

NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Fall '83

NER FALL CONVENTION

FOR DETAILS, See Pages 5 thru 8

ON THE SCHEDULE

National

August 6-12, 1984, Kansas City, MO

July 28-August 4, 1985, Milwaukee, WI
July 21-27, 1986, Boston, MA !!!



Northeastern Region

May 25-27, 1984, Quebec City, QB



NER Divisions

September 24, 1983, Sunrise Trail Division Fall Meeting, St. David's Church, Clark Boulevard, Massapequa Park, NY. 10 AM to 5 PM. Contact Robert Hordyk, 91-21 87th Street, Woodhaven, NY 11421, (212) 849-3783.

October 23, 1983; Little Rhody Division Open House, South Kingston High School, 73 Columbia Street, Wakefield, RI. 10AM to 4PM. Dealers: \$10 per table. Contact: Stephen Boothroyd, 256 Balsam Road, Wakefield, RI 02879 (401) 789-7331

November 5, 1983; Seacoast Division Model Railroad Show. Hasty Memorial Center (Auburn Armory). 9:30AM to 4:30PM. Contact: Allen Thuston, 367 Center Street, Auburn, ME 04210 (207) 782-0952 or Warren Chase, 34 MacArthur Avenue, Lewiston, ME 04240 (207) 782-1733

November 5, 1983; Nutmeg Division Annual Train Show, B.P.O.E. Elks Hall, 2110 Silas Dean Highway, Rocky Hill, CT. Exit 24 off I-91. 11AM to 5PM. Fare: Adults \$2, Age 7-16 \$1, Family \$4. Contact: Herb Leach, 335 Vernon Avenue, Rockville, CT 06066 (203) 871-0201.

Other Events

Editors Note: As of this issue, **Other Events** will contain **only** model railroad activities, due to space limitations. Those interested in **Railfan** activities will be advised to subscribe to "Railroad Information", published by Dave Collinge, 77 Horne Street, Dover, NH 03820.

September 18, 1983; First Annual North-western Connecticut Model Train Show and Sale, Goshen Fair Grounds (3/10 mile south Rt 4 & 63 intersection). Contact: James Avallone, 8 Loretta Drive, Torrington, CT 06790 (203) 482-6692

September 18, 1983; New York, New Haven & Hartford Train Meet, Annex YMA Hall, 554 Woodward Avenue, New Haven. 8:30 AM to 1 PM. Contact: Ludwig Spinelli, P. O. Box 5061, Bridgeport, CT 06610 (203) 333-5186.

September 24, 1984; Railroad Historical Society of Maine Model Railroad Show. Helen King Middle School, Corne of Park and Deering Avenues, Portland, ME. 9AM to 4PM. Contact: Norm Sullivan, (207) 773-0146.

October 2, 1983; The First Southern Vermont Train Meet, Riverside Jr. High School, Rt 11, Springfield, VT. Buy, sell, swap all gauges. Fare: adults - \$1.50, age 12-16 - 50¢. Tables \$7. 9AM to 4PM. Contact: Bill Parker, 12 Juniper Hill Road, Springfield, VT 05156 (802) 886-8151.

October 15, 1983; Middlesex Central Railroad Club 2nd Annual Train Fair, St. Vartanantz Armenian Church Hall,

180 Olde Westford Road, Chelmsford, MA. 10AM to 4PM. Contact: Richard Juknavorian, 61 Salem Street, Methuen, MA 01844.

October 22, 1983; The Eastern O Scalers will sponsor an O Scale A Rama. Lester W. Pfeffer Hall, Post 611 American Legion, 16th & Jefferson, Easton, PA. 10AM to 4PM. Dealer registration deadline October 12, to: Norman Cole, 3528 Glen, Easton, PA 18042. Other info, contact: D. B. Henon, (215) 548-3648.

October 22, 1983; B & M Railroad Historical Society Railroad Extravaganza. Minuteman Regional Vocation Technical High School, 758 Marret Road, Lexington, MA. 10AM to 4PM. Fare: Adults \$2, Child \$1. Contact: D. Lamson, Railroad Station, East Kingston, NH 03827 (603) 642-3656

October 23, 1983; Mass. Central Railway Society 2nd Annual Worcester Area Model Railroad Show, Shrewsbury Junior High School. 10AM to 3PM. Fare: Adults - \$1.50, Age 7-12 - 75¢, Seniors - \$1, Family \$4. Contact: Walter Chazotte, 162 Walnut Street, Shrewsbury, MA 01545 (617) 845-7331.

October 29, 1983; Ammonoosuc Valley Railway Association 4th Annual Model Railroad Show, Continental 93 Motor Inn, Littleton, NH. 10AM to 5PM. Fare: \$1. Contact: Roger Robar, 17 Pine Street, Lisbon, NH 03585 (603) 838-2807.

November 6, 1983; Fairfield County Train Meet, Knights of Columbus Hall, 625 Bridgeport Avenue, New Milford, CT. 9AM to 1PM. Contact: John Pavlick, P. O. Box 651, New Milford, CT 06776 (203) 354-1305.

November 20, 1983; New York, New Haven & Hartford Train Meet, Annex YMA Hall, 554 Woodward Avenue, New Haven, CT. 8:30AM to 1PM. Contact: Ludwig Spinelli, P. O. Box 5061, Bridgeport, CT 06610 (203) 333-5186.

November 20, 1983; Westchester Model Railroad Club Fall Train Meet, Greenwich Civic Center, Old Greenwich, CT. 1 mi from Exit 5 off I-95. 12N to 4PM. Fare: Adult \$3, age 12-15 \$1. Contact: Train Meet, P. O. Box 358, Rye, NY 10580 or Frank Pisante (203) 323-6832.

Continued on Page 2



NER Coupler

137, Fall 1983

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

Kenneth May, Editor
77 Wales Road
Stafford Springs, CT 06076
(203) 684-2570

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

read Allen McClelland's saga of the "Y & O" in Railroad Model Craftsman in 1977.

I plan to write about my (mis)adventures in the form of a column which I hope will be of use to beginner and non-beginner alike. I hope to have the first episode ready for the winter issue. Assistance from all quarters will be appreciated.

Ken

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Deadline

for the next issue, #138, Winter 1983 is November 4, 1983. Issue will be mailed approximately one month after this date.

Other deadlines:

#139, Spring '84 - March 2, 1984
#140, Summer '84 - June 1, 1984

FROM The EDITOR'S DESK

As this is written, we're stuck in the middle of the lazy, hazy days of summer. Not the time of year that is most conducive to the hobby, what with vacations, family activities and other events. Yet I can't help but doing a little dreaming. What if.....I had a large basement and unlimited funds.....what if I even had a home layout. Sad to say, your editor is to a large degree just another one of those armchair model railroaders. Oh, I do get to do a lot of work on other model railroaders layouts. But what if.....I had that perfect model railroad of my own.

Well, the Kenwood & Lynville is hoping to get started this fall. I have inherited the name from my father-in-law, who passed away suddenly just before we were married. Yet the pressures of rebuilding/remodeling a house, and starting a family have precluded a serious start to the model railroad. In fact, my letting you all know this is part of my resolve to get started.

Since we've already outgrown our present home, and will be forced to move in a few years to a larger home, that 'larger' railroad is less improbable than before. However, to begin now, requires some thought and planning. I plan to construct the layout in sections that can be transported from one home to another. Since prototype railroading is a matter of connecting major areas of commerce by means of a right-of-way so that goods and/or passengers can be transported between them, why can't a model railroad be designed by considering the major 'scenes' as independent sections, and fitting the connecting trackwork and scenery in as it fits the particular room or rooms containing the model railroad. I'm sure we'd all like to condense the RPI's "NEB & W" into our basement, but that's not really practical.

I'm not going to try to bore you all with the theory surrounding planning a model railroad, as I can recommend the writing of others more knowledgeable than I. For trackplanning pure and simple (ha-ha), try John Anderson's writings for Kalmbach. For a discussion of the planning of a model transportation system,

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

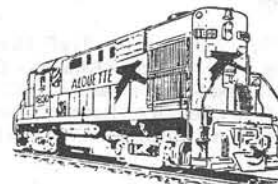
Mail to: R. Roderick Brown
79 Hemenway Road
Framingham, MA 01701

On The Schedule (Con't)

November 18, 19, 20, 1983; Rockville Centre Model Railroad Club's Seventh Annual Club Show. 200 Sunrise Highway, Rockville Centre, NY. Fri. 8 - 10 PM; Sat 2 - 5 & 7 - 10 PM; Sun 2 - 5 PM. Fare: Free. Contact: Bill Kaatze, 160-45 95th Street, Howard Beach, NY 11414 (212) 641-7195.

From The Divisions

Division Alouette Quebec (English)



Well, June 4th and 5th 1983 was probably the best DAQ convention we had to date, which included in the same exhibition room plenty of HO, N and Lionel modules with a demonstration of live steam outside for visitors coming in.

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President's Column

Reflections of Winnipeg

'Friendly Manitoba' read the travel folders - it sure was! The Thousand Lakes Region and the Winnipeg Model Railroad Club hosted the NMRA National Convention with friendliness and careful planning. Everything (well almost everything) ran smoothly. There were some excellent layouts, clinics, contest models and crafts, rail and non-rail tours as well as a well-attended trade show and a superb banquet. Canadian rail operations (both CN and CP) are modern and massive in scope, with endless strings of grain cars rolling across the Manitoba plains. Interestingly, virtually all of the rolling stock seen in Canada consists of home-road equipment.

It was a worthwhile event. It is my view that NER should be better represented at National conventions -- it's not too early to start planning for Kansas City in '84.

NMRA BOT Items

Probably the most significant action taken by the BOT in Winnipeg was the decision to enter into formal negotiations with other rail groups (NRHS, etc.) to establish a tax-exempt educational foundation. The purpose of this group will be to develop and operate the A. C. Kalmbach Memorial Library, to be located in the NMRA Headquarters building in Chattanooga. This will provide a comprehensive information resource of both model and prototype information for NMRA members (and others).

Other actions included:

- 1) To proceed with the submission of the proposed N-scale wheel standards to the membership for approval.
- 2) To establish a well-planned program to commemorate the 50th Anniversary of NMRA in 1985.
- 3) To hold the 1988 NMRA convention in Birmingham, Alabama.

The BOT took a strong stand in several actions to maintain cost control and accountability to see that NMRA programs are carried out in an effective manner. In response to questions about NMRA-sponsored model insurance, it has been determined that modelers can obtain the best service from their local agent under their own homeowner's policy.

See you in New Bedford: it's your convention -- participate!

Dave Messer



NER Module Interest Meeting

by Edwin R. Permon

In conjunction with his responsibilities for activities inside Hines Auditorium, Rod Brown, NER Office Manager, called a meeting to determine modular railroad interest for the "Minuteman '86" National Convention. The meeting was held Friday night at the NER Vernon, Ct, Spring Convention.

The principal attendees were:

Emerson Randall - "Little Rhody Div. has a couple of HO modules under construction."

Edwin Permon - "Bedford Village Depot Boomers (NH), a group about one year old, has two modules available, with more members starting their own."

Jean Paul Beaulier, Dennis Fortier & Jean LeBlanc - "All representing MODU-RAIL of Div. Alouette Quebec. They have many HO modules, are well organized, and the principal contact is Les Halmos, Module Co-ordinator."

Brian Whiton - "NER-NMRA Contest Chairman and generally interested, spoke of interest in Central Connecticut in general."

The discussion went to a quick comparison of available standards. A copy of the MODU-RAIL standard was available as well as the BVD Boomers standard which combined the MODU-RAIL physical standards and the HO Modular SIG electrical standards. I learned from the comparison that MODU-RAIL has implemented a module standards compliance form, a Module Co-ordinator (important for managing/planning the set-up for shows or displays), and a module registration form which assigns a unique registration/compliance/serial number. These things are for modular groups, no matter how informal, to consider as the group expands or becomes more interactive with other groups.

It was quickly agreed that the NTrak standards are generally accepted and therefore pose no problem. It is HO scale that has a problem. There is no consensus of standards within the NER. Apparently there are a number of "local standards" developed and adopted by local groups to support their own interests. Most HO standards seem to be based on or are similar to the HO Modular SIG standards.

The existence of the new Modular Modeling Forum was brought out. The fact that some significant electrical interfacing differences exist between the Forum standards and the HO Modular SIG standards was pointed out. There is also the philosophical difference between the closed oval display layout and what I call the "free form" layout apparently favored and being developed by "operating groups". In the Forum's favor is the fact that it includes ALL scales and gauges and even covers overhead and outside third rail electrical operation.

The preceding discussion led to an agreement to start a standards swap program. I will be sending a copy of the BVD Boomers' standards to Les Halmos of Division Alouette Quebec. Other groups should voluntarily join this effort of mutual learning and exchange.

The next major item was: "What group in NER was doing what and who else is doing modules?" Beside the general summaries in the list of attendees, there is:

- 1) Some activity in Connecticut, but disjointed and not co-ordinated between groups. In some cases more talk than activity due to lack of standards agreement within the groups.
- 2) New Hampshire has a group of modular modelers known as Amanoosuc Valley Railway Association.
- 3) An NTrak group around Amherst, Ma. (Bob Buck, Contact)
- 4) One club in Newburgh, NY and two groups in the Sunrise Trail Division using the HOTrack standards.

It was mentioned that only NTrak was at the Washington '83 NMRA National Convention. I learned later that there was a "module contest". Was it the first at the national level? Does Minuteman '86 include a module contest? What are the judging standards? Does the contest have to be "in the contest room" or can the contest module be judged in an operating layout?

SUMMARY:

The general results of the meeting are:

- 1) The interested membership of the NER should try to develop an NER consensus on modular standards such that we can have one or more modular layouts at Minuteman '86. Each layout to be in place and operating during the four days of Thursday thru Sunday.
- 2) A module only event within the NER was suggested for '84 or '85 to bring together modules from different groups (to test interfaces and further refine standards within NER).
- 3) There will be a Sunday breakfast meeting scheduled for the NER Convention at New Bedford, Ma (Oct 14-16) to project plans to get at least NER modules to the Minuteman '86. There is also the possibility of a module clinic by Les Halmos, President and module co-ordinator of MODU-RAIL, Division Alouette Quebec. Watch for details.

Since we are starting to plan for a national convention, there is also the question of expanding to/co-ordinating/planning for/executing a major modular convention.

FUTURE

Since the Vernon meeting, I have developed a preliminary Northeastern Region-Modular Interest Group (NER/MIG) list of twelve different people/groups. If a group does not hear from me within sixty days of this publication, please have a group representative contact me for inclusion on the NER/MIG distribution list:

Edwin R. Permon
385 Donald Street
Bedford, NH 03102

I especially want to hear from the groups we know of but for whom we have no listed contact.

Editors Comment: All groups listed in the article have a contact on Ed's list. Any other groups interested are encouraged to contact Ed directly.



Shop Talk

By: Brian Whiton

If you are afraid that your layout is becoming a bit like a hobbyshop display pike, now is the time to spice up the stew. If you wish to make use of the structure placement techniques described in the last issue you will naturally be making minor alterations to the kits you use. Why not make some major alterations too. Then take the details provided by the manufacturers and mix them up for further emphasis. Carefully done you can turn an ordinary kit or a simple scratch built structure into an interesting focal point.

I have on the Midland about a half dozen structures I can say are very well detailed. The remainder are quite mildly detailed. There is a method to this madness. First, I am much more an operator than a modeler. I love building a well detailed structure, but I get my most satisfying moments while operating the trains past these (in a prototypical manner, of course). Second, I cannot bear the expense of lavish detail on all my structures. Last, and most important, however, is the need for focal points.

If you are arranging structures in an area such as my Leicester Junction, where the rail related buildings were an intended focal point it is only natural to use mild detail on the surrounding structures while loading up the rail related focal point structures.

If you are using an industry in the foreground to attract your viewers attention away from a modeling flaw such as my logging camp which is altogether too close to the twenty miles away village of Larabee's Point, you will want lavish detail on that industry. You don't want your viewer to become quickly bored with it and pick up on the flaw. If he sees the logging camp only when the moving train attracts his attention, then you have successfully drawn his attention with the desired structures at the desired time.

To put it simply, we should lavish detail on the structures that are our favorites, which are the likely focal points of the railroad to begin with, and deliberately subdue the structures that merely support the scene.

One of my favored techniques for achieving the level of detail outlined above, is to include a kit-bashed Fine Scale kit or other highly detailed kit in the scene. This is substantially an economy move, as these loaded professional kits are much cheaper than trying to buy one hundred castings over the counter at retail prices. Secondly, even if the kit is only vaguely similar to what I have in mind, it can easily be bashed into a more appropriate structure. I then arrange the detail so it is best viewed. You will note that as an example, Fine Scale will show you four sides of their kit well detailed all around. I have only ten percent of my structures in locations where four sided viewing is possible. Many of my structures can be viewed from as little as two sides. Unless these are to be contest entries or achievement program submittals, I do not lavish detail on the unseen sides. Since many structures on the pike are likely to be relocated at one time or another, I try to finish the unseen sides

such that they would not be an eyesore if seen in their next location. Needless to say, I try to keep those hundred dollar loaded kits where they can be fully appreciated.

There are some areas where kit-bashing is much needed. I feel that the majority of model kits have roofs which are too plain. In spite of a desire to keep things at eye level on the Midland, one of my most elaborate scenes is at such a level that the viewer sees mostly roofs unless he makes a special effort. A long time ago I decided that here was the most poorly detailed scene on my entire pike. There were acres of flat, pitched and gable roofs. Lately some spice has arrived in the form of gambrel roofs, mansard roofs, some dormers of several types, elevator structures, chimneys, stacks, cloths lines, people, cats and anything else I can logically put on a roof to break up the monotony. These in themselves can be simple but effective focal points, perhaps drawing your attention from the fact that in Larabee's Point, the roads go from nowhere to the edge of Lake Champlain. I don't think the local youngsters could even race the quarter mile in the length of this quite isolated village. I must use the roof tops and other focal points to keep this modeling flaw from detracting.

Take a look at your own pike and identify the natural focal points and the attention getters. Then load up the detail. Spice up these scenes so that your viewer is drawn to them.

Next issue we'll get down to the super details and their effective use. We'll talk of some of Walt Disney's ideas of probability and some of Frank Ellison's ideas of implied motion. Some spice off the Gorre And Daphetid and your own version of TLC will help you develop a mulligan of show stopping detail.

Railroadiana

The Transportation Revolution

by Stan Bradley

We can justly say that during the past quarter century we have seen more changes in the pattern of living than have any of our ancestors; yet undoubtedly greater things are yet to come. The American city of today bears very slight resemblance to that of 1900 which marked the "glory years" of the railroads. And yet it always seems that the greatest changes are the most recent ones.

Of all the revolutions present and past, transportation may be considered the most outstanding. We have witnessed the supremacy of the automobile and the emergence of air travel. The railroad is now fighting for its very life, and not doing a very successful job of it. The industry will have to revitalize or it will succumb, just as did its predecessors the trolley car, the stagecoach and the steamboat. Gasoline and diesel

have replaced steam, and dual lane concrete highways now supplant the dirt roads of yesteryear.

Today's commonplaces are tomorrow's nostalgia, as evidenced by collectors of antique autos, trolley cars, and steam locomotive fans. We recall with affection the iron horse which was responsible for the epic of transportation, but we tend to ignore its many shortcomings and failures. We sympathize with the plight of the railroads today, but forget that they were almost universally hated in past years, when they ruthlessly ran rough shod over anything which stood in their paths.

Railroad companies were at one time the largest corporations the world had ever known. They were formed for one purpose, to make money. Furnishing transportation was secondary. They accomplished their objectives in a spectacular manner, usually at the expense of the stockholders, the employees, and the public. A few people became wealthy, and "the public be damned". The Erie had its Fisks and Drews, the NY Central had its Vanderbilts, and the B & M had McGinnis, the New Haven had its Mellons, to mention a few. The list goes on to this very day, when the spectacular collapse of the Penn Central disclosed tremendous manipulations at a time when they

could not even keep track of freight cars.

The railroads of today stand at a crossroads. Time and progress has run away from them. People and their goods will use the form of transportation which best suit their purposes, and the railroads do not seem to be furnishing it. They are crying out for public subsidization, and are not even earning that. Every handout brings requests for more. Most of the companies are bankrupt and it is difficult to see how they can ever again emerge as solvent business enterprises.

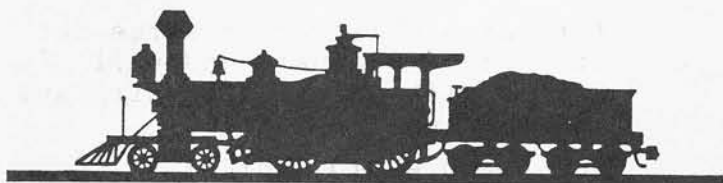
There has been talk of the government taking over the railroads. That was tried once, and it turned out to be a major disaster. The U. S. government is not geared to run a business. Politics being what it is, no intelligent person can conceive of an efficiently run government enterprise. Witness the New York subways as a prime example. Amtrak is so completely at the mercy of Congressional influence and appropriations that it hardly knows from day to day what is coming next.

Today's greatest transportation revolution appears to be the problem of mass transit, getting large numbers of people to and from their businesses quickly and efficiently. So far, the railroads

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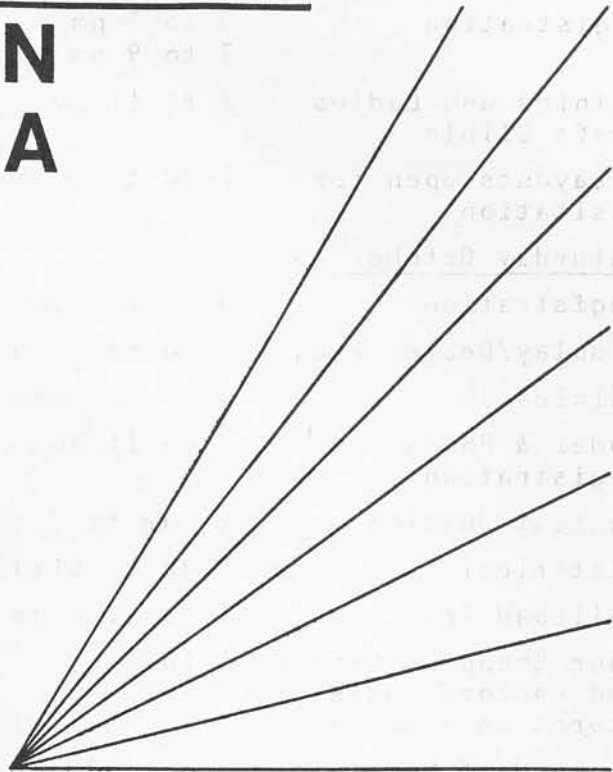
NORTHEASTERN REGION FALL CONVENTION NEW BEDFORD, MA OCT. 14 - 16, 1983

presented by

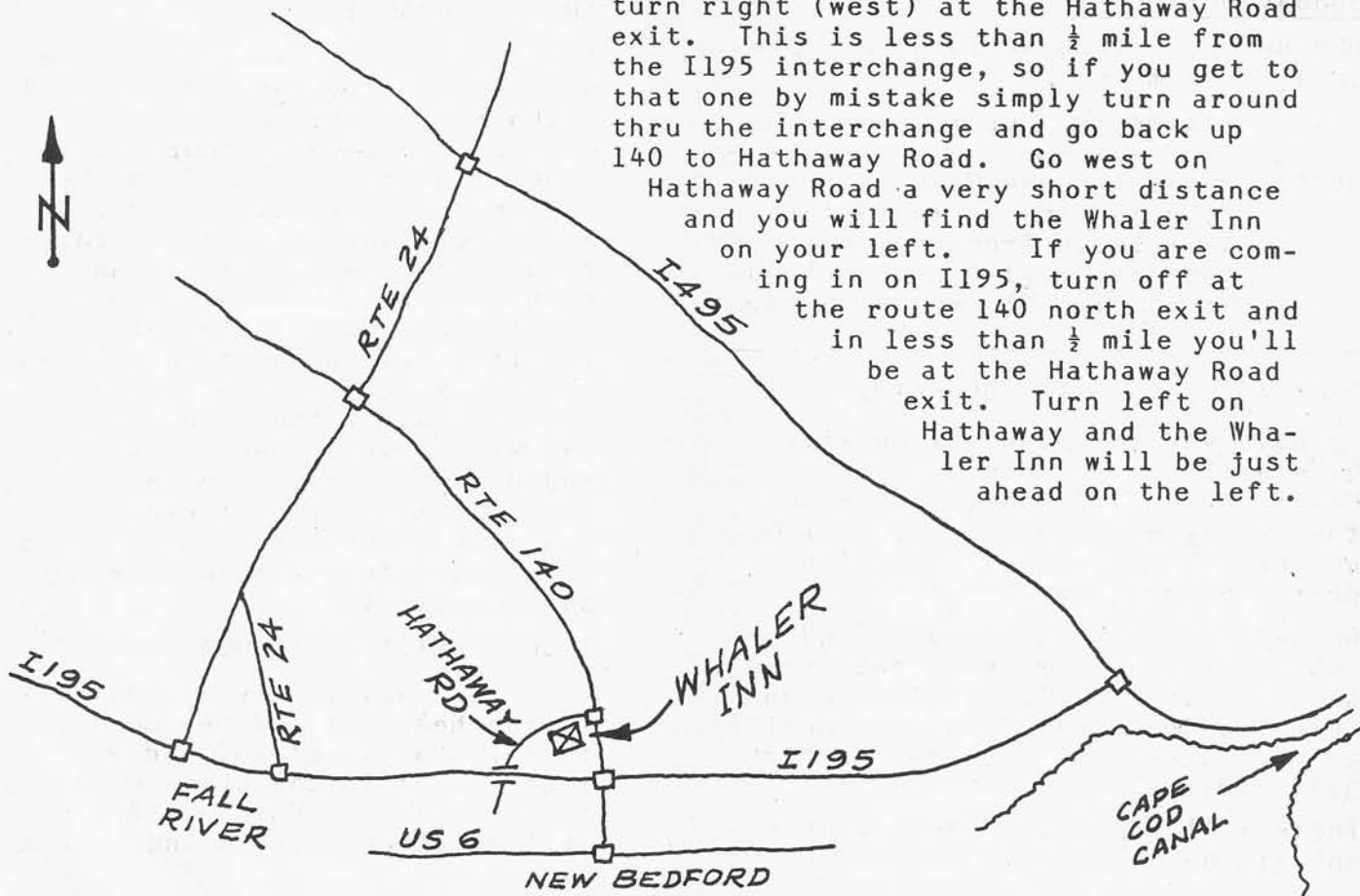


The HUB Division

Northeastern Region / National Model Railroad Association



If you are heading south on route 140, turn right (west) at the Hathaway Road exit. This is less than $\frac{1}{2}$ mile from the I195 interchange, so if you get to that one by mistake simply turn around thru the interchange and go back up 140 to Hathaway Road. Go west on Hathaway Road a very short distance and you will find the Whaler Inn on your left. If you are coming in on I195, turn off at the route 140 north exit and in less than $\frac{1}{2}$ mile you'll be at the Hathaway Road exit. Turn left on Hathaway and the Whaler Inn will be just ahead on the left.



NEW BEDFORD TIMETABLE

Friday October 14

Registration	3 to 5 pm 7 to 9 pm
Clinics and Ladies Craft Clinic	8 to 11 pm
3 Layouts open for visitation	7:30 to 10 pm

Saturday October 15

Registration	9 am to 11 am
Display/Dealer area	9 am to 4 pm
Clinics	9 am to noon
Model & Photo Contest Registration	9 to 11 am
Contest Judging	11 am to ?
Historical Tour am	9:30 to 11:30
Railroad Trip	1 to 6:30 pm
Tour Shopping Center and Factory Outlet Stores on your own	1 to 5 pm
Happy Half Hour	7 to 7:30 pm
Banquet	7:30 pm
Auction & Bingo	After dinner

Sunday October 16

NER Board meeting at 10:00 am open
to all NER members

Layout visits on your way home.

NOTE: Buses for the Historical
Tour and the Railroad Trip
will leave from in front of
the Inn at 9:30 am and 1:00
pm sharp. Please be there.

PARTIAL DESCRIPTION OF CLINICS:

Friday evening Brian Whiton will
give a clinic on "How to enter
Model Contests". The balance of
the Friday evening clinics will be
an interesting mix of tape/slide
presentations and movies.

On Saturday Bill Schaumburg and
Bob Mohowski of RMC will each pre-
sent a clinic. Bill's will be on
"Finding Good Prototypes to Model"
and Bob's will be "Decorating With
Railroadiana".

There will be seven other clinics
on Saturday morning.

VISITING THE LAYOUTS

We were not able to gather all
the information by press time to
give you complete descriptions of
the layouts. However, you will
receive all this plus good maps
showing how to get to the layouts
when you register at the Conven-
tion. The "Follow Me" car idea
used at Vernon is a good one. We
will try to duplicate it here but
cannot promise success. If not,
the maps will serve quite well to
get you there.

DISPLAY & DEALER AREA

This area will not be large but
it will be adequate and well
filled with interesting displays
and good dealers.

MODEL AND PHOTO CONTESTS

Be sure and register your con-
test entries as soon as possible
so you don't get left out. The
contest room will be closed to
all promptly at 11:00 am so that
the judging can begin. If there
is time, the contest room will
re-open for viewing after the
judging is complete.

THE RAILROAD TRIP

The railfan trip will be on the
well known Cape Cod & Hyannis RR
which runs mostly on the Cape
side of the canal. Your bus is
scheduled to take you from the
Inn up to the station at Buzz-
ards Bay right next to the rail-
road lift bridge at the canal.
When the train leaves, it will
first cross over the canal on
the lift bridge and then proceed
on down thru the Cape to Hyannis
and the end of the line. Since
you will have an engine at each
end of the train, there will be
no problem turning at Hyannis -
you will simply head back. This
is a beautiful trip and one you
should not miss.

TOUR OF HISTORICAL NEW BEDFORD

Your bus will take you right in-
to the heart of old New Bedford.
Then you will get out and walk
liesurely thru the Glass Museum
and the Whaling Museum. There
will be other interesting places

to visit during the tour. Although you will see and visit a lot of great things, the tour is just the right length and time to keep you from coming back exhausted. New Bedford was one of the greatest and most famous whaling cities in the country - you will re-live those days in this not-to-be-forgotten tour.

TOURING ON YOUR OWN

Shopping centers and factory outlet stores also capture the flavor of old New Bedford. If you have energy left after your morning and Friday evening gallivanting, you will enjoy going out on your own to make your own tour. The places to go, things to look for and how to get there will all be covered on information sheets prepared by Joan Barney. Joan can not furnish you with spending money but she will sure tell you the best places to get rid of what you have. This will be fun.

CONVENTION INFORMATION

You will receive a complete convention booklet, along with your convention badge and other goodies when you register. This will include information on all the clinics and where they are located as well as details on where all the other events can be found. Signs will be posted around the Inn to guide you to the various rooms and function areas. Also included in the package will be the maps you will need to visit the layouts on Friday and Sunday. There will be at least a combined table, and possibly two separate tables manned by Hub Division and NER personnel. Here you can become members of Hub, NER or NMRA if you are not already. You can check on your status of membership in Hub or NER and ask whatever you wish about all three groups. In case you haven't yet heard, after many years of extensive service to the NER in many areas and especially in handling the registration task for untold numbers of conventions, Irwin Lloyd announced his retirement at the Vernon convention. His registration duties have been taken over by Charlie

**NEW BEDFORD CONVENTION REGISTRATION
PLEASE PRINT CLEARLY**

Name _____
Street _____
City _____ State _____ Zip _____
Names of others _____
in your party _____

Pre-Registration:	Qty	Amt	(At)
Complete Package, registration, rail trip, banquet \$30 per person	_____	\$ _____	(Door) (\$34.50)
Additional family package, registration, rail trip, banquet \$ 28 per person	_____	\$ _____	(\$32.50)
Complete Package, registration, city tour, banquet \$18 per person	_____	\$ _____	(\$21.00)
Registration only, \$3.00 per person	_____	\$ _____	(\$3.00)
Registration & rail trip \$18.00 per person	_____	\$ _____	(\$20.50)
Registration & city tour \$6.00 per person	_____	\$ _____	(\$7.00)
Registration & banquet \$15.00 per person	_____	\$ _____	(\$17.00)
Banquet only, \$12.00	_____	\$ _____	(\$14.00)
Total enclosed		\$ _____	
Is this your first NER Convention?	_____		

The Banquet is a complete chicken dinner!!!
PLEASE SEE OTHER SIDE!!!!!!

----- cut here -----

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____ Rooms @ \$38.00 single occupancy
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Will arrive on _____ at _____ AM PM
Will depart on _____ at _____ AM PM
Deposit \$ _____ Credit Card _____
Card No. _____ Date _____
Signature _____

One night's deposit or credit card is required to guarantee your reservation.

Please make checks payable to:

"NER Conventions"

Mail this form and your check to:

Charlie & Pat Bettinger
29 Foster Drive
Vernon, CT 06066

Must be postmarked by Oct. 7, 1983

You will not hear from us by mail. Your tickets and registration will be waiting for you at the Registration Desk when you arrive - during the registration hours shown on the Timetable page.

On the lines on the other side as indicated, be sure to print all the names of the people in your party exactly as you wish them to appear on the Convention badges. Use a separate piece of paper if you need more room.

The complete Package prices include registration, rail trip or city tour, all events, display area, the Convention badge, program booklet, maps to layouts, information sheet, banquet, auction and bingo.

The display area will be open to the public for the day at \$1.50 per adult and 75 cents for each child under 12.

We urge you to pre-register. We cannot promise that space on the fan trips and at the banquet will be available for at-the-door registrations.

PLEASE COMPLETE THE OTHER SIDE!!!!!!

NER CONVENTION

ROOM RESERVATION FORM

Make checks payable to The Whaler Inn

Mail this form and your check to:

The Whaler Inn
500 Hathaway Road
New Bedford, MA 02740

Please mail by Oct. 1, 1983

PLEASE COMPLETE THE OTHER SIDE!!!!!!

and Pat Bettinger. You have, of course, often seen Pat's smiling face at the registration desk at recent conventions as she assisted Irwin and learned the procedure.

CAPE COD

Here at New Bedford, you are on the very edge of beautiful Cape Cod. If you are not going lay-out hopping on Sunday on the way home, and if you have time, you may wish to drive east to Bourne and cross the bridge over to the real Cape and do some sightseeing. On the way to Bourne, why not stop at Buzzards Bay and see the railroad lift bridge being raised and lowered for the rail operations. If the station is open, you can read the schedule of trains there and know when a bridge move will happen. If the station is closed, then the line is not running that day.

If you do not have time to visit very far down onto the Cape, at least ride out to the east end of the canal on its south side for an interesting view of the action.

CAMPING

If you are planning on camping while at the convention, here is a listing of the campgrounds in the area that we know of. We do strongly suggest that you consult your Camping Guide before leaving home to determine exactly where these campgrounds are located. Our locations are only meant to serve as a guide. Also there may be others you wish to check on.

Amy's Hideaway in Freetown, located about 7 miles due north of the Inn.

Mass. State Campground in Bourne near the canal bridge, about 25 miles east of the Inn.

Blue Acres in Westport about 9 miles west of the Inn.

KOA Campground up in Rochester located about 12 miles northeast of the Inn.

HAVE A GREAT NER CONVENTION!!!!!!

Scratchbuilder's Corner

by Dave Messer

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

Contact Cement

A new non-flammable, water-base contact cement of interest to modelers has recently been marketed by Minnesota Mining & Manufacturing (3M). This product is in line with a general trend away from organic solvent-based products (other examples: general household paints, rust-inhibiting finishes, various sealing and caulking agents, and of course model paints such as Polly S and Scalecoat II). All of these products allow for use in confined situations with much less danger from fume inhalation, as well as the ease of soap and water cleanup

of hands, applicators and containers. Since most modelwork is done under confined conditions, use of these products is definitely recommended.

Because large amounts of contact cement are often used at a time, the fume problem with conventional products is particularly unpleasant (and dangerous). I have used the 3M product in several situations with excellent results. In large-surface work, the liquid applies easily and "wets" readily. A color change from blue to green conveniently indicates when the surfaces are ready to bring together. Although the material does not dry rapidly, it sets up quickly enough to use for small modelwork applications as well as large ones. For small surfaces which can be set in position until dry, one need not wait for contact drying beforehand.

This material can be used to cement most types of material: porous materials such as cardstock or wood to themselves or to non-porous material such as plastic or metal. Where twisting force on the glue joint is not a factor, the non-porous materials can be cemented to themselves.

Warping or distortion has not been a problem with any material combination tried thus far.

Specific model applications tried include tracklaying (ties or pre-fab track to roadbed), structure building (wood supports and metal castings to styrene walls, styrene facing to cardstock walls) and cars (metal castings to each other and to wood).

Since this product is primarily designed for household and construction use, it comes in pints, quarts and gallons, but the long "shelf-life" and reasonable price make such a multiple-use item a worthwhile purchase even for smaller model purposes.

Since the above was written, Borden's has introduced an acrylic-latex contact cement which is more readily available than the 3M product. The two are both water-based and similar in method of use, although the fact that the Borden's product is white and dries clear may offer some advantages. It is packed in rust-proof plastic containers which seal readily and tightly.

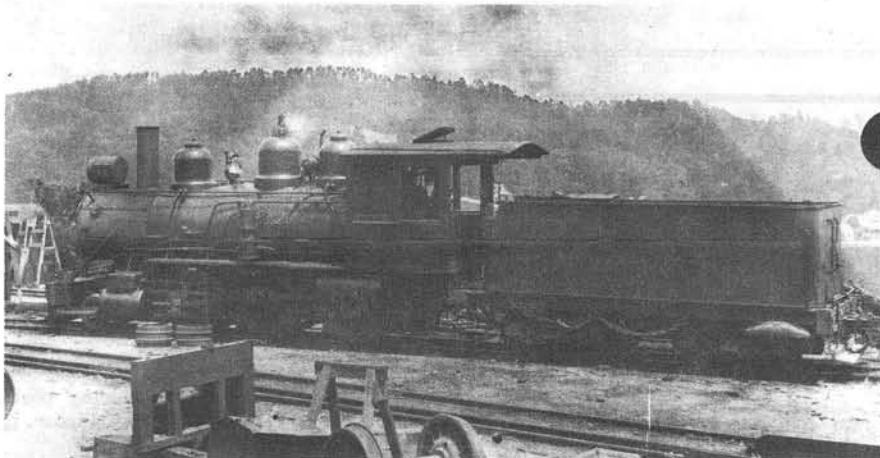
SOOT and CINDERS

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.]

The Eastern Tennessee & Western North Carolina is only a ghost of itself as a tourist line now. At one time it was both standard and narrow (3') gauge. It moved coal, lumber and farm products.

Here at Elizabethtown, Tennessee the 3' line going east ends and the line changes to standard gauge. We think of such a junction on the Denver & Rio Grande Western or Chicago, Burlington & Quincy (Colorado & Southern line) that had an ex South Park 3' gauge branch to Climax Molybdenum Co. mines. The line later changed to

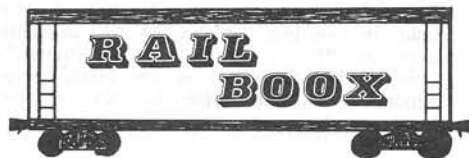


Eastern Tennessee & Western North Carolina #28, a 3' narrow-gauge 2-6-0 at Elizabethtown, Tennessee.

standard gauge and is still in use. D&RGW has torn up or sold its 3' gauge lines so that class one 3' gauge operation is over as of 1980 with sale of the Silverton.

Elizabethtown was a junction with the Southern Railway also. At its eastern

end the road connected with the Linville River Railway, which was essentially a lumber company operation. The whole system extended about sixty-six miles. Just a little piece remains now, complete with cowboys, Indians and other things typical of a circus or carnival.



Building An HO Model Railroad With Personality, John Olson, Milwaukee: Kalmbach, 1983. \$6.50.

For those who do not have the nine-part series in their collection of *Model Railroader* magazines, Kalmbach has released this fine compilation with soft-cover and a reasonable price.

When I read the series in *Model Railroader* I was impressed with Olsens modeling abilities. The publication carries on the fine tradition of high quality that Kalmbach is well known for. The book features nearly 225 photos, of which 42 are in full-color, and is 68 pages long.

Olsens "Jerome & Southwestern Railroad is a step by step project railroad designed around that convenient 4 x 8 foot size. Yet the quality of the design and the workmanship disguises the inherent limitations of the size.

This is clearly a quality model railroad designed, built and explained by a quality model railroader.

Railrodiana Continued from Page 4

have completely failed to solve this problem. Thus the natural law of economics makes itself felt. If people can't get to their jobs, the jobs will have to go to the people. There has been a mass exodus of business from the cities, as a result of which they are screaming about lost revenues. This appears to be the trend of today's transportation revolution, and it will require an entirely different concept of mass transit than that presently existing. Whether the railroads are part of tomorrow's picture remains to be seen, but one thing is certain -- it will not be the railroads as we know them today.

ADS

O-MEN

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Join the rest of the
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Sal Marino Staten Island, NY	Train Shop Horseneads, NY

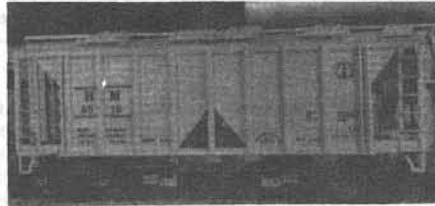
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of text engraved in white. One line
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[2] NER 35th Anniversary Car: E & B
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Destination Quebec '84 (English)

Quebec, the cradle of French civilization
in America, resembles no other city
in the world. Founded in 1608, by Samuel
de Champlain, the great French explorer,
it is a land imbued with history, tracing
the beginnings of Canada and virtually
the entire North American continent.

In fact, 1983 was Quebec City's 375th
Anniversary, and for this occasion there
were different manifestations planned,
namely an "open house" at the National
Harbour on May 28 and 29, 1983 with
30 exhibitors.

The Quebec Sud N-Trak club, sponsored
by CP Rail, won the First Prize for
the best exhibit and were presented
with the Coat of Arms of the National
Harbour. Nearly 40,000 people visited
this "open house" on a cold and rainy
weekend.

As you can see, in Quebec City we com-
bine model railroading and historic sites
very diligently and invite you to plan
your trip for the 25-27 May 1984 Con-
vention a year in advance.

Denis Fortier,
for the Organizing Committee, NER
Quebec84.

Destination Quebec '84 (French)

Québec, berceau de la civilisation fran-
çaise en Amérique, est une ville unique
au monde. Elle fut fondée en 1608, par
le grand explorateur français Samuel
de Champlain. Cette terre, qui baigne
dans l'histoire, donna à son tour naissance
au Canada.

De fait, 1983 était le 375e anniversaire
de la Ville de Québec, et pour rappeler
cette occasion, différentes manifestations
ont été organisées, dont les journées
"portes ouvertes" du 28-29 mai 1983
au Port de Québec avec 30 exposants.

Le club Québec Sud N-Trak, commandité
par CP Rail, a gagné le premier prix
pour le meilleur exhibit et fut présenté
avec les "Armoiries du Port de Québec".
Près de 40,000 personnes ont visité cette
exposition durant cette fin de semaine
froide et pluvieuse.

Comme vous pouvez le constater, à
Québec nous combinons le modélisme
ferroviaire avec les sites historiques
d'une façon éloquent et c'est pour cette
raison que nous vous invitons à planifier
votre voyage du 25-27 mai 1984, une
année à l'avance.

Denis Fortier,
pour le comité organisateur RNE Québec84.

It's About Time!
Contemporary Scale:

Vehicles,

Kits,

Detail Parts

the typical and the unusual

come see us at the Fall
'83 NER convention

IVERS ENGINEERING

POB 361, BREWER MAINE, 04412

HAVE YOU
OBTAINED A
NEW MEMBER?



Operations Planning



by TONY STEELE

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

Schedule Coordination

Prior sections have explored the concepts and organization of car movement and train blocking. This information has to be presented to the dispatchers, yardmasters and train crews. To this end, a series of lists and schedules has been developed for the NEB&W. Why the fuss and bother of all this paper? Well, the full size railroad has itemized schedules and blocking plans, operation centers to coordinate past the discrepancies, but best of all, they have experienced employees with great knowledge of the policies, features and requirements of their railroad. These people practice their craft daily; few hobbyists would do so even if the opportunities existed. For many groups to operate a railroad as an ensemble enterprise and to yield the impression of an efficient distribution system, a plan of operation has to be communicated as simply and as thoroughly as possible.

The basic document is the operator's schedule card. The rear of it sports a system diagram which serves as a quick reminder of station order, abbreviations and main line track arrangements. The face contains a description of the train by name, endpoints, commodities, schedule, and blocking, which provides opportunity for insight and imagination in the pre-session setup of trains as well as the execution of its schedule during the session. There are suggestions also on where and when to find the train and walkaround throttle initially, and where and when to terminate their use. Most significantly, there are diagrams of the blocking of the train as it progresses along the run, picking up and setting out its cars. A simple compilation of the pertinent sections from all train schedules produces the yardmaster's schedule of events at each yard and also a set of deadlines for block construction (to aid in the planning of yard and industrial work).

The schedules shown constitute a recommended framework of operation. Deviations will occur and will be controlled by the dispatcher. The formulation of the original operation and of the variations upon that theme is achieved by means of a master scheduling chart.

Operator's Schedule Card

Front

Train: Day Streamliner no. 1 Ed 2
 Path: New York City to Montreal
 Commodities

Richelieu Shore Express

THROTTLE: 3 from no. 2
 TRACK: SF-2 from no. 2

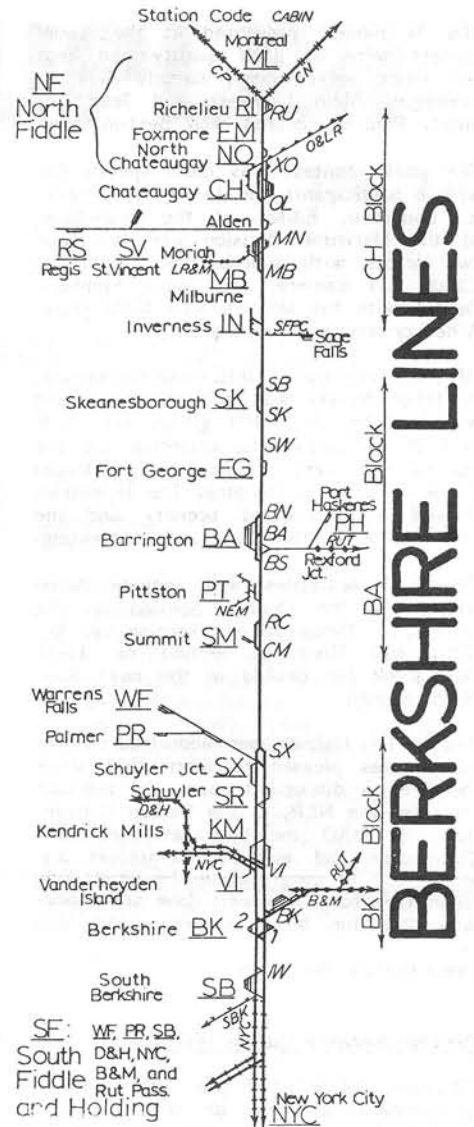
Approx Time Blocking Notes

TURN	Blocking	Notes
SF 2:45 D	◀ BGG DNR PRLR Co	
BA 2:49 D		Main (Meet NY-4)
SK 3:00 D		Main (Meet PB-2)
MB 3:07 D		Siding
CH 3:11 D		Siding
NF 3:15 A	◀ BGG DNR PRLR Co	Track 5

TURN FOR: -OR- END OF CONSIST

RETURN THROTTLE KEY, AND THIS CARD TO OPERATIONS CENTER
 LEAVE WAYBILLS WITH CARS

Back



Yardmaster's Schedule

CHATEAUGAY YARDMASTER'S SCHEDULE

TRAINS					BLOCKS		Ed 2
TRAIN	TIME	TRACK	CONSIST	NOTES	DEADLINE	NAME	
CB-11	0:10 A	Y	◀ CH	Paper BREAK UP & CONNECT			
SR-1	0:20 A 0:28 D	S	◀ CH SV RI ↑ ↑	CONNECT			
NE-6	0:25 A 0:32 D	M	◀ BK DH Paper (Switcher)		0:25	BK	
					0:25	DH	
					0:25	BA	
CS-12	0:37 M 0:42 D	Y	◀ SV SV Sinter Ore	MAKE UP DOES NOT LEAVE UNTIL SR-1 CONNECTS	0:37	SV E Sinter	
					0:37	SV E Ore	
NY-3	0:41 A 0:51 D	M	◀ RI CH RI ↑ ↑	PICK UP ML IF PB-1 ANNULLED	0:41	RI	
PB-1	1:00 A 1:02 D	M	◀ ML CH TOFC		1:00	ML Construct by 0:41 if PB-1 annulled	

From The Divisions (Con't)

There was also a live steam engine, under construction, to be seen with plenty of fine detail.

The 14 models presented at the model contest were of good quality and kept our three judges busy, namely Guy L. Levesque, Alain Lafrance and Jean Leblanc. Paul R. Brunet won Best-in-Show.

The photo contest was quite spectacular with 6 participants and 14 entries. Robert E. Boudreau, Editor of the Branchline of the Maritime Division won the first two prizes with superb shots from his Canon A-1 camera, and young Stephane Delisle with his Minolta won third prize. A hearty congratulations to all.

Of great interest at this DAQ Convention in Three Rivers was a diorama contest organized by the MFM group, for their own 30 members. The criterion for the contest was very simple: 1 - a track; 2 - a road; 3 - a building. The 14 entries showed a variety of scenery and the idea was very interesting and captivating.

The Fall activities will include "open houses" in the Quebec Section on the 1-2 Oct., Three Rivers Section on 8-9 Oct., and Montreal Section on 15-16 Oct. Look for details in the next issue of the Signal.

Finally, Les Halmos, our Modu-Rail co-ordinator, was pleased to learn that there has been a discussion about HO modular units for the NER, at the Vernon Convention. 8 DAQ members attended this Convention and enjoyed themselves and would like to congratulate the Organizing committee for a job well done and especially Pat for being a very good MC.

Denis Fortier, Secretary

Division Alouette Quebec (French)

Eh bien, les 4 et 5 juin 1983 ont été certainement la scène de notre meilleur congrès à date, avec des modules HO, N et Lionel dans la même salle et une démonstration de "vapeur vive" pour les gens se dirigeant à l'intérieur de la salle. Il y avait même à l'intérieur une vapeur en construction, avec pleins de détails raffinés sur toute la longueur de la locomotive.

Les 14 modèles présentés au concours de modèles étaient de "bonne qualité" et ont tenu nos trois juges en haleine, notamment Guy L. Lévesque, Alain Lafrance et Jean Leblanc. Paul R. Brunet a été "Le Meilleur" du concours.

Le concours de photographie a été très spectaculaire avec 6 participants représentant 14 entrées. Robert E. Boudreau, Editeur du Branchline de la Division Maritime a remporté les deux premiers prix avec des scènes superbes prises avec sa caméra Canon A-1, et le jeune Stéphane Delisle avec sa caméra Minolta a remporté le troisième prix. Sincères félicitations à tous les participants.

D'un intérêt certain au congrès DAQ à Trois-Rivières a été l'organisation d'un concours de dioramas organisé par le groupe MFM, pour leur 30 membres. Les critères du concours furent fort



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simples: 1 - une voie ferrée; 2 - une route; 3 - un édifice. Les 14 entrées ont démontré une variété de paysage et l'idée s'est révélée très intéressante et captivante.

Les activités d'automne comprennent des manifestations de "portes ouvertes" dans la Section de Québec les 1-2 oct., Trois-Rivières les 8-9 oct., et la section de Montréal les 15-16 oct. Des détails supplémentaires vous seront fournis dans le prochain Signal.

Finalement, Les Halmos, notre co-ordinateur de Modu-Rail, a été heureux d'apprendre qu'il y a eu des discussions, au sujet des modules HO pour la RNE, lors du congrès de Vernon. 8 membres de DAQ ont assisté à ce congrès et se sont bien divertis et aimeraient féliciter le comité organisateur pour un bon travail et en particulier Pat pour avoir fait un bon MC.

Denis Fortier, secrétaire

Nutmeg Division

The Nutmeg Divisions Annual Train Show will be held on the 5th of November at the B. P. O. E. Elks Hall, 2110 Silas Dean Highway, Rocky Hill, CT. This is the same place where we held our show in 1980, and it was very successful that year.

The Annual meeting and banquet is currently under discussion. The location will be announced in the next Coupler.

Any Nutmeg Division member who is interested in serving on the Board of Directors, should contact a Board Member so his name can be placed before the membership at the Annual Meeting.

Joe Sokol - Secretary

Upstate-Central New York

In April, we meet in Harlot, NY, and watched trains running on the excellent Harlot club layout. Some of the fellows even brought their own HO equipment and enjoyed watching the consists travel the Delaware and Ontario.

At the June meeting in Camden, NY over twenty regulars for a meeting featuring slides taken by Bill Fredlund at the Spring NER Convention at Vernon, CT.

Bill also gave a very encouraging report of his meeting with the NER Board of Directors.

Our July meeting was held in Rome, NY at the home of Lenn Amrhein.

Our group is maintaining steady attendance and a lot of enthusiasm. We're happy to let you know what's goin' on.

Jim Heidt

Hub Division

Boy, (or girl), NER really got a great guy when Ken took over as Coupler editor but what a slave driver that character is! Just tonight I called him to ask for a little more time in preparing the NER convention flyer for this issue and he roared at me - hey Owens, you not only owe me the four page flyer but you haven't sent me the Hub news yet either. Let's go, man! He may be a good editor, but what a grouch.

So seriously (for a moment), on with the news. Our Spring convention received good raves from lots of folks and did seem to be quite a successful event. It was held in Woburn, MA and featured many fine clinics, contests, layouts and evening banquet and speaker. At the annual meeting after dinner, the incorporation of the division was announced and unanimously approved (necessary for our NMRA Minuteman '86 convention). Also approved was the increase in dues from \$1.50 to \$2.50 per year.

Our membership now stands at 367 and growing. Perhaps this is the year that we will hit 400 - care to become a part of that growth?

We are working away to bring you the NER Fall Convention to be held at the Whaler Inn in New Bedford, MA. Full details are in the four page spread elsewhere in this issue. Pete Watson is the convention chairman and he is being ably assisted by Jack Alexander. See you all there.

And our own Fall Show will be in Lexington, MA this year. See the announcement elsewhere.

Glenn Owens