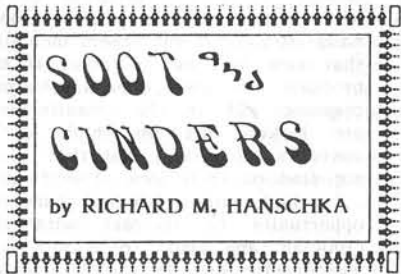


NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

SUMMER '84



It's 1934 at North Station in Boston, MA and Boston & Maine Consolidation #2712 is about to pull out at the head end of the mixed local for Bellows Falls, VT.

The term milk train was really a

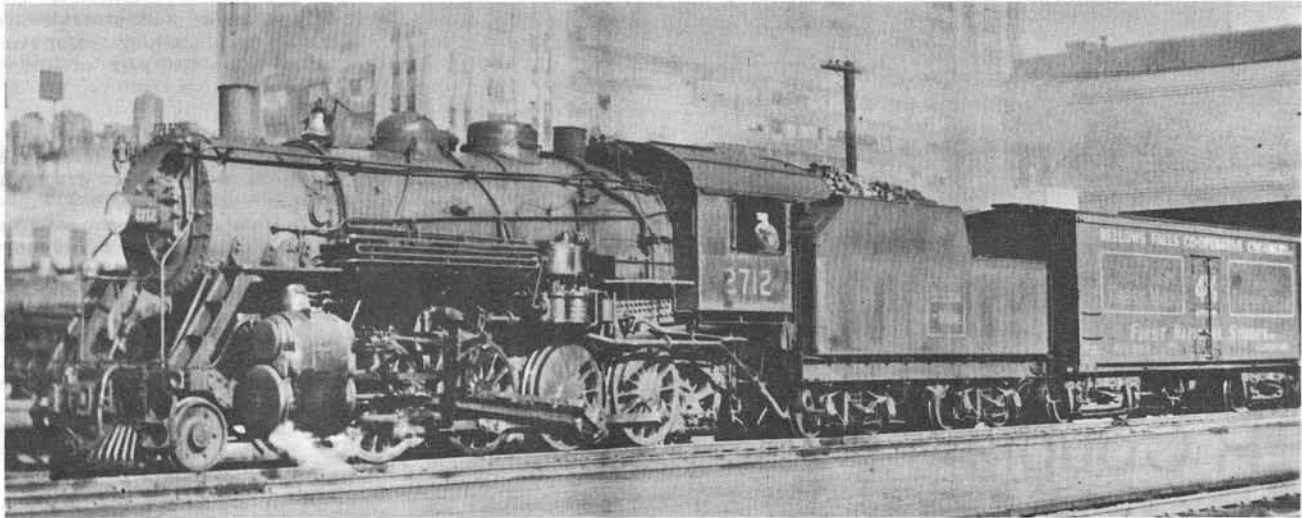
misnomer. The inclusion of a milk reefer, either full or empty, often led to the train being referred to in this way. Actually, the slow schedule was due to the many local stops, only a few of which were due to dairy products. Locals were used for the delivery of newspapers, telephone books, mail and some small freight articles. I can remember my dad getting tires for his car and a battery via the LCL freight, as did our living room rug. I mention these articles, as they can give the modeler a better picture of the purpose and reason for existence of the mixed local. If you are modeling this time frame, this type of train could be used to spice up operation.

Actually, the milk car in the photo is empty, and on its way back to the

creamery. Most often, a milk car would only be in a local when empty; when full, it would be picked up by a through train. Some of us have the HO model of this Bellows Falls milk reefer.

Mixed trains often used a freight engine like this Consolidation; instead of a Mogul or Pacific. The Consolidation provided more tractive effort for the many starts and stops of a local, and, of course, high speed was not really needed. Note that in the photo the cylinder is being blown down. This technique was used to melt ice from the rails or free frozen switches. Along with ashes, steam kept the weeds down - no weed killers.

Next issue, I'll do a salute to Steamtown and its twenty-five years in New England.



National

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



ON THE SCHEDULE

Northeastern Region

October 24-26, 1984, Rockport, ME
Spring 85, Quad-region Convention, Hershey, PA

NER Divisions

July 14, 1984. Nutmeg Division meeting at the home of Bob Evans in Huntington, CT at 8 PM.

August 18 - 19, 1984. The Wolfboro Branch Railroad Club and Seacoast Division NER, NMRA Summer Railfest and Model Railroad Show. Operating Layouts, Model Contest, Ladies Handcraft Contest, Wolfboro Railroad Activities, dealers etc.

Held at the Masonic Hall, Glendon Street, Wolfboro, NH. Admission: Adults \$1.50, Child under 13 \$.50, Family \$4. Info: David Collinge, 77 Horne Street, Dover, NH 03820.

September 15, 1984. NMRA, NER Sunrise Trail Division Fall Meet at St. David's Episcopal Church, Clark Blvd., Massapequa, NY. Open 10 AM to 5 PM. Clinics, slide shows, caboose, kit built structure, diorama & pass contests. Info: Ralph Lapadula, 88-11 63rd Drive, Rego Park, NY 11374.

Other Events:

August 5, 1984. TRAINWAYS Open Model Railroad Show at the Seashore Trolley Museum at Kennebunkport, Me. Operating layouts plus buy, sell, swap. Fare: \$5 includes meet and museum rides. Time: 10 AM to 5 PM. Info: TRAINWAYS,



President's Column

Several NER members took the time to send in responses to my call for comments and suggestions regarding Region convention attendance. Not an overwhelming response and perhaps not a representative sample - but I shall try to summarize the comments. All responders mentioned poor publicity in some form - too little, too late, not specific enough about the program to be motivated to attend. Some (about half) cited cost, but others indicated that cost was not a factor if the program was good enough. As one response put it, "...railroaders are looking for something [in a convention program] that they could not find on their own. Specifically, ...high-quality clinics, with an opportunity to interact with the clinician, and visits to layouts that will inspire and instruct." I could only add, "and the opportunity to see new and different prototype activity and interact in fellowship with other modelers."

That is certainly the objective and intent of all NER (and NMRA) convention committees, and to the extent we fall short is due to inadequate planning and/or implementation on the part of the volunteer workers.

One specific comment related to the fact that there was no one to show the person around and make him feel welcome. We do have a hospitality room at just about all conventions, but I think there is a tendency for the regular convention attendees to interact with their circle of friends and ignore others. This involves a dual responsibility - on the part of the 'old-timers' to make a newcomer feel welcome, and of the newcomer to make him(her)self known. One way might be a color-coded badge for first-time attendees, or a code for special interest groups (narrow gauge, traction, etc.).

Whatever the specifics, I'm sure we can do better, and the Board of Directors and Convention Department will take the comments to heart in planning future conventions. I appreciate the comments and suggestions from those who took the time to write. I hope that by the time you read this, you will have enjoyed the Quebec City convention and be thinking about the Fall (October 26-28 in Rockport, Maine). This will be held at the Samoset Resort (off-season rates) with the Belfast & Moosehead Lake operation and several layouts, clinics, and a train show.

Have a good summer.

Dave Messer

DIRECTORS

President:

David W. Messer
12 Hillview Court
Wyantskill, NY 12198

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Dover, NH 03820

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Everett, MA 02149

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New York State:

William Mischler
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Northern New England:

Douglas Handy
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Springfield, VT 05156

Past President:

Fred Driscoll
4 West Concord Street
Dover, NH 03820

Deadline

for the next issue, #141, Fall 1984 is August 1, 1984. Issue will be mailed approximately one month after this date.

Other deadlines:

- #142, Winter '84 - November 2, 1984
- #143, Spring '85 - March 1, 1985
- #144, Summer '85 - June 1, 1985

IN THIS ISSUE:

- On The Schedule ... Page 1
- Soot & Cinders ... Page 1
- President's Column ... Page 2
- From The Editor's Desk ... Page 3
- Candidates ... Pages 4 - 5
- Shop Talk ... Page 4, 7
- Ballot ... Page 6
- Railrodiana ... Page 8
- Achievement Program ... Page 9
- The K & L Story ... Page 10
- NMRA 50th Anniversary Contest ... Page 11
- From The Divisions ... Page 12

NER Coupler

140, Summer 1984

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 should be sent to the Editor.

ON THE SCHEDULE: (Con't)

115 Standish Road, Needham, MA 02192
September 22, 1984. North Shore Model Railroad Club Model Railroad Show at the Americal Civic Centre, Main Street, Wakefield, MA. Hours 9 AM to 4 PM. Info: North Shore Model Railroad Club, 8 Minerva Street, Swampscott, MA 01907

FROM The EDITOR'S DESK

I would like to take this opportunity to combine my editorial column with a "Letters To The Editor" column, so please excuse the length of this piece.

I received a rather long letter from Bill Fredlund of the new Central New York Division shortly after the late Winter issue was sent out. Instead of printing his letter, or parts thereof, in a separate column, I would like to print excerpts and then add my own thoughts to Bills' comments.

First, to Bills' letter.

"...I have read the 16 pages cover to cover tonite and want to express my feelings that it is a heck of a job. I looked at the subjects presented and cannot find one that could be measurably shortened without losing major meat of the subjects....I notice that Dave Messer also in his column is looking for suggestions and he made some very moot comments on what the future of model railroading needs to be successful. One thing our hobby needs less of is the unneeded class of superior nitpickers and elder statesmen who look down their noses at the youngsters of today. The elders and those with skills should be in the 'teacher' status, helping to show the youngsters what they missed by being born 3 generations too late and to help them get more fun out of model railroading by avoiding costly mistakes in both time and cash and to make it FUN. The 'Blowing Off Steam' section of the Bulletin has so many letters of this type, that newcomers must wonder how the heck so many people can say model railroading can be fun when these sages take so many facets of it apart, month after month. I wonder why, or I used to wonder why people like Whit Towers put up with that crap for ten years and why Mike Carlson does. I have come to the conclusion that they are very dedicated men who do it in spite of these loudmouths, to the benefit of the silent majority.

"I think more of the youthful members could be attracted to the NER conventions if there were some way they could get a break on the costs. They would find it easy to cut a Friday afternoon class to get to the convention 2 times a year. Since it does not cramp their final month of school too much, I think they too would welcome the change. I think we could also give them some sort of recognition with an Engineers cap (\$3) with NER on it. But it has to be tough for a lot of high school age youngsters to come up with \$250. to \$300. to cover the cost of the room, board and convention activities. The wealthy ones will have no problem, but the vast majority of others will find that financial outlay beyond them. And they will get so much out of a convention. Most of us cannot afford to underwrite this idea directly, but maybe there is a possibility of getting them into a rooming house and to the sandwich shop of fast food alley, or less expensive accommodations. The young generation is throttled with part-time work at minimum wages so that they can't accumulate the right amount of money to take in a convention. I attended

the NER Board meeting at Vernon, and am aware that the NER also has its \$\$ problems and faces rising costs. Maybe the answer is letting the young people room together with 6 in a room to cut costs, even some sleeping bags on the floor just to make it.

"Jim Heidt and I have totally agreed that we would not have any admission charges to our meetings, adults or youngsters. We ran in the red for only a few meetings and then a few anonymous donations made up the shortages....But it does take money as well as dedication to make big organizations flourish. Is it beyond the realm of reason to seek people who would put up with providing a sleeping place in their homes for young railroaders at an NER convention if they live in the vicinity of the convention? If this could be done, perhaps we could take the heat off their pocketbooks and their reservations of trying it. Perhaps a 'Big Brother' approach is needed for the first timers to make them feel at home, show them around and generally make them glad they came.

"This has gotten longer than I anticipated. The product you turn out is excellent and I hope you can find a way to keep it up for a while without alienating your obviously understanding family. Excellence probably does not motivate many people to write and say how good your efforts are, but you will never know how many Nitpickers you flawlessly turned aside. Probably won't even find that out when we all get to that Big Caboose in the sky....

Sincerely,
s/Bill Fredlund

First, Bill, let me thank you for your generous comments concerning the Coupler. I'll try to keep up the good work.

Next, I have some thoughts I'd like to express concerning the issues you've raised.

My feelings concerning the 'nitpickers' and 'elder statesmen' is that we need them, because there is a place for all in our hobby, but that maybe some of us tend to take ourselves too seriously. After all, as you said so well, this is only a hobby and its purpose is to have FUN. Let's concentrate on that, and constrain the politics to the business of maintaining and strengthening the NER.

The issue of youth in the NER is a difficult one, as anyone who has given it serious thought will agree. You have, however, initiated a train of thought that I would like to pass on. One way we could try to attract youth to attend NER Conventions is to make it more attractive financially. My suggestions are a) have youth members pay only for registration and banquet. Ask all adult attendees to subsidize fan trips, layout tours, etc. b) Have each local committee plan to subsidize one (1) hotel room to put up youths. Charge each youth 1/4 rates per night, with the understanding that he may have to bunk with three other fellows. The most the local committee would have to pay for would be 3/4 of the rate. If enough young women registered, the same could be done for them. c) Establish within each division a transportation co-ordinator, preferably someone who normally attends the NER conventions, who would be willing

to provide or arrange for free transportation to and from the division area to the convention for any youth able and willing to go to the convention. d) I like very much your suggestion of any means of recognizing youth attendees. e) A member of the local committee could be responsible aiding youths in making 'connections' with other conventioners who are doing the 'fast food' route for their other meals.

The youth are the future of our hobby. Many of the more notable names appearing in the hobby press now are younger men who, like myself, were youth modelers only ten to fifteen years ago. We need to ensure that fifteen years from now, there will be a new generation appearing.

Let's hear from others of you out there with your thoughts and contributions to this search for new ideas. Next time it might be your letter printed in this column.

I would be very remiss if I didn't encourage each and every one of you to carefully examine the election material enclosed. Remember that the candidates listed would like to guide our organization for the next two years. Read their statements, and then exercise your right to vote. Someone once said that if you don't vote, you don't have a right to complain afterward. Don't let that happen to you, **please vote!!**

FLORENCE McINTOSH

The Coupler Editor sadly reports that he has received word of the death of Florence McIntosh, wife of NER Long Island and New York City Director Jack McIntosh.

I am sure I speak for all in the region in expressing our sympathy to Jack and the rest of the family.

ATTENTION All Computer Owners

The Boston '86 Convention registration committee would like to know if you would be interested in letting the Committee use your computer for the convention. If you would be willing, please drop a line to Registration Chairman Irwin Lloyd indicating your willingness, and indicating the make, model and other technical details concerning your equipment.

Irwin Lloyd
44 Lincoln Drive
Glastonbury, CT 06033



Shop Talk

with Brian Whiton

- A. Divisions
- I. There shall be two (2) divisions, Master and Craftsman:
 - a. The Masters Division shall include anyone who has previously won a first place award in either the color or the black and white categories.
 - b. Craftsman shall include anyone who has not previously won a first place award in either the color or black and white categories.

- B. Categories
- I. Photographs submitted shall be broken down into the following categories:
 - a. Black and White Prototype
 - b. Black and White Model
 - c. Color Print Prototype
 - d. Color Print Model
 - e. Color Slide Prototype
 - f. Color Slide Model

- C. Regulations for Submitting Photos
- I. No photograph that has won a previous NER Photo award shall be eligible to compete in the photo contest.
 - II. Any photograph submitted must have been taken by the person who is submitting it, except in the case of a proxy entry.
 - III. Prints may not be smaller than 5 x 7 inches nor larger than 11 x 14 inches. All prints must be mounted

on a rigid mount such as photo mounting board. The size of the mount may not exceed 16 x 20 inches.

IV. Color slides in both categories must be submitted in a cardboard, plastic, or other similar mount that will permit easy viewing without touching the actual transparency.

- D. Judging
- I. Judging will be done according to the following schedule:
 - a. Overall effect.....30 points max.
 - b. Composition.....25 points max.
 - c. Lighting.....15 points max.
 - d. Focus.....15 points max.
 - e. Finishing.....10 Points max.
 - f. Special effects.....5 points max.

- E. Awards
- I. Awards of First, Second and Third place will be given in each category (sec B) except when there are six (6) or less entries in a given category. In the event there are less than six (6) entries in any category, the judges may elect to give only those awards that they deem appropriate.
 - II. Presentation of awards shall be at the awards banquet following the contest for those present. Awards will be mailed or delivered by proxy to the recipient in the event that he/she is unable to attend the awards banquet.

(Con't Page 7)

This issue, **Shop Talk** is very much involved with rules. First, my companion Contest Chairnan Peter Watson will spell out the newly formulated rules for the Photo Contest. Then I'll come back and give a little explanation about what happened at the Model Contest in Quebec City, and then give you the breakdown on the proposed format for the kit contest to be instituted at the Fall Convention at Rockport.

So to start, here are Pete Watson's Photo Contest Rules. We feel that participation will be encouraged if the membership is aware of the rules.

CANDIDATES

Editor's Note: This is the NER's biennial election year, so the next page and a half is devoted to information on the candidates, plus the actual ballot and envelope. Please follow Fred Driscoll's instructions on the ballot to make life easier for Rod Brown. Also, please exercise your right to vote.

President

PETER S. BARNEY

Peter is a second generation model railroader having grown up with his father's HO model railroad back in the 1950's. Smitten by narrow gauge, he constructed HO_{N3} and HO_{N2 1/2} model railroads. Although he has settled on On₂ as his current favorite, he still has HO and HO_{N3} railroads in the basement.

As a model railroad author, Peter has had articles published in Model Railroader, Railroad Model Craftsman, and the Narrow Gauge And Shortline Gazette. During 1979 and 1980, he was Editor of Prototype Modeler. He has served the hobby as a contest judge at Hub and Nutmeg divisional contests, at NER regional contests, and at the NMRA National Convention at Washington, D.C. In addition to winning the Baldwin Trophy in the Fall of 1983, Peter has won other regional photography and model contest awards.

Peter has also served as past President and Treasurer of his local model railroad club. His wife and son also share an interest in the hobby.

At present Peter holds the position of Treasurer and Tax Collector for the

City of New Bedford, MA.

Peter's Campaign Statement

Peter believes that the officers and members of the NER must concern themselves with four basic problems in order to further model railroading in this region.

We must encourage new modelers to join and participate in regional activities, such as the model contests, to reverse the decline in the hobby caused by the computer/game phenomenon.

We must seek out and encourage past (lapsed) members to rejoin, especially those who are in a division but are not NER members.

The Bylaws and Constitution are overdue for an update to reflect practical changes in current operational practices.

The regional revenue must be enhanced to cover the current activities and to provide funds for more programs to promote model railroading.

By actively pursuing these objectives, Peter feels the region will be in a better position to offer whatever assistance the HUB division may request to make the 86 Boston Convention a successful event.

WILLIAM S. PARKER

Bill has been a member of the NMRA, NER and Hub Divisions since 1964. During that period of time he has held the following official positions in the model railroad organizations:

- General Chairman, 1986 NMRA "Minute-man" National Convention.
- Vice-President, NER, October 1980 to present.

NER Director for Massachusetts, 1972-1978

Chairman of Hub Division, 1970 - 1977

Bill has also been chairman of two NER Conventions, three Hub Conventions, and one Hub show. He has been very active in other model railroad events, attending four National Conventions, 39 Regional Conventions and all Hub Division activities since 1964.

Bill has been married for 24 years, is the father of four, and lives in Brockton, MA. He is employed by the Commonwealth of Massachusetts as a Project Manager in the Division of Capital Planning and Operations.

Bill's Campaign Statement

Bill says, if elected to the position of President of NER, my goals and objectives will be:

- * To increase the NER membership by actively backing the activities of Divisions and Clubs.
- * Actively support the special interest groups with the manpower and promotional resources available within the Region.
- * Offer new, innovative and interesting programs and activities at Region Conventions.
- * Strive toward better communications and cooperation between Region, Divisions, Clubs and individuals.
- * Promote clinics and contests for the majority of our membership who wish to build a nice looking, well operating layout using modern materials and techniques without having to scratch build most things.

* Use my more than two decades of experience in the NER to effectively interest a younger generation in working toward taking over active leadership in the organization.

Vice-President

WILLIAM MISCHLER

Bill has been an active model railroader for most of his thirty-seven years, concentrating in the last twenty or so on the Eastern New York - New England area. A member of the NMRA, NER and Hudson-Berkshire Division, he has been active for over fourteen years in the division, serving for many years as President. More recently, he has served the Division and Region as Regional Director. Other activities include the Mohawk & Hudson chapter of the NRHS which he has served as Treasurer.

Bill has been active on the BOD seeking to focus the BOD's attention on the future of the Region. As Vice-President, he will work to improve the BOD's reaction to the needs of the Region.

WALTER J. ROGERS

Jay has been an active model railroader since age 8 and is especially interested in scratchbuilding and in model contests. He builds models in both S and HO scales. An active model contest participant, he has won the diorama contest at the S gauge National Convention in 1974, 1st place in dioramas at the NMRA National in Washington, D.C., and taken Best In Show at Hub Division mini-conventions. He has received the Associate Volunteer Achievement Award and the Meritorious Service Award from the NMRA.

Jay has served as NER contest Judge since 1979 and is Chief Judge for the Region as well as National Model Contest Chairman since 1983. He also serves on the Board of Directors for the Hub Division and is past secretary for that division.

Jay is a Continental insurance broker and manager of accounts for the corporation. He is married to Dolores Rogers, NER Raillette Chairwoman.

Jay's Campaign Statement

Jay believes that the region's officers should encourage more growth in the hobby in the region through NER activities and especially by the promotion of the model contests, both the YOUTH contests and the new KIT contests, thus encouraging more modelers of differing abilities to compete. As a businessman, he knows that only through tight financial management can the NER sustain its programs and expand for the future.

Canadian Director

Norman has been a modeler for over forty years, with his sixth layout now under construction. He is a member of the NMRA as well as NER and the two Canadian Divisions, Maritime and Alouette. He also belongs to the Canadian Railroad Historical Society and its NB branch.

Perfectly bilingual, Norman helps bridge the language barrier between the French speaking Canadians and English

speaking Canadians and Americans. Norman is married, has two children of college age, and is a pharmacist by profession.

Connecticut & Rhode Island Director

Brian has been a railfan for most of his life. He currently models in HO scale, writes the *Shop Talk* column for the *Coupler*, and is Model Contest Chairman for the NER. As a member of the NMRA, NER and Nutmeg Divisions, he is active at many levels of the hobby. Brian has attended the 1982 Washington national convention, and goes to (but is confined to the contest room of) all NER conventions of the past four or five years. He is the current President of the Nutmeg Division.

Brian has been pushing for reforms in NMRA, NER and the Divisions to attract new and younger members. As Contest Chairman he proposed and established the rules for the kit-bashing part of the model contest. He was also instrumental in the establishment of the NER Nutmeg Division Youth Modeler Award, given out for the first time at Quebec City.

Brian is married, is the father of two children, and is employed by Hamilton Standard Division of United Technologies.

Long Island & New York City Director

John MacIntosh of Garden City, NY, has been a model railroader for over forty years. He has been an NMRA member for almost thirty years, and is now a life member. A long-time member of NER, he is also a charter member of STD. He has held many positions in both the NER and STD.

He is employed as a Professor at the City University of New York. Interests include photography, transportation history, and travel to visit family. When not otherwise occupied, he tries to get some work done on his "Diminutive Atlantic Railroad".

Maine, New Hampshire & Vermont Director

Ed Perinon has been active in NER for the last few years. He is part of the Boston '86 Convention Committee acting as Module Coordinator for the US. He is a member of the NMRA and NER, and has attended several NER conventions.

Ed helped found the BVD Boomers in New Hampshire. A resident of Bedford, New Hampshire, he is employed by Digital Equipment Corp.

Massachusetts Director

Wayne Craigie has been an active member of the NMRA, NER and Hub Division for ten years. During that period, Wayne has attended a National Convention, twenty NER Conventions and twenty Hub Division conventions and shows. He has served on several NER and Hub Division Convention Committees and is presently in charge of the Hub Division's new promotional display which he designed and constructed.

In addition to his Hub Division promotional duties, Wayne is a member of the Minuteman '86 Promotion Committee, the present NER Director from Massachu-

setts and a member of the Hub Board of Directors.

Wayne models in HO scale and has a good sized layout under construction in his basement. His interest lies in railroad operations of the mid '40's, utilizing both late steam and early diesel to power trains of standard Pullman passenger and 40 foot freight equipment.

Wayne is married, father of two boys, and resides in Everett, MA. He is employed by a major Boston based architectural graphics and sign company as supervisor of production operations.

Wayne's Campaign Statement

If reelected to his NER Board of Directors position as Massachusetts Director, Wayne Craigie will continue to function with the effective philosophy that time spent in personally communicating with Massachusetts model railroaders is the best source of information on "what can the Region do for you." Time spent gathering information, planning and organizing that information pays off in a well managed, smooth running organization. "I intend to use sound judgement and provide a strong voice for the Massachusetts member of the NER. Keep active, keep current and keep model railroading fun."

New Jersey Director

Rich is active in both the Garden State Division and the Sunrise Trail Division. He is a member of the NMRA, the NER and MER in addition to the divisions. He also has been active in N-Trak. Other activities include the Model Railroad Club in Union, NJ. Rich has attended several NMRA national conventions and many NER conventions. In addition, he has given clinics at Regional Conventions.

Rich resides in E. Brunswick, NJ, and is employed by the NJ Department of Transportation.

New York State Director:

Biographical Sketch of James Heidt

Jim has been modeling in HO scale for seventeen years. While a NMRA life member and a member of the NER, NFR and MCR, he has not served in any prior NMRA position other than currently as NMRA Promotion Department representative serving the NER/New York State area. But he believes that the NMRA is strongest with active, helpful service to modelers on the local level. Therefore, Jim is coordinator for a local HO module group, has served as instructor for local model railroading courses, and has played a part in helping to form the new Central New York Division in the NER.

He is also a member of the Ontario & Western and Utica & Mohawk Valley Chapters of the NRHS, writes a column on model railroading for the local NRHS chapter newsletter, and has authored a book entitled *Abandoned Railroads of Oneida County*. Married, with a year-old son, Jim practices law in Camden, twenty miles northwest of Rome, New York.

Ballot and voting information for the Northeastern Region, NMRA biennial election, 1984.

The NER By-Laws state that the ballot is not to be cast if the individual's NER or NMRA membership has expired and further state that to be counted, the Member's name and address must appear on the outside of the ballot.

"Prior to counting the ballots the Ballot Committee shall verify the name on each ballot received, before that ballot is counted and separate the ballots according to Area. Then all return names and addresses shall be removed or obliterated and the ballots set aside for counting in such a manner that the name of the voter cannot be associated with the ballot. Voting for an Area Representative from an area other than the area of residence shall render that ballot invalid for the Area Representative (vote) only."

"An 8 1/2" x 11" facsimile or photocopy of the ballot...as printed in the NER Coupler will be accepted by the Ballot Committee from those members who wish to keep their Coupler intact."

Vote for the candidate of your choice by marking [X] in the box adjacent to the name of your selection. Then place your ballot in an envelope. In the place for return address put your name, address, and NER #. Then affix a 20¢ stamp and mail to:

R. Roderick Brown
NER Ballot Committee
79 Hemenway Road
Framingham, MA 01701

Your ballot must be postmarked by midnight of July 31, 1984. Ballots postmarked later will be invalid.

1984 Northeastern Region Ballot

President:

- ! Peter S. Barney []
- * William S. Parker []

Vice-President:

- * William Mischler []
- ! Walter J. Rogers []

Canadian Director:

- * Norinan Guinard []

Connecticut & Rhode Island Director:

- * Brian C. Whiton []

Long Island & New York City Director:

- * John A. MacIntosh []

Maine, Vermont & New Hampshire Director:

- * Edwin R. Permon []

Massachusetts Director:

- * Wayne R. Craigue []

New Jersey Director:

- * Richard C. Laube []

New York State Director:

- (Less Long Island & New York City)
- * James Heidt []

- * Nominating Committee Candidate
- ! Petition Candidate

Shop Talk (Con't)

Now for a few words about the models entered in the model contest at the Quebec convention.

There were 49 models entered, so you will hear no more from me about too little quantity at the model contest. To further complicate my work, the average quality of the models was above past levels. This is a normal factor of increased quantity, since for every four models entered (on the average) there is one model that will place, that is earn 87 1/2 or more points. Our normal ratio is about 20% but in the north country we ran at 38% for models placing. That increased the work load a lot, but I'm not complaining. Secondly it drove up the total point scores for the winners, meaning that since 1st, 2nd, and 3rd were already taken by the top three point scores, the model which would normally be in the low range for third place was getting an honorable mention. This is just the luck of the draw, since you will never know when you come to the contest whether the other modelers will be at or above your skill level. I do hope that neither the participants nor the observers take this to mean that any of these models were not of above average quality. All nineteen of the models which placed have earned 87 1/2 or more points and therefore will qualify for inclusion in the achievement program point system for their builders. That is the most important factor in their effort. The remainder, in other words who is top dog, is just friendly competition. It is fun and rewarding and I encourage those of you who haven't participated before to join the fun.

Some of the models entered were merely well assembled and finished kits, some with a mild amount of added detail. Such models suffer in the traditional contest since it is hard for them to earn scratchbuilding points and construction points. At Rockport in the fall we will be introducing a new phase of the model contest designed to provide a competitive atmosphere for the kit builder. This program will contribute to the achieve-

ment program only if the model earns 87 1/2 or more points. The point minimums will not exist in the kit-contest, meaning the the top four point getters will receive 1st thru HM regardless of total score. A merit award will be issued to any award reaching or exceeding the 87 1/2 point cutoff for the achievement program. The judging factors are structured to make that possible for models earning bonus points for scratch-built modifications to the base kit. For example, the Fine Scale Miniatures kits are very well detailed to start with. Assembling such a kit well with an excellent finish represents a substantial modeling effort. Such a kit entered as a diorama would be more competitive than say a Revel engine house equally well assembled and finished. If, however, the assembler of the Revel kit laminated brick paper to the inside wall, detailed the inside window dressing, provided a floor and lots of details not furnished in the kit, improved the glazing, and lighted the building, he would earn a great deal of bonus points and very possibly win over the well assembled but otherwise factory stock Fine Scale Miniatures kit. Furthermore, such a super-detailed kit would, if well executed, qualify for the achievement program since it is virtually guaranteed to earn more than the 87 1/2 point minimum. You will note that in the requirements for master builder cars and master builder structures both allow "super detailed kits" if they earn 87 1/2 points or more. We are not detuning the quality of the judging factors to promote the kit contest, merely adjusting the method by which they are applied with respect to determining the winning models. Achievement program qualification can therefore be a pleasant additional reward for good modeling.

Here is how the factors will be structured:

assembly 15 the apparent quality of workmanship and the applied labor of the base kit construction

construction 15 the apparent quality of workmanship and the applied labor of the construction beyond the base kit
 base detail 10 effective use of the detail provided in the kit
 bonus detail 15 effective use and quantity of detail beyond that provided in the base kit
 conformity 10 logical construction use of detail with respect to prototype practice
 finish/letter'g 35 the general appearance and effective application of finish and weathering as well as lettering and signs etc
 scratch build'g 10 that portion of the model over and above the base kit which was fabricated by the builder (std definition of "Scratchbuilt" applies)
 Total Possible 110 points

The factors just presented may have to be refined in the future should it become clear that they are unfair or difficult to administer. At present they seem appropriate. The forms necessary for model entry will be as streamlined as I can make them and are as yet not available. If you give me most of the summer to make them up, and send a SSAE I will send you as many as you need for use at future conventions. All other standard contest rules will apply meaning you must be the builder of the model or if you are entering it by proxy you must do so in the name of the builder. The builder must be a member of the NER and you must promise not to do bodily harm to the judges. That's it. Come and have some fun at Rockport.

Do you have a friend who is not an NER member? Well, if you do you might consider giving him this application for membership in the NER.

NER Membership Application

NAME _____ NMRA No. _____
 ADDRESS _____ \$4.00 for 1 year membership
 _____ \$10.00 for 3 year membership
 _____ \$65.00 for life membership
 TELEPHONE () _____ (only in you are an NMRA life member)

Please remit in U. S. funds.

Make checks payable to NER-NMRA

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

Railroadiana

The Airway Limited

by Stan Bradley

How many of us remember the day when the Pennsylvania Railroad established a brand new name train, the "Airway Limited"? It was to be a link in a grandiose scheme to transport passengers and the U.S. Mail across the continent faster than it had ever been done before. Straight rail travel took between 4 and 5 days at the time. The plan was based upon airplane travel by day and a transfer to a waiting train at night. This was in the days when there was as yet no night flying.

Col. Charles A. Lindbergh, Chairman of the Technical Committee of Transcontinental Air Transport, and aeronautical advisor to the Pennsylvania Railroad, was confident that the Coast to Coast time could be cut to 48 hours. This would be a tremendous feat! In the preparatory period, three million dollars were invested in proper ground facilities so that the planes might operate with the reliability and comfort of the associated railroads. This included establishment of the largest private weather bureau in the world, two way radio communication between planes and ground, and a teletype system of ground communication as well. A "dress rehearsal" was held before hand, during which planes were flown some 50,000 miles, in which not the slightest flaw appeared in the plans.

The "Airway Limited" was to be the first link in the chain. In Los Angeles on the afternoon of July 7, 1929, Colonel Lindbergh, seated in the office of California's Governor C. C. Young, pressed a button which flashed a signal across the continent to a huge bell in New York's Pennsylvania Station. Christening ceremonies for the new train had already been finished. A crowd which filled the big station participated, among the speakers being Police Commissioner Grover Whalen, Miss Amelia Earhart (Asst. Traffic Manager of TAT), Elisha Lee (Vice Pres, P.R.R.), and Dr. John H. Finley (Editor of the N.Y. Times).

On the station platform a white ribbon secured to the train was parted when the starting signal came from Col. Lindbergh and the limited began to move. About fifty persons including officers and directors of the Pennsylvania Railroad and Transcontinental Air Transport, as well as officials of other aviation companies, accompanied the train on its inaugural trip, in addition to the transcontinental passengers. Many telegrams of congratulations addressed to General W. W. Atterbury, President of the Pennsylvania, and Mr. C. M. Keys, President of Transcontinental Air Transport, were received during the ceremonies and aboard the train. They came from high government officials, mayors, governors, editors and other people interested in the promo-

tion of commercial aviation and the railroads.

Bright and early the next morning the train arrived at Port Columbus, Ohio. Further impressive ceremonies were held there between the time of arrival of the "Airway Limited" and the departure of the two T. A. T. planes, the "City of Columbus" and the "City of Wichita" on their maiden flights. Breakfast was served at the airport hanger for the passengers and the cheering crowd of two thousand who were there to see this historic event.

For a while it was questionable whether the trip could be continued. A steady rain had been falling, but the weather bureau had reports of good flying weather west of Columbus. Among the guests were Mr. Henry Ford, and his son Edsel. The signal for take off was flashed from Washington, D.C. when Robert P. Lamont, Secretary of Commerce, pushed a button which sounded a gong at planeside. Mr. Harvey Firestone, and Mr. William B. Mayo, Chief Engineer of the Ford Company which manufactured the trimotor planes, were among the well wishers.

As the "City of Columbus" moved off, it exposed to view a memorial tablet sunk into the ground, containing the following inscription:

PORT COLUMBUS

founded by

The People of Columbus

and dedicated to

THE NAVIGATION OF THE AIR

July 8, 1929

With the passengers and mail aboard, both planes were soon airborne and on their way West. Due to their limited fuel capacity it was necessary to make numerous fuel stops enroute. There were ten passengers aboard the "City of Columbus", and eight on the "City of Wichita". Lunch stop was at Kansas City. Wichita was reached without incident by day's end, and here the passengers and mail were transferred to a waiting Santa Fe train for another night's journey westward. Brief ceremonies had been held at each fueling station, and schedules were maintained accurately over the entire route.

Another good nights sleep on the train, and the next morning they were at Winslow, Arizona. Here they were transferred to the planes "City of Los Angeles" and "City of Philadelphia" for the final leg of the westward journey to the coast. Col Lindbergh was at the controls of the "Philadelphia". Another crowd estimated at twenty thousand was on hand to greet the passengers who had left New York 48 hours before the first "Airway Limited" upon the arrival at the California terminal.

While this was happening, the east-bound counterpart of the same trip was also taking place. On July 8th Mary Pickford formally christened the "City Of Los Angeles", just before it took off on its first regular flight, breaking a bottle of champagne over

the propeller hub. Col. Lindbergh was at the controls of this plane. Gloria Swanson performed the same ceremony on the "City of Philadelphia". Celebrities from the stage, screen and aviation worlds took part in the Los Angeles ceremonies, before a capacity crowd of thirty thousand. There were sixteen people aboard the eastbound flights, and the same stops were made, with arrival in New York forty-eight hours later, aboard the "Airway Limited".

General Atterbury's telegram contained the appropriate expression of the importance of the event; "My heartiest congratulations in the magnificent work you have done in promoting commercial aviation and bringing it into harmony with established railroad service. The Inauguration of our new train, the "Airway Limited", marks the actual opening of the first forty-eight hour transcontinental rail-air service, and is a great milestone in the progress of transportation."

Col. Lindbergh's reply was most prophetic; "your decision to place the facilities and experience of the Pennsylvania R.R. behind the development of an air-rail transcontinental passenger line has made possible the construction of a system without parallel in either the United States or Europe. Our night service which is now in the process of organization will cut the time down to one business day. I am confident that the next decade will bring about over night travel between New York and California." This prophecy has more than been fulfilled. Just yesterday the author had breakfast in New York and lunch in Los Angeles; and the train service between those points is all but eliminated.

The "Airway Limited" is no more, but it's memory lingers on!

THE LITTLE RED CABOOSE

by Stan Bradley

Over the Hill at Libertyville,
With a jangle of side rods loose
Comes 48, the long way freight,
with the little red caboose.
Up in front where he bears the brunt
Of the swirling sleet and snow
Old Mogul horse plods his weary course,
Steady and strong tho slow.

With a rattle of slack along the track,
48 takes the siding, clear
While Number 4 with deafening roar
Whistles by in her mad career.
With a heave and a strain, back on the main,
48 goes rolling along,
From frosty rail amid the gale,
The wheels begin their song.

With a clickety clack, a long mile back,
The crummy tails the drag,
And now that night obscures the sight,
Markers replace the flag.
With jolts and jars of swaying cars,
They buck the ceaseless grind,
While a twinkling light defies the night
From the little red caboose behind.

God grant that they have right of way,
With a meet or pass for all,
Til the home yard light with welcome bright
Beams out the last Highball.

Achievement Program

By: Harry Wagner

I interrupt my continuing series (of one) of articles on the various Achievement Program categories to bring you up to date on some rules changes which have taken place over the last few months. Also, to announce some AP Certificates for NER members for 1983.

Now, to the rules changes. The first concerns Motive Power and specifically addresses the definition of "scratchbuilt" as it applies to the one qualifying model. The new portion of the regulation follows:

"To qualify as scratchbuilt, the motive power must contain the following scratchbuilt items:

1. Steam Locomotives: frame, boiler cab, tender frame and body, either valve gear or main and side driving rods.
2. Diesel/electric locomotives: body, cab, frame, truck side frames.
3. Traction: body, cab, frame, panto-

graph or trolley poles, truck side frames."

In addition, all models must be capable of operating on track of the same gauge as the model.

Regarding Merit Award forms for Motive Power, Cars and Structures, there is now one form for all three. Furthermore the scoring scheme now conforms with that of the National contest rules. This change was long overdue.

Changes are also in the works for Association Volunteer as it relates to work at the divisional level and for Electrical to clarify some requirements and perhaps make provision for the use of computers in controlling model railroads.

In the next issue of the Coupler, I will resume my series with a discussion of Association Official.

I am pleased to announce the following recipients of AP Certificates within the NER for 1983.

Chief Dispatcher

Brian Whiton - Windsor Locks, CT

Civil Engineer

Peter Watson - E. Bridgewater, MA

Motive Power

Robert Thompson - Centerville, MA

Structures

Mike Marsh - Weyland, MA

Scenery

Michael Collins - Floral Park, NY
Mike Marsh - Weyland, MA

Author

C. J. Obregon - Brooklyn, NY

Association Official

David Messer - Wyantskill, NY

Association Volunteer

Edward Kubacki Jr. - Westbury, NY
David McConnell - Manhasset, NY
Fred McGullam - Seaford, NY
C. J. Obregon - Brooklyn, NY
Geoffrey Ross - Lindenhurst, NY
Brian Whiton - Windsor Locks, CT
Harold Fossum Jr - Rock Tavern, NY

Stuart Aaron - Merrick, NY

Benton Schoonmaker - Wantagh, NY

Guy Levesque - Trois-Rivieres, Que
Peter Watson - E. Bridgewater, MA
Walter Rogers - Stoughton, MA

Congratulations to all the above for work truly well done. None of you should be sitting on your laurels --- let's get the next SOQ's in. And, for everyone else, let's get started and make 1984 a banner AP year!

Harry J. Wagner
NER AP Chairman

Minuteman '86 NMRA National Convention News

MINUTEMAN '86 NEWS

by Bill Parker, Gen. Chairman

Minuteman '86 is really beginning to take shape. As you know from previous articles, **Minuteman '86** has become a reality of three coordinated, concurrent national conventions being held under the same roof, the Sheraton Boston Hotel, during the week of July 21 - 27, 1986. The three groups that have combined to form the single event named **Minuteman '86** are the National Model Railroad Association, The National Railway Historical Society, and The Railroad Enthusiasts. These organizations, in order listed, are the three largest railroad hobby organizations in North America. Obviously, **Minuteman '86** should be the largest most diversified and action filled national convention ever sponsored by railroad oriented organizations. You certainly don't want to miss this "first ever" combined event, so save your money and make your plans to be in Boston during the week of July 21-27, 1986.

The coordinated concurrent national conventions was this author's original idea and became a reality through diligent effort in the form of meetings, phone calls and letters. My "idea" had to be presented first to the local chapter presidents of both the NRHS and RRE to obtain their approval. In turn, those local presidents had to present the "idea" to their local membership to obtain concurrence from them to act as hosts for a national and then that approved package had to be presented to the respective national organizations for con-

sideration and eventual final approval. (the entire procedure was similar to what we had to go through to get the 1986 NMRA convention for Boston.)

The concept of the unified concurrent conventions lends itself perfectly to the promise I made to the NER membership when we were soliciting support for an NMRA national convention in Boston; a national convention will unify the various individuals, groups and clubs into a entity with a singular goal, the consolidation of the multitude of individual talents and interests for the benefit of all.

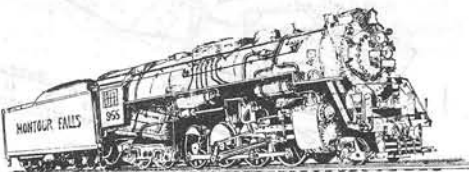
Combining the three organizations into one giant national convention gives us a membership base that is more than 50% greater than the NMRA alone (even considering the many dual memberships). It gives us a greatly increased talent supply to draw on, thus ensuring a larger number of active participants and a much greater diversity of clinics and other activities that will be offered. In addition to many entirely new clinics, **Minuteman '86** will offer new displays, operating modules, movies and video tapes as well as some of the finest model railroads in the country. Coordinated with the aforementioned attractions will be a multitude of fan trips and yard tours organized through the combined efforts of the NRHS and the RRE convention staff.

In order to assure that all members of the family will have a choice of activities and attractions that appeal to them, the **Minuteman '86** Non Rail Committee is hard at work investigating and selecting cultural, historic, scenic and other attractions that will appeal to men, women and children. **Minuteman '86** is for the entire family. Plan ahead starting right now so that every member of the family has the opportunity to partake in the fun and fellowship that will be available

in Boston before, during and after the **Minuteman '86** convention.

The **Minuteman '86** Executive Committee is made up of key members of each of the three organizations. The staffing consist of the Executive Committee was specifically selected to assure continuous communications in the overall planning, scheduling and activities of the three organizations to ensure a perfectly coordinated unified convention for all attendees. We have formulated the ideas and put those ideas into the hands of the actively functioning sub committees for incorporation in the **Minuteman '86** convention. It is not a one or two person project - it requires a real commitment of time and talent by many people.

Boston has an official promotion booth at this year's NMRA National Convention in Kansas City. In order to staff that booth and get ideas on how other conventions are run, many of the **Minuteman '86** staff members will be attending this year's NMRA Convention during the week of August 7 to 12. How about you! Are you planning to go to Kansas City? We would surely like to see you out there. If you are going and would like to contribute a few hours of your time to promoting the Boston convention, please drop me a note (address listed under Vice-President, NER) so that I may know how many people I have to share the work and so we will have enough 'three cornered hats' for all the 'staff'.



KENWOOD AND LYNVILLE



The KENWOOD & LYNVILLE RAILROAD

BY Kenneth May

I open this chapter of this narrative with a slightly red face (though you can't see it), for I was unable to publish the map I referred to in the first chapter due to a lack of space. However, since I am publishing the map this time, the narrative will be relatively brief.

As I mentioned at the end of the last chapter, the line I have chosen runs from Plainfield Jct, thru Willimantic, Vernon and East Hartford to Hartford. Continuing west from Hartford the line runs through New Britain, Plainville, Waterbury and Danbury until reaching Brewster, NY.

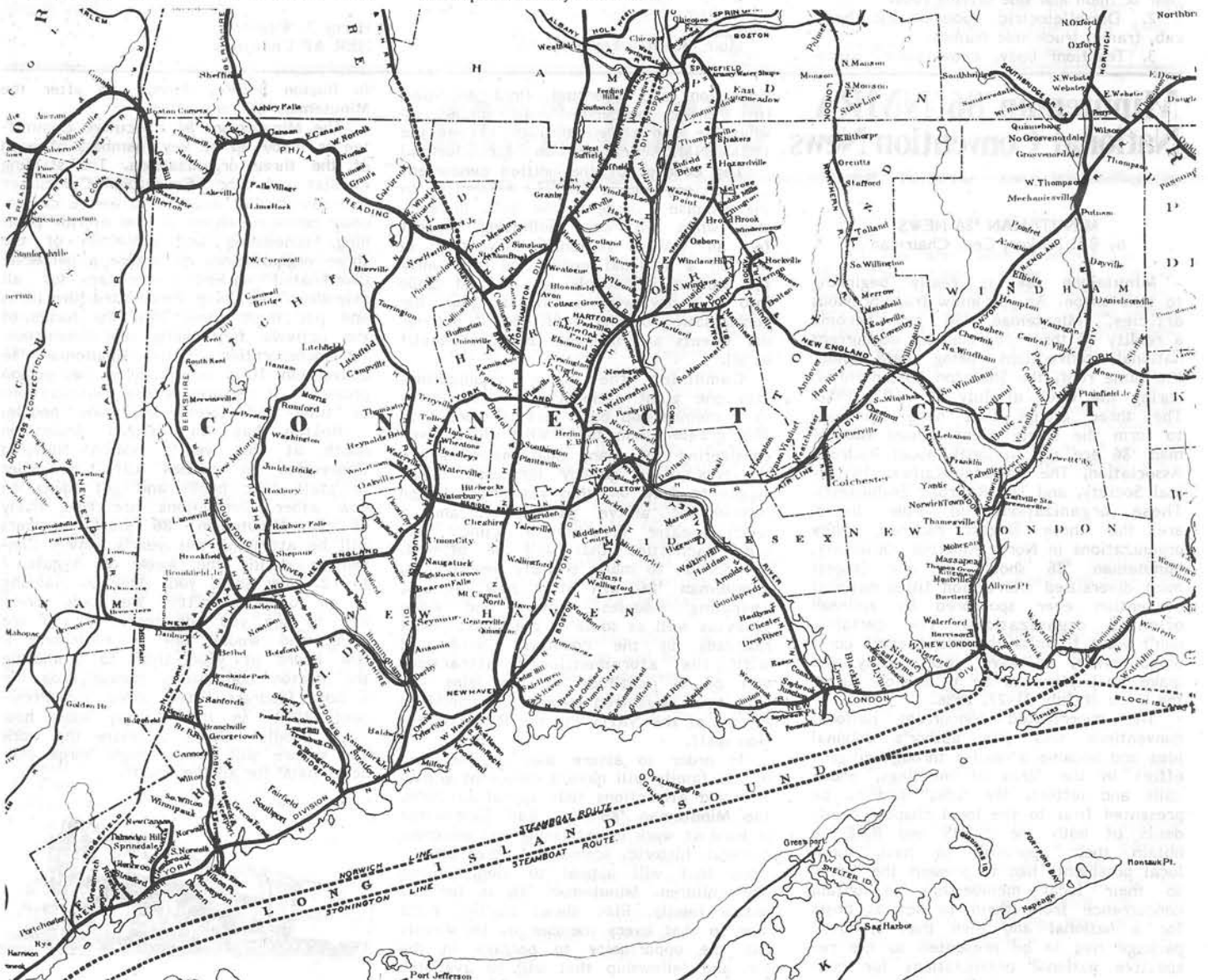
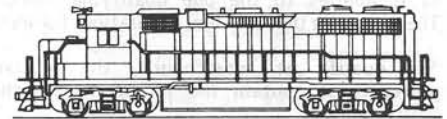
I realize that in its reduced state

this map looks rather cluttered, and difficult to read. I have printed it in its original form not only so that you would be able to see what the railroad scene looked like in Connecticut in 1901, but also how to research this kind of imagined background. I also admit to being a terrible artist who is not comfortable with re-drawing the whole map.

From an operating point of view, however, this map will give you a very good idea of the interchange possibilities that existed in the prototype. These can be considered viable for the modeler to consider right up to the modern era. Unless you are modeling the present abandonment of railroad rights-of-way, you too can exercise modeling license to jump potential modeling jems forward in time.

Our next task is to up-date this map to the era we are modeling. As most of us know, much trackage had been abandoned by 1970. This will cut the complexity of the 1901 map, and make it easier to develop the model system map. After the prototypical situation has been updated, then any special modeling interchanges should be added. Surprise, you now have your Conceptualized System Route.

Once the Conceptualized System Route has been worked out, using the map and other aids, then comes the task of determining that portion of the system that is to be modeled. Please keep in mind the theory that the entire system is in full operation, and that just a small part of it is visible at any one time. This 'beyond the basement' concept, articulated so nicely by Al McClelland in his V & O Story, is to my mind one of the most important operating concepts to be kept in mind when designing a model railroad. Design faults in individual towns can be corrected quite easily, but serious faults in system concept and design are not easily corrected.



NMRA 50th Anniversary Membership Drive Contest

In 1985, the NMRA will celebrate its 50th anniversary. To lead up to this historic event, the membership promotion department has developed this contest for NMRA members.

During the next two years, you and your modeling friends have a chance to earn great modeling prizes. Brass engines in several scales, model kits (rolling stock and structures) and tools are all a part of the line-up of prizes ready for you to earn! To enter, read the complete contest rules following this article. You'll learn how simple it will be to get that brass engine or other fine prize just waiting for you. You'll need special membership blanks. They can only be ordered from:

50th Anniversary Membership Drive
315 Lombardy Drive
Berea, OH 44017

All requests sent to the home office will be sent to the above address.

Don't delay ... enter now! A brass locomotive is waiting.

Contest Rules

Who's eligible-All NMRA members, all clubs, regions, divisions or several NMRA members entered as a group, in good standing, are eligible for the membership drive contest. New members who sign up during the contest are also eligible.

Not eligible-NMRA home office staff, 410 promotion chairman, 411 asst. chairman, 430 industry/membership liaison. All model manufacturers or wholesalers.

How and where to enter-A contestant entry form or facsimile (postcard) stating your intent to participate must be filed with general chairman, membership promotion, 315 Lombardy Drive, Berea, OH 44017.

Contestants must enter his/her/group's name, address, city, state, zip code, NMRA membership number and expiration date. Optional are area code and telephone number. When the above information is received, you will be sent a complete set of rules (as published in the *Bulletin*), hints on how to help increase NMRA membership and your set of anniversary membership blanks (twelve at a time). Members or groups can request larger numbers of 50th anniversary membership blanks. Write with your request why you feel you can use more membership blanks. Every effort will be made to meet your needs.

These 50th anniversary membership blanks must be used for correct tabulation. They are only available from 315 Lombardy Drive, Berea, OH 44017. When your special membership blanks are turned in to NMRA National Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421, along with membership dues, you will automatically be sent twelve more 50th anniversary membership blanks. These special membership blanks will be alphanumerically coded and have the contestant's name and NMRA membership number imprinted.

Where to send the membership blanks and dues-All contestants and/or prospective members must submit the 50th anniversary membership blank, with payment of dues to NMRA National Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421 for accounting and tabulation.

After the home office (Chattanooga, Tenn.) tabulates the 50th anniversary blanks, the same will be sent to contest headquarters (Berea, Ohio) for validation of the contestants entry records.

Contest start and closing dates-The contest starts June 1, 1983, and closes June 1, 1985. All 50th anniversary membership blanks must have a postmark no later than June 1, 1985, 11:59 p.m. Membership blanks received after the above date will be viewed as general memberships earning no credit for the contestant.

All 50th anniversary membership blanks must be sent to NMRA National Headquarters, 4121 Cromwell Road, Chattanooga, TN 37421.

Prizes-Prizes will be awarded on the basis of the total number of paid regular* memberships signed up by each individual or group during the contest period.

The minimum number of new memberships* signed up in order to qualify for the contest shall be twelve.

Top prizes will be brass locomotives (see listings in future issues of the *Bulletin*) and will be awarded to the member/group who signs up the most new memberships* in excess of twelve.

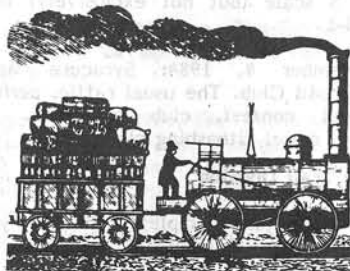
All additional prizes solicited from manufacturers will be ranked according to value and awarded to the highest entry, individual or group, qualifying in order of number of new memberships* entered until all prizes are awarded.

All contestants signing up twelve new memberships* will be eligible for a prize. In the event that more prizes are donated than there are members qualifying, all members who entered the contest will be placed in a random drawing for a raffle of the remaining prizes.

Of course, in the event that there are more members qualifying than available prizes, prizes will be awarded on the basis of the total number of new memberships* signed up.

The highest number of new memberships* earned during the contest time period becomes the first-place winner.

* NMRA membership is any regular membership (\$15 per year) or better (regular 2-year, 5-year, sustaining, life or retired life memberships). Life accounts are eligible. Family memberships (\$3.) are not eligible.



Company Store

[1] NER Name Badges: 3 1/2" x 1", blue, with your name in white and one 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.

KENNETH MAY
STAFFORD SPRINGS, CT

[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



Company Store Order Blank

R. Roderick Brown
79 Hemenway Road
Framingham, MA 01701

Please send me the following:

Qty	Item	Price	(Post. inc)
			Total

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

Name: _____

Address: _____

City: _____ State: _____

Zip: _____

HISTORY — PRESERVATION WORK

READ THE



PLANS — MODELER'S INFO

From The Divisions

Maritime Division:

What's this, a Maritime Division? Yes, it is quite true, there is a Maritime Division within the structure of the NER. You have not heard much from us, but hopefully this will change in the future. The Maritime Division is the brother Canadian Division of Division Alouette Quebec. Our territory covers the Maritime Provinces of Canada, namely New Brunswick and Nova Scotia, where presently our members reside, and also Prince Edward Island and Newfoundland where we have yet to recruit members.

On April 27-29th, the Maritime Division held our annual Spring Convention in Dartmouth, N.S. with the usual members displays and presentations as well as movies, slides and tapes. A large white elephant table as well as numerous regular tables for the hobby shop owners were also in evidence.

At the annual meeting the new officers for the Division were elected. For this year they are:

- Lou Simard - President
- John Keough - Vice-President
- Byron Thomas - Secretary/Treasurer

We also have sectional Vice-Presidents to represent specific areas. They are: Ted Grey - Fredericton, N.B. area
Pat McKinley - Moncton, N.B. area
Laurie Rose - Cape Breton, N.S. area

David Hodgins - St. John, N.B. area
Eric Dawes - Halifax-Dartmouth, N.S. area

In addition, the Truro, N.S. club will appoint a V.P for that area, and The Annapolis Valley, N.S. area is still open.

The Maritime Division is setting up a Video Tape Committee to develop a video tape lending library for our members. Richard Curran of Fredericton, N.B. will be looking after the tapes. Our hopes are to purchase railroad oriented videos and to produce our own tape featuring the layouts of various members.

There is a very good possibility that the 1985 Maritime Division convention will be held in the city of Sydney, N.S. (in the Cape Breton area of the province) This will coincide with the cities' bi-centennial celebrations.

The major subject covered at the annual meeting was the Maritime Division's decision to hold-back on its request to the hierarchy of the NMRA to allow us to end our divisional status within the NER and to become a wholly autonomous REGION within the NMRA. It was decided to give it ONE MORE TRY and actively participate within the NER and thus develop the Division.

The Division does produce a very interesting publication, very ably edited by Bob Beaudreau (of Quebec City contest fame), entitled the **Maritime Branchline** which is published four times yearly and is very similar in size and scope to the **Coupler**.

It is my hope to continually bring the NER membership up to date with the Maritime Division activities in a

NER Office Manager

79 Hememway Road
Framingham, MA 01701

First Class
Postage Paid
Permit # 30
Stafford Springs
CT 06076

Robert Strobel
1203 89th St
N Bergen NJ 07047

similar vein as the Alouette Division has been doing for quite some time.

NORMAN C. GUINARD

Central New York Division

Thanks to the unanimous NER BOD approval and support at Quebec City, the Central New York Division (CNY) is now a reality. We are trying very hard to provide interesting and frequent programs and services to all NMRA members and other modelers in our area, which in general extends from Syracuse east down the Mohawk River valley.

We meet on Sunday afternoons at intervals of every six weeks throughout our area, and we have a newsletter which we have named "Red Markers" that is printed and mailed in advance of every meeting. There are no membership requirements for our Division and no dues. To get on the mailing list for "Red Markers", you need only attend a meeting. Our treasury is certainly not very solvent, but we seem to be having much success and support from our own members and, as a result, have made many friends and enjoyed our hobby much more.

At the time of this writing, future meetings planned include:

July 1, 1984: Ed and Ele Scott's in Rome, NY. Features to include Ed's TT scale layout, our Division's first merit contest, a switching contest, raillette's crafts corner, raffle and refreshments. We break the six-week string for the summer and resume on:

September 23, 1984: Charles Albee site in Chittenango, NY. Planned program to include an emphasis on S scale. Hoped for is a visit by Walt Danylak of the Central NY S Gauge Association, and unusual video tapes on S scale (but not exclusively) from P-B-L.

November 4, 1984: Syracuse Model Railroad Club. The usual raffle, perhaps model contest, club operation, and (live) diesel kitbashing clinic.

Sunrise Trail Division

We have just completed another year of activities. Membership continues to

grow, approaching 400. Attendance at activities has been good.

Our Fall and Winter meets offered a good variety of clinics and slide presentations and the weather cooperated.

This year's participation clinic was attended by a capacity crowd of 22. Materials and instructions were provided for the building of a B & M yard office from styrene. Hopefully, you'll start seeing some of these models in the Region model contest.

Our most recent activity, our Spring Convention, was chaired by C. J. Obregon (a 1/160 thinker) and was very successful. The program featured eight excellent live clinics, five tape/slide clinics, six movies, model contests, HO-Track and N-Trak modular railroad displays, etc. The full day of activity was made complete by a banquet highlighted by a slide presentation by C. J. of the day's contest winning models and after dinner speaker Jim Boyd. Jim's presentation "Who Says Steam Is Dead?", complete with slides, taped music and sound effects clearly demonstrated that steam is not dead and that steam railfanning has a lot to offer, including many surprises. The hour and a half presentation went by too quickly, and if he is featured in your area make certain you see him.

Between this writing and your reading our Rolling Meet will occur. This year's Rolling Meet is a rail trip on the LIRR from Penn Station and stops along the way to Ronkonkoma and back. There will be time for a stop over at Ronkonkoma to look at the equipment stored in the yard and to kick some ballast.

This year's Fall Meet is scheduled for September 15th at St. David's Episcopal Church in Massapequa from 10 - 5 P.M. and will feature five or six live clinics, slide shows, switching contest, special model contests, etc. This year's model contest will feature: cabooses, kit built structures, dioramas, and passes as well as a simplified method of contest entry and judging.

Hope you can join us!

