



NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

# COUPLER

Winter '86

## Minuteman '86 Preview Issue

### For The Railettes

by Linda Craigue

Ladies, **Minuteman '86** is just around the corner. If you haven't already started your entries for the arts and crafts contests at the Convention, now is the time. Let's make the Minuteman '86 Railette Contest the biggest ever held.

Your work does not have to be of professional quality and anyone can enter. If you feel you have done a good job, then be proud of your work and enter it in the contest.

You may select from any or all of the following three classes:

1. **General** This may be any type of general craftwork such as dolls, miniatures, woodworking, ceramics, stained glass, painting, eggery and so on.
2. **Railroadiana** Basically the same as General, except all entries must have a railroad motif, such as a lamp in the shape of a locomotive, a painting of a railroad scene and so on. Note that needlework may be placed in this class if you wish, providing it is railroad.
3. **Needlework** Entries in this class must consist entirely of needlework such as knitting, embroidery, needlepoint and rug hooking. The entries may be of a railroad motif if you wish, but this is not a requirement. (Railroad motif needlework may be entered in Class 2 if you wish.)

#### Type of Work

Each item you enter must be declared to be one of the following types:

#### A. Kit Built:

Your work is made from a purchased kit that included everything you need - diagram, plans, instructions and material.

#### B. Pattern:

You used a purchased diagram, plans and instructions but obtained your own material.

#### C. Original:

You designed your own plan, pattern or prints, wrote your own instructions, secured your own material and did all the work.

With these three classes and three types of work, there are nine different categories in which you can enter. You may enter as many articles as you wish in as many categories as you choose. Articles in different categories do not compete with each other. For example, you might win a first prize in both needlework kit and needlework pattern.

As you are doing your work, keep in mind what the judges will be looking for. Make your work neat, all loose threads cut off, all seams and edges finished and everything clean and pressed. Be sure to frame your entry where this is applicable. Please do not put your name anywhere on your work. If you will work to these standards, you will earn more points from the judges.

So let us all get busy now and make our Railette Contest the best ever.

#### *From The Editor:*

*In the last issue I did not list the Railette Contest Winners from Providence because I had misplaced the results sent to me by Linda. I regret the delay, and the results are below.*

#### **General Pattern:**

1st Place - Elizabeth Brown - Black tray with gold bronzing

#### **Needlework Pattern:**

1st Place - Elizabeth Brown - Counted Cross Stitch picture of Hot Air Balloons

#### **Needlework Kit:**

1st Place - Elizabeth Brown - Counted Cross Stitch Serving Tray

2nd Place - Marge Fredlund - Babies Hand Stitched Blanket called Precious Moments

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Address changes should be sent to the Office Manager.  
All other material should be sent to the Editor.

## DEADLINE

for the next issue, #147, Spring 1986 is April 1, 1986. The issue will be mailed approximately one month after this date.

Other deadlines:

- # 148, Summer 1986 - June 1, 1986
- # 149, Fall 1986 - September 1, 1986
- # 150, Winter 1987 - December 1, 1986.

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PLANS — MODELER'S INFO

# NER COUPLER

#146, Winter 1986

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Tolland, CT 06084  
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## From The EDITOR'S DESK

By Kenneth May

This issue of the **Coupler** is your Minuteman '86 registration issue. Since there is no Spring Convention of the NER this year, I recommend you save those funds to spend some time at the Minuteman '86 National Convention in Boston from July 21 thru 28. An NMRA National Convention is a real treat, with activities featuring some of the finest model railroaders in the land.

I have attended both the National Convention in Orlando in 1980 and the National Convention in Washington in 1982 for a few days each. It was a wonderful experience both times. The clinics were fantastic, the display rooms enormous and filled to overflowing; the modular layouts exciting, the fan trips unusual and special; the layout tours giving new ideas and excitement to take home. I am hoping that Minuteman '86 will carry on the fine tradition of excellent NMRA National Conventions, with really more to do than can be packed into a full week of sixteen to eighteen hour days.

So the bulk of this issue is the Registration insert for the National Convention.

This Winter Issue contains some important material for the NER as well. 1986 is an election year for the NER. A Nominating Committee has already prepared a slate of officers and directors to be presented to the membership. However, other candidates may be placed on the ballot by petition. The rules and procedures for the petition process are printed in this issue. There is enough time to properly prepare and present petition candidates if you act now. Petitions must be in the hands of the Secretary by April 1.

In the absence of a Spring Convention, many of the Divisions will, I hope, plan Division activities to fill the void. I encourage all NER members to participate in and support the activities of your Division. Perhaps you could become the Division correspondent to the **Coupler** and send in a small write-up of your Division's activities for the **From The Divisions** column. This might be a way to improve participation and provide activity until the summer and the National Convention.

I am still seeking more members to write columns or articles. I repeat what I've said in the past - it does not have to be polished - I can take care of that. What I need from you is to get the creative juices flowing, and then write about it. Try to pass along some of your modeling technique, your expertise.

## SHOP TALK

by Brian Whiton

If I were to guess at the most frequent criticisms that apply to contest models I would have to rank glue smears very high. It is awfully easy to do. I don't mean a thumbprint or a drop of glue. That is never seen on contest models. I mean a small fillet of shiny glue around the edges of a piece after attachment. Most of us try to bond details as though they must endure direct nuclear blast. That's where the goof is. Generally, a lot less glue is needed than you might think. This is especially true if you follow the manufacturer's instructions. My pet glue specifies a thin coat over the wood surface to be bonded which is allowed to dry entirely to seal the wood before bonding. Having allowed this seal coat to dry, a small amount of glue will tightly bond the wood to the mating piece. I'm more likely to just smear a mild overdose of glue on the raw wood and clamp it to the mating piece. The result can be a poor joint. I do this because I'm naturally lazy and often in a rush. If I do it on a contest model I will pay a heavy price.

Solution: Use less glue and follow recommended procedure for its use.

Another frequent criticism is attention to scale. The most obvious example I can think of is the use of scribed sheet stock. If you are going to stain this material the grain will show. Since the grain will match across all the boards, it is obvious to the eye that they are not individual boards. This seriously detracts from the convincing appearance of the model. Individual boards, individually finished, is a better choice. Another case is a trim board of correct width but incorrect thickness. A 1/32 thick piece of strip stock might seem correct to simulate a 1" thick trim board. In this application, we will be able to see the end or thickness edge and so can be critical of its dimension. Converting 1/32" to scale is actually 2.72" or 3 1/2 times oversize (HO scale - Ed). Since .020 thick wood is about as thin as we can find commercially available, it is the logical choice. It has a scale thickness of 1 3/4", a little over twice the size. Sanding the piece between the folds of a piece of sandpaper can reduce this thickness safely by one-half to .010" or about 7/8" scale. That's close enough to be visually perfect. This one small bit of perfection wasn't that difficult to attain. A number of such efforts on highly visible areas of the model can be the difference between a convincing model and almost convincing model.

These criticisms may seem like nit-picking, but each offense subtracts from the appearance and your point total. Since neither problem is much effort to correct by changing your technique it is well worth the try.

## Layouts of the UTICA, NY Area

by Jim Heidt

Right now, mark your calendars "NER-40!!" at October 10-12, 1986! That is the weekend the NER celebrates its 40th Anniversary as "NER - Life Begins Again at 40!", the NER Fall Convention at Utica, New York.

It has been ten long years since central New York has hosted a NER convention. You can enjoy the Region's 40th birthday by visiting some fresh, new layouts....

"Unique" is the word to describe Bill Swain's home layout! Located in nearby historic Rome, NY, Bill's basement is home to a large pike featuring West German prototypes of the mid-1960's. The Swain finished basement is the perfect place to admire multi-operator action behind steam power.

There's nothing skimpy on Bill's layout ... from the ultra-solid benchwork to the mountainous terrain, Bill has used both time honored and innovative construction techniques. Ask him about using balloons in scenery construction! There is one huge passenger and freight yard and an operating transfer table ... and lots of mainline between. Bill and Rosi have lovingly built this outstanding pike and would be pleased to be your hosts during the layout tour on Friday, October 10, 1986.

Just a short distance from the Swain home in Rome is the house and layout of Ed Scott. Ed's small basement pike is the fictional Blue Ridge and Eastern, which features a trackplan solely for realistic and logical prototype operation of both passenger and freight consists. While presently under construction, Ed is busy getting the Code 70 rail and scratchbuilt turnouts down before scenery is applied prior to your visit. Oh yes, Ed models in TT scale! Here's your chance to see one of the last operating TT scale pikes in our Region! Ed and Ele Scott have long been active in the NER and welcome old friends made at past NER conventions and some new friends during this convention. For many of us younger modelers, Ed's TT scale modeling is the only exposure to that scale we have had.

The Central New York Division, your host for the convention, is actively promoting the hobby among young modelers, and one of our exceptional young talents is Dan Gimelli. Dan is a teen in high school who has been bitten by a fascination for the late John Allen's *Gorre & Daphetid*. As a result, Dan's layout covers almost half of his parent's basement in Utica and features many John Allen inspired ideas as well as Dan's exceptional modeling ability. Daniel has been very active in CNY Division contest competition on the younger level and we are pleased that you will be able to view his modeling efforts on the layout tour.

Visiting layouts during a convention is always a big part of the fun. There are more, and we'll cover them at some future time. But, plan now to come to Utica, New York, on October 10-12, 1986, as "NER - Life Begins Again at 40!" on the 40th anniversary of our Region!

## From The Divisions

### Nutmeg Division:

Nutmeg Division held its Annual Meeting at the home of Ray Miller in Longmeadow, MA. At the meeting the members of the BOD up for re-election were re-elected. At the subsequent BOD meeting the officers re-elected were: Kenneth May, President, Ed Burr, Vice-President, Brian Whiton, Treasurer and Joe Sokol, Secretary.

The annual Schedule of Events was worked out and the Division will meet at the home of Al Kalbfleisch in East Hartford on March 8th. Al's layout is being prepared for the Conn-Rails tour that will be held for Minuteman '86, the NMRA National Convention this summer.

Also, don't forget the 2nd Annual Min-Convention to be held on April 12th at the First Congregational Church in Middletown. Bring items for the elephant table, bring your display railroads, come and do a clinic - come and have a good time.

### Hub Division:

It must come as no surprise to all of you good folks that the Hub Division is now at fever pitch in the almost-last-minute preparations for Minuteman '86, the NMRA National Convention to be held in Boston July 21 to 27. This 4 1/2 year effort has been a lot of fun and quite interesting, but almost everyone involved is now saying 'thank heaven, it's almost September!'. Of course, it isn't just Hub Division people that are so involved - the whole NER BOD and many NER members have been just a frantically at work on this entire event right from the beginning. It will be a superb convention - do not miss it.

Due to the extreme pressure of Minuteman '86, the Division will not sponsor (conduct) a Spring Convention this year. Instead, there will be an annual meeting starting with a 5 P.M. happy hour, then a dinner and then a full evening's entertainment including our Timesaver switching contest, simulated train operation by computer and Mike Marsh presenting a talk on past railroad robber barons. All members and guests are invited. We would like to extend invitations via this column, but by the time you receive this issue of the **Coupler**, the March 22 date of the meeting will have passed. (Maybe not - ED)

The Division membership count has dropped slightly in the past two years, but not as much as NMRA, on a percentage basis. We now stand at 357 and that is not bad. We still have a shot at making that elusive 400 count that we came so close to a couple of times in past years - we'll get there. The invitation is always open - any of you non-Hub NER members who live in Hub territory should sign up now. Just send a note to Rod Brown (address on page 2) and he will see that it gets done.

Head for Boston in July!!

Glenn E. Owens

## Off The Mainline

by Bob VanCleaf

Nothing is more satisfying than a train snaking into a yard after a long run. Whether steam or diesel, mainline or branch line, smooth operation on any layout is what makes model railroading fun. To this end, dozens of techniques have been invented for cleaning tracks and wheels to make smooth operation possible.

Most "engineers" will agree that the more the trains run, the cleaner the rails and wheels will remain. If tracks get dirty, wheels get dirty. This dirt takes the form of an oily black crud on tracks and wheels. I feel that to a certain extent, if wheels are kept clean, tracks will be cleaned. Here is a slightly different way to clean tracks as done on the North River Railway.

One track in a yard is reserved for engine wheel cleaning. A bar of hand soap (I use Ivory, but almost any kind will do) is rubbed lightly for about 1" along the top of both rails. Next, kerosene is "painted" along the railtops for about 10" on either side of the soap spots. The engine is now run across this area several times. Dirt is "pulled" from the wheels by the soap by much the same action as in washing hands. As the kerosene evaporates, a black scum will appear on the tracks. A 1" by 1" by 6" block of balsa wood can be used like a sponge to absorb the dirt and it is also a mild abrasive in its own right. Just follow the engine with the balsa block as the engine is run across the cleaning area a few more times. This process can be repeated either with or without soap for as long as it takes to get all the dirt out of the wheels.

Car wheels should be given the same treatment as the engine wheels for two reasons. First, an excess of dirt on wheels can be a source of derailments. Secondly, if dirty wheels are run on clean track, the dirt will eventually be re-deposited back onto the rail. Just couple a car or two to the locomotive being cleaned at the time. Again, clean wheels on cars will also tend to help to clean dirty tracks.

Note that track cleaning fluids are not generally used on the tracks. On special occasions (out of state visitors) a bit of No-Ox contact cleaner or track cleaning fluid will improve operation, but I have found that in the long run these will leave a deposit on the track that attracts dirt, can cause non-conductive residues or corrosion that will lead to problems in the future. It is best to remove these with the balsa block once the operating session has ended and the visitors have left for home. Use of track abrasives such as "bright-boy" is reserved for clean-up after scenery and heavy-duty mess type projects or specific areas requiring cleaning and themselves will often leave a minimal amount of grit that should be removed in the same way.

There are several side benefits of this way of cleaning tracks and wheels that compensate for the extra time that this method requires. Tracks stay cleaner longer and the handling of delicate trackwork such as the points on switches is accomplished with less chance of damage. When the block becomes saturated with dirt (it turns jet

black), simply sand it down a bit and re-use.

Once you have both rail and wheels clean operation will be improved and table thumping will become a lost art.

## NER Photo Contest Rules

by Peter Watson

### 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 black and white categories.
  - b. Craftsman shall include anyone who has not previously won a first place 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 Models

- 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 8 x 10 inches. All prints must be mounted on a rigid mount such as photo mounting board. The size of the mount may not exceed 11 x 14 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.

**NER Photo Contest ... Can't**

**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 fewer 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.

## It's Election Time Again!!

By Kenneth May

It's time for elections again, and that means it's time to remind you of the rules concerning the naming of candidates. A Committee of the BOD was formed to put together a slate of nominees. However, the constitution provides for the membership to place additional names on the ballot by using the petition process. Hereafter is printed Section 2 of Article VI of the Constitution detailing the petition process:

Sec. 2 Not less than 60 days before an election, 20 Regular or Life Members of an Area may petition the nomination of a candidate for Area Representative from their area, or 30 Regular or Life Members, not more than 10 from any one area, may petition the nomination of a candidate for President or Vice President. Such Candidates shall appear on the printed ballot and may become part of the slate of the Nominating Committee.

The election is scheduled for June 1, 1986. Petitions must be in the hands of the Secretary sixty (60) days before the scheduled mailing of the ballots. The petitions must be on a sheet of 8 1/2" by 11" paper. Each sheet must contain the petition statement, and all valid signatures must take the following form: signature and name, address, NER and NMRA membership numbers. The petition package must also contain a statement signed by the candidate stating that he is currently a member and intends to remain so during his term of office, if elected; a statement that he has the time and intention to fulfill actively the duties of the office to which he/she has been nominated; and, a biography of 200 words or less for each candidate. These conditions are set forth in Section VI of the By-Laws.

# Advertisements

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Here is your chance for a sight and sound preview of the NER Fall Convention scheduled for Utica, NY the weekend of October 10 - 12, 1986.

This Tape/Slide Clinic is available now at no charge for your personal use or the use of your group.

*Why don't you consider showing it at your next club, module group, or railfan meeting!*

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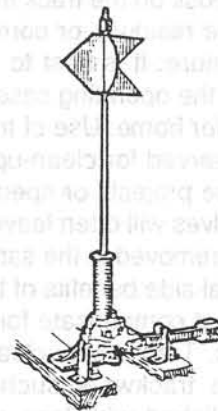
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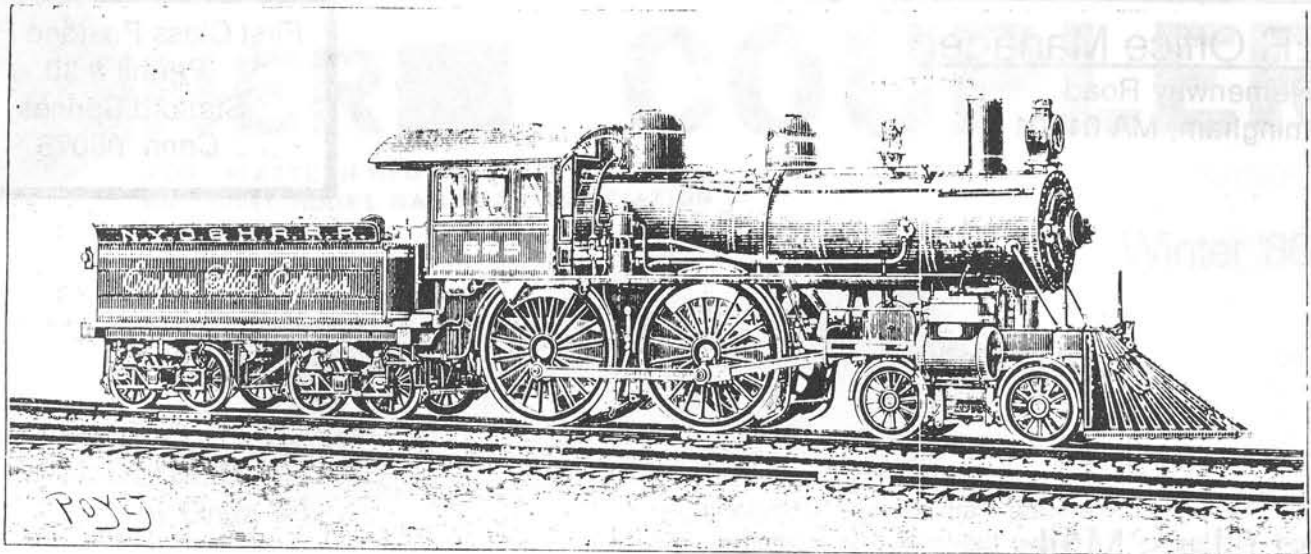
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July 28 - August 1, 1987, Eugene, OR.

July 18 - 24, 1988, Birmingham, AL.

1989 - Houston, TX.

1990 - Pittsburg, PA.

Northeastern Region

October 10-12, 1986, Utica, NY.

NER DIVISIONS

April 5, 1986: Sunrise Trail Division Spring Convention. Garden City Episcopal Cathedral House, 10:00 A.M. - 5:00 P.M. Will feature clinics, slide shows, video tapes, HOTrack, NTrak, model and photo contests, displays, white elephant table & banquet with guest speaker John Page, former editor of **Model Railroader**. Contact STD, Box 174, Old Westbury, NY 11568

April 12, 1986: Nutmeg Division Spring

Mini-Convention. First Congregational Church of Middletown Parish House, 10 A.M. - 4:00 P.M. Will feature clinics, slide shows, video tapes, displays, contests, white elephant table. Contact George Muller, 74 Virginia Drive, Middletown, CT 06457.

April 26-27, 1986: Alouette Division Meet and Train Show, La Veille Brasserie, 2801 and 2901 St. Joseph Ave., Lachine, Que. Contact: Jack Bates, 1008 34 Ave., Lasalle, Que. H8P 3A2 (514) 366-9458

OTHER EVENTS

May 31, 1986: Eastern O Scalpers will sponsor an O Scale and Larger model railroad show and trading session at the Howard Lathrop VFW Post #2307, 35 Merrick Rd., Lynbrook, LI, NY 11563. Dealers, displays, operating layouts. Tables available. Information: D. B. Henon (215) 548-3648. Registration: W. Hulseweder, 211 Broad St., Bethlehem, PA 18018.

Due to space restrictions the **Coupler** is unable to list all the many railroad and model railroad events taking place in the Northeast. A very complete listing of all events is produced by:

Railroad Information  
77 Horne Street  
Dover, NH 03820

For the subscription price of \$5 you will receive at least two listing per year.





# MINUTEMAN '86

BEGINNING THE SECOND HALF CENTURY

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/ Rail / Non-rail / Youth (age) \_\_\_\_\_  
\* Handicapped services required

FAMILY MEMBER NAMES: Add more names if required

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Member and Family Registration Fees \$60.00 x ( ) = \$ \_\_\_\_\_

Non-member Registration Fees \$65.00 x ( ) = \$ \_\_\_\_\_

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Extra Fare Events (Attach Part II and III) \$ \_\_\_\_\_

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NOTE -- for MasterCard holders, please list the 4 digit INTERBANK Number \_\_\_\_\_

Signature (as it appears on card) \_\_\_\_\_

Mail Registration form and payment to:

Registrar, Minuteman '86  
PO Box 1761, GMF  
Boston, MA., 02205-1761

## EXTRA FARE EVENTS -- NON-RAIL ACTIVITIES (Part 2)

DAY Circle day Preferred	EVENT	COST	NUMBER TICKETS	TOTAL	CODE
SUN 8:30PM to MID	SHEER MADNESS	ALL \$17.00	_____	_____	[SU-343]
SUN 2:00 to 5:00	INTRO TO BOSTON/ USS CONSTITUTION	ADULT \$8.00 YOUTH \$6.00	_____ _____	_____ _____	[SU-233]
MON 10:00 to 3:00	BOSTON TOUR/KENNEDY LIBRARY	ADULT \$14.00 YOUTH \$11.00	_____ _____	_____ _____	[MO-135]
TUES 9:00 to 5:00	PLIMOUTH PLANTATION/ EDAVILLE RAILROAD	ADULT \$21.00 YOUTH \$15.00	_____ _____	_____ _____	[TU-133]
WED 9:00 to 4:00	STURBRIDGE VILLAGE	ADULT \$19.00 YOUTH \$13.00	_____ _____	_____ _____	[WE-123]
6:00 to 10:30	EVENING DINNER HARBOR CRUISE	ALL \$33.00	_____	_____	[WE-336]
THURS (1) 8:30 to 5:00	NEWPORT TOUR/LADIES LUNCH	LADIES \$30.00	_____	_____	[TH-123]
FRI 7:00 to 2:00	WHALE WATCH	ALL \$20.00	_____	_____	[FR-136]
SAT 8:00 to 4:00	LEXINGTON AND CONCORD/ FT DEVENS	ADULT \$14.00 YOUTH \$11.00	_____ _____	_____ _____	[SA-133]

MAXIMUM SEATING = 400

## EXTRA FARE EVENTS -- YOUTH ACTIVITIES

MON 10:30 to 3:30	CHUCK-E-CHEESE	\$12.00	_____	_____	[MO-153]
TUES 9:00 to 3:00	BATTLESHIP COVE	ADULT \$13.00 YOUTH \$ 9.00	_____ _____	_____ _____	[TU-153]
WED (2) 9:30 to 2:30	MUSEUM OF SCIENCE/ AQUARIUM	ADULT \$14.00 YOUTH \$12.00	_____ _____	_____ _____	[WE-154]
THURS (2) 9:30 to 3:30	LINCOLN PARK AMUSEMENT PARK	ALL \$13.00	_____	_____	[TH-153]
THURS (2) 8:00 to 11:00PM	ROLLER SKATING PARTY	ALL \$ 4.00	_____	_____	[TH-355]
FRI 1:30 to 4:30	CHILDREN'S MUSEUM	ADULT \$ 8.00 YOUTH \$ 6.00	_____ _____	_____ _____	[FR-233]



**EXTRA FARE EVENTS -- RAIL ACTIVITIES**  
(Part 2 cont.)

DAY Circle day Perferred	EVENT	COST	NUMBER TICKETS	TOTAL	CODE
MON or WED 8:30 to 4:00	EDAVILLE RAILROAD	ADULT \$25.00 YOUTH \$20.00	_____	_____	[MO/WE-111] [MO/WE-151]
MON or FRI 1:00 to 4:00	RIVERSIDE MBTA SHOPS	FREE *	_____	<u>NO CHARGE</u>	[MO/FR-214]
TUES or THURS 8:00 to 7:00	NORTH CONWAY SCENIC RAILROAD	ALL \$30.00	_____	_____	[TU/TH-111]
TUES FULL DAY	CAPE COD & HYANNIS RAILROAD	ALL \$30.00	_____	_____	[TU-111]
TUES EVENING	MOONLIGHT MBTA TROLLEY RIDE	ALL \$20.00	_____	_____	[TU-314]
WED	PROVIDENCE & WORCESTER RAILTRIP	ALL \$60.00	_____	_____	[WE-PW1]
WED FULL DAY	WAREHOUSE POINT TROLLEY MUSEUM	ALL \$25.00	_____	_____	[WE-112]
THURS FULL DAY	VALLEY RAILROAD/MYSTIC SEAPORT	ALL \$65.00	_____	_____	[TH-137]
THURS	BOSTON/GLOUCESTER TRAIN BOAT RIDE	ALL \$11.00 *	_____	_____	[TH-216]
SAT FULL DAY	HOOSAC TUNNEL/RPI RAIL TRIP	ALL TBD	_____	_____	[SA-111]
SUN	SEASHORE TROLLEY MUSEUM	ALL TBD	_____	_____	[SU-131]

\* These tours will require purchase of an MBTA Convention Pass. This pass is good over ALL commuter rail, surface bus/trolley and underground subway lines for the entire convention period. The cost of the pass is \$7.50.

**NOTES:**

1. No charge for Non-Rail Package Registrant
2. No charge for Youth Package Registrant
3. No charge for Rail Package Registrant



**EXTRA FARE EVENTS -- NON-RAIL ACTIVITIES  
(Part 2 cont.)**

**CONVENTION EXTRAS**

<b>DAY</b> Circle day Preferred	<b>EVENT</b>	<b>COST</b>	<b>NUMBER TICKETS</b>	<b>TOTAL</b>	<b>CODE</b>
TUES	CONN-RAIL LAYOUT TOUR	ALL \$35.00	_____	_____	[LCT]
TUES/SUN (3)	PROTOTYPE DISPLAY	ALL \$ 5.00	_____	_____	[DIS]
TUES EVENING	EQUIPMENT PHOTO SESSION	ALL \$10.00	_____	_____	[TU-313]
TUES/WED	TUGBOAT FLOAT-BY	ALL \$ 3.00	_____	_____	[TUG]
WED	SCRATCHBUILDING CLINIC	ALL \$ 5.00	_____	_____	[CXF]
FRI	CONVENTION BANQUET	ALL \$29.00	_____	_____	[FR-345]
	MBTA PASS	ALL \$ 7.50	_____	_____	[MTA]

**LAYOUT TOUR PREFERENCE SELECTION  
(Part 3)**

Two layout tours are included with Rail Registration. Descriptions of most layouts are included in the information section of this kit. Most layout tours will be conducted in the evening; some will be held during the early afternoon. The information is subject to change as more becomes available. You will be able to exchange tours as changes are announced. Additional tour tickets may be purchased at the convention for \$10.00 each.

PLEASE RANK your tour preferences from 1 to 8. Be sure to circle choice of day.

<b>RANK ORDER</b>	<b>TOUR</b>	<b>LAYOUT TOUR BUILDER/HOST</b>	<b>DAY PREFERENCE (CIRCLE DAY PREFERRED)</b>			
_____	LO1	SOUTH SHORE, BURRILL, A & D MUSEUM	TUES	WED	THURS	FRI
_____	LO2	KOLELLA, SSMRE, JACOBSON	SUN	MON	TUES	
_____	LO3	ALEXANDER, MACPHERSON, WATSON	MON	WED	THURS	
_____	LO4	DEVENS, NASHUA VALLEY, WAUSHAKUM (SAT Only)	MON	WED	THURS	SAT *
_____	LO5	NORTH SHORE, ARNOTT, WHITEHEAD, SELIOS, KONRAD	SUN	TUES	WED	
_____	LO6	TREMBLAY, DOUCETTE, DRISLANE	MON	WED	THURS	
_____	LO7	MIT CLUB, BSSME	MON	TUES	WED	THURS
_____	LO8	PRYKE, LYLE	SUN	MON	TUES	



## ADDITIONAL LAYOUT TOUR INFORMATION

Below are additions to the layout information in the March Registration Kit:



### LAYOUT TOUR 2

#### ROY KOLELLA:

The theme of Roy's 40 by 22-ft HO-Scale layout is the Boston & Maine of the 1930-1950 era. Steam dominates with a hint of dieselization. All 350-400 feet of the visible trackwork is hand laid -- including over 100 turnouts. Operation is point-to-point with continuous running also possible. A branch line serves a major eastern Massachusetts quarry operation, as the prototype does.

### LAYOUT TOUR 3

#### JACK ALEXANDER:

The Intermountain Pacific Railroad was incorrectly identified as being built by Jack "Anderson". It is, of course, the handiwork of Master Model Railroader Jack Alexander. His layout was featured on the cover of the March NMRA Bulletin.

### LAYOUT TOUR 4

#### NASHUA VALLEY:

The New England Rail System is a freelance Class I railroad running from Calais, ME to Maybrook, NY carrying heavy bridge traffic. The layout is designed for walk-around control and features PSI Dynatrol™ and Dynatrol™ memory walk-around carrier control plus wireless walk-around conventional throttles. The layout features an automatic indexing turntable and working transfer table in the extensive engine terminal. The layout is divided into mini-scenes using double-sided backdrops. The scenery varies from coastal cities to rugged granite hills and busy urban areas. The Waldo & Kennebec, a Maine 2-ft (HOn30) narrow gauge line, runs from the rugged downeast coast to the lumber camps and quarries of the interior.

### LAYOUT TOUR 5

#### NORTH SHORE MODEL RAILROAD CLUB:

One of the newest and largest of New England's clubs, the NSC has picked the area running from the Chesapeake Bay to the Great Lakes. The Chesapeake & Ohio Railroad stretches from the steel mills of Charleston, West Virginia to the port of Hampton News, Virginia. Leaving Charleston, there is a rugged single track crossing of the Alleghenies with deep scenery which captures the grandeur of this country. Multiple peninsulas with viewblocks create the feeling of traveling over the railroad. A track diagram is displayed full size along a continuous fascia panel.

#### PETER ARNOTT:

The St. Catherine's and Grant's Corner and the Boston & Maine, Waterfield Division are the spring-board for Peter Arnott's love of scenic modeling. The SC & GC, located in the center of Pete's layout room depicts much of the real life Wolfboro Railroad, one of New England's best known railfan rides. The layout around the room, the B & M, WD, is a contemporary pike based on central Massachusetts allows for longer running trains and modern equipment. Many buildings (scratch built) are based on or inspired by real life buildings in New England.

#### GEORGE KONRAD:

The O-Scale Tonopah & Tucumcari, built by Master Model Railroader Konrad, is a 3-ft narrow gauge railroad serving the mines in the "four-corners" area of Colorado, New Mexico, Arizona and Utah. One mine spur was built to 30-in. gauge, which connects with the 3-ft lines on dual-gauge track. Most of the track and turnouts are hand-laid on custom-cut ties on this around-the-wall layout built in a 12 by 24-ft room. George's craftsmanship is reflected in rolling stock and several scratchbuilt bridges and buildings. A large ore processing mill dominates one end of the railroad. The T & T's beautiful western scenery was built by the late Jim Kelly.



## LAYOUT TOUR 6

### NORM DOUCETTE:

Norm's layout, while unnamed, is based totally on D & RGW narrow gauge operations in southwest Colorado, running both passenger and freight equipment. All locomotives are of the C and K classes. The layout fills a 20 by 20-ft room and although it is a point to point design, continuous running is available as an operating feature. All the visible track is hand laid, with most of the ties hewn by hand. A portion of the trackwork is dual gauge, also hand laid. Norm built most of the locomotives and cars himself as well as all the structures and bridges. The scenery has been a group effort on the part of many members of the Reading Central Model Railroad Club.

## LAYOUT TOUR 7

### TECH MODEL RAILROAD CLUB (MIT):

The Tech Model Railroad Club on the campus of the Massachusetts Institute of Technology has been continuously active since 1949. This large HO-Scale layout features an elaborate Progressive Cab Control system and a huge block occupancy display board which can be seen from most of the viewing area. Five elevated cabs and eight local cabs create the busy atmosphere that reinforces the urban feel of this layout. An impressive city scene includes a complete trolley system and a large passenger terminal. The main line is approximately four scale miles long. The layout follows the eastern terminal flavor of the Boston & Albany. Modern steam and diesel of all eras are featured.

## \*\* NEW \*\* LAYOUT TOUR 9 \*\* NEW \*\*

Layout Tour 9, a new addition, can be registered for at the registration counter when you arrive in Boston.

### Bill Borelli:

The Eagle Mountain Lines is currently being reconstructed in O-Scale after many years as an HO-Scale pike. This new layout completely fills the basement with an operational 240-ft main line. The Eagle Mountain is a connecting bridge carrier linking the Santa Fe and the Espee in southern California. This layout is controlled by PSI's "Dynatrol™" radio-control system. Set in the late 1950's, early diesel and modern steam power are featured.

### Rich Ouellette:

The Moose Mountain Railroad in HO-Scale is not huge at 14 by 16 feet, but the overall impact of this fully scened layout, complete with a functional trackside signal system, is memorable. Visitors will find much to look at among the large collection of motive power lettered for regional railroads. Both steam and diesel are featured. A regular operating group runs the railroad in accordance with a computerized waybill system.

### Bob Shepherd:

Those who enjoy the seldom-modeled 1880's era will find this layout a particular treat. The flavor of northern New England is very effectively captured on this innovatively designed, two-level layout. The HO-Scale St. Johnsbury & Lake Champlain is known to many through the pages of the *Bulletin* and *Railroad Model Craftsman*.

## LAYOUT TOUR SCALES

HO SCALE	
Tour	Layout
1	South Shore Model Railway Club
2	Roy Kolella
2	Iver Jacobson
3	Jack Alexander
3	Dave MacPherson
4	Fort Devens Model Railroad Club
4	Nashua Valley
5	North Shore Model Railroad Club
5	Peter Arnott
5	George Sellios
6	Dave Drislane
7	Tech Model Railroad Club (MIT)
8	John Pryke
8	Si Lyle
9	Rich Ouellette
9	Bob Shepherd

LIVE STEAM	
Tour	Layout
4	Waushakum Live Steamers

N SCALE	
Tour	Layout
5	Jim Whitehead
6	Charles Tremblay

O SCALE	
Tour	Layout
1	Kingman Burrill
2	South Shore Society of Model Railway Engineers
9	Bill Borelli

On2, On3, & On30 SCALE	
Tour	Layout
3	Peter Watson
5	George Konrad

VARIOUS	
Tour	Layout
1	Adolph A. Arnold
7	Bay State Society of Model Engineers



## ADDITIONAL EXTRA FARE EVENT INFORMATION

Below are additional NRHS sponsored events to the information in the March Registration Kit. Note that you must write the Code number on page 26 or 27 of the Registration Form -- these are additions.

### CAPE ANN CLAMBAKE AND WHALE WATCH CRUISE:

Monday, July 21, 1:30 - 5:00 Code [MOX-11]  
Whale Watch (extra) Code [MOX-21]  
Saturday, July 26, 1:30 - 5:00 Code [SAX-11]  
Whale Watch (extra) Code [SAX-21]  
Trip and Clambake \$31.00 ALL  
Whale Watch Cruise \$20.00 additional

Board a scheduled commuter train and ride to Gloucester. After the whalewatch, buses will take you to an authentic Yankee Clambake. NOTE: You must be in Gloucester before 1:30.

### LOWELL NATIONAL HISTORIC PARK:

Tuesday, July 22 Code [TUX-21]  
Wednesday, July 23 Code [WEX-21]  
Lowell Park Trip \$12.00 ALL

Hourly commuter rail service from Boston. The park recreates the 19th century lifestyle, manufacturing and transportation of this industrial area. Ride in an open trolley car and canal boat. Park Service guides escort you.

### INTERNATIONAL RAILWAY ART EXHIBITION:

Tuesday to Sunday Code [TUX-10]  
International Railway Art \$5.00 ALL  
Description in your Registration Kit.

### MBTA RED LINE TRANSIT TRIP:

Tuesday, July 22 Code [TUX-31]  
Extra Fare \$15.00 ALL

A four car special train will cover the entire line, including a look at the new Cabot Shops, built on the site of the old New Haven Railroad Dover Street engine terminal, adjacent to the Amtrak and MBTA commuter rail yards in South Boston. Capacity is limited to 380.

### MBTA BLUE LINE TRANSIT TRIP:

Thursday, July 24 Code [THX-31]  
Extra Fare \$14.00 ALL

A special charter train of third rail and pantograph equipped cars will tour the line, crossing under Boston Harbor and continuing on the right of way of the former Boston, Revere Beach and Lynn narrow gauge railroad. The MBTA has retained one set of its older cars which will make this trip particularly interesting.

### MBTA ORANGE LINE TRANSIT TRIP:

Saturday, July 26 Code [SAX-31]  
Extra Fare \$16.00 ALL

A special tour of the entire line, to include an inspection of part of the Southwest Corridor now under construction.

### MBTA GREEN LINE TROLLEY TRIP:

Sunday, July 27 All Day Code [SUX-31]  
Morning Code [SUX-33]  
Afternoon Code [SUX-35]  
Extra Fare All Day \$22.00 ALL  
Morning \$15.00 ALL  
Afternoon \$10.00 ALL

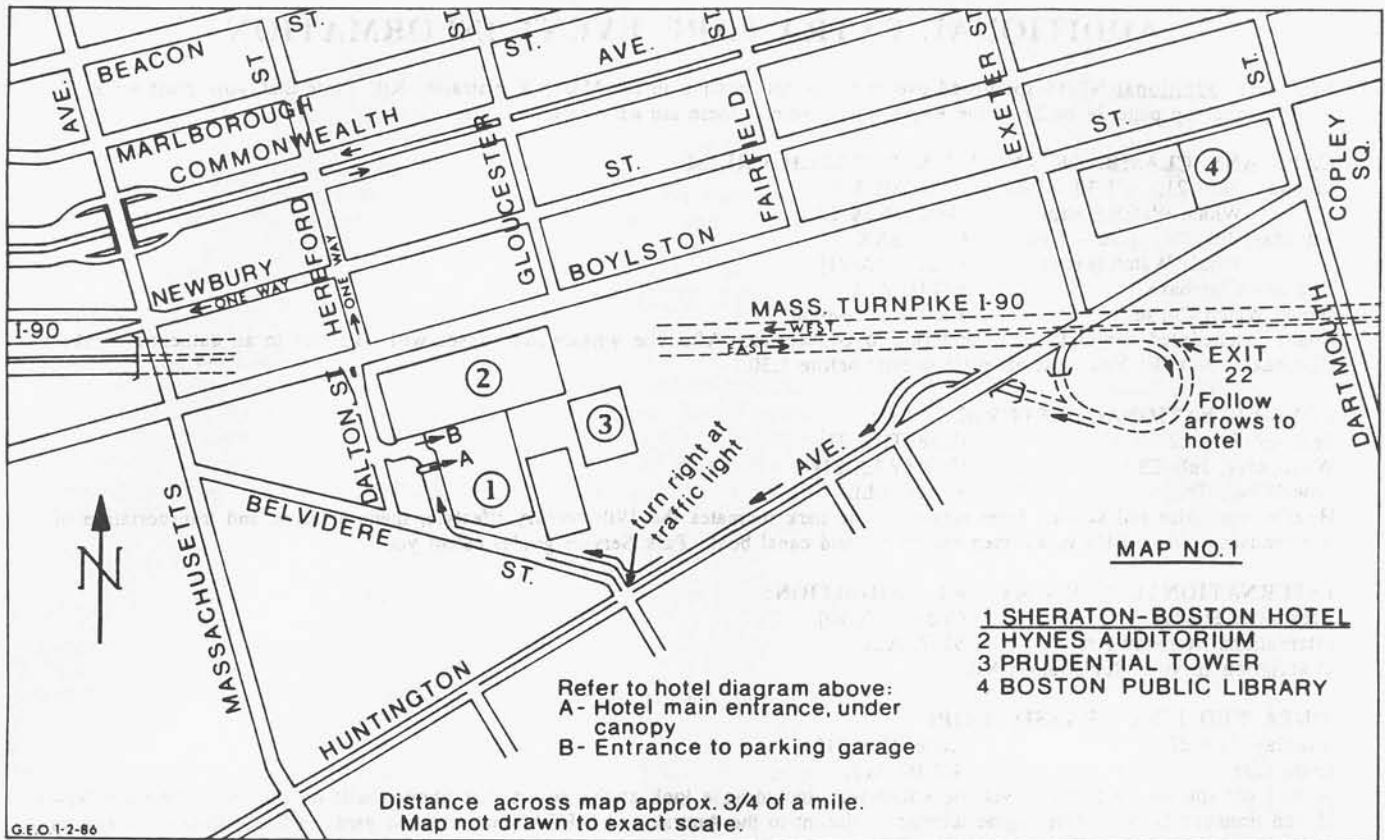
This trip will cover all trackage including non-revenue trackage of the MBTA Green Line light rail division. Equipment used will include Boston Elevated Type 5, PCC, and Boeing LRV cars.

### RAILROAD MOVIES AND THEATRE ORGAN CONCERT:

Wednesday, July 23 Code [WEX-61]  
Extra Fare \$16.00 ALL

A mighty Wurlitzer theatre pipe organ provides the accompaniment for a program of selected silent railroad movies. A nationally prominent theatre organist will be at the organ console. The Eastern Massachusetts Chapter of the American Theatre Organ Society makes this special evening possible.





### Directions into Boston:

The best, and perhaps the only way to drive into Boston and the Sheraton-Boston Hotel, is via the Massachusetts Turnpike, Interstate 90. This route will allow you to exit right at the Sheraton-Boston, (Exit 22 -- Prudential Center). The New York State Thruway from the West, Interstate 84 from New York via Hartford, or Interstate 95 from the north or south all join the Mass Pike at convenient points. Follow along the Conrail tracks through the Allston-Brighton toll booth (pay \$.40). Stay to the right at the Prudential Center Exit (EXIT 22). Another right turn at Belvidere Street will bring you to the lobby entrance of the hotel.

If you are flying in and renting a car, ask the rental agent for directions to the Sheraton-Boston. They will be happy to supply you with a good map of the local area.

While at the convention, we suggest you leave your car and take the tours, or ride the MBTA on the special Convention Pass or just purchase the regular ticket. Although Boston is an old city, it has much new construction. A wrong turn can take you to Cambridge, Brookline, or Dorchester. However, our natives are friendly and will understand your problem. Ask one or call the hotel for help getting back.

### Special Notes:

- The MBTA Convention Pass that was described in the March issue of the *Bulletin* (page 27) includes all surface bus/trolley and underground subway lines but does NOT include Commuter Rail lines.
- The Equipment Display Photo Session described in the same issue, (page 30), will be Tuesday evening as indicated on the registration form instead of Wednesday per the description.
- The "Independence Limited" special train sponsored by the Roanoke Chapter, NRHS, has been cancelled.
- The Scratchbuilding Clinic on page 28 of the Registration Form will be held Thursday -- You will be notified if you are among the first 55 registrants.
- The Hoosac Tunnel and Kennebunk Port trips have not been priced because we still trying to obtain special motive power for these tours.