



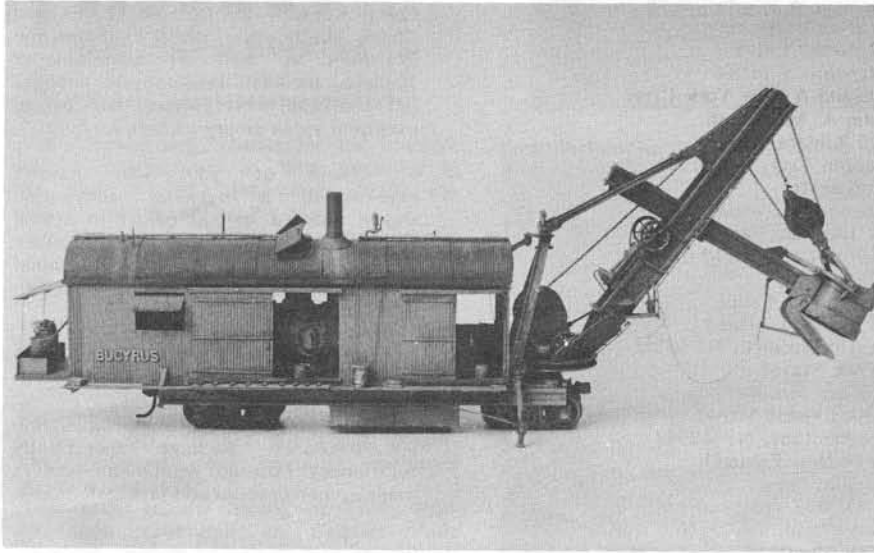
NER

COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

FALL '84

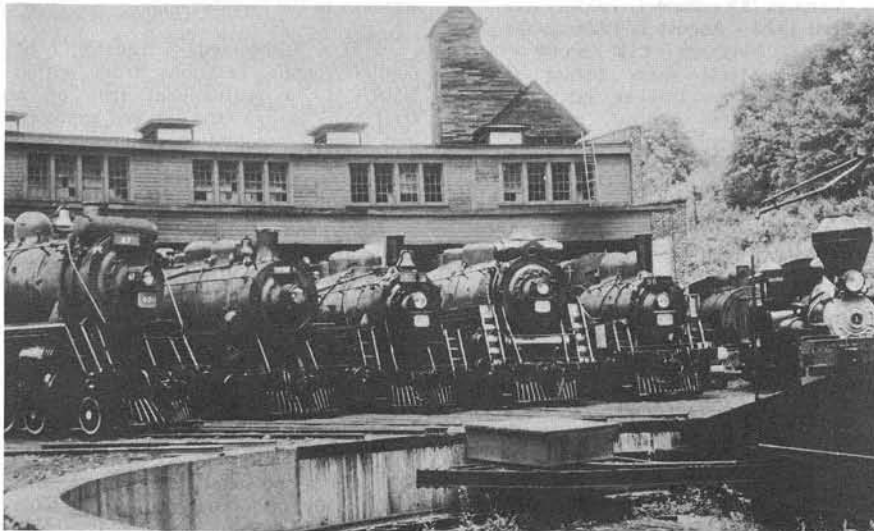
Bob Boudreau's Baldwin Trophy Winner

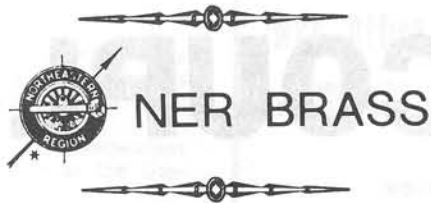


Meet Our New Eastern VP Rick Shoup



'Soot & Cinders' Bids Goodbye To Steamtown





President's Column

President:

David W. Messer
12 Hillview Court
Wyantskill, NY 12198

VicePresident:

William S. Parker
65 Coweest Drive
Brockton, MA 02401

Secretary:

Fred Driscoll
4 West Concord Street
Dover, NH 03820

Treasurer:

Douglas Handy
P. O. Box 798
Springfield, VT 05156

Office Manager, Membership:

R. Roderick Brown
79 Hemenway Road
Framingham, MA 01701

Achievement Program:

Harry J. Wagner
51 Ringwood Avenue
Pompton Lakes, NJ 07442

Permanent Convention Chairman:

Jack Alexander
111 South Street
East Bridgewater, MA 02333

Model Contest Chairman:

Brian C. Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096

Photo Contest Chairman:

Peter A. Watson
65 Branch Road
East Bridgewater, MA 02333

Raillette Contest Chairperson:

Dolores Rogers
76 Summer Avenue, Apt. 8
Stoughton, MA 02072

DIRECTORS

Canada:

Norman Guinard
9 Dube Street
Edmundston, NB

Connecticut & Rhode Island:

Charles Bettinger
29 Foster Drive
Vernon, CT 06066

Long Island & New York City:

John A. MacIntosh
150 Kildare Road
Garden City, NY 11530

Massachusetts:

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26 Thurman Park
Everett, MA 02149

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Richard C. Laube
13 Yorktown Road
East Brunswick, NJ 08816

New York State:

William Mischler
1564 Regent Street
Schenectady, NY 12309

Northern New England:

Douglas Handy
P. O. Box 798
Springfield, VT 05156

Past President:

Fred Driscoll
4 West Concord Street
Dover, NH 03820

Despite a spell of hot (104°), dry weather, some 2000 NMRA members (including about 20 NER members) enjoyed themselves at the Kansas City national convention. As usual, there were more activities than you could possibly take in, with a full slate of clinics (scenery, railroad history, computerized control systems, kitbashing, operations); prototype tours (UP, ATSF, MKT/Kansas City Terminal); and some excellent layouts (notably Doug Taylor's Pennsy/East Broad Top, Larry Keeler's Rome Lake Lines and Chuck Hitchcock's Santa Fe-Argentine Division); as well as manufacturer displays, modular layouts and dealers. All this and more topped off by an excellent steak dinner awards banquet.

Those of you who haven't experienced a national convention should make a special effort to attend the 50th Anniversary event in Milwaukee next August. An NMRA national convention is where things happen in model railroading!

The following actions were taken by the NMRA EC/BOT:

1) NMRA will make available an insurance package specifically for model railroad equipment (covers models, memorabilia and layouts).

2) Authorized purchase of a computer system for the home office to replace the operations which are presently being contracted. This should significantly improve processing of membership operations.

3) Authorized steps to incorporate NMRA in Canada to allow Canadian members to make tax-exempt contributions.

4) Authorized a \$5 dues increase to cover increased costs in all areas, particularly printing and distribution of the Bulletin (subject to confirmation at the mid-year BOT meeting). This is always a difficult step to take, but it was felt to be necessary to maintain services to the membership.

5) Authorized transfer of publicity/public relations from within NMRA to a professional firm on a trial basis to increase national exposure and support resumption of membership growth.

6) Established a new Home Office Fund Drive ("Complete the Drive in '85") to pay off existing debt (to ourselves) and to finish equipping the building. This will broaden the appeal to encourage local fundraising efforts by Regions and Divisions as well as to industry, foundations and estates. More on this later.

* * * *

On a personal note, since this will be my last report to you, I have enjoyed the 4 years as NER President

NER Coupler

141, Fall 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.

for the next issue, #142, Winter 1984 is November 2, 1984. Issue will be mailed approximately one month after this date.

Other deadlines:

#143, Spring '85 - March 1, 1985
#144, Summer '85 - June 1, 1985
#145, Fall 1985 - August 1, 1985

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President's Column (Con't)

and National Trustee and appreciate your support. I will continue to remain active in NER and NMRA, and in fact have been asked to assume the responsibility for organizing the national headquarters library.

See you in Rockport - be there!

Dave Messer

FROM The EDITOR'S DESK

Let me begin this month's comments with big **thank you's** to three of NER's veterans, who will be retiring (sort of) from the activities they have handled for the last four years or more. First, of course, is Dave Messer, who is ending a four year tenure as President of NER and our Trustee to the NMRA Board of Trustees. As President, Dave has tried to keep NER moving forward, to minimize political differences, and represent us in a positive fashion nationally. He's also the one who gave me a shot at this fun (?), exciting (??) and time consuming (!!!) job. Thanks, Dave for what you've done for NER over the last four years.

Doug Handy, our Treasurer for many years (only Doug really knows how many), has retired and he and his wife Helen (also a faithful NER member) have taken up residence in Florida. Though they will be spending summers in New England, Doug is relinquishing the responsibility of Treasurer. If all goes well for them, we'll continue to see them at our conventions for a little while longer.

Lastly, but certainly not the least, former President and current Secretary Fred Driscoll will be leaving the Board of Directors (subject to recall by the new President, I suppose). Once again, here is a member who has given many years of volunteer service to our Region. So I ask you all to join me in expressing a large 'thank you' to these three gentlemen. They are representative of the best that NER has to offer.

And now it's on to a new administration. Hopefully, it's clear what the issues facing NER are. I hope the campaign illustrated them well enough. If we as a region can continue to address those issues, we will continue to move forward.

One of the nice things about being Editor of the **Coupler** is the fact that I see the publications of most of the Regions and some of the Divisions outside our Region. It gives me a sense of where we stand in relation to our sister/brother Regions. One of those publications recently published some interesting information about NMRA membership. It was a breakdown by Region, of the NMRA membership dated August 1, 1983. Also included was historical information from 1982 and 1981. I won't try to give you all the data for all the Regions at this time, due to space restric-

tions, but I'll give you the NER numbers. Membership in NMRA in NER's geographical area in 1981 was 3400; in 1982 was 3170; and in 1983 was 3101.

Now, what this shows is that the NMRA has lost nearly 300 members in this geographical area during the two years shown. That is in line with the general decline of NMRA membership. No, what struck me is that NER membership is only about 1000; that means that for every one of us who are members of NER there are two NMRA members who are not NER members. How can we reach these people and get them interested in participating in NER? This question is one that I hope to bring before the Board of Directors.

I received communication from Peter Barney, one of our candidates for President, which included some comments and suggestions for the **Coupler**. One of the suggestions he made was post-convention coverage of the layout tours. I seem to recall Murray Goodwin doing post-convention coverage of the convention clinics. However, that meant that he attended those clinics. Since my convention schedule tends to be very full, it would be necessary for the clinician to provide that information on clinics and for the layout owner to provide the write-up, track plan and photos of his layout. He suggests that an editorial file might be built up this way on some of the fine layouts in the Region. How about it, guys and gals?

Recently the amount of mail I've received has increased, with the correspondents having more to say than just 'good issue'. Since one of the primary functions of the **Coupler** is communication between the members, I'm happy to present a 'Letters' column in this issue.

Well, that's about enough of my rambblings for this time. See you in Rockport - it promises to be a very good time.

THE EASTERN AREA REPORT

by Rick Shoup

My first item is LOTS of thanks to the 1902 folks in our three regions who voted. The count was close. I won by 155 votes. It is obvious that John Nelson holds the respect of many in the NMRA.

Secondly, I'm sad to say that Midge Reber has been fired. The BOT took this sorry action very late in the EC/BOT meeting Monday night, August 6, 1984. She was given two months severance pay and told to turn in her keys to the building the next day. Very cruel, in my opinion, to be phoned late at night and told she was fired. I hope there will not be any repercussions.

Now for some good news! Finely, the Home Office will be getting its own IBM 1036 computer system, with three work stations. Tom Draper, Treasurer, has developed a program to convert the current records to IBM format so that the changeover can proceed in a timely fashion. Please, however, pass the word to be patient. No new system can be learned in three days. Especially since the work force of 2 1/2 people has been reduced to 2 people. Many of our newer members may not realize that there is only one full-time and two part-time PAID employees in the entire NMRA. Every other function from Tape/Slide Dispatcher to President is staffed by UNPAID volunteers. You know, that really is an impressive cadre. One-hundred three volunteers at the National level including Officers, Area Vice-Presidents, and Regional Presidents, plus another one-hundred regional Officers and Directors, plus perhaps another five-hundred Regional volunteers, plus perhaps another five-hundred Division/Area volunteer Officials. I suspect there are at least another three-hundred volunteers supporting the visible two thousand I've listed. No wonder we hang together through thick and thin with 2,300 of about the 26,000 members involved in supporting the association.

Some other news. I have been assigned Department Head for the 400 Department. 400 used to be known as Promotion, but the BOT at Kansas City changed its name to Membership. I've tried to find out why they did that and what they have in mind for us to do but as yet to no avail. In spite of the lack of specific direction, Nick Andrusiak has volunteered to become General Chairman. Nick is very enthusiastic about increasing and retaining members and boy, "That's for me" Nick. I'm willing to help. Just tell me what you need.

Last but not least, let me put in a plug for the SPRING QUAD-REGIONAL

Continued on Page 4

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

Eastern Area Report (Con't)

Convention in Hershey, PA. Mid-Eastern will host with Mid-Central, Northeastern and Niagara Frontier coming as guests. It will be a real good time for all. There will be both slides and photo print contests by National rules, a model contest by National rules, Railette Arts and Crafts contest and lots of other goodies.

Til next time,

Rick

Rick C. Shoup
13120 Bellevue Street
Silver Spring, MD 20904
(301) 572-4552 (after six Eastern time)



Shop Talk

with Brian Whiton

As promised, I would like to introduce you to some of the contest staff. The admitted intent is to let you see that the staff is made up of some pretty regular people who happen to have extra experience that we can draw from.

Let's meet Pete Watson, the Photo Contest Chairman. Peter is 36 years old and was raised by another model railroader, his dad. He says his modeling days go back to about the age of eight. Peter and his wife Virginia have three children, Melissa (12), Kimberly (9) and Eric (7). I suspect that Peter, at least, has hopes for still another Watson in the hobby. When not modeling Peter is employed by the East Bridgewater, MA fire department.

Peter is building his seventh model railroad, which is as much a photo subject as it is a modeling effort. Having previously been an HO modeler, his current On2 layout is a new experience. I've seen it and Pete has used the advantage of scale to produce some excellent models as well as photographs. It is hard to tell which he enjoys best, modeling the Sandy River or photographing it. You can find Peter's efforts on the pages of the hobby press from time to time if you wish to know his trade secrets. His modeling and photo skills are evidenced by a long list of awards. Peter holds achievement certificates for Association Volunteer, Model Engineer - Civil, Master Builder Cars, Master Builder Scenery and Model Railroad Author.

Peter was appointed Photo contest chairman in 1983, although he has been influencing the photo contest for some time. Since his appointment, he has been instrumental in establishing photo contest rules, improving photo display conditions and has been supportive of efforts to get color slides into the competition. Of course, Pete is responsible for administering the activities of the contest in general, recruiting and training

judges and lending a helping hand to participants.

Let's meet Brian Whiton, the model contest chairman. Brian is 36 years old and has been an active model railroader since age 15. Brian is the first model railroader in the family; however, he and his wife Laurea have two children, Julie (7) and Mat (2), so there is a chance for a second generation of modelers in the family. Brian is employed by Micro-time Division of Anderson Group in Bloomfield, CT as an electro mechanical designer.

The fourth and hopefully last model railroad constructed by Brian currently occupies most of the cellar. It is in HO standard gauge with a smigion of HO_{N3}, following rather loosely, the Rutland Railroads Addison Branch. Although Brians interest is strongest in operations, he greatly enjoys modeling structures and dioramas. He has achieved a number of awards through the model contest, including the best in show Baldwin trophy. Brian holds achievement certificates for Association Volunteer, Master Builder - Scenery, and Chief Dispatcher. In his spare time he is the Nutmeg Division President and serves on the Promotions staff for the National Model Railroad Association.

Brian was appointed model contest chairman in 1981. He has since been instrumental in moderizing the model contest format in the NER, and has expanded the model contest to include kit-bashes and kits.

Brians' responsibilities include the administration of the model contests, liasoning contest facilities at conventions for all the contests, recruiting staff, supporting Harry Wagner in the achievement program and lending a helping hand to new-comers to the model contest.

Let's meet Walter J. (Jay) Rogers, the chief judge of the model contest. Jay is 39 years old and has been modeling since the age of eight when he got started with American Flyer equipment. Jay has dabbled in S_{n3} on his previous layout, but models mostly in HO_{N3} now. At present, the confines of apartment living are hampering his attempts to have another layout. Jay and his wife Dolores, our Railette Contest Chairperson, have two children, Michelle and Lisa. Jay is the Vice-President of John J. Rogers and Son, Inc. Insurance of Stoughton, MA.

Jay has a long list of awards to his credit including a first place diorama at the National Convention in Washington in 1982. Jay has also taken awards in S scale at the National S Gauge convention. He holds an achievement certificate for Master Builder - Structures and one for Association Volunteer. Jay is a past secretary for the Hub Division, and current national contest chairman. He has also served as national chief judge.

Jay was appointed chief judge of the NER in 1981. His duties include recruiting and training judges for the NER model contest and administering the active judging at model contests. When it comes to applying the judging criteria to your model, Jay is the man who keeps things running smoothly, answering questions about how to apply the factors, what constitutes scratch built, etc. You can also count on Jay to offer

as much helpful advice as he can if you are looking for ways to improve your models.

Next time we will meet some more contest staff and look at some modeling tips.

Quebec Railette Contest Winners

Dolores Rogers announces the following winners from Quebec City:

Needlework

1st Place:

Marjorie Fredlund

Railroadiana

1st Place:

Elizabeth Brown

2nd Place:

Lise Lorrain Delisle

Best In Show

Marjorie Fredlund

NER-MIG Meeting III

by

Edwin R. Perrnon

The short agenda, the timing of the meeting, and my short notes mean these minutes may not be totally complete. I invite any corrections or comments.

One of the first to speak up was Dave Messer, President of NER. He repeated his comment that the standard needs to be based on the consensus of the modelers in modular model railroading. I repeat my comment that any NMRA standard must come from those who will use it.

I then reported the results of the January module inventory. Only a few of the major modular groups answered. I received a better response from individuals. The results are inconclusive for now. I will try it again later.

I reported that a local group agreed to have their HO modules at Samoset. Dave Messer asked that I maintain communications and coordination with the people involved. I agreed.

Some comments about the history of modular standards were exchanged. Bill Parker made a comment about "NER leads!" (my sketchy notes). Brian Whiton hoped that our standard would not become a "paper chase". I agreed with both, but according to an article in the **NMRA Bulletin**, M. Co. R. already has a regional standard. How far in front is NER? We have to come up with a standard of better quality.

Les Halmos then reported on the status of the proposed NER standard. It will be very similar to the existing MODU-RAIL standard that many of you have seen. The standard would have three sections: must specs, recommended practices, and operations rules. Although in process, the standard was not ready yet. Bill Parker volunteered some Minute-man '86 funds to help with the press run.

The meeting ended with people dashing for the NER business meeting next door. As of 15 July, Les reported the proposed standard 75% complete -- the B&W photographs and French translation would be added later. He has the basic drawings finalized and expects to be ready to distribute the preliminary version during the first half of September. That would be just in time for a discussion at Samoset.

I hope to see you all there ready to discuss the proposed standard.

NER FALL CONVENTION

The Fall 1984 NER Convention will be returning to the beautiful coast of Maine. We will be hosted by the Samoset resort and conference center in Rockport. The local committee is headed by Ellie and Henry Groth.

The Samoset is located right on the ocean and provides excellent conference facilities and attractions. Located off U.S. Route 1, convention goers should be able to travel most of the way on I-95. Bus service should also be available using routes traveling from Portland to Bangor.

friday nite

On friday, the convention will begin with registration in the afternoon. After dinner, there will be 'follow me' layout tours to Wendell Blanchard's 'Georges Valley Railroad'.

Back at the hotel will be the Hospitality corner set up near the large rock fireplace with coffee, cider and other goodies. Activities for the men will include movies and clinics. Activities for the ladies will be continuous crafts and games. These ladies activities are **not** subject to cancellation. (All ladies are requested to bring scissors and a stapler).

saturday

On saturday, the program for the men kicks off at full speed with movies, clinics, and (certainly the highlight of the morning) the display area. Al Thurston is combining his Mini-Convention with our convention and he already has over seventy tables of dealers and there will be both HO and N modular setups with running trains. The display area will be open from 9:30 to 4:00.

Also on saturday, Brian Whiton will have the contest room open to accept those models and photographs you would like to submit for judging. Let's have a good turnout to follow-up the excellent turnout in Quebec City.

On saturday afternoon there will be two attractions open for your enjoyment. The Belfast and Moosehead Railroad will open its yard and shops for your inspection. Though there will be no guides or rides, you'll be free to wander and take photographs.

If the prototype does not interest you, then maybe you'll enjoy Henry Groth's 1 1/2" scale outdoor railroad. Weather permitting, Henry will open the outdoor version of the 'Spare Time Lines'. Enjoy a 3/4 mile ride through the fields and woods. Henry has two diesel engines, an F-3 and a GP-40, and eleven assorted

cars. You may also visit Henry's HO scale railroad whatever the weather. The HO version of the 'Spare Time Lines' is a fine operating railroad.

If the ladies choose to accompany the men to Groths, Ellie suggests they stop in Waldoboro Village to visit 'Fezenden's Craft Shop'. They have small, nice items at good prices.

If you do decide to do one of these outdoor activities be sure to dress warmly.

ladies activities

Saturday activities for the ladies begin at 9:00 with a graphoanalysis demonstration by Ellie Groth. Then at 10:00 Ellie will be joined by Sandy to present a clinic on Christmas crafts. Then, at 11:30, Jeanette O'Connell and Rose Thurston will lead the ladies downtown for a Chinese/American luncheon (bring \$2 to \$3.50 with you for lunch). After lunch there will be a walking tour of Rockland's Museum (small, but nice). In this same area they will turn you foot-loose until 2:30 to discover many of the shops in the area: Newberries, a real old-fashioned 5 & 10; Senters, for better clothing; Cheap Frills, with excellent velour buys; also a hobby shop, childrens shops, other restaurants and much much more. Then at 3:30 there will be an indoor pool party, so bring your bathing suit. There is also a sauna. The pool area and tennis courts are open until 10:00 each evening. An 18 hole golf course is located on the resort grounds. Since the resort is located on the waterfront, you can enjoy the beauty of the Maine coast. It is a beautiful area. You can walk the beach or the breakwater to the lighthouse. Be sure to dress warmly.

banquet

There will be a happy time from 6 to 7 in the evening. A buffet dinner will be served at 7:00 sharp. Immediately following the dinner, the usual awards and door prizes will be awarded. After the banquet is over, there will be an auction led by Aaron Greenwald, featuring many choice items from his own dismantled railroad. You are all invited to bring along any items you would like to have included in the auction. For the ladies there will be BINGO. All women are asked to bring a prize or two; these do not have to be new - something you are bored with will make someone else happy.

clinics

On saturday, there will be clinics for your enjoyment. Some of the topics to be covered will be decaling, free-lancing narrow gauge, scenery and more. Certainly, these should be of interest to most.

layouts

SPARE TIME LINES RAILROAD

The Spare Time Lines R.R. is an HO point to point operation serving three towns along the way, plus a branch line up an 11% climb to the top of a mountain to a mining town.

Trains come down the mountain branch to the mainline interchange yard and are then sent out on the main line. Main line freights serve three towns consisting of twenty-two industries. Passenger service has commuter locals and express service between terminals, and once in a while fan trips up the mountain. Rolling stock consists of approximately two hundred twenty freight and thirty-two passenger cars, and thirty-one brass engines.

GEORGES VALLEY RAILROAD

The Georges Valley Railroad is located in the town of Cushing on the St. George River. The layout follows no particular prototype and is strictly point to point with large yards at both ends of the run.

The railroad serves twenty-three industries located in five towns along the two-hundred feet of mainline track.

Rolling stock includes one-hundred twenty-five freight cars and half a dozen passenger cars hauled by twenty-three brass diesel locomotives.

Four operators control the movement of trains along the mainline and in the yards, and a card system determines the distribution of cars to the various industries.

The layout is about 90% complete with eighty-five turnouts, four-hundred feet of track, and most of the scenery in place.

If you like operation come and see us on Friday night from 7:00 to 10:00 P.M.

Wendell Blanchard

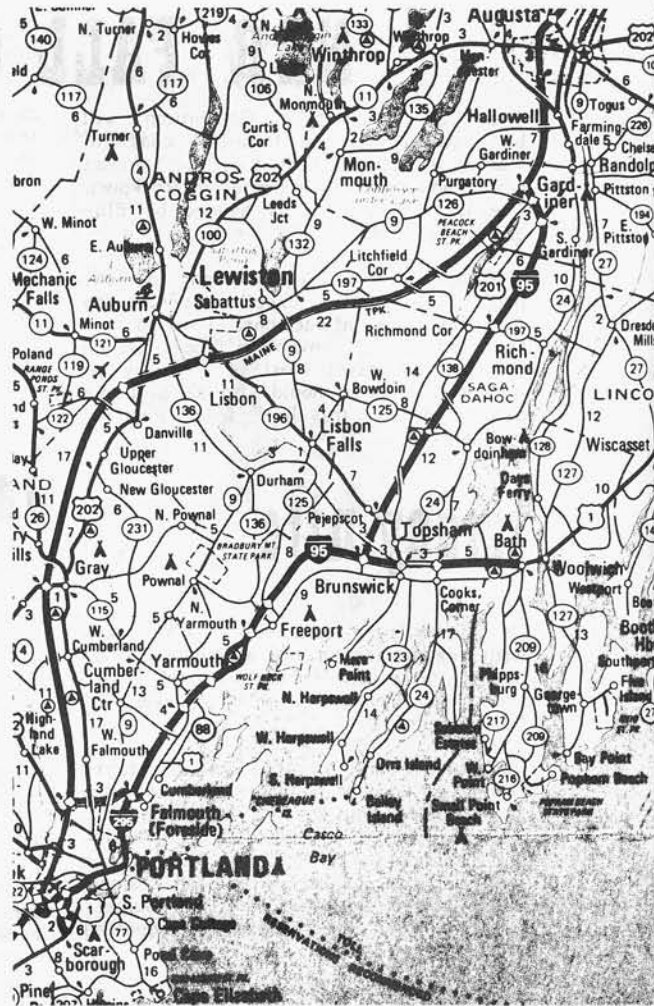
ROCKPORT TIMETABLE

Friday October 26

Registration	3 to 5 PM 7 to 9 PM
Layout visit to Wendell Blanchard's home	7:30 and 8:30 PM
Model & Photo Contest Room open	8 PM
Movies and Clinics	8 PM
Ladies craft clinics	8 PM

Saturday October 27

Registration	9 to 11 AM
Model & Photo Contest Room open	9 to 12 AM
Movies and Clinics	9 AM on
Display/Dealer area	9:30 AM to 4 PM
Ladies luncheon	11:30 AM to 2:30 PM
Belfast & Moosehead Railroad	1 to 4 PM
1 1/2" scale Spare Time Lines	1:30 to 3 PM
Ladies Pool Party	3 PM
Happy Time	6 to 7 PM
Banquet	7 PM sharp
Auction & Bingo	After Banquet
<u>Sunday October 28</u>	
NER Annual Meeting	10 AM



The above section of map shows the larger scale map below shows how to get to Rockport.

NER Model Contest Winner (Con't)

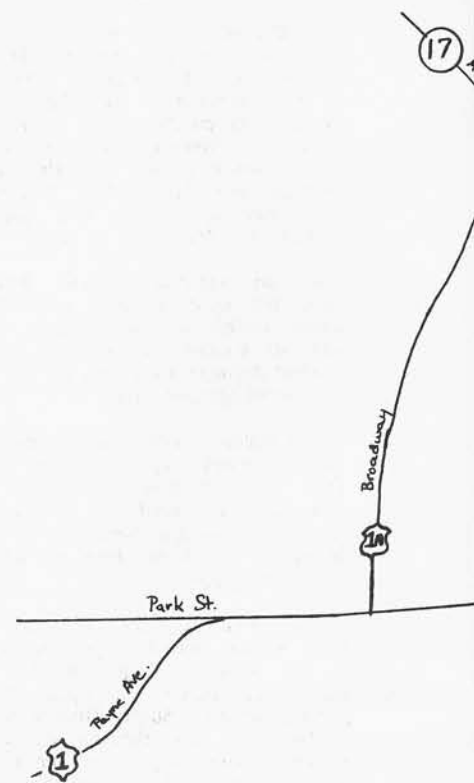
- Diorama
- 1st Place:
Thomas Evans - Mine in Canyon
 - 2nd Place:
Gerry Gilliland - Irving Service Station
 - 3rd Place:
Bob Boudreau - MacKenzie Milling

Due to space limitations, additional photographs of the contest winners will be published in the next issue of the Coupler.

The complete list of winners in the photo contest will also be printed in the next issue. The Editor regrets this delayed coverage of the Quebec City convention, but hopes the membership will have patience.

ELECTION RESULTS

- The NER Ballot Committee has reported to the President the results of the election. They are:
- President:
William S. Parker
 - Vice-President:
William Mischler
 - Canadian Director:
Norinan Guinard
 - Conn. & RI Director:
Brian C. Whiton
 - Long Island & NYC Director:
John MacIntosh
 - Maine, Vermont & NH Director:
Edwin R. Permon
 - Massachusetts Director:
Wayne R. Craigie
 - New Jersey Director:
Richard Laube
 - New York State Director:
James Heidt



ROCKPORT CONVENTION REGISTRATION

PLEASE PRINT CLEARLY

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Names of others in your party:

Name: _____

Name: _____

Name: _____

* * * * *

Pre-Registration:	Qty	Price	At Door
Registration @ \$5.00	_____	\$ _____	\$ 5.00
Banquet @ \$18.00	_____	\$ _____	\$20.00

Total Enclosed: \$ _____

Is this your first NER Convention? _____

The Banquet is buffet style.

PLEASE SEE OTHER SIDE

* * * * *

ROCKPORT ROOM RESERVATION FORM - NER

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone Number: _____

_____ Rooms @ \$42.00 single occupancy

_____ Rooms @ \$48.00 double occupancy

Will arrive on _____ at _____ AM PM

Will depart on _____ at _____ AM PM

Deposit \$ _____ Credit Card _____

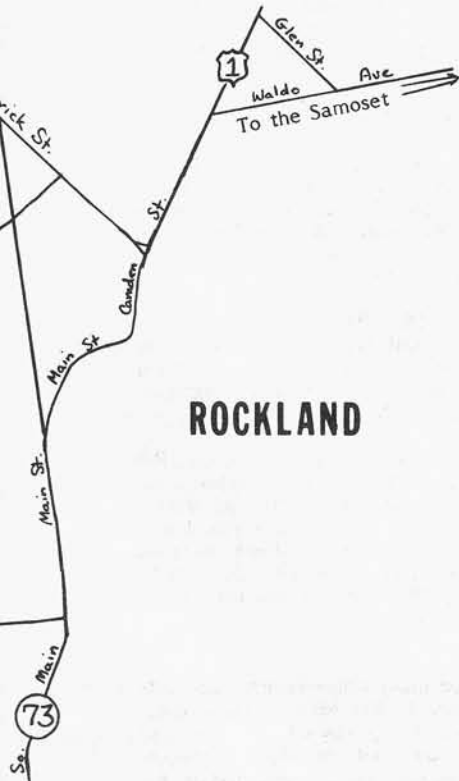
Card Number: _____ Date: _____

Signature: _____

* One nights deposit or credit card is required to guarantee your reservation.



How to reach Rockland.
Route to the Samoset from downtown Rockland.



Please make checks payable to:

"NER Conventions"

Mail this form and your check to:

Charlie & Pat Bettinger
29 Foster Drive
Vernon, CT 06066

Your registration must be postmarked by October 12, 1984.

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 display area will be open 9:30 to 4:00 to the public for an additional fee. Convention registrants will be able to enter by virtue of their badge.

We urge you to pre-register. We cannot promise that space at the banquet will be available for late registrations.

PLEASE COMPLETE THE OTHER SIDE !!!

NER CONVENTION ROOM RESERVATION FORM

Make checks payable to: The Samoset

Mail this form and your check to:

Samoset Resort & Conference Center
Rockport, Maine 04856

Your hotel reservation must be received by October 15, 1984.

PLEASE COMPLETE THE OTHER SIDE

ON THE SCHEDULE

National

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



Northeastern Region

Spring 85, Quad-region Convention,
Hershey, PA

NER Divisions

October 13, 1984. HUB Division NER NMRA Fall Model Railroad Show, held at the Minuteman VOC-TECH High School. 10:00 AM to 5:00 PM. Fare: Adults - \$2, Child - \$.75. Family Limit \$5.50. Info: Rod Brown, 79 Hemenway Road, Framingham, MA 01701.

November 11, 1984. NUTMEG Division NER NMRA annual train show. Currently scheduled for Rockville High School, Vernon, CT off I-86. For info - contact Joe Sokol, 213 Regan Road #12, Vernon, CT 06066.

Other Events

October 27, 1984. The Eastern O Scalers will have an O scale only meet in the American Legion Hall at 16th & Jefferson in Easton, PA. 10:00 AM to 4 PM. Tables available. Info - Norman Cole, 3528 Glen, Easton, PA 18042.

November 16-18, 1984. Rockville Centre (NY) Model Railroad Club Show. Free Admission. Fri. 8-10; Sat 2-5 & 7-10; Sun 2-5. Address: 200 Sunrise Highway, Rockville Centre, NY.

November 18, 1984. Eastern Maine RR Club Annual Show at the Eagles Club behind the Brewer Post Office on Wilson St. (Rt 1A); hours 10 AM to 4 PM. Large modular display, dealers, silent auction. Fare: Adults - \$1, Under 12 - \$.50. Info: Paul Rogers, 195 Snow's Cove Rd., Sedgwick, ME. 04676.

There are too many other events, especially in the fall, to list here. A more complete listing is published in Railroad Information, put out by Dave Collinge, 77 Horne Street, Dover, NH 03820 for an annual subscription fee of \$5.

QUEBEC REPORT

During the weekend of May 25 - 27, nearly two hundred model railroaders met at the Hotel Universal in Quebec City for the NER Spring Convention. The weather was beautiful, the schedule of activities full, and the displays of modular railroading some of the largest I have ever seen.

Friday evening activities began with everyone climbing into mini-buses to travel to several homes in the greater Quebec City area to visit home pikes. Along the way we saw some fine model railroads, as well as an interesting fish collection. All the Canadian folks were most gracious and friendly, and a good time was had by all.

Saturday activities began quite early with clinics beginning at 9 A.M. The format of the clinics at this convention was very interesting. Not only was there a full schedule of live clinics, but there were also prototype movies and slide shows. But the hit of this part of the convention without question was the video room. The Quebec City organizing committee had invited Russ Larson, Editor of **Model Railroader**, to come to the convention as featured guest. Now the term featured guest means 'we want you to give a speech'. Well, Russ didn't mind that, and upon request, he also brought all the Kalmbach videos with him. The video room was set up with a large screen television and a videocassette player. All day, and well into the night (I know, 'cause I was there til 12:30 A.M.) those wonderful videos were playing to good sized audiences. Not only did the convention goers get to visit nationally famous model railroads by means of the video layout tours, but they also were able to watch Malcolm Furlow discuss and demonstrate some of his weathering techniques, Wayne Wesolowski working with wood structures, and the MR staff demonstrating airbrushing and scenery techniques. It was just a wonderful experience for all.

Also on Saturday was the fan trip. We all boarded buses and we were transported to the VIA station. There we boarded a train which then took us out from the station a couple miles to the wye, with one leg of the wye crossing a fantastic steel trestle. First of all, the trestle must have been close to half a mile long; second, I think it was close to two hundred feet high; and last, because it was parallel to the St. Lawrence River the view was outstanding. Though the trip was only across the trestle and back, it was thrilling. Then we got back into the buses for the trip to the Canadian National yards. The CN people were very courteous, and escorted us all around the yard. We were able to view the arrival and departure of several trains while we were there, and they took us up into the tower to see how things operated. Though it had been cloudy all day, we only had a few sprinkles as we pulled out of the yard.

Then it was back to town, and a visit to the church where Division Alouette Quebec was having their Spring Show. Here, in a large room, were set-ups for dealers plus static and operating displays. Most impressive, for me at

any rate, were the modular layouts. The smallest one physically was an O scale modular layout about 8' x 20'. It featured mainly reworked Lionel equipment wired for two rail DC power, operating on hand laid track. Most impressive!! Next was a very good sized NTrak modular layout. This was the largest I've seen outside of an NMRA National Convention. The modules were mostly complete, many with additional trackage that is obviously used on the home layout. The operators did not seem to have a very hard time keeping all tracks operating at full capacity.

But certainly the most impressive part of the show was MODU-RAIL. MODU-RAIL is a Quebec City HO scale modular club which meets regularly for construction and/or operation. Though they were less numerous five years ago in Granby, they have grown since, and the results are fantastic - a perfect advertisement for what modular model railroading can be. This modular layout (which did contain a few modules from south of the border) was at least 20' x 50', and that might be a conservative estimate. Not all the modules were completed - in fact, a few had little more than track - but most had full scenery. And once the bugs were out, it operated beautifully. Though there were many interesting features in that large layout, I think the one that stands out the most was the large timber trestle with gantlet trackage across it. Somehow, I just kept waiting for a face to face meeting in the middle of the trestle that never occurred (it's electrically impossible, they tell me). Darn it!! It certainly was an experience to make you feel positive about modular railroading.

After the visit to the Church, it was back to the hotel to try to catch some clinics, or those fantastic videos. Some opted for a swim in the pool. I managed to poke my nose into the contest room, and avoid having it chopped off by Brian Whiton. I did make a significant discovery, however. Canadian TV must be worse than US, because those people sure do a lot of modeling during the long cold winter. Brian and Co. were hard pressed to finish judging all the models and photos in time for dinner! I hope to print photos from this convention spaced over a couple of issues.

The banquet was excellent, the prizes awarded, and Russ Larson gave a very interesting address. After dinner, people broke up into smaller groups, many to go see those fantastic models in the contest room.

Sunday morning was occupied with more mundane activities. First, the Module Interest Group had a breakfast meeting (report elsewhere in this issue) and Division Alouette had its annual meeting while the NER Board of Directors held its spring meeting. After the conclusion of business, everyone headed off in his/her own direction - some to head for home, and others for some sight-seeing. All in all, a very enjoyable visit!!

Attendance at the NER Spring Convention in Quebec City was broken down by state/country as follows:
Canada - 70
New York - 26
Massachusetts - 19

Connecticut - 18
Maine - 12
New Hampshire - 10
Verimont - 6
New Jersey - 5
Rhode Island - 4
Florida - 2
Maryland - 2
Pennsylvania - 2

NER Model Contest Winners - Quebec City

Master Category

Passenger Cars

2nd Place:

David Messer - New Haven Storage Mail Car

Freight Cars

2nd Place:

Thomas Evans - National Car Co. Box Car

Craftsman Category

Steam Locomotive

Honorable Mention:

Bob Boudreau - 0-6-4T Engine

Other Locomotive

1st Place: **Hub Award**

Gerry Gilliland - Alco S-2

2nd Place:

Bob Boudreau - Free Lance Gas Turbine

Merit Award:

Bob Boudreau - F7 Diesel under repair

Freight Cars

Honorable Mention:

William Davis - D&RGW gondola

Non-Revenue Cars

1st Place: **Baldwin Trophy**

Bob Boudreau - Bucyrus Steam Shovel

2nd Place:

Gerry Gilliland - CN Track Speeder

Honorable Mention:

Bob Boudreau - Rotary Snow Plow

Structures

1st Place:

Gerry Gilliland - Small Building Supply Co.

2nd Place:

Bob Boudreau - E. Broadtop Machine Shop

3rd Place:

Bob Boudreau - Abandoned Garage

Honorable Mention: **Alouette Award**

Jean Leblanc - Coaling Tower

Jean-Marie Trudel - Trestle

Jean-Marie Trudel - Reading Anthracite Bunker

Continued On Page 6

Letters TO THE EDITOR

Dear Mr. May,

I'm happy to see that the NER has at last adopted some contest rules for photography. However, I'm very perplexed why they differ from the National Rules.

Specifically, I make reference to Section C.III of the rules which provides that prints shall be no larger than 11 x 14 inches and shall be mounted on boards not exceeding 16 x 20 inches. Section 2.60 of the National photo contest rules provides for a maximum picture size of 8 x 10 inches and a mount of 11 x 14 inches.

My own personal feeling is that the size of the picture and mount can effect the overall appeal of a photograph. Certainly, many railroad subjects would be more impressive in a larger format. A conscientious photographer who expected to compete at both the regional and national level might then have to prepare two separate prints for each competition.

Besides the duplication, allowing the larger prints could have certain other adverse consequences. Those who felt that larger prints were more likely to win would be put to the additional expense involved in making larger prints, ranging from increased costs for paper to the costs of larger trays for processing. If the larger photos become standard, as I believe they would, this might even have the effect of discouraging individuals from competing.

Another problem is space. At the present contests, photos are already displayed in such cramped quarters that it is difficult to fully appreciate them. Larger pictures would further increase this problem.

With regard to mounts, standardization in size makes display easier. I know of few other photo contests that do not prescribe an exact mount size.

I urge the photo contest chairman to reconsider the rules, and to follow the already established national standards.

Sincerely yours,

/s/ Conrad J. Obregon

Mr. May,

After reading the Spring and Summer editions of the NER Coupler, I have something that should, I believe, be brought to your attention - if it already hasn't been.

The item I am referring to is in the "On The Schedule" column and has to do with the dates printed for the NER Convention in Rockport, Maine in October of this year. The dates you've printed are 24-26 of October. These dates correspond to Wednesday - Friday of that week.

Since this is the first time I've seen this occur I'm wondering if these dates are truly correct or if there has been an error committed somewhere. I was planning to attend, until I read these dates. If they are the true ones I won't be able to attend because I have to work during the week. I would also consider it a safe bet to say most people are

in the same train, to coin a phrase.

Reading the 'President's Column', Dave says in the last paragraph, that the dates are October 26-28. What, oh what, am I to believe?

Are your dates correct?

Are Dave's dates correct?

...

Thanx and a hat tip for turning on the light!

Truly uninformed,

/s/ Paul Milewski

Sorry for the confusion, Paul. Please plan on going to the convention, because Dave's dates are correct, and mine are incorrect. I made the same error two issues in a row, for which I appologise. - Ed.

Dear Ken,

While your remarks about the use of the term "milk train" were generally correct, in the case of the train shown in the Summer issue they are not. Although Train 5509, which this obviously (to an old B&M fan) is, did carry a combine and coach for passengers, its primary purpose was the return of empty milk cars to Bellows Falls and the Rutland Railroad. It often consisted of fifteen or more cars which is the reason for the use of a freight rather than a passenger locomotive.

The loaded eastbound run was Train 5500 which also handled the cars from the Rutland connection and Bellows Falls Creamery. This train was not advertised to carry passengers and terminated in the Somerville yards rather than at North Station. Its only stops enroute were for water and to accomodate an occasional deadhead.

Other trains which carried large quantities of milk were operated to Troy, NY; White River Jct., VT; Woodsville, NH; Intervale, NH; and Portland, ME. These, however, usually also handled mail, express and, sometimes, passengers. All of them were run as scheduled trains (a couple were Second Class), but the one to White River later was combined with a freight and run as an extra (351's Extra and 352's Extra).

There could be several reasons why the cylinder cocks are open, but "blowing down" is not one of them. They were often left slightly open when standing for a long period to prevent condensation from building up in the cylinder. It would not take a particularly large accumulation of (non-compressible) water in the cylinder to cause serious damage when starting if this were not done. While I never saw steam from cylinder cocks used to thaw switches - the aim was wrong - opening them while working sure did an excellent job of scaring livestock off the track.

Engine 2712 was one of a number of K-8 Class locomotives which were "passenger equipped" with steam and signal lines as well as train lighting generators (note one generator almost hidden by the sand box and the other in front of the cab). Being used on the Fitchburg Division, this engine would also have been equipped with cab signals.

The above combined with my long-time NER membership (1948) and having

been President more than twenty years ago (egad!) probably qualifies me as a "nitpicking elder statesman", but I will have to chance it.

Sincerely,

/s/ Don Robinson

Thank you, Don, for your additional commentary on the last "Soot & Cinders" column. Please note, however, that the column was written by Dick Hanschka. With regards to the 'nitpicking elder statesman' designation, I pass.

Mr. May:

Received the Coupler yesterday - 4/24. Am writing because you said to - if received later than the first week. However, I am not complaining - as being in business I fully well realize "you only get what you pay for". As my favorite saying goes, "money talks and bull@#%& walks...".

Frankly speaking - I am often amazed at the average railroad modeller - he expects "so much for so little." It just doesn't work that way! I am a bit disappointed in my roadbed venture - in that it hasn't been received as well as I thought it would (and should) be ... Which perhaps is my lead into the following subject.

I do not agree with the 'Pres. Col.'. In it - I think - he is alluding to the theory that model railroaders are more or less 'closet people', so to say. NO WAY - in my point of view. I myself have LONG gotten over that!! Especially since we have all these magazines regarding model railroading - and the various organizations. It, in my opinion, is very much an open subject - "this is my thing - and that's that...". If you don't like it, too bad!! And I know quite a few others who think the exact same way. Today - everything is a SPECIALTY, in one way or another. And, to us model railroaders - this is our specialty...

Which brings me right back to my mentioning "my disappointment.". Being 'a specialty' - it is also VERY SPECIALIZED in what it has to offer to all interested in this particular field. And sometimes - Far too much. It is just too confusing for a person wishing to get into it. He really doesn't know what to buy to first get started. And some of the train sets offered just don't stand up - so shoddily made that the person is discouraged right at the outset. (Really Pathetic - some stuff!).

What I think is really needed is a small pamphlet or booklet thing, (like the one put out by L. Westcott years ago) and a decent initial starter set. Mainly - the pamphlet or booklet - to explain what to expect performance wise from the various purchases that can be had. And then how and what you can do in model railroading to get the fun - pleasure - enjoyment out of it in the future...there are many many aspects of it - one or more - which might just be the thing/s a particular individual is looking for to satisfy him or herself.

As to the part of the Spring NER Coupler - regarding the convention in Montreal (actually Quebec City-Ed); overall cost for two people approx \$350.

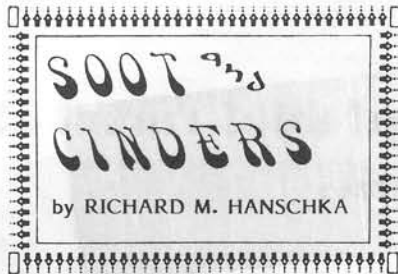
Continued on Page 11

Letters To The Editor (Con't)

to \$450. with the travelling plus very late notice. (I personally think 'cost' the main factor).

... Sincerely, and Good Luck - thanks for a good job with the NER Coupler!

/s/ Bill Oehler



We should say "Thanks for the Memor-ies" to Steamtown in New England. In the fall of 1983 Steamtown made the move to the Scranton, PA area.

During the 1960's (approximately) Steamtown ran between Keene, N.H. and North Walpole, N.H. The operation was then moved across the Connecticut River and for the next fourteen to fifteen years ran from Bellows Falls, VT to Chester, VT.

Noted for having one of the largest static displays of steam locomotives in the country, if not the world, Steamtown provided many nostalgic moments for New Englanders.

In fact, in the Spring of 1969, NER members descended on Bellows Falls for the Spring Convention. Steamtown provided a steam fan trip powered by 2-6-0 #89, now toiling at the Strasburg R.R. (You'll get a chance to see her again next spring).

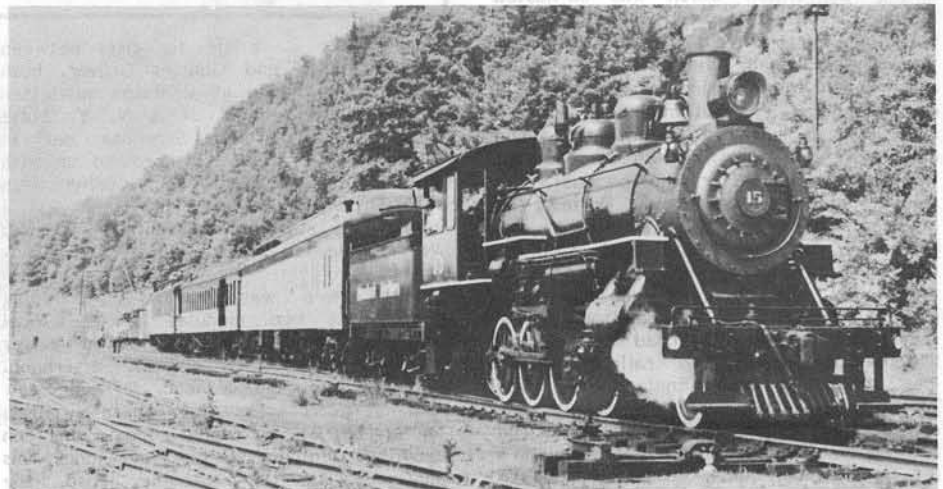
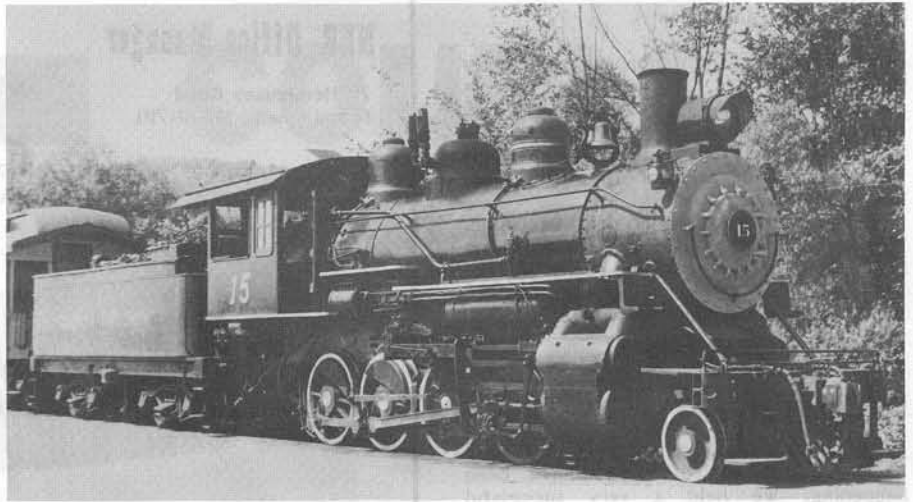
The Vermont Valley R.R., as Steamtown was officially known at the end, had it's final run in October 1983. All equipment was to be then coupled together and moved to Scranton, PA. [Most equipment had been moved by the Spring Convention in Quebec City-Ed.]

Each of us probably had a prototype favorite. F. Nelson Blount preferred to run #47, a 4-6-4T double ended commuter locomotive, as it was ideal for the short museum runs (13 miles out and back). However, there was a problem getting American boiler certification for the Canadian engine.

#15, a 2-8-0 drag coal engine was the starting point in the plan for an operating museum. It was eventually joined by many other steam engines, with the collection reaching nearly one hundred engines at its largest. Included in this collection was a UP Big Boy, several Berkshire type locomotives, and even a Shay.

Undoubtedly the equipment will be protected at the D L & W facilities, but the fans will find the arrangements less comfortable. Access to the locomotives will be much more restricted, making activities such as taking measurements and photos more difficult. Scranton station is scheduled for revitalization for passenger runs. Engines in the roundhouse nearby, however, will be in dark stalls instead of open sunlight.

#15 2-8-0



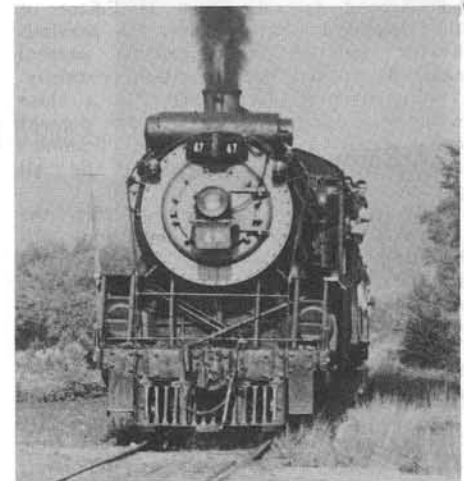
#15 started operation on the Oneida & Western R.R. from Oneida, TN. In freight service it pulled 10 - 12 cars of coal past my home in Maplewood, NJ on the Rahway Valley R.R. for about twenty years. Mr. Blount wanted it for a static display, but was happily surprised to find it could still be operated.

#15 ran from Crawford, NJ to Summit, NJ (DL & W) with a branch to Maplewood, NJ from Kennilworth. For years it ran at Steamtown in forward or reverse direction. The engine ran in reverse for freight only, though there was one Boy Scout excursion, which was never repeated.

When #15 operated at Steamtown, it pulled open platform wooden cars, gone for several years now. These were painted yellow with green markings. Most recent Vermont Valley cars are Cornell red, more reminiscent of the Lehigh Valley R.R. in Pennsylvania.

At Steamtown, under F. Nelson Blount, #15 often pulled freight cars or a mixed train if a car needed to be moved from Bellows Falls to Chester, or back.

Steamtown has now left New England, and we all feel poorer for the loss. Yet we should all be encouraged by the fact that the collection has not been sold for scrap, and will, in fact, be only a few hours drive away in Pennsylvania. So, enjoy these photos, both as reminders of what Steamtown meant to us, but also the two views of #15 to go with the above commentary.



From The Divisions

Nutmeg Division

The annual Nutmeg Train Show will be held on Sunday, November 11, 1984. Right now the committee is hoping to hold the show in Vernon.

Nutmeg division would like to offer congratulations to the new NER Officers and Board of Directors.

Nutmeg would also like to offer

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From The Divisions (Con't)

congratulations and support to Valley Hobbies, soon to be re-located across the street in larger quarters. Good Luck, Greg, in your new home.

There will also be an independent Train Show on September 16 at the Goshen Fair Grounds.

I am planning another trip to Union, NJ to visit the Model Railroad Club layout. I went last year and really enjoyed the visit. Let's get a group together for Nutmeg and support the Club.

Joe Sokol

Hub Division

Since the last report from the HUB Division, all sorts of things have been happening. We held a very successful Spring Convention which was co-hosted by the Devens & Harvard Model Railroad Club of Fort Devens (U.S. Army). There were many fine displays which along with the clinics, movies, model contest and club layout made for a really fine day, in spite of the weather. The day was topped off by a banquet at the NCO club. After the banquet, the Annual meeting was held. During the meeting, the Don Pierce award was presented to Dave and Dot Collinge for their dedicated work in support of the Hobby. For those of you who don't know Dave and Dot, perhaps you know their news letter Railroad Information which lists all known railroad shows and events in New England. We also bid farewell to Glenn Owens at this meeting since he decided not to run for re-election to BOD. We wouldn't let him off the hook completely though (good men are hard to find!) and he has agreed to take over as Editor of the Headlight. Don Brebner, the previous Editor (another very capable person) retired from that position recently.

The evening was brought to a close with some fine movies of the current rail scene, taken by Allen Pommer. His presentation was enjoyed by all present.

By the time you all read this, the 1984 NMRA National Convention will be history, and the HUB will have had its part. A contingent of HUB members attended the Convention and helped man the Minuteman '86 booth.

Peter Watson
Central New York Division

NER's newest division had a great time at the July 1st meeting at the home of Ed and Ele Scott in Rome, NY!! If we didn't see you and you were in the area, you missed out on a good one!

The prospect of seeing Ed's small TT scale layout operate really brought out the members ... but that wasn't all!! Sure, the usual superior refreshments and entertaining raffle were a part of the program, but this was our first opportunity to provide an expanded program.

First, we held our first merit contest. The turnout of contest entries (8) were more than anybody expected and certainly got this new program off on the right foot ... members are already asking about the next contest! But, not only did we have relative quantity, but we also had

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high quality ... a tie for first between Ralph Hodson and Charles Grover, both from the Syracuse area. Ralph submitted a top quality model of a N. Y. State Railways (interurban) Syracuse car in S scale, while Charles impressed us with an HO scale CB&Q Pioneer Zephyr train set. These models set the tone for a very high standard of entries ... and we are pleased and proud of all participants.

And there was more. A switching contest on two modules of the local HO scale module group, Mohawk Valley Modules, entertained us all afternoon. We also selected a logo for our new Division ... it took three separate ballots to arrive at a winner from fourteen excellent entries, but everyone was pleased with the outcome. Also, the non-modelers among us had a good time ... there may have been more raillette crafts in Rome that day than there have been at some NER conventions!

Our next meeting at the First Presbyterian Church in Chittenango, NY on September 23, 1984, promises to be interesting! Charles Albee has provided a site for a meeting that will emphasize S scale. Features include a presentation by Walt Danylak of the Central NY S Gauge Association, as well as an edited videotape of what's new in Sn3 from P-B-L (with several tips for any scale). Remember, no dues or admission fees to our meetings ... so if you're in the area, stop in and say hello!!

Jim Heidt

Division Alouette Quebec (English)

DAQ's annual meeting was held during the "NER QUEBEC84 RNE" convention held in Quebec City. At that time the newly elected BOD took office and promised to increase the membership and activities in the coming year. We were glad to welcome our Canadian Director at our annual meeting, namely Norman C. Guinard from Edmundston, NB who is also a member of DAQ. You will find the election results at the end of this chronicle.

It was nice to note that the final report of the organizing committee of "NER QUEBEC84 RNE" states the following: "NICE TO SEE THE GRIN ON CONVENTIONER'S FACES - SEVERAL AMER-

ICANS STAYED A DAY OR TWO MORE IN BEAUTIFUL QUEBEC CITY - THEY REALLY ENJOYED THEMSELVES - WOULD HAVE BEEN NICE TO SEE MORE CANADIANS."

Denis Fortier

Division Alouette Quebec (French)

La réunion générale annuelle de la DAQ a eu lieu durant le congrès "NER QUEBEC84 RNE" tenu à Québec. Le nouvel exécutif élu est entré en fonction à ce moment et a promi d'augmenter le nombre des membres et des activités durant la prochaine année. Nous étions heureux de souhaiter la bienvenue au Directeur canadien Norman C. Guinard d'Edmundston NB qui est aussi membre de la DAQ. Les résultats des élections sont publiés à la fin de cette chronique.

Il est intéressant de noter dans le rapport final du comité organisateur de "NER QUEBEC84 RNE" le commentaire suivant: "PLAISANT DE VOIR LE SOURIRE SUR LE VISAGE DES CONGRESSISTES - PLUSIEURS AMERICAINS SONT DEMEURES UNE JOURNEE OU PLUS A QUEBEC - TOUS SE SONT BIEN AMUSEES - AURAIT ETE INTERESSANT D' AVOIR PLUS DE CANADIENS."

Denis Fortier

Division Alouette Quebec (Election Results)

President: Jean-Paul Beaulieu
Vice-President: Jean-Marie Trudel
Section A(Quebec): Les Halmos
Section B(Trois-Rivieres):Jean-Guy Bernier
Section C(Granby): Jean Rivet
Section D(Montreal): Ronald Visockis
Section E(Hull-Ottawa): Thomas Caine

Division Alouette Quebec (Election Results)

Président: Jean-Paul Beaulieu
Vice-Président: Jean-Marie Trudel
Section A(Québec): Les Halmos
Section B(Trois-Rivières):Jean-Guy Bernier
Section C(Granby): Jean Rivet
Section D(Montréal): Ronald Visockis
Section E(Hull-Ottawa): Thomas Caine