

# **NER** **COUPLER**

NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

Spring 1988

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### **Elections!** by Kenneth May

It is time for elections in the NER. Positions to be elected include President, Vice-President, and Representatives to the Board Of Directors from the eight principal areas of the Region. All members may vote for the President and Vice-President.

However, a member may vote only for a candidate for Director from the area he resides in. Example: since I reside in Connecticut I may vote only for a candidate for Director from Connecticut/Rhode Island.

Below are the biographical statements of the candidates. Hopefully they will be  
(Continued on Page 5)

**Friday Evening, May 20**, the attendees at **Rails East '88** are invited to visit Doug Devine's *Island Central* model railroad. Inspired by the B & M, Doug's railroad features prototypical operation. Much has been accomplished on this model railroad to prepare for the convention. Here a pair of Alco RS-3's pull a fast freight past a station on the *Island Central*.



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**NER Coupler**

**# 154, Spring 1988**

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

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Address changes should be sent to the  
Office Manager. All other material should  
be sent to the Editor. Editorial material  
may now be transmitted to the Editor via  
modem, or by means of ASCII file on IBM  
format 360K floppy disk. If any questions,  
please call.

**DEADLINE**

for the next issue, #155, Summer 1988 is  
June 1, 1988. The issue will be mailed  
approximately one month after this date.

**Other deadlines:**

#156, Fall 1988 - September 1, 1988

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**From The Editor's Desk**

by Kenneth May

This issue of the Coupler contains the registration information for the Convention in St. John. I urge all of you to give serious consideration to attending and participating in this event. Also, I have two corrections/apologies to make from the last issue. First of all, I told you that a questionnaire would be enclosed with the issue. Well, it was completed, and I stapled it into the issues for mailing, only to find that it caused the Coupler to exceed the weight limit. With reluctance, I removed the questionnaire and have enclosed it with this issue. The second goof was to name Bob Morse as the recipient of the Golden Spike Award. My apologies to Bob Morse for incorrectly naming him, and especially to Mike Marsh, who was the recipient of the Golden Spike Award. Sometimes I get names mixed up, and in my desire to quickly acknowledge Mike Marsh's accomplishment, I wrote down the wrong name in my notes.

\* \* \* \* \*

The Coupler is still suffering from a lack of material to publish. This publication is *your* publication. Its purpose is to convey to you the member information about the organization. It also can provide modeling information - but, I cannot write it all. First of all, I'm not that accomplished a modeler. Second of all, it is already quite an effort to edit and publish the newsletter; writing it is just not fair. All members are urged to contribute in some fashion.

Last issue also bid farewell to one of the oldtimers in the NER. Stan Bradley was a strong supporter and participant in the National and Region for many years. When I inherited the Editor's job I received a folder of material produced by Stan. Twice, Stan mailed additional material from his retirement residence in Florida. Stan died last year, and the article on Collecting Model Trains in the last issue was the last article I had from him. I still have a few pieces of poetry, which I will publish as space permits, but his interesting railroadians items are no more. We will all be a little poorer for that.

I look forward to seeing all of you in St. John.

**Shop Talk**

by Brian Whiton

I would like to point out to our model contest entrants and our potential entrants, that they need to know and understand some basic rules before filling out the entry forms. Many of you are doing your point totals harm by not filling out the forms, or by doing so incorrectly. Come on fellas, they are not that difficult or time consuming.

Most of the trouble comes from not giving us your member number, or incorrectly indicating your class and category.

For not giving us your member number, and you know who you are, you must work as a contest clerk for four hours. Believe me, you will never forget again.

Class and category bear some re-explanation. CLASS is one of two options. You are either a CRAFTSMAN or a MASTER. We expect more from masters and judge their models with correspondingly more intense effort. Craftsman, however, are less experienced and are due more consideration for a flaw or two.

When you first enter the contest you begin as a craftsman entrant for two reasons. First, you have never entered an NER contest before and could not have won a first in your category. Second, you should not have to compete against seasoned model contest entrants who have won many awards. Winning that first is the only way to become a master.

Of course, there will come a time when your modeling reaches a level of excellence equal to the best craftsman class. You will knock down that coveted first place and for ever after have to compete with the big guys in that category.

Fortunately, you can do this one class at a time. As you become a master competitor in one class, you can slowly build your skill levels in the other classes, only gaining master status when you knock down a first in that particular category. If you are a master entrant in freight cars and you submit your first passenger car, you are still a craftsman in passenger cars. Your craftsman status may not last long, if you apply your skills learned in freight cars to your new

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**Shop Talk** (Continued from Page 3)  
endeavor, but for that first model, at least, you need not face competition from the old hands.

So now we know your class. Craftsman unless you have one a first in the category under consideration.

So what about CATEGORIES? They are not so difficult either. Here in the NER, we must combine several of the categories that are present at the national level. We do this to retain competition in the under-entered categories of traction and cabooses. In the NER, there are only two types of locomotives, steam and other.

If you build a steam locomotive, either kit-bashed or scratched, you enter Loco Steam. Any other self-propelled piece of motive power is in the category of Loco Other. For example both diesel locomotives and gas electric passenger cars are in Loco Other. Incidentally, the engine can not be a dummy. It must be able to move by itself.

In revenue cars, we have only passenger and freight. Now head end cars are considered passenger in most cases, with the exception of express box cars, etc. Your baggage and RPO cars are used in passenger service so they must be entered in passenger. Milk cars are in the express freight type of cars, and are judged as freight cars.

Non-revenue cars include all other rolling stock. Caboosees and all manner of MOW cars are in this category. Now if you have a cinder gon that looks for all the world like a regular revenue freight car and you enter it in non-revenue without telling us its purpose, we are going to get confused and your point total may suffer. So if you are in a grey area of interpretation you have even more incentive to give us full information on the "how I dunit" sheet of the entry form.

That brings us to things that don't roll. STRUCTURES are buildings or bridges or ash loaders or transformer stations or similar structures with or without bases. Just that. Now if the structure has appurtenances such as a water tower with free standing water column, we will consider the apparently disconnected water column, but if there is tree growing between the water column and the structure we don't see it.

Notice I said we don't see it. I don't

expect you to build a nice scene for your layout, built on a base for ease of construction, inclusive of all that lovely junk we sprinkle around our structures, and be boxed out of entering in structure category by some idiotic technicality. We will ignore that which does not pertain to the structure being judged. Bridges are structures, inclusive of their "on bridge" track, abutments, piers, bents, and other directly related structural details, and exclusive of the approach track.

DIORAMA, on the other hand, is the place to show off that junk, your tree making skills, your scenery techniques and track laying skills in a complete scene, all on which will be judged. If you want that approach trackage judged and the bridge watchman's shanty judged, you should be in Diorama, not structure.

By the way, our flexibility extends to multiple structures on a single base. If you are maxed out in Diorama and have a nice scene with several small structures on it, we can judge them as individual entries even though to the uninformed observer they appear to be a diorama. We do not want to keep you from enjoying your hobby through competition by inflexible bull-headed interpretations of the rules.

There is one other decision you have to make. Here in the NER, we are able to consider KIT-BASHED models by a scale which does not inflict accidental penalties on them for having started with one or more kits. This scale demands lavish detail and complex bashing to make up for the lack of large amounts of scratch building. It is not an easier scale to be judged by, rather it is a means by which to include kit-bashers in model competition. We recognize that accurate models of diesel locomotives are, for example, more attainable by kit-bashing than by scratch building for the average modeler. Because these begin with factory made shells we expect you to go all the way with detail. The more of that detail you make yourself, the more points you are going to accumulate and the more competitive the model will become.

I find kit-bashing quite difficult, personally, so I tend to lean toward scratch building. There are some models, however, that I will have to kit-bash if I want to have them, so someday I will have

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**Elections** (Continued from Page 1)

of assistance in making your choices for the candidates for whom you may vote. Note: an asterisk (\*) denotes an incumbent candidate.

**President**William S. Parker\*

Bill Parker has been an active member of the NMRA, NER and Hub Divisions since 1964 and is a life member of all three organizations. He has been an extremely active promoter of the hobby of model railroading and a consistent participant in model railroading functions having attended 8 NMRA conventions, 47 Regional conventions and all Hub Division activities since 1964. He has held many positions during that time, including President of the NER, Vice President of the NER, Chairman of the Hub Division, and General Chairman of the Minuteman '86 NMRA National Convention. Bill and His wife Moira have been married for over 27 years and they have four children. They have resided in Brockton MA for 21 years. Bill is employed by the Commonwealth of Massachusetts as a Project Manager in the Division of Capital Planning and Operations. He is a graduate of Northeastern University with a BS in Civil Engineering and a MBA in Business.

If re-elected as President, Bill will work toward these goals:

1. To increase interest in the hobby by sponsoring and/or promoting interesting and informative functions throughout the Region.
2. Strive to increase interest in the function that the Region plays in bridging the gap between the NMRA and Divisions.
3. To increase NER membership by actively supporting the activities of Divisions and Clubs.
4. Actively support Divisions, Clubs and other groups with the manpower and resources assembled and used to present Minuteman '86.
5. Offer new, innovative and interesting programs, clinics and activities at Region Conventions.
6. Strive toward better communications and cooperation between Region, Divisions, Clubs and individuals.
7. Promote clinics and contests for the majority of our membership who want a nice looking, well operating layout using modern materials and techniques without having to scratchbuild most things.
8. Use my more that two decades of experience to attempt to interest more modelers to participate in planning and presenting conventions and shows.
9. To continue my effective relationship with the NMRA Executive Council and Board of Trustees and continue helping the NMRA try to serve the membership better.

**Vice-President**Brian C. Whiton\*

Brian is a 40 year old family man having a wife Laurea and two children Matt age 5 and Julie age 10. He has resided at 96 Spring Street in Windsor Locks, Ct. for 12 years.

Brian is employed by Microtime Inc. of Bloomfield, Ct. as a mechanical designer. He is also employed by A. J. Belliveau Railroad Construction as their chief of survey party.

Brian is a modeler of 25 years experience. He models in two scales, HO and 12" equals 1' scale. He has an extensive 80% complete model railroad in the basement of his home. His interests in the hobby lean toward operation and building contest quality models. He holds achievement certificates as chief dispatcher, master builder scenery, author, and association volunteer.

Brian has been contest chairman of the NER for a number of years and will continue in that position. He has also held the offices of president, vice-president and treasurer of the Nutmeg Division and well as NER Director for Conn/RI. He is currently the incumbent Vice-President.

Brian says "I will work to support the leadership of

the NER in its effort to reach out to more modelers with better services more precisely tailored to their needs. I feel the primary push in this effort should be directed at improving the quality of our conventions and in supporting the communication links of our hobby. We need to stimulate the exchange of modeling ideas and information, since after all our organization is primarily a communication tool. I will, of course, give my maximum support to the model contest and the achievement program. I feel strongly that through these programs some of the most significant developments to the quality of our modeling are made available to both the participating modelers and those who derive their satisfaction from observing the contest and the efforts of their fellow modelers. We need to get off the political siding and on the main track of modeling once again.

**Canadian Director**Norman Guinard\*

Norman has been a modeler for over forty, with his sixth layout now 40% complete. He is a long-time member of the NMRA as well as the NER and the two Canadian Divisions, Maritime and Alouette. He belongs to the Friends of the East Broad Top as well as the Canadian Railroad Historical Society and its N.B. branch.

Perfectly bilingual, Norman helps bridge the language barrier between the French speaking Canadians and English Canadians and Americans. Norman is married and has two children both attending University in Post Graduate studies. Norman is a Pharmacist by profession, but he has sold his business and is now semi-retired. This now permits him to devote full time to his model railroad, the NER and his position as Chief Conductor of the Salem & Hillsborough Railroad, located 14 miles south of Moncton, N.B., Canada.

Norman believes that the small numbers of NER members from Maritime Canada can be increased with some work and encouragement and he would like to continue to work for that end as well as continuing to represent the strong Quebec membership.

**Connecticut & Rhode Island Director**Joseph F. Sokol\*

Joseph F. Sokol is 49 years old and has resided in Connecticut for the same number of years. He now resides at 213 Regan Road, Apt. 12, Vernon, Ct. He has been an active model railroader for the past 12 years. He became a member of the Nutmeg Division, the NER, and the NMRA in 1975 and became a life member of the NMRA in 1983 (L-4587). He models in both HO and HOOn3 in a 14 by 14 basement room of his residence and has completed about 70% of his layout.

Joe has served the Nutmeg Division and the NER in many ways over the past 10 years. In the Nutmeg Division Joe has been active with the Division Train Show, organizing it the last four years. He has also served as secretary for the last five years. In the NER, Joe has been a member of the Convention Registration Committee and assisted with registration activities at the conventions.

Joe states that he will continue to serve as Connecticut and Rhode Island Director to promote the NER's activities. He believes that the modelers of all regions should be brought closer together through NER activities in order to promote our common interest of model railroading. He believes this can be done by better communications between various division members and their NER representative as to what can NER do for the modeler rather than what can the modeler do for the NER.

**Long Island And New York City Director**John A. MacIntosh\*

John A. MacIntosh has been involved with HO gauge model railroading since assembling a 6 volt Mantua Mogul kit in 1937. Before that it was "Lionel Standard Gauge". He is a

life member of the NMRA and has held NMRA membership since the 1950's. A Charter Member of the Sunrise Trail Division, he has also been a member of the NER since the 1960's. "Jack" is a past Director and past President of the STD and is an incumbent Director of the Region. Beginning with the New York Convention in the late 1940's, he has attended eleven national conventions as well as every Sunrise Trail convention since it was established and most NER conventions during the past twenty years.

Other related hobby activities include membership in the MER, the NRHS, the Railroad Station Historical Society, the Steamship Historical Society of America, the Nation Association of Timetable Collectors, and the Canadian Railroad Historical Association. A life-long interest in domestic and international travel, passenger train operations and services, transportation history and 35mm photography have been intertwined with his involvement with model railroading activity since his early youth. When not otherwise occupied, he tries to give some attention to his HO "Diminutive Atlantic Railway" layout.

A resident of Garden City, New York, he has recently received the title of Professor Emeritus after almost forty years on the staff of the New York City Technical College of the City University of New York.

### **Massachusetts Director**

#### **Wayne R. Craigue\***

Wayne has been an active member of the NMRA, NER and Hub Division for fourteen years. During that period he has attended 5 NMRA conventions, 28 NER conventions, and 28 Hub Division conventions and shows. He has served in a senior capacity on several NER and Hub Division Convention committees and is in charge of the promotional display which he designed and constructed to promote the NMRA, NER and Hub Division at meets and shows throughout Massachusetts.

In addition to his Hub Division promotion duties, Wayne was a member of the Minuteman '86 Promotion Committee, is the present NER Director from Mass., and is a member of the Hub Division BOD.

Wayne resides in Everett, MA with his wife Linda and their two sons. He is employed by a major Boston based architectural graphics and sign company where he is in charge of all production operations. He models in HO scale and has a good sized layout in his basement. His modeling interest lies in railroad operations of the mid 40's, utilizing both late steam and early diesel to power trains of standard Pullman passenger equipment and 40' freight equipment.

If re-elected to his NER Board of Directors' position, Wayne feels that he will continue to function with the effective philosophy that time spent in personally talking with Massachusetts model railroaders at club and Division functions is the best source of information on "what can the Region do for you." Time spent in gathering information, recording and acting on that information pays off in a well managed, smooth running organization. "I intend to use sound judgement and provide a strong voice for the Massachusetts members of the NER. Keep active, keep current and keep model railroading fun."

### **New Jersey Director**

#### **Richard C. Laube\***

Rich has been active in both the NER and the MER for several years. Past activities include New Jersey Director for the last eight years, Garden State Division Director for nine years and Chairman for the last six, Sunrise Trail Division activities, N.J. AP Coordinator, former North Jersey NTrak Coordinator, and past president of The Model Railroad Club in Union, NJ.

He has attended 11 NMRA conventions, 16 NER conventions, 16 MER conventions, and 1 NFR convention. All this in addition to coordinating several division meets, giving clinics on a wide variety of subjects for NER, MER, GSD, STD, and NJD. He has also been a Model Contest Judge.

Model railroad activities include a large portion of the construction work at the Model Railroad Club, and an award winning NTrak module. He is constructing a 30' x 40' 1930 era layout in his home, which will feature handlaid track with scratchbuilt and craftsman type structures, walk-around control system and HO3 branchline. Rich has earned two AP certificates and is working on three more.

Rich is 38, single and works for the NJ Department of Transportation as a Project Engineer. He now lives in Freehold, NJ.

### **New York State Director**

#### **Jim Heidt\***

Current NYS Director Jim Heidt has been a modeler and NMRA member for more than 12 years. Within the NMRA and NER, he also serves as chairman of the NER Promotion and Membership Committee, superintendent of the CNY Division, and local convention committee chairman for the 1986 Fall NER Convention in Utica, NY.

As NYS Director, Jim has tried to strengthen the ties and relationship between the NER and upstate New York modelers. He believes that active and responsive Regions and Divisions can best serve model railroaders in their areas through educational and entertaining programs and services.

Somehow, Jim finds time to practice law and spend time with his wife, Jo-Ann, and their two children in Camden, NY ... as remote an NER "outpost" as you'll ever find in upstate New York.

### **Northern New England Director**

#### **Edwin R. Permon\***

Ed is 42 years old and unmarried. He has been with a major computer company for twenty years and has become a programmer analyst.

His initiation to the hobby was via the traditional post-WWII Lionel set built by his father. He became serious about the hobby when at the age of 12 when he received a Fleischmann HO train set.

Thirteen years in a Massachusetts efficiency apartment was an ideal forced armchair planning session. That time was filled with railfanning, car kit construction, and an investigation of the few modular modeling standards then available. He also built a collection of railroading books.

Now as a first time homeowner in Bedford, NH, he finally has the basement for the typical home layout. He retains his interest in modular model railroading as a participant in a local informal group. He is a life member of the NMRA, the NER, and the Hub Division.

As the current NER district representative for Me, NH and VT, he believes that he is living in the middle of an area with a number of new and closet model railroaders. He believes that there is potential for increased membership and activity in this area.

Ed feels that there is more that he could do to help the development of the hobby in his area over the next two years. With sufficient interest and demand, there could even be some new divisions in the north country.

**See Official Ballot on Page 12**

**RAILS EAST '88**

NER SPRING CONVENTION

MAY 20 - 22, 1988

DELTA BRUNSWICK HOTEL

SAINT JOHN, NEW BRUNSWICK, CANADA

**The NER Spring Convention** will be held in Saint John, New Brunswick, Canada and will be combined with the spring convention of the Maritime Federation of Model Railroaders. The Delta Brunswick Hotel will be the convention site, and it is located in the center of the city, close to many major local attractions. The hotel itself is above the Brunswick Square Shopping Complex, with something for everyone. The hotel has a block of rooms reserved until APRIL 19th; you should make your reservation by phone or with the attached reservation card before that date. Rooms should be available after this date, but they cannot be guaranteed. Room rates for Friday and Saturday are (in Canadian funds) \$70.00 per night, double occupancy. Before and after the rate is \$83.00, single or double. These prices will be about 25% less when paid in American funds. There are many restaurants in the hotel/shopping mall complexes, from fancy ones to familiar ones like A & W, Kentucky Fried Chicken, etc.

**MODEL RAILROAD SHOW:** There will be a large model railroad show held in the hotel's ballroom on Friday evening and all day Saturday, when it will be open to the public. A super home layout will be open for visitors Friday and Sunday. A major event will take place on Saturday when a fan trip to the Salem & Hillsborough Railroad will take place. With this fan trip, the model show, and the location of the events, there should be plenty of activities for the whole family.

**RAILS EAST '88** is being organized and run by the local Saint John Society of Model Engineers, on behalf of the Maritime Federation of Model Railroaders. This group will have their HO scale modular layout at the show, with over 20 four foot modules in operation. This show will be quite different than recent NER convention shows, as it will feature mostly railroad modeling rather than mainly dealer sales tables. Other modular and portable layouts will be on hand, filling the hotel's ballroom. From Bangor/Brewer Maine, the Eastern Maine Model Railroad Club will be operating their HO scale modular layout.

The local Port City Model Railroad Club will be on hand with their 6' x 12' portable layout, and a new group from Halifax, Nova Scotia will be making their debut with an N scale modular layout. Several other modular layouts from Moncton and Fredricton, N.B., and Truro N.S. are also expected. The larger scales have not been forgotten, as there will be a Lionel O scale set up in operation too.

The model railroad show will have some dealer displays, as well as the usual "white elephant" tables, displays by railoriented groups, and modelers displaying their handiwork.

**THE FAN TRIP** on Saturday will promise to be the highlight of the convention. A comfortable highway bus will depart the front of the hotel at 9:30 a.m., for the drive to Hillsborough, which is the other side of the Moncton, N.B. There you will board a STEAM POWERED train for the trip to Salem. The return trip will have an additional steam engine on the front, for a DOUBLEHEADED STEAM run. It is also hoped to have a meet with a freight train powered by a vintage operating RS-1. There will be a time to browse around the Hillsborough terminal area, where you will find restored passenger and freight equipment, as well as a unique ex-CN double ended snow plow. There is a gift shop in a restored baggage car, and a canteen in a dining car. The trip costs will include bus and train fare, a box lunch and beverage. The bus is expected to arrive back at the convention site by 4:30 p.m. **PLEASE NOTE: THE RESERVATION DEADLINE FOR THE FAN TRIP IS FRIDAY, MAY 6TH.** Please ensure your name is in by then. This is required to arrange bus transportation.

**THE HOME LAYOUT** of Doug Devine will be open for viewing on Friday evening and on Sunday. Views of this layout were featured in the April 1988 issue of *Railroad Model Craftsman* magazine, in their Boomer Trail feature. The Island Central Railroad features over 350 feet of mainline trackage, with almost 100 turnouts. It is built near eye level, giving an excellent perspective of the operations of the railroad. Doug is very operations minded, as all of his trains run according to schedules in his timetable, with resulting prototypical realism. The Island Central has a strong New England flavour, with its' diesels painted in B & M

maroon and gold, and with structures showing similar influences. Doug lives in a suburb of Saint John, about 13 miles from the convention site. There will be "follow me" trips to his place for those with cars, and organized trips for those without. Details will be posted at the convention registration desk, and/or included in the registration package.

**CONTESTS:** In trying to place more emphasis on "model" in model railroading, the organizers have gone all out to try and attract more models and photos to the contests. Prizes have been solicited from area hobby dealers, hobby manufacturers, and from local merchants for the contests. The traditional NER/NMRA contests will be organized by NER Model Contest Chairman Brian Whiton, for those wanting to earn points in the Achievement Program. The Maritime Federation of Model Railroaders' contests will be open to ALL convention delegates, and everyone is urged to bring at least one model and/or photo. The model contest will be judged by all NER and MFMR convention attendees, by popular vote. If you've been reluctant to enter your models in a strict judged event, now is the time to give it a try when final appearance is the only judging factor. And you could win some prizes too! All entrants will receive participation certificates, while winners will receive award certificates, ribbons, plaques, and PRIZES!

**SPECIAL AWARDS** have been arranged for scales that are not usually well represented in contests. N scalers will have a chance to win a new Atlas N-scale diesel, for the model in N scale that gains the most points in the contest. It might not necessarily be a winner in the overall contest, but just gathers the most points in N scale. For O scalers, we have two one-year subscriptions to the *O Scale Journal* for models with the highest points.

Another different attraction at RAILS EAST '88 will be the availability of specifically made souvenir items, being prepared by the local Port City Model Railroad Club. They will be offering for sale such items as enameled pins, buttons, as well as baseball-style caps, all with the RAILS EAST '88 logo. Truly unique souvenirs of the convention!

**EXTRA RAIL TRIP:** Delegates will be able to take a separate day trip on VIA Rail's trains between the convention city

and Moncton, either before or after the convention. VIA's train the "Atlantic" leaves Saint John at 0915 in the morning for the two hour trip to Moncton. This train is powered with modern GMD F40PH-2 and MLW FPB-4 diesels, and consists of older steel cars, with a dome car at the rear. Travellers can return to Saint John on the afternoon RDC train which arrives back in town at 1400. An Alternative would be to take the RDC's to Moncton around 1500, and return on the Atlantic, arriving in Saint John around 1900. Either round trip ticket is about \$18.00 (Canadian) per person. Reservations are not usually required far in advance, but it would be best to check with VIA when you arrive in Saint John.

**U. S. - CANADIAN MONEY:** American visitors are urged to have some of their money changed into Canadian funds at their local banks before they leave home, to obtain the best exchange rate. Currently U.S. dollars are worth about \$1.25 in Canadian money. U.S. money is accepted at all local businesses, but usually at a much lower exchange rate. All major credit cards and travellers checks are also readily accepted almost everywhere. There is a Bank of Nova Scotia in the hotel complex, but it closes Friday evening at 1800. Monday the 23rd is a national Canadian holiday, so banks will be closed then also. There are two automated banking machines in the complex, and others nearby that are open 24 hours a day. U.S. registrants will pay the Canadian amount, and the difference due to exchange rate will be refunded when you arrive in Saint John.

**THE WEATHER** in Saint John will be on the cool side, so it would be best to bring jackets and sweaters for outings. Also note that New Brunswick is on Atlantic Daylight Time - one hour earlier than Eastern Daylight Time in New England and Québec; adjust your watches so as not to miss anything.

**LADIES PROGRAM:** - due to the full days activities on Saturday, no separate program will be held on this day. Friday evening there will be a guided casual walkabout in uptown Saint John, pointing out the local historical sites, shops, and scenes. As the Delta Brunswick Hotel is located above the Brunswick Square Shopping Complex, and joined to the Market Square Complex, there will be plenty of shops and places for the ladies to visit.



**REGISTRATION FORM**  
**RAILS EAST '88 NER CONVENTION SAINT JOHN, N.B. May 20 - 22, 1988**

Name: \_\_\_\_\_ NER Number: \_\_\_\_\_

Address: \_\_\_\_\_

City, State/Prov: \_\_\_\_\_ Zip/PC: \_\_\_\_\_

Title for Badge: \_\_\_\_\_ Is this your first NER convention: \_\_\_\_\_  
 Name 2: \_\_\_\_\_  
 Name 3: \_\_\_\_\_  
 Name 4: \_\_\_\_\_

EVENT	PRICE	Person				Total	PRICE at door
	prereg'd	1	2	3	4		
Registration (Member)	\$12					\$14	
Registration (Non-mem)	\$14					\$16	
Registration (Youth)	\$6					\$8	
Banquet	\$15					\$17	
Salem & Hillsborough Trip (9:30 AM)	\$20					\$24	

Total Purchased \_\_\_\_\_ Total = \_\_\_\_\_

**U.S. Members:** Please make checks payable to "NER CONVENTIONS" and mail with this form to:  
 Pat & Charlie Bettinger (For office use only)  
 NER Convention Registrar P Preregistered or W Walkin  
 29 Foster Drive Paid by C check or M cash  
 Vernon, CT 06066 Amount enclosed:



YOU'LL APPRECIATE THE **Delta** DIFFERENCE  
 VOUS APPRÉCIEZ LA DIFFÉRENCE DU DELTA

NAME OF GROUP/Nom du groupe: N.E.Region, National Model Railroad Assoc.

\*NOTE: Reservation must be received not less than 30 DAYS prior to arrival.  
 Les réservations doivent être reçues au moins 30 jours avant votre arrivée.

Arrival/ Date d'arrivée: May, 1988	Pre/Avant Conf.	All arrivals after 6 p.m. must be guaranteed with a credit card or deposit/ Les réservations pour les gens qui arriveront après 18h00 devront être garanties par une carte de crédit ou un dépôt.	
Departure/ Date de départ: May, 1988	Post/Après Conf.	Time of arrival/Temps d'arriver	
Name/ Nom:	Credit Card No/ Carte de Credit	Exp. Date Date d'échéance	
Firm/ Compagnie	Phone/Téléphone		
Street Add./ Adresse	Message/Message		
City/Prov/Code: Ville/Prov/code postal	Reservations Phone Number Numéro pour réservations	(506) 648-1981	
No. in Party/Nombre de personnes	Today's Date/Date du jour		
Rate/Taux \$70.00 single/double	Hotel Use/Pour usage de l'hôtel Clerk No./Numéro du commis		



39 KING STREET  
 SAINT JOHN, NEW BRUNSWICK, CANADA  
 E2L 4W3

PLEASE NOTE: This rate is for Friday May 20, and Saturday May 21st only. Before & after \$83.00 dbl.

**SATURDAY EVENING HAPPY HOUR AND BANQUET!** After returning from the Fan Trip on the Salem & Hillsborough around 4:30 to 5:00 p.m., you will have sufficient time to freshen up in your hotel room before the Happy Hour at 6:30 p.m. The banquet will begin at 7:00 p.m. We have an exciting and different program planned to conclude the evening.

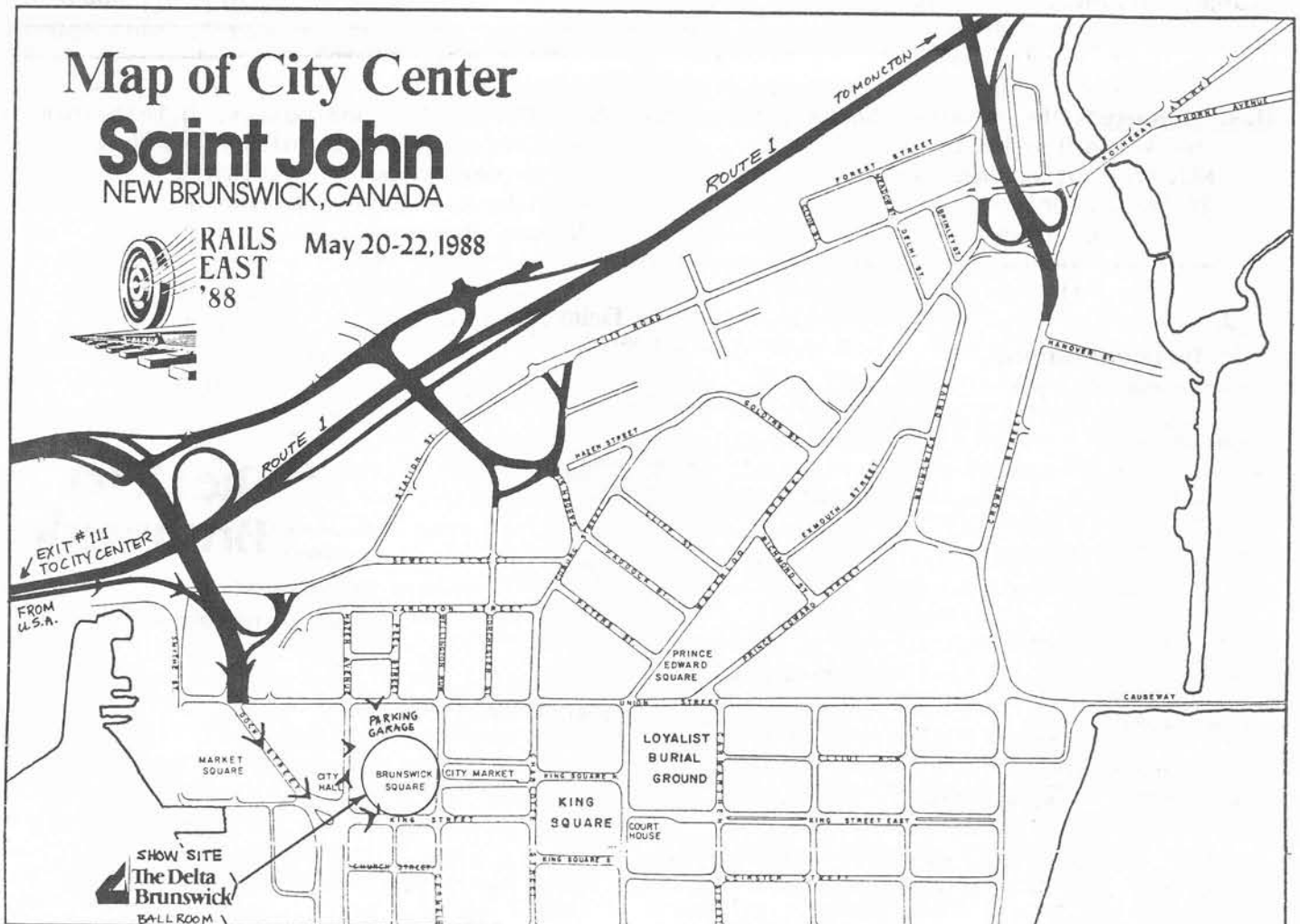
**REGISTER EARLY!** As in all conventions, it greatly helps the organizers if they know how many people plan to attend. All registered attendees will receive convention "goodie bags" stuffed with as much free and sample items we can obtain. This will include pins, pens, hats, matches, pads, and all sorts of freebies. There is not usually enough of everything for everyone, so the early registered guests get the most. We have been promised some items from the famous local Moosehead Brewery, so REGISTER EARLY PLEASE!

FROM THE EDITOR:

As this is written, approximately March 20th, there has been little response to the suggestion made in the last issue regarding a chartered bus from the Connecticut area up to Saint John. As of this moment only two people have responded. I have to conclude from that response the the subject is a dead issue.

The plane arrangements as quoted have been confirmed. I know of two people who have already purchased tickets out of Boston on CP Air at \$113 each round-trip. Departure time from Boston is just before noon. Departure time from Saint John for the return trip is 10:30 A.M. You can make your own arrangements through your local travel agent.

As a final alternative, I suggest you contact any friends who might be planning to go to make arrangements for joint travel. This way you might have someone to share the driving and expenses with. Good luck, and hope to see you in Saint John.



**Shop Talk** (Continued from Page 4)  
to undertake this difficult, but interesting phase of modeling. Having done so, I might well join the fun and enter them in the model contest.

See you there and hope to see you indicating your class and category correctly on the entry forms.

## On The Schedule

### National

July 18 - 24, 1988, Birmingham, AL.  
1989, Houston, TX.  
1990, Pittsburg, PA.  
1991, Denver, CO.

### Northeastern Region

May 20 - 22, 1988, St. John, NB, Canada.

### NER Divisions

### **Other NMRA Regions**

### Mid-Eastern Region

The MER Spring Convention, the "Black Diamond" Convention, will be held in Bethlehem, PA May 20-22, 1988. This convention features the full fare of clinics, contests and awards, banquet, auction and layouts. The fan trip is live steam behind an ex-CP 4-6-0 over the Panther Valley Line (ex CNJ). Photo runbys are planned. Full registration package is \$56.00 rail, \$48.00 non-rail. Rooms at the Holiday Inn are \$52 single/\$58 double. Registration packages can be obtained from: Black Diamond Convention, C/o J. M. Sanderson, Registrar, 1560 Stones Crossing Road, Easton, PA 18042. Registrations received after May 1, 1988 require a \$5 late fee.

### Pacific Coast Region

The PCR Annual Convention "Rails To The Redwoods" will be held in Santa Rosa June 2-5, 1988. This convention features a slightly different fare from what we are accustomed. Thursday features exhibits, contest rooms, clinics, movies and videos, and layout tours. The evening has a silent Railroad movie show. Friday features exhibits, contest rooms, clinics, movies and videos, layout tour and art reception.

Saturday features exhibits, contest rooms, clinics, movies and videos, Hobo breakfast, layout tour, banquet and ball. Sunday features annual meeting, Coast Div. meeting and auction, clinics and layout tours. Registration packages are available from: Rails To The Redwoods, 2425 Humboldt Street, Santa Rosa, CA 95404.

### **Other Model Railroad Activities**

April 9, 1988 - Upper Valley Model Railroad Club's Third Annual Show at Lebanon High School, Lebanon, NH. Off I-89. Operating layouts, live workshops, video workshops and tours with dealers. 10:00 AM to 4:00 PM. Adults: \$1.50, Children \$.50. Contact: Ken Munsey, RR2 Box 942, Caanan, NH 03741. (603) 523-7040.

April 10, 1988 - Devens & Harvard Model Railroad Club Show at Fort Devens Sports Arena. 10:00 AM to 4:00 PM. Adults: \$2.00, children 5-11 \$1.00, under 5 free. Contact: Tom Ludlum, P.O. Box 2013, Fort Devens, MA 04133.

### **Railroad Information**

#### **RR2 - Box 500, Wolfboro, NH 03894**

publishes a quarterly listing of many railroad related activities scheduled in the northeastern U.S. A subscription is \$7.00 per year. Running Extra is an additional \$3.00 per year.

Balloting & Voting Information

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

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

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

Vote for the candidate of your choice by marking [X] in the box adjacent to the name of your selection. Then place your ballot in an envelope. In the place for your return address put your name, address and NER #. Then affix a 25¢ stamp and mail to:

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

Your ballot must be postmarked by midnight of June 30th, 1988. Ballots postmarked later will be invalid.

Fill out your ballot today!

**1988 Northeastern Region Ballot**

President:

William S. Parker .....[ ]  
.....[ ]

Vice-President:

Brian C. Whiton .....[ ]  
.....[ ]

Canadian Director:

Norman C. Guinard .....[ ]  
.....[ ]

Connecticut & Rhode Island Director:

Joseph F. Sokol .....[ ]  
.....[ ]

Long Island & New York City Director:

John A. MacIntosh .....[ ]  
.....[ ]

Massachusetts Director:

Wayne R. Craigue .....[ ]  
.....[ ]

New Jersey Director:

Richard C. Laube .....[ ]  
.....[ ]

New York State Director:

James Heidt .....[ ]  
.....[ ]

Northern New England Director:

Edwin R. Permon .....[ ]  
.....[ ]

All candidates listed were nominated by the Nominating Committee.

**Freight Car Grade Brakes!**  
by Brian Whiton

In the course of giving a clinic on wayfreights at our recent regional convention at Lexington, MA., I was asked how I am able to switch cars into and out of siding which intersect the mainline on a grade. Why, we set the brakes, of course!

No, freight cars on the Midland do not have operating brakes, and I'm sure if you looked at the sketches below, you are miles ahead of me. There are two basic types of brakes. Lets look at the Cadillac model first.

This brake is a simple rod and bell crank model which allows a rod to push up through a tie in the track and engage the axle of the car you wish to stop. There are just a few points to ponder before you rush out to install one.

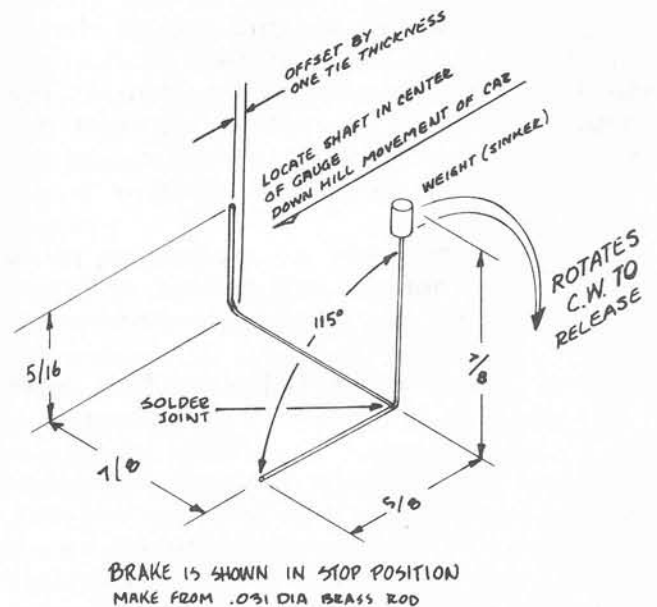
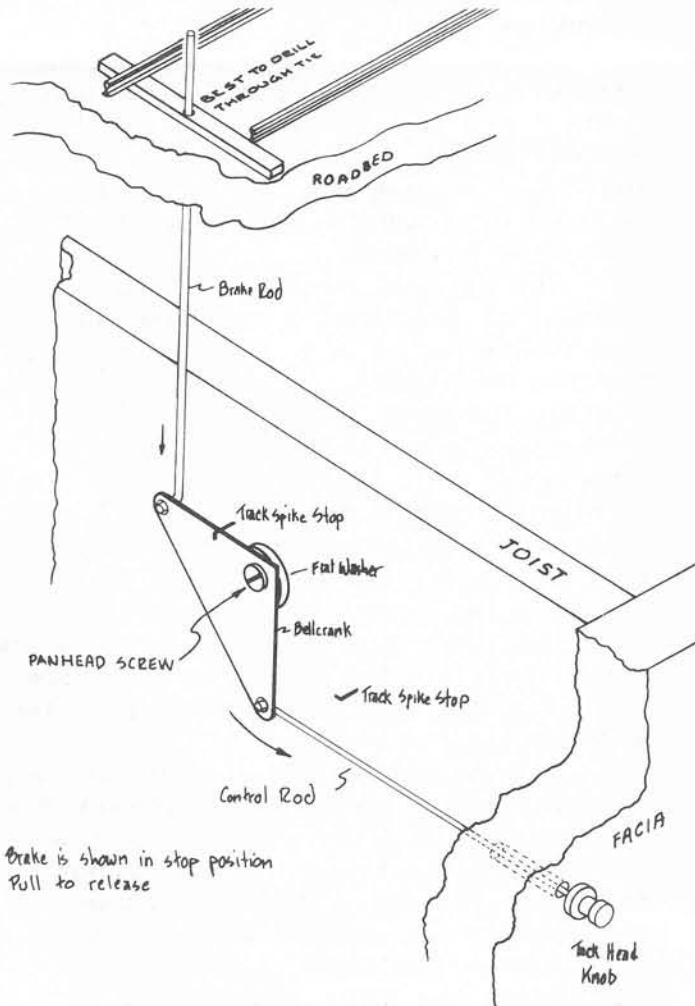
The brake is held in the actuated position by the friction of the mechanism. If the vertical push rod is too long, its downward push on the bell crank will cause the system to return to the released position pre-maturely. To overcome this,

you may wish to use a wave washer under the head of the bell crank mounting screw to add enough friction to the mechanism.

Another note: I did not have the two track spike over travel stops installed. We used our intelligence to judge the amount of travel needed to stop the car without lifting it off the track and similarly to retract the mechanism without pulling the rod through the table. We soon found out how little intelligence we had, so I recommend the stops be put in place.

I made all of my parts from commercially available stock. The rod is a product used inside model airplanes to operate control surfaces and is generally available in hobby shops. It has the happy circumstance of being threaded on one or both ends to a 2-56 thread. I did not put nuts on the rods, as the arrangement against the the cross joist of the layout frame prevents their coming out of place. I made the bell crank from sheet brass cause I'm a cheapskate, but a nice selection is available at your hobby shop, again calling upon the airplane buffs for the product. For an effective and cheap knob, I buy colored thumb tacks, the ones with the plastic knob type heads. Just heat and remove the tack stem. Then heat the brake mechanism rod and push the tack head on over the end. You don't need much penetration to make it work well. I've only broken one in ten years.

Continued next page



**Grade Brake** (Continued)

Now there is the case where the car is being held on a grade is too far from the table edge to make the bell crank method practical. In this case also, we can lump those of you who have waited until one-half hour before the guys are coming for an operating session before installing the brake.

Brake No. 2 is a very simple eccentric mechanism made from .031 diameter brass wire. It is held down on the track in a tie crib by rail spikes. It can be mounted nearly anywhere a brake might be required (street trackage excluded) and it has the happy feature of resetting itself when the pressure of the car is removed. The reset is accomplished by the sinker on the reset lever.

Some points to ponder here are the need to have the brake shaft vertical when the brake is actuated. If it is not, it will tend to thrust the car's axle upward, perhaps causing a derailment. To accomplish this, the shaft stop must be at an angle greater than 90° to the reset shaft. Also to be considered is the centering of the brake shaft. It must be in the center of the track, so as not to cause a rotating effect on the cars truck when pressure is present. Some times the shaft will be bumped harder than you would like, and there is no need to cause a derailment if it is not necessary. One last point to ponder is the little zig-zag bend in the brake shaft. This is to allow the shaft to step up over the ties when it is in the laid down position.

None of the dimensions are all that critical. The most difficult part of the assembly is making the solder joint at the junction of the pivot shaft, stop shaft and reset shaft. Good clean brass wire and a drop of flux will insure the bond is a strong one.

So now you have no excuse for those runaway cars nor for not having a side track anywhere the urge possesses you.

**From The President's Pen**

By Bill Parker, NER President

The National Model Railroad Association was founded in 1935 by a group of model railroaders gathered in Milwaukee, WI. The original purpose of the organization was to develop standards for all manufacturers of model railroad equip-

ment; to publish recommended practices for construction, wiring and operation; to hold an annual convention where modelers could gather and exchange experiences and knowledge pertaining to model rail-roading; and to generally promote the hobby of model railroading.

After a few years it became obvious to the officers and trustees of the NMRA that an annual convention held in one major city each year and the publication of a single monthly magazine was not enough to serve the needs of the tens of thousands of model railroaders in North America. Therefore, about a decade after the founding, the NMRA de-centralized its structure by officially sanctioning and setting up Regional segments of the organization in order to bring the NMRA and its officials closer to the individual members. The NMRA Constitution and By-Laws were amended to empower each Regional segment of the NMRA to sponsor its own convention(s) and publish its own periodical, thereby making it possible for each Region to more specifically cater to the model railroaders' needs in each individual area.

About another ten years after the inauguration of the Regional structure, the NMRA Board of Trustees voted to allow its Regions to charter Divisions within their individual boundaries in order to bring the National Organization still closer to the individual members.

The National provides standards, recommended practices, a great convention and twelve issues of a super model rail-roading magazine each year. Divisions provide the local "good old boys" club atmosphere and the steady fellowship of area model railroaders. The Regions provide frequent conventions within their boundaries and a magazine that features regional activities and regional modelers. In addition, the Region performs the all important task of chartering divisions and tying them into the NMRA. Divisions are part of a Region. The collective seventeen Regions are the NMRA!

It is important that the Region represents and supports each Division, model railroad club and individual member within its boundaries. It is much more important that each division, club and member back and support the Region. By supporting your Region you support the NMRA; by supporting the NMRA you support all aspects of the hobby of model railroading.

## From The Divisions

### Sunrise Trail Division

The Sunrise Trail Division is one of the more active Divisions in the NER. In January they held their Winter Meet in Patchogue. This meeting featured a variety of activities including but not limited to Modular layouts, scenery construction and more.

The Spring Convention is scheduled for March 19th in Baldwin. Once again the Sunrise Trail will schedule a full day of clinics, videos and other activities to compliment the modular layouts. Also in full operation will be the model and photo contests and white elephant table to dispose of that surplus equipment.

Don't forget the STD Rolling Meet which this year will be a layout tour. Details will be in the next issue of the **Cannonball**.

Excerpted from the STD Cannonball

### Central New York Division

February 28th was an especially exciting time for the members of the Central New York Division. We had the pleasure of taking a highway bus trip to the Albany area to visit the R.P.I Club layout in Troy. This trip provided the opportunity of a leisurely examination of this tremendous model railroad, with club members present to answer questions, explain techniques, and perhaps demonstrate a trick or two. But that wasn't all - oh no - division members were invited to bring that special piece of home rolling stock and their camera! R.P.I. provided the memorable scenes against which to photograph your model. Then, just to cap it all off, John Nehrich presented a special clinic on structure kitbashing. Fantastic!

Upcoming meetings will be held on April 10th and May 15th. At this time sites have not been firmed up, but some elements of the program have been determined. The April 10th meeting will feature a tape/slide clinic and a contest featuring plastic structures.

Excerpted from **Red Markers**

### Hub Division

All of you good folks probably read Ken

May's glowing report of the Fall 1987 NER/HUB Lexington Convention he wrote in the last Coupler. If you have forgotten it and still have that Coupler please read it again. This is actually quite typical of almost all NER conventions. If you seldom or never attend, come to the next one Saint John, New Brunswick on May 20 to 22. This event is well covered elsewhere in this issue, but this is another appeal to you to find out first hand what you have been missing. We of the Hub Division put on the Lexington show, ably assisted by many fine NER people. Just about all NER conventions are handled this way - the local Division does the job. The Divisions have a lot of fun doing this - you will have a great time when you attend. Find out first hand in Saint John.

At the time of this writing (early March), HUB is hard at work on last minute details for our own Spring Convention in Manchester-By-The-Sea (Manchester, MA) on March 26. It will, of course, be history by the time you read this, but once again we expect to have a successful event.

James F. Condry, your NER treasurer, has been appointed by HUB President Pete Watson, with approval by the BOD, to fulfill the unexpired term of Greg Nazarow, who resigned recently as reported in the last Coupler. We welcome Jim aboard and we are relieved that we are back to full strength of nine directors.

Most of you probably now know of the new NMRA Golden Spike Award which is intended for highly skilled model railroaders who have the ability but not the time to undertake the enormous amount of effort required for Master Model Railroader. The first of these awards was presented at the Lexington Convention to Michael Marsh by NER/HUB Achievement Program chairman Donald P. Howd. Congratulations to Mike for his success and for being first in the NER and HUB for the Golden Spike.

Glenn Owens

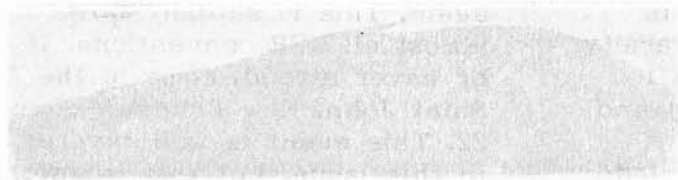
### Nutmeg Division

The Nutmeg Division held its Annual Meeting at the Buckboard in Glastonbury on January 8th. The evening featured a fine sit-down dinner, and then Irwin

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**From The Divisions** (Cont'd from Page 15)  
Lloyd presented a slide show of the trip to the 1965 National Convention in San Francisco and their stops in Colorado. It was a very entertaining presentation.

On March 5th the division met at the home of Frank Johnson. Nearly fifteen members of the division gathered to see the railroad and participate in a scenery clinic presented by Charlie Bettinger. Several members also enjoyed running the trains.

Our next meeting will be held in May.

Kenneth May

Alouette Division (French)

Chers modelistes,

Il me fait plaisir de me presenter. Mon nom est Jacques L'Ecuyer, nouveau secretaire de la D.A.Q. Je m'interesse aux trains niniatures depuis environ 10 ans, suis membre de la convention de Holyoke. En tant que secretaire, j'essaierai d'entretenir les meilleurs liens entre le N.E.R. et la D.A.Q. et il me fait donc plaisir de vous donner un apercu de nos activites.

Notre derniere convention annuelle s'est tenu a Granby, Que., les 25 et 26 avril derniers et l'equipe de Jean-Pierre McLean a fait de l'excellent travail avec la presentation d'un module rail, six cliniques, 11 vendeurs, 10 exposants, quelques reseaux et pres de 1000 visiteurs pour les deux jours de la convention. M. Jean Leblanc a gagne le Trophee Juneco avec une premiere place pour sa structure d'entretien de fourgon de queue lors de la presentation des modeles.

Lors de la reunion du C.A., j'ai accepte la fonction de secretaire et M.

Paul-Eugene Boulais a pris les fonctions de tresorier et agent de bureau. Nous avons decide de changer la presentation de notre publication et de passer du papier glace au papier regulier tout en supprimant la Coupleur. Notre publication ressemble maintenant beaucoup au NER COUPLER et est publiee quatre fois par annee.

Division Alouette (English)

I am pleased to introduce myself. My name is Jacques L'Ecuyer, new secretary of the D.A.Q. I am a modeler since about ten years, D.A.Q. member since October 1979 and N.E.R. member since last convention held in Holyoke. As secretary, I will do everything possible to keep the best relations between the N.E.R. and D.A.Q. and it is therefore a pleasure for me to give you the following report on our activities.

Our last convention was held in Granby, Que. on the 25th and 26th of April and Jean-Pierre McLean's group did an excellent job with the presentation of a modular layout, six clinics, 11 dealers, ten displays, a few home layouts and nearly 1000 visitors for both days of the convention. Mr. Jean LeBlanc won the Juneco Trophy for first place when presenting his caboose maintenance office structure.

At the last B.O.D. meeting, I accepted to become secretary of The D.A.Q. and Mr. Paul-Eugene Boulais took over the treasurer and office manager functions. We have also decided to change the look of our publication in using regular paper instead of the glazed paper and also remove the color. Our publication now looks a lot like the NER COUPLER and is published four times a year.



## NER Questionnaire

Please answer the questions below concerning the NER and your feelings about NER services and functions.

Name (Optional): \_\_\_\_\_ Sex: Male \_\_\_\_\_ Female \_\_\_\_\_  
 Address (Optional): \_\_\_\_\_ NER Member: Yes \_\_\_\_\_ No \_\_\_\_\_

**NER Membership:** (Please circle most appropriate answer.)

- What is your membership status? [ Regular / Life ]
- How long have you been a member? [ 1-3 yrs / 4-6 yrs / 7-10 yrs ]
- Are you an currently an NMRA member? [ yes / no ]
- Is there a Division in your area? [ yes / no ]
- Are you an active Division member? [ yes / no ]
- Were you an NER member when Regular dues were raised to \$6 per year? [ yes / no ]
- Are the \$6 NER dues [too low / acceptable / too high] for you?

**NER Coupler:**

- Is the **Coupler** your primary interaction with the NER? [ yes / no ]
- Is the **Coupler** your only interaction with the NER? [ yes / no ]
- I feel the **Coupler** [ meets / does not meet ] my needs.
- I feel the **Coupler** should contain [ more / the same / less ] house news.
- I feel the **Coupler** should contain [ more / the same / less ] modeling news.
- Does pre-convention coverage encourage your participation? [ yes / no ]
- Have you in fact attended a convention based on pre-convention coverage in the **Coupler**? [ yes / no ]
- Has pre-convention coverage (**Coupler**) generally arrived in time for you to plan to attend? [ yes / no ]
- Or, it has arrived too late, prohibiting your attendance? [ yes / no ]
- Does post-convention coverage accurately reflect your convention experience if you have attended? [ yes / no ]
- Has post-convention coverage favorably affected your decision to attend future conventions? [ yes / no ]

Please rank the following subjects as reflects what you would like to see in the **Coupler**:

	less important	1	2	3	4	5	more important
Pre-convention coverage		1	2	3	4	5	
Post-convention coverage		1	2	3	4	5	

**Conventions:**

I [ have / have not ] attended an NER Convention.  
 I have attended [ 1-3 / 4-6 / 7-10 ] NER Conventions in the last five years.  
 If you have attended NER Convention(s), select your choice of emphasis to be placed on the following Convention activities based on the following scale [ 1=not interested at all; 2=some interest; 3=moderate interest; 4=strong interest; 5=essential]:

Model Rail Activities:

auction	1	2	3	4	5
awards ceremony	1	2	3	4	5
banquet	1	2	3	4	5
bused layout visits	1	2	3	4	5
clinics	1	2	3	4	5
model contest	1	2	3	4	5
model train exhibition	1	2	3	4	5
photo contest	1	2	3	4	5
photo safari	1	2	3	4	5
prototype fan trip	1	2	3	4	5
retail train show	1	2	3	4	5
slide shows/videos	1	2	3	4	5
speakers	1	2	3	4	5

Raillette Activities:

bingo	1	2	3	4	5
craft clinics	1	2	3	4	5
fashion show	1	2	3	4	5
luncheons	1	2	3	4	5
museums	1	2	3	4	5
movies	1	2	3	4	5
railette contest	1	2	3	4	5
shopping	1	2	3	4	5
historical tours	1	2	3	4	5

If you have not attended NER Convention(s), select your choice of emphasis to be placed on the following convention activities which would be of interest to you using the following scale [ 1=not interested; 2=mild interest; 3=moderate interest; 4=strong interest; 5=essential]:

Model Rail Activities:

auction	1	2	3	4	5
awards ceremony	1	2	3	4	5
banquet	1	2	3	4	5
bused layout visits	1	2	3	4	5
clinics	1	2	3	4	5
model contest	1	2	3	4	5
model train exhibition	1	2	3	4	5

photo contest	1	2	3	4	5
photo safari	1	2	3	4	5
prototype fan trip	1	2	3	4	5
retail train show	1	2	3	4	5
slide shows/videos	1	2	3	4	5
speakers	1	2	3	4	5
<b>Raillette Activities:</b>					
bingo	1	2	3	4	5
craft clinics	1	2	3	4	5
fashion show	1	2	3	4	5
luncheons	1	2	3	4	5
museums	1	2	3	4	5
movies	1	2	3	4	5
railette contest	1	2	3	4	5
shopping	1	2	3	4	5
historical tours	1	2	3	4	5

Our recent average convention base registration price is \$10.00. Is this average amount [ too small / just right / too large ] ? If too large, does it cause you to not attend conventions? [ yes / no ]

Our recent average convention banquet charge is \$20.00. Is this amount [ too small / just right / too much ]? If too much, does it cause you to not participate in the banquet? [ yes / no ]

Of the following rates for double bed, double occupancy rooms in the convention hotel per night, which rate level exceeds your desire to attend conventions?  
[ no effect / \$40-50 / \$50-60 / \$60-70 / \$70-80 / no limit ]

If the current average cost of nightly room rates of \$50-60 as described above is excessive and causing you to miss conventions, please respond to the following suggested alternatives:

- budget inn or hotel with convention site at another nearby facility (school, YMCA, etc.)? [ acceptable / not acceptable ]
- college or university dormitories (off school year) with convention activities on campus? [ acceptable / not acceptable ]
- choice of hotel with detached municipal convention center for convention activities? [ acceptable / not acceptable ]

If you have not attended an NER Convention, would you be more inclined to do so if the convention began Thursday and ended Sunday with a broader selection of activities? [ no effect / yes / no ]

### **New Member Services:**

If the NER offered additional services, would you take advantage of them? [ yes / no ]

If these additional services resulted in additional cost to the NER, how would you prefer to see the additional cost offset? [ dues increase / user fees ]

If you are interested in additional services, please select your choice of emphasis to be placed on the following additional services based on the following scale [ 1=not interested at all; 2=some interest; 3=moderate interest; 4=strong interest; 5=essential]

<b>Region Resource Library:</b>					
Convention Clinics	1	2	3	4	5
Convention Speakers	1	2	3	4	5
Convention Fan Trips	1	2	3	4	5
Convention Layout Tours	1	2	3	4	5
Videos to highlight Achievement Program	1	2	3	4	5
Videos to highlight Model Contest	1	2	3	4	5
Videos to highlight Photo Contest	1	2	3	4	5

To: NER Promotion/Membership Committee  
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