able to satisfy everyones personal preference in rail equipment.

The Minuteman '86 Convention Committee started planning for this event almost two years ago. Based on the report of our progress presented herein, isn't it time you started planning? With the greatest NMRA National Convention only three years away, it is time for you to start planning to be sure you don't miss one hour of this once in a lifetime event. Save your money and your vacation time so you can fully partake in this colossal event.

The Minuteman '86 Committee will continue to do its part in planning and organizing the most convention at the lowest cost possible. The support of our efforts is up to you. Remember the date and plan to attend.

More about Minuteman '86 in all future Coupler issues.

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You, the membership of NER, are asked to vote on the following change in the NER Constitution. The Board of Directors of the NER recommend that Article II, Section 1 be changed to read as follows:

- The classes of membership are:
- A. Regular: NMRA members may become Regular members upon application to the Office Manager and payment of dues, \$4 for one year, \$10 for three years.
 - B. Life: Life Members of the NMRA may become Life Members upon application to the Office Manager and a single payment of \$65.

Name: _____ NER Member # _____
 Address: _____

 I vote _____ for
 _____ against
 the change in the NER Constitution.

Please Note: Your ballot will be **Void** unless you fill in your NER membership number. All ballots must be received by the Office Manager by **September 15, 1983.**

Scratchbuilder's Corner

by Dave Messer

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

Structure Lighting - Special Effects

There are a number of special effects techniques which can be utilized to enhance the realism of a model scene through lighting. As mentioned previously, variations in lighting are the key.

Color: We have already covered lighting intensity, but one should also consider the effects of color. Obvious uses include colored lights in railroad-related items (signals, crossing lights, etc.) but don't overlook traffic lights, highway warning flashers, aircraft beacons and warning lights, advertising signs and building flood lights. All of this has to be done

carefully and in moderation to avoid the circus look, but there is color in prototype scenes, and it can be effective if done well.

Signs: As we all know, signs are everywhere, and therefore they belong in a model scene. They also provide an excellent opportunity to use lights in different ways. There are basically two types - internally and externally illuminated. The first involves the use of translucent materials (styrene, acetate, etc.) with internal bulbs to achieve their effect. Walthers tubular bulbs are useful here because they provide an even light within the sign. Aluminum foil backing inside helps to increase the interest, and if you really want interest, try a fibre-optic chase-light system (theatre marquee, etc.). As with the buildings themselves, light seal any joints.

The second type of sign lighting is surface illumination. Included in this category are billboards, signs on buildings and smaller signs such as for gas stations, etc. The challenge here is how

to realistically position the light source. The PFM micro-miniature bulbs with Alexander reflectors work well here to provide a small but directed light. Bulbs with lens tips are also useful in some applications, as are dual-filament bulbs. A more realistic effect can be achieved in some situations if the bulb standard serves as one of the conductors. This allows thinner cross-sections if two wires are not involved.

Creativity: Don't stop with the ordinary - look around you. There are lights on building fronts (top and bottom), over doorways, under archways or porch roofs and on the top; on flood light towers and utility poles and street lamps. Try edge lighted signs on styrene (with scribed letters), glass fibres to convey pinpoint of light to various areas, and the exquisite Utah Pacific axialights for virtual scale-size small lights on buildings. And don't overlook the possibilities of directed U.V. and fluorescent paints both on structures and on the background.

To all Railettes...

Would you please help our 1986 Boston Convention. We are looking for articles with which to make lanterns (see photo), that will be used as center pieces at the banquet tables. We need the following items:

1. 18 oz. peanut butter jars with covers.
2. Metal (if possible) or plastic spray can covers 2 1/2" diameter.
3. Melmac dinner plates (color does not make any difference).
4. Coffee saucers or dessert plates, 6" diameter.
5. Cone-shaped margarine tubs, 6" diameter on top, 3 1/2" diameter for base.
6. Flip off caps from medicine bottles, 1" diameter.

If anyone has questions or if you collect a large number of articles, please send or write to:

Linda Craigue
26 Thurman Park
Everett, MA 02149



To All Clinicians

Again this spring, I discovered that things are not always as easy as they seem. I was in charge of arranging for clinics for the NER Spring Convention. I was all excited, and sat down and wrote letters to eight or nine NER members who have given clinics in the past. Unfortunately, things went steadily downhill from that point on. As attendees to the convention will attest, the final result was very satisfying and satisfactory, but I can't help but feel that there is a 'better way'.

What I propose is this: that a list be compiled of all NER members [and others] who are willing to present clinics, and the title(s), along with addresses. Once this list was compiled, a copy would be given to the chairman of each local convention committee, to pass on to his clinic chairman. I would also like to put together a short outline of the "dos" and "don'ts" I experienced. My desire is to help future committees produce good conventions.

All volunteers are encouraged to contact me with their information.

Ken May

* * * * *



To: NER Office Manager

79 Hemenway Road
Framingham, MA 01701

Convention Report (Con't)

of Railroad Planning of the B & M Railroad. He talked about the ways Guilford Industries is trying to address transportation needs in the 80's through the merger of the Maine Central, Boston and Maine, and Delaware and Hudson.

Sunday mornings open BOD meeting addressed the proposed increase in the dues for the Region. Treasurer Doug Handy expressed concern over the condition of the treasury, saying he will have little money for regular expenses after paying for the Coupler's last two issues.

Permanent Convention Treasurer Irwin Lloyd reported that the registration breakdown was as follows:

Connecticut - 85
 Massachusetts - 45
 New York - 38
 Maine - 15
 Canada - 8
 New Jersey - 7
 New Hampshire - 6
 Vermont - 5
 Maryland - 4
 Delaware - 4
 Pennsylvania - 2
 Ohio - 1

Total registered: 222

Kenneth May



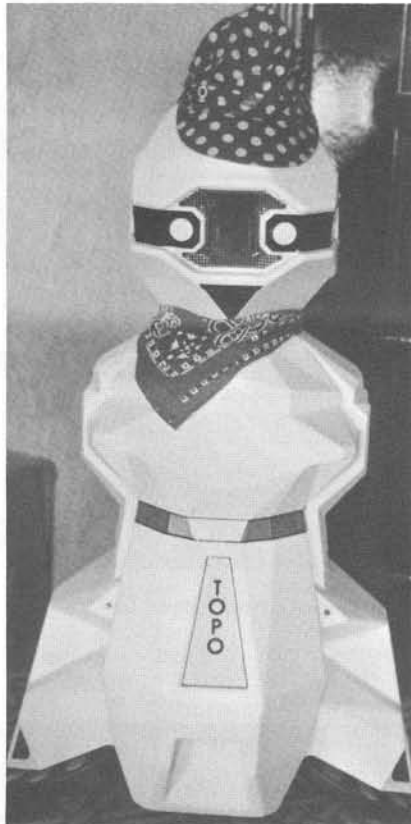
Clinician Rich Laube.



Clinician Earl Smallshaw.



Clinician Gene Griffin.



Photos by Kenneth May

Topo, the robot, greets NER Convention goers.



Clinician Al Kalbfleisch.

ON THE SCHEDULE

National

July 18-23, 1983, Winnipeg, MB

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

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

Other Events

July 1-17, 1983; Railroad Excursion - California Adventure - \$1849 per person double occupancy includes sleeping accommodation on train, hotels, most meals and sightseeing. Grand Canyon, Long Beach, Catalina, Tia Juana, California State RR Museum in Sacramento, San Francisco and Reno are on the itinerary. Over 7000 miles on AMTRAK. For further information send SSAE to Mystic Valley Railway Society, P.O. Box 32, Mattapan, MA 02126.

July 17, 1983; Edaville Railroad Steam, Gas and Antique Machinery Meet. Collectors of steam, gas and diesel powered machinery from the past gather to operate and exhibit stationary engines, scale model operating steam trains, steam tractors, etc. Admission: \$6 Adult, \$3 Children. Contact: Edaville Railroad, P.O. Box 7, South Carver, MA 02366

August 7, 1983; Seashore Trolley Museum "TRAINWAYS Train Meet" with operating layouts and buy, sell or swap. Admission: \$5 includes Meet and Museum rides. Contact: R. T. Lane, Museum Director, Box 220, Kennebunkport, ME 04046 or Seth Lewin, 115 Standish Road, Needham, MA 02366.

August 19-21, 1983; Old Home Days on the Sandy River & Rangely Lakes Railroad in Phillips, ME. Contact: Allen N. Houghton, 60 Ferry Street, Marshfield, MA 02050.

August 20-21, 1983; The Wolfboro Railroad celebrates their 111th Anniversary with special trains. Annual Antique Gas and Steam Engine Show with operating engines of all ages including a real Mill Engine. Contact: (603) 569-4884

September 15-24, 1983; The Overland Chapter National Railway Historical Society presents New England Rails - A railroad excursion to visit Edaville, Steamtown, White Mountain Central, Mount Washington Cog Railway, Conway Scenic, Wolfeboro, Seashore Trolley Museum and Boston's MBTA. Fare \$895 based on twin room with bath; \$ 175 single supplement. Contact: V. Allen Vaughn, Overland Chapter NRHS, 320 Wisconsin - Apt. 511, Oak Park, IL 60302

September 17, 1983; Conway Scenic Railroad's ANNUAL RAIL-FAN DAY. Plenty of train activities all day from 10:00 A.M. to dark. Photo runs, double headers, steam and diesel, freight and passenger, run over seldom used track to Intervale, Railroadiana flea market, Movies and slide programs, handcar and velocipede rides. Admission: Regular fare on each train or \$9 all day. Send SSAE for descriptive flyer. Contact: Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860.

September 18, 1983; Branchline Train & Toy Show at Saugus High School, Route 1, Saugus, MA. Hours: 9 AM to 3 PM. Admission: Dealers \$ 8.50, Adults \$ 2.50 & Children (under 12) 50¢. Contact: Branchline, 72 Park Avenue, Winthrop, MA 02152.

CONTEST WINNERS

At the Vernon Convention, Brian Whiton and his intrepid crew of contest judges scrutinized the contest models and awarded the following:

Master Category

Maintenance of Way

1st place - Walter Neuman - Snow Plow - Baldwin

Trophy

Craftsman Category

Motive Power - Steam

2nd place - John Horohan - Canadian Western 2-10-4

3rd place - Pete Barney - Narrow Gauge 2-8-0

Motive Power - Other

2nd place - Walter J. Whiteside - North Shore Electric

Freight Cars

3rd place - Bob Van Cleef - Sway-back Boxcar -

Hub Division Award

Structures

1st place - Kurt S. Kramke - Helper Siding Shed -

Sunrise Trail Award

3rd place - Harold Fossum - Yard Office & Supply

Shed

Merit Award - Harold Fossum - Lucas Wyler Feed Store

Store

Diorama

1st place - Bob Van Cleef - Stock Yard

Merit Award - Jean LeBlanc - Round House

Photo Contest

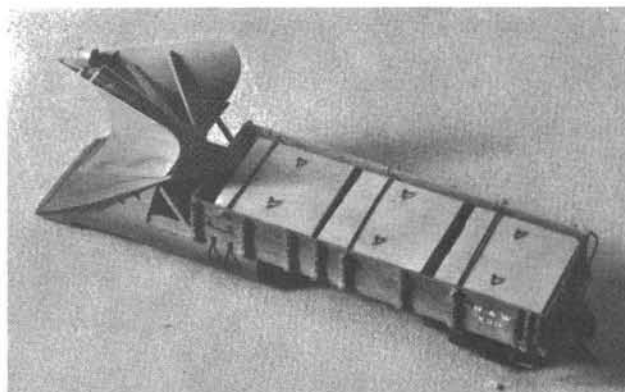
Color - Prototype

1st place - Robert D. Welk Jr. - Turntable scene, Conway NH

Color - Model

1st place - Frank Ault - View of Bob VanCleaf's enginehouse

Thanks to all the judges who gave up part of their convention.



Walter Neuman's Snow Plow, winner of the Baldwin Trophy.



John Horohan's Canadian Western 2-10-4.



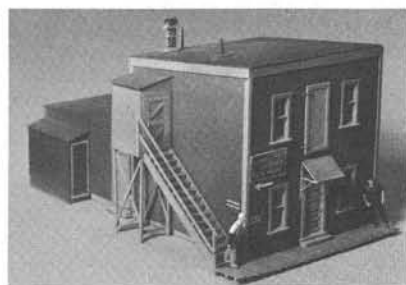
Pete Barney's Narrow Gauge 2-8-0.



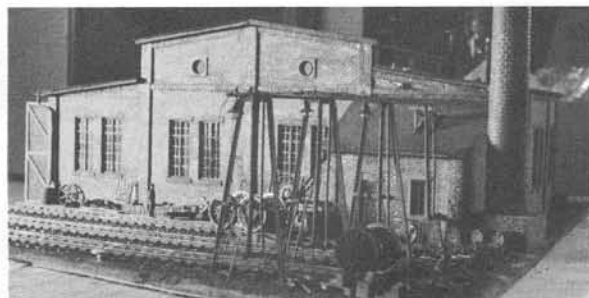
Walt Whiteside's North Shore Electric.



Harold Fossum's Lucas Wyler Feed Store.



Harold Fossum's Yard Office and Supply Shed.



Jean LeBlanc's Roundhouse.

Photos by Kenneth May

Company Store

ADS

[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)
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Total

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

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

O-MEN

Come out of your Caves!
Join the rest of the
Model Railroaders at your
Local Hobby Shop.

READ
O Scale News, 48/Ft.
the O Scale Newsletter which
is now available at . . .

<p>Tucker's Hardware Warren, MA</p> <p>Bedford Train Shop Bedford, MA</p> <p>Bay State Models Groveland, MA</p> <p>Custom Trains Bath, NH</p> <p>Sal Marino Staten Island, NY</p>	<p>Gold Coast Hobbies Douglaston, NY</p> <p>Right Track Hobbies Hicksville, NY</p> <p>Hojack Hobbies Liverpool, NY</p> <p>Farmer's Model Train Shop Horsheads, NY</p>
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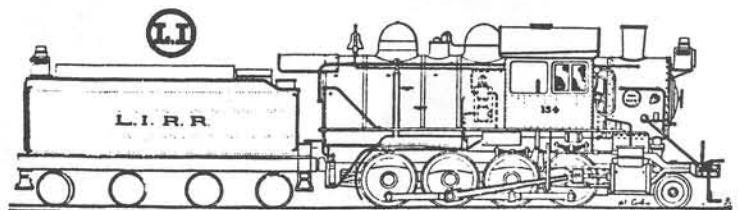
New England Hobby Supply
Manchester, CT

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

For some years now, the Sunrise Trail Division has been presenting an award for the best contest model entered at the NER conventions by a new modeler. At the Fall 1982 convention, the first of the redesigned awards was given out. The award is now an engraved plaque featuring a drawing of a 1903 Long Island Railroad 2-8-0 as shown in the accompanying artwork. The award also has the date and convention location included. In all, it is an attractive award and would make a nice addition to your hobby room. You can try for the award by entering a model in the next convention contest. The highest point score by an entrant who has not entered previously, wins the award. Give it a good try.

SUNRISE TRAIL DIVISION NEW MODELER'S AWARD

LONG ISLAND RAIL ROAD CLASS H-51A BALDWIN 1903



NMRA/NORTHEASTERN REGION
VERNON, CT.
MAY 14, 1983

THE UNSUNG SWITCH MEN

by Stan Bradley

We see the northbound signal change,
Train 4 is in the block;
From way down south in Texas
He's running like a clock.

A yard crew that's been switching
Right here behind my shack
They rush out into the night
To clear the northbound track.

And I have orders for him
To send him right on by;
I'll hand them to him passing-
He'll get them on the fly.

The folks that's riding with him
Sit cozy on the plush,
Don't know what keeps them moving,
Unseen's the likes of us.

We men who sit in little shacks
Beside the railroad track,
To keep them moving on their way
And never hold them back.

The switching crews and yard men
Who always clear the way
To let the varnish cars go by
So folks can never say:

"We got delayed at this point".
Or "What a time we had".
For barring serious mishap
They'll get there on the "ad".

I wonder if they give a thought
Or maybe take a look
At what it took to get there
Like they read it in the book.

From The Divisions

Hub Division

The Hub Division held its Annual Meeting at its Spring mini-convention in Woburn. Presented to the membership were proposed changes to the Constitution and by-laws, plus a re-structuring of the BOD. Also to be presented was the re-organization to allow for the incorporation of the Division. This was felt to be necessary to protect individuals associated with the Minute-man '86 Convention.

Hub Division membership continues to be strong, numbering 380 in March. With the fall shows coming up the Division still hopes to crack the magic figure of 400.

excerpted from Hub Headlight

Nutmeg Division

The Nutmeg Division sponsored the NER Spring Convention in Vernon, CT on May 13, 14, 15, 1983. A good time was had by the people that attended.

The Nutmeg Division plans to hold its next meeting at the home of Al Droller in Cheshire.

The annual Train Show will be held in the greater Hartford area on Novem-



NER Office Manager

79 Hemenway Road
Framingham, MA 01701

Kenneth H May
77 Wales Rd
Stafford Spgs CT 06076

FIRST CLASS MAIL

ber 6, 1983. As always, there will be dealers, displays, a white elephant table and operating modules.

Plans are being formulated, but are not yet finalized, concerning the annual Nutmeg Dinner. As soon as plans are completed, an announcement will be made to the members.

If any member of the Nutmeg Division is interested in opening his/her layout to the members of the Division, in order that they may hold a meeting, please let me know at this address: JOSEPH F. SOKOL, 213 Regan Road, Apt. 12, Cedarwood Apts., Vernon, CT 06066. Telephone (203) 872-2240.

Joe Sokol, Secretary

Division Alouette Quebec (English)

All members of DAQ will be pleased to learn that the Sorel group has found a new place to re-build their layout which was burnt, as mentioned in my last column. Wonder if they will re-build the Quebec bridge....Best of luck Sorel group!

Sunday, May 1st., DAQ's BOD meeting was held. Good turnout, but I must admit there were not many volunteers from Montréal, even though they represent 60% of all DAQ members. Wonder why....I even offered my services as secretary for DAQ and was accepted. Now, DAQ is surely in trouble....All vacant positions were filled except for the Nomination and Ballot committees which should be filled shortly, because we left the meeting with a few suggestions in hand.

As far as the QUEBEC 84 NER SPRING Convention is concerned, the Committee has accepted its Official letterhead and emblem to sponsor this event. Hope people will enjoy them.

Finally, MODU-RAIL de la Capitale put on an exhibition at Hotel Universel, where next years Convention will be held. There were eleven different sized modules on hand with three (3), count 'em, three Control modules. We even managed to run a 100-car train, with about two inches to spare between the three diesels and the caboose. About 1500 people visited the show

during April 9th and 10th, which included trains, boats, racing cars and trucks....an annual Model Show in Quebec City.

Denis Fortier, Secretary

Division Alouette Quebec (French)

Tous les membres de la DAQ seront contents d'apprendre que le groupe de Sorel s'est trouvé un local afin de reconstruire leur réseau qui avait brûlé tel que mentionné lors de mon dernier article. Je me demande s'ils vont reconstruire le pont de Québec....La meilleure des chances au groupe de Sorel!

Dimanche le 1 mai, l'assemblée du Conseil d'administration de la DAQ a eu lieu. Bonne représentation, mais je dois admettre qu'il n'y avait pas beaucoup de volontaires de Montréal, même s'ils représentent 60% de tous les membres de la DAQ. Je me demande pourquoi....J'ai même offert mes services comme secrétaire de la DAQ, ce qui a été accepté. Maintenant, la DAQ est réellement en trouble....Tous les postes vacants ont été comblés excepté pour les postes de Nomination et de Scrutin, mais nous avons quittés l'assemblée avec des suggestions en main, pour combler ces postes le plus tôt possible.

En ce qui concerne le Congrès Printanier de la RNE, QUEBEC 84, le comité organisateur a accepté son entête de lettre officiel et son emblème afin de promouvoir cet événement le mieux possible. Espérons que les gens aimeront ces dessins.

Finalemt, MODU-RAIL de la Capitale a fait un exhibit au Motel Universel, où se tiendra le Congrès RNE l'année prochaine. Il y avait 11 différents modules de longueur variée, avec trois (3), comptez-les trois modules de contrôles. Nous avons même réussi à faire circuler un train de 100 wagons, avec à peu près deux pouces de distance entre les trois diesels et le wagon de queue. Environ 1500 personnes ont visité cet exhibit les 9 et 10 avril, qui était également composé de trains, d'avions, bateaux, autos de course, camions....une exposition annuelle de modèles réduits à Québec.

Denis Fortier, Secrétaire