



**NER**  
NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

# COUPLER

Summer 1988

## *In This Issue !!*

### **Rails East '88 Convention Report !**

Carpacks And Waybills · ICE Project · On The Schedule  
From The Divisions · From The Editor's Desk · Letters To The Editor

### **Rails East '88 Convention Report**

by Kenneth May

The weekend of May 20 - 22 was occupied by Rails East '88 in Saint John, NB. Nine of us from the Connecticut/Western Massachusetts area decided to carpool to the convention. Since we also are involved with the registration effort, we decided to leave for Saint John early Thursday morning, and we traveled together in two vehicles. Though we traveled north of Boston during morning rush hour, we were fortunate not to encounter any major delays. Stops for fuel, rest stops and meals broke up the long journey, and there were alternate drivers so one person did not have to drive the whole distance. As it was, the trip still took most of the day.

We arrived in Saint John, finally, about 6:15 our time, which was 7:15 their time. By the time we were checked in and ready to go for supper, it was nearly 8:00 P.M. A long, leisurely supper meant we were free about 10:00. We then took a short walk to the train station, just so we would know where to go the next morning.

After a good night's sleep, we had breakfast and headed down to the VIA station to catch the eastbound "Atlantic" from Montreal. The train was 'on time', and we boarded for the 80+ mile trip to Moncton. The weather cooperated by breaking after departure from Saint John and providing an excellent view of the countryside. And the view from the dome car was - well superb. I found the trip very relaxing.

Upon arrival in Moncton, we had some exciting things to see and photograph. First of all, there was some interesting motive power sitting in the yard. Then, while we were there, two long freight trains passed through. Before long, it was time to board the Budd RDC for the return to Saint John. Most of the convention crowd was in the head end car and the crew was most cooperative in keeping the door open and allowing access to that area for those interested in watching or taking pictures from the cab.

Upon return to Saint John and the hotel, it was time to open the registration area. I helped hand out registration packages. By 5:15 we had given out more than half of the pre-registered packages. We then broke for dinner, and returned for 7:00 P.M. The evening went even more smoothly than the afternoon, and by 9:00 almost all had picked up their packages, and several more had submitted walk-in registrations.

During the evening some of the attendees headed out to visit Doug Devine's home layout, the "Island Central". I did not have the pleasure of going, but the reports I heard from those who did were quite favorable.

Also on Friday evening, the Maritime Federation of Model Railroaders (the co-sponsoring group) train exhibition was being set up for it's all-day Saturday

Continued on Page 5

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**DEADLINE**

for the next issue, #156, Fall 1988 is  
August 15, 1988. The issue will be mailed  
approximately one month after this date.

**Other deadlines:**

#157, Winter 1989 - November 1, 1988

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## **Letters To The Editor**

Since I last wrote to you several things have occurred that are important to you, the NER member. In late April the Board of Directors held it's spring meeting in Vernon, CT. There were several important items discussed, and I would like to go over them with you.

A promotion brochure for the NER is in the works, and we hope to have it available for the fall show season. In conjunction with promotional material from the NMRA and your local Division, plan to have a promotion/membership table at your major fall activities.

Convention activity is at a dangerous ebb. This fall NER will be attending a joint convention with the Niagara Frontier Region in Rochester, NY. However, beyond Fall 1988 there are no conventions on the horizon. Any and all model railroading groups within the Region are encouraged to consider their capability and willingness to produce a convention. In an effort to address this issue, the BOD adopted a plan to reorganize the Permanent Convention Committee. This plan is to take effect with the appointment by President Parker of a new Permanent Convention Chairman to take over for retiring PCC Jack Alexander. The new committee structure attempts to provide a lot more support to local committees from NER staff members, but at the same time attempts to reduce and focus the responsibilities of those staff members to reduce their work load. Most importantly, new positions of 'Recruiters' are established. These volunteers will focus on the new effort to obtain conventions. We are looking for individuals who like to visit, go to train shows and open houses, and make contact with many model railroaders in their geographic area. All they do is encourage groups to consider doing a convention, offer coordination with the Convention Staff, and inform the Convention Chairman of potential convention groups and sites. The Committee plans to greatly expand the Convention manual to provide more detailed information, details of staff support, and a proposed convention timetable. Staff support will be provided in the areas of clinics, fan trips, trade shows, and publications/publicity. And of course, registrations are already in the hands of the Convention Treasurer. I implore all of you to consider sharing your fun in the hobby with the rest of us!

*Once in a while a letter arrives that tackles an issue important to the organization. I feel Mr. Whitman's letter, printed below, is one of them. The issue is important to the NMRA, the NER, and the Divisions.*

Dear Ken,

When I first joined the NMRA 25 years ago, the initial membership packet included a directory of members, individual pikes (to include specifications as to size, scale, visiting policy, etc.) and clubs. This was a useful document, and I still have the 1965 edition. When I recently rejoined the NMRA, there was no new directory. I joined my region hoping that it might provide me with a directory, but it didn't.

Lists are hard to come by. Addresses for SIGs show up in the national "Bulletin" only when a SIG has something to publish. Similarly, addresses for divisions and clubs within a region seem to appear only when they have something to say. Since we lack a membership directory from national and regional levels, it seems to me that a decent thing to do would be for the national and regional newsletters to publish at least a listing of the SIGs, divisions, and clubs.

I can visualize a little bit of a problem here, in that the current dues structure places the regions, divisions, SIGs, and clubs in a position of competing for the model railroader's discretionary dollar. I would propose addressing that issue in the following manner: add to the benefits of National membership automatic membership in (1) the appropriate region, (2) the appropriate division, and (3) one SIG of the member's choice. Region and division membership could be determined by Zip code, and in cases where there was no active division for a particular Zip, that member could be provided free membership in two SIGs instead of one. Let the National maintain the mailing list, and make distribution of the labels (in hard copy, disc files, or by modem) to the regions, divisions, and SIGs in accordance with the publication schedule of the newsletters for each, and also make distribution of the apportioned dues.

No doubt there are regions, divisions, and SIGs which are accustomed to providing a level of service which warrants

dues above the average. There are creative ways to deal with this problem; I can offer two for example: Let's assume that the National allocates \$8 for each member to a region. While this is adequate for most regions with quarterly newsletters mailed third class,

1. Region A likes to prepare an annual directory which has significant printing and mailing costs. The region could make the directory an optional item, charging one price for picking it up at a regional or divisional meet, and another for mailing it to the member.

2. Region B has an annual operating cost of \$16 per member, or double the reimbursement from the National. Let's assume this is due to newsletter costs: frequency, weight, paper quality, or whatever. This region could consider the automatic members from National as "Associate Members", and distribute to them just the even numbered newsletters. Each associate member would be invited to pay an additional \$8 to become a "Regular Member", which would entitle that person to receive all issues of the newsletter, instead of every other one, and would entitle that person to vote.

These two examples show how a region might deal with costs that exceeded the national average. Similar solutions could be used by SIGs or divisions where their annual costs exceeded the national average.

This proposal is made with the belief that:

1. It should be the policy of the National that every member of the National should belong to a region, a division, and a SIG (Or, where there is no active division, a region and two SIGs.)
2. By centralizing the collection of dues, maintenance of the mailing list, and the preparation of labels, there will be economies of scale.
3. By centralizing the administrative burdens of membership, dues collection, and maintenance of the mailing list now assumed by the regions, divisions, and SIGs, more of the precious time and energy of the members at the local level can be allocated to newsletters, clinics, recruiting, and other membership

services.

4. By causing membership in the regions, divisions, and SIGs to become a routine part of the membership of the NMRA, the mailing list for each group should increase, the strength of the various networks should improve, and the chance of gaining and holding the interest of new members will be enhanced.

For some members of the NMRA, I realize, this may be a novel or even radical approach. For the doubters, I suggest an examination of the Boston Computer Society, where membership grew from 35 in 1977 to 23,000 in 1987. Annual membership in the BCS now costs \$35 per year, and includes 6 issues of "Computer Update" (which can run to 132 pages each) and membership in two of 46 SIGs. While the various BCS SIG newsletters vary in quality, frequency, and number of pages, the annual fee for each is fixed at \$4 (for each SIG in addition to the two provided free with membership in BCS.) While "Computer Update" alone justifies the membership fee of \$35, for me the value, strength, and vitality of membership in the BCS is found in the activities of the SIGs. Similarly, I feel that the value, strength, and vitality of membership in the NMRA, especially for the new members, can be found in the activities and publications of the regions, divisions, and SIGs.

For a member of the NMRA, membership in a region, division, and at least one SIG should be a matter of course - not subject to chance. I'd be happy to debate the issues raised above, and, after appropriate discussion at the regional level, I'd be happy to assist in the drafting of legislation to make it happen.

Sincerely yours,

/S/Christopher Whitman

Editor's Comments

I feel that what Chris has said has a lot of merit, and the membership should consider the experience of the BCS as real-life example of what a single-dues structure could mean to the NMRA membership. I would love to hear other opinions on this subject! Please write.

**Convention Report - Continued from Page 1**

event. Groups from Moncton, Sydney and Halifax, NS, and Quebec, PQ in addition to the Port City Model Railroad Club were setting up their modular layouts for the show. There were also a few dealers, some offering items for sale that are hard to find in the States.

Friday night was also a time to meet and greet those friends that you seldom see except at the conventions. As more and more arrived, small gatherings formed in the lobby, the convention areas, and hallways of the hotel as friends greeted each other and caught up on the happenings of the last six months.

Saturday morning dawned damp and foggy as it had drizzled during the night. Yet it was not raining at 7:45 when we headed out for breakfast. After breakfast, we waited in the hotel lobby for the arrival of the busses for the fantrip. They finally arrived, and we headed off for the Salem & Hillsborough Railroad. It was a long ride, almost 2 1/2 hours due to the traffic, but we got to see some interesting things along the way. There were places to see the evidence of the tidal influx from the Bay of Fundy, and get a real impression of the magnitude of the tidal rise and fall.

Upon arrival at the railroad, we immediately saw our steam locomotive and an ALCO RS-1 getting our train ready to depart. On the outbound trip, which was mostly up-grade, the RS-1 assisted the steam locomotive, a 4-6-0 ten-wheeler. It was explained that the reason for this was two-fold: first, the grade is substantial, and second, the brass inserts (bushings) in the siderods on the ten-wheeler had been replaced over the winter, and this was the first trip of the year. With the added friction, and the concern of being sure the inserts wore in evenly, the RS-1 was needed to assure the steam locomotive was no overburdened. However, on the return trip (down-grade), the steamer took the train alone, and stopped twice to provide photo runby's.

Upon return to the station, the people had a brief time to explore, take photographs, or visit the gift shop. Due to our being behind schedule, this portion of the fantrip was slightly abbreviated.

Our bus driver made excellent time on the return trip to Saint John, and we returned only a few minutes after 5:00 P.M.

It then was time to try to get a brief look through the contest room before all the models were picked up by their owners, and then go freshen up for the banquet.

The banquet was one of the larger ones in recent memory, with nearly 170 persons sitting down for dinner. Convention Chairman Bob Boudreau was very entertaining as Master of Ceremonies, and there were a large number of door-prizes given away. In addition, the MFMR offered prizes as well as certificates for those who were winners in their popular vote contest. After all the festivities, a hospitality room sponsored by Moosehead Beer was open for all to visit.

As is usual custom at conventions, following the banquet there were quite a few room parties, with friends getting together to share stories and experiences once again before heading home the following day.

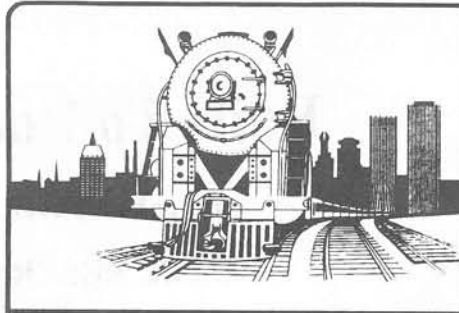
Sunday morning, after getting a good breakfast to fortify us for the long ride ahead of us, we said our good-byes to our good friends one and all, checked out of the hotel, packed the vehicles, and headed back to the USA.

It was good to get home, but a couple of days later my wife said to me, "I wish we were still in Canada - we had such a good time!" I agreed with her; we did have a good time, and we thank the Canadians for their wonderful hospitality! Hope we can return again, in a few years. In the meantime, we invite them to come to the NER Conventions here in the States. We hope we can provide as good a time for you as you provided for us. Thanks again!



Photos - Clockwise from above  
Convention Chairman Bob Boudreau accepts certificate of appreciation for hosting convention from NER President Bill Parker / MFMR contest chairman Doug Devine examines coffee table N scale layout, MFMR "Best In Show" owned by Leonard McGaughey - NER Contest Chairman Brain Whiton presents Baldwin Trophy to Bill Hoffman for NER "Best In Show" / NER AP Chairman Don Howd examining contest models while Abel Bastarache and Ted Grey look on.





## Rails To Rochester

October 14-16, 1988

Niagara Frontier Region  
Northeastern Region  
N.M.R.A.

To be held at:  
THE RAMADA INN  
1273 CHILI AVENUE  
ROCHESTER, NY 14624  
(716) 464-8800

Hosted by:  
THE ROCHESTER MODEL  
RAILROAD CLUB, INC.

For information contact:  
DICK VOGLER  
(716) 586-7331

The Rochester Model Railroad Club cordially invites all model railroaders to join us at the "Rails To Rochester" Fall NFR Convention. Convention headquarters will be located in the Ramada Inn, which is conveniently located on Chili Avenue, just off I-390 and less than one mile north of the airport. Our out of town guests can exit the NYS Thruway at exit 46 and proceed north on I-390 to the Chili Avenue exit.

Our very busy schedule begins with registration and hospitality starting at 3 PM on Friday. The first evening's activities will include both rail and non-rail clinics, movies, layout tours and, of course, a chance to rekindle old friendships and fire up new ones in the hospitality area.

Saturday's schedule will start at 8 AM and will include more clinics and layout tours. A prototype tour of the Eastman Kodak Railroad will be featured in the afternoon, with all motive power lined up outside for photography, and a tour of one of the Kodak production plants. No non-rail will want to miss the tours of the Strong Museum, the George Eastman Mansion, or the historic Genessee County Museum.

The rail clinics will feature Bob Moore on Model Railroad Scenery, Don Schilling on Detailing Miniature Scenes, Ed McConnel on Live Steam, and Mike Byrne on the Eastman Kodak Railroad. Also, MR author Harold Russell will present three clinics on Rail Photography, Building Control Panels, and Writing Articles for Publication, and RMC author Bob Mohowski will present a clinic on milk trains. Additional clinics are not yet confirmed, but plans are for a total of 13 to 15 clinics. In addition, four non-rail clinics are planned, though no details are yet available. Over a dozen local layouts are scheduled to be open for the layout tour in addition to the Club layout and the modules will be set up once again for

everyone's enjoyment. A full compliment of contests, including a prototype switching puzzle which everyone can enter, will also be held.

The Ramada Inn promises to provide a very memorable conclusion to Saturdays activities with Happy Hour at 6 PM followed by the banquet at 7 PM. The banquet speaker, RMC's Bob Mohowski, will entertain us after dinner with an enjoyable prototype slide presentation. After the program, the NFR raffle will be held, followed by layout tours/movies or videos for the night owls.

The convention will officially conclude with the NFR and NER business meetings on Sunday morning. Many of the area layouts will remain open throughout the afternoon, providing a pleasant diversion for that ride back home.

As an added attraction, a group known as Railroad Prototype Modelers (one of the more active NMRA Special Interest Groups) will be participating in the convention as well. This relatively new group has conducted activities at recent national NMRA conventions and is starting to expand its efforts to include regional events as well.

Their activities, which will be open to all convention attendees, will include round table discussions and clinics dedicated to researching and building accurate scale models of the prototype. They will also provide a display of many of their models. It is hoped that the activities of this group, open to all attendees, will provide that spice that will make your memories of this convention something special.

The Rochester Model Railroad Club is looking forward to welcoming all of the members of both the NFR and NER as well as the Railroad Prototype Modelers SIG to "Rails To Rochester" next fall. See you there.

The Convention Committee

# CONVENTION REGISTRATION

PLEASE PRINT

|                             | RAIL<br>TOUR             | NONRAIL<br>TOUR          |
|-----------------------------|--------------------------|--------------------------|
| NAME _____                  | <input type="checkbox"/> | <input type="checkbox"/> |
| SPOUSE _____                | <input type="checkbox"/> | <input type="checkbox"/> |
| JUNIORS _____<br>(Under 16) | <input type="checkbox"/> | <input type="checkbox"/> |
| _____                       | <input type="checkbox"/> | <input type="checkbox"/> |
| _____                       | <input type="checkbox"/> | <input type="checkbox"/> |

STREET \_\_\_\_\_  
 CITY/STATE \_\_\_\_\_  
 CITY/PROV. \_\_\_\_\_ ZIP/P.C. \_\_\_\_\_

**- PRE-REGISTRATION FARES -**

Full Registration \_\_\_ x \$40 US funds = \_\_\_\_\_  
 Convention Only \_\_\_ x \$22 US funds = \_\_\_\_\_  
 Banquet Only \_\_\_ x \$20 US funds = \_\_\_\_\_  
 Full Junior \_\_\_ x \$35 US funds = \_\_\_\_\_  
 Junior w/o Tour \_\_\_ x \$30 US funds = \_\_\_\_\_  
 TOTAL = \_\_\_\_\_

Fares include tours except where noted  
 Fares \$5 US additional at door  
 Banquet seating limited to first 260 requests  
 Rail tour limited to first 160 requests  
 Check here if this is your first convention   
 Check here if you will book a hotel room

The first 50 registrants will be eligible to win an armspan of free raffle tickets (5 winners in all).

Mail completed registration and remittance to:

Rails To Rochester  
 Dick Vogler  
 3 Sandy Lane  
 Pittsford, NY 14534

Make checks payable to:  
 Rochester Model Railroad Club, Inc.

# Rails To Rochester

October 14-16, 1988

## HOTEL RESERVATION

PLEASE PRINT

|            |            |            |            |
|------------|------------|------------|------------|
| Single     | Double     | Triple     | Quad       |
| \$40.00 US | \$40.00 US | \$40.00 US | \$40.00 US |

Room rates do not include sales tax.  
 Hotel reservation card must be received by  
 August 30, 1988 to guarantee rate.

Name \_\_\_\_\_  
 Street \_\_\_\_\_  
 City \_\_\_\_\_  
 State/Prov. \_\_\_\_\_ Zip/P.C. \_\_\_\_\_

Reservation will be held until 4:00 p.m.  
 unless payment is guaranteed with credit  
 card, check or money order (1 nights room  
 and tax)

Discover     Visa     Mastercard  
 Diners Club     American Express

Card No. \_\_\_\_\_

Expiration Date \_\_\_\_\_

Signature \_\_\_\_\_

No. Rooms \_\_\_\_\_ No. People \_\_\_\_\_

Arrival Date \_\_\_\_\_ Departure Date \_\_\_\_\_

Mail completed reservation card with deposit to:

RAMADA INN  
 1273 Chili Avenue  
 Rochester, New York 14624  
 (716) 464-8800



## ICE Project

E. J. Neale

The ICE Project (International Car Exchange) is a special interest group. We are organized as a round robin group of twelve modelers that are exchanging freight cars for a period of one year. One car per member travels throughout North America with each car stopping at a different member's home railroad each month, which gives us a total of 144 car movements for the year of the Project. The Project will be opened up for new membership soon and will then be registered with Ken Hampton as an NMRA Special Interest Group.

Each member has prepared a freight car for exchange with other Project members. Some of us model in contemporary times, some of us in the period of transition from steam to diesel power, and some of us back in the link-and-pin days. Our exchange cars are modeled to fit into today's prototype railroading. The members that model in the older times have had fun with their exchange cars, projecting how their equipment would look in the future (today) and they tell me that they are pleased with the results.

The Project consists of four phases: 1) Planning; 2) Recruitment; 3) Operations; and 4) Summing Up. We are now in the operation phase, the phase which is the most popular as this is the one where we exchange the cars.

Each phase has its problems. The Planning phase required anticipating problems, the most important of which was how to keep track of our cars and to insure that each car is returned to the owner at the close of operations. We solved the problem by each member mailing a post card (report card) to the coordinator each month reporting the cars shipped/received for that month. The coordinator then includes a Car Tracking Report with the monthly news letter, the ICE Report.

The Recruitment Phase involved getting the membership together, mostly by contacting modelers that had exchanged cars in the past.

The Operations Phase is the fun part of the Project for all the members as that is when we exchange the cars. Some of the associated activities with the car exchange are placing cargo aboard the cars, producing waybills and clearance cards, including photos of the members and

writing personal notes, and trying to figure out who the graffiti artist is.

The last Phase, summing up, will be for finding the lost cars, examining the faults and the good points of the Project, and opening membership to the SIG.

In order to know each better each month one of the members is featured in the ICE Report with his biography. Many of us have traded either passes or exchanged cars in the past. The Project is a means of maintaining our friendships through continued participation in our hobby. To further our friendship and to answer my curiosity I asked the membership to include photographs with their cars.

We have been taking photos of the ICE exchange cars, both on the home layouts and down at the club. Some of these photos are being submitted to both the BULLETIN and to the model press in order to publicize the Project. My layout scenery is lacking except along one short wall so for photo settings I have been setting up on the Shirley/Mastic Club layout and on the HO<sub>n3</sub> module that I have that is part of the Long Island Narrow Gauge Circle. You can see that with or without a layout you can participate in this car exchange scheme. Also note that you do not have to be an HO standard gauge modeler except for the car you use for the exchange project.

An item of interest is to mention the NER members presently involved with the Project: Norman Guinard, Ed Neale, and Bob Spohn. Norman is the head conductor for the Salem & Hillsborough (scenic) Railroad in New Brunswick and is an NER Director. Both Ed and Bob are directors for the Sunrise Trail Division.

For more details on how this project works send your questions, with an SSAE, to: Ed Neale, 42 Indian Head Drive, Sayville, NY 11782. If you would like to participate with us watch for announcements of the Project membership drive or write to the coordinator and ask to be notified and sent details when we open up the membership list.

Keep on trackin'. Model Railroading is Fun.

## Carpacks & Waybills

by Ed Scott

### INTRODUCTION

A variety of procedures have been described in the commercial press that enable us to operate our model railroads in a realistic manner. Central to these is some means for routing cars to a specific location. Some methods employ a marker placed on a car while others use a separate waybill. A convenient form of waybill was revealed at a clinic on operations during a Central New York Division meeting. It was developed by Bill Swain of Rome, NY and has been successfully used on his layout by an informal operating group. It is also adaptable to a layout operated by one person. This article is intended to describe how to implement the system.

### SYSTEM COMPONENTS

There are two items to be made: carpacks and waybills. A CARPACK is permanently assigned to each car on the layout and has a pocket for holding a waybill. The front of the carpack is marked to identify the car to which it is assigned. A carpack with no waybill represents an unassigned car.

A WAYBILL, when inserted in the carpack, indicates the car's destination. The waybills are two-sided. The front will indicate an empty car available for loading and a routing from the yard to an industry or source of freight such as a loading dock. The back will show a loaded car routed from the industry or source of freight to some on-line consumer or off-line point leaving the layout via a through train.

After delivery of a loaded car to its destination the waybill is removed and the car becomes unassigned. Usually an unassigned car will then be returned to the main yard for a new assignment. An exception would be certain "captive" cars such as a tank car that will shuttle between a refinery and several fuel dealers.

### CARPACKS

Coin envelopes and blank file cards form the basis for a carpack. Exact size depends on local availability, but the size used must match the tags used to form waybills. Envelopes used are No. 1 (2 1/4 x 3 1/2) and cost \$.03 or less. Steps to assemble are:

- just under the width of the envelope and 4 1/2 inches long.
- Cut the top 1/2 inch off the envelope.
- Insert the file card into the lower half of the envelope and fasten it in place with tape on the back.
- Label the front half of the same envelope with the car type and reporting marks.

### WAYBILLS

Waybills could be made from a piece of cardstock. However, to avoid any confusion it should be a different color than the one lining the carpack, and it should be heavier stock to withstand frequent handling. A convenient alternative is to use commercially available tags such as a No. 3 measuring 2 1/8 x 4 1/4. These are available for about \$.02 each. All that is needed is to dispose of the usual attached string and mark with proper information.

The front (empty for loading) side is prepared first. Abbreviations are used to indicate source and destination. A "Y" is placed in the upper left to represent the main yard where the waybill is issued to an unassigned car. If the source of the unassigned car is someplace else then the appropriate letter is used instead of "Y". The destination where the car is to be loaded is indicated by a letter-number combination in the upper right corner. The letter indicates a town or switching district. The number indicates a specific siding where the car is to be spotted. For example, K3 could indicate a factory in the town of Krefeld. Other information is placed in the center, but high enough to be visible when placed in the carpack. This data will indicate car type and that it is empty to be loaded. This can be as brief as "E-BOX" for an empty box car. Also, below this place the word "OVER" as a reminder to turn the waybill over once it has been spotted for loading.

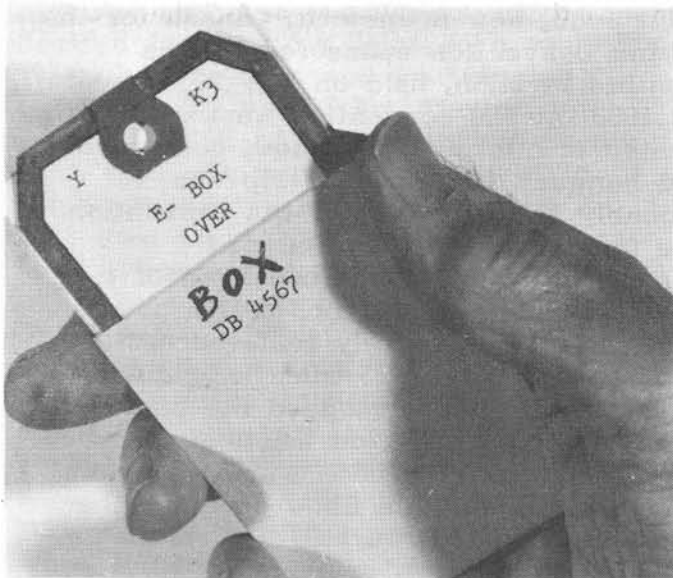
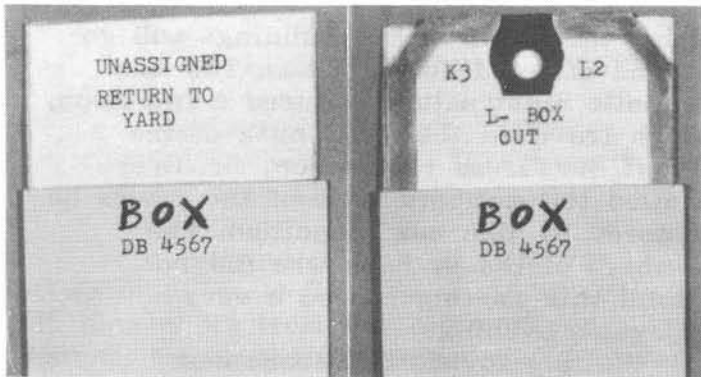
The back of the waybill is prepared next to show the routing of the loaded car. The destination on the upper right of the front is now placed in the upper left (from) corner of the back. On the upper right (to) corner is placed the symbol for the next destination where the car is to be unloaded. An example might be "L2" to indicate the team track at the town of Lauda. Again the car type and status is put in the center in abbreviated form such as "L-BOX" for loaded boxcar. Below place

- Trim a blank 3 x 5 file card to

the word "OUT" as a reminder to remove the waybill once the car has been spotted for unloading. This creates an unassigned car for later pick-up and return to the yard.

**APPLICATION**

At least twice as many waybills as carpacks should be prepared for each of the various types of cars. Guidance for selecting destinations can be found in a number of books and articles. In general, the proportions of waybill destinations will reflect the railroads traffic pattern.



**On The Schedule**

National

- July 31 - August 6, 1989, Houston, TX.
- July 30 - August 5, 1990, Pittsburgh, PA.
- June 30 - July 6, 1991, Denver, CO.
- August 1 - 8, 1992, Columbus, OH.

Northeastern Region

- October 14 - 16, 1988, Rochester, NY

NER Divisions

September 11, 1988 - Nutmeg Division will hold its Annual Train Show at the Mt. Carmel/St. Cristina Hall, Roberts Street off I-84, East Hartford, CT. The show will run from 10 AM to 4 PM and feature displays, dealers, white elephant table. All scales/gauges will be present. Donation: \$2 adult, \$1 child, \$5 family. Information: send SSAE to Joe Sokol, 213 Regan Road, Vernon, CT 06066

September 17, 1988 - Sunrise Trail Division will hold its Fall Meet at St. David's Lutheran Church, Clark Blvd., Massapequa, LI, NY. The Meet will run from 10 AM to 5 PM and feature clinics, slide shows, video tapes, model contests, photo contests and white elephant table. Information: Ralph Lapadula, Box 174, Old Westbury, NY 11568.

November 19, 1988 - Hub Division will hold its Annual Fall Show at the Minuteman Vocational Technical High School off Rt. 2 in Lexington, MA. The Show will run from 9:30 AM to 4:00 PM and feature dealers, displays and a white elephant table. Donation: \$2 adult members; \$2.50 adult non-members; children \$1.25; maximum family \$7.50. Information: Rod Brown, 79 Hemenway Road, Framingham, MA 01701 (617) 877-1827.

**Other Model Railroad Activities**

September 10, 1988 - Grumman Model Railroad Society Train Show at Grumman Recreation Building, 800 South Oyster Bay Road, Bethpage, LI, NY. The Show will run from 11 AM to 3:30 PM and feature NTrak, HOtrack, other operating model railroads and displays.

**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.

**From The Divisions**

Alouette Division

Jean-Paul Beaulieu, President

**NER Office Manager**

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Conn. 06076

**First Class Mail**

**From The Divisions (Cont'd from Page 11)**

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Central New York Division

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P. O. Box 195  
Camden, NY 13316

Garden State Division

Richard C. Laube, Superintendent  
11 Long Road  
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Hudson-Berkshire Division

Paul Delasco, President  
18 Lawton Avenue  
Lennoxdale, MA 01242

Hub Division

Peter A Watson, President  
65 Branch Road  
E. Bridgewater, MA 02333

Little Rhody Division

?, Superintendent  
Please Notify Coupler Editor

Maritime Federation of Model Railroaders

Lou Simard, Office Manager  
144 Victoria Road  
Dartmouth, N.S. B3A 1V7

Nutmeg Division

Ed Burr, President  
32 Burton Street  
Bristol, CT 06010

On May 7, 1988, the Nutmeg Division held a membership meeting at the home of Mr. Richard Grey. The membership was treated to an excellent evening of model railroading in all scales. Mr. Grey has an HO model railroad with a lot of animation, he also is an avid collector of various scales and a master of restoration. His HO layout features "real water", a carnival scene with an operating ferris wheel and rotating swing ride. The layout also has a day to night to day cycle. During this

phase the lights in the buildings will go on and off at different times. The most dramatic night action featured a full moon, which travelled the full length of the layout. As far as restoration, Mr. Grey showed the members some of the pieces he restored to 'like new' condition. The members of the Division who did not attend this meeting missed a very enjoyable evening.

Nutmeg Division members and members of other divisions travelled to Saint John, New Brunswick, Canada for the Spring Convention sponsored by the Maritime Division, held on May 20, 21 and 22, 1988. At the convention we were treated to clinics, trade show, home layout and banquet. But the fan trip was probably the best part of the convention. The fan trip was at the Salem & Hillsborough Railroad. It consisted of two coaches, and a dining car. Motive power was a RS-1 and a newly restored 4-6-0. The round trip was 25 miles long during which the train was stopped for photo runby's at two different locations.

The Nutmeg Division will once again hold its Annual Train Show on September 11, 1988 at the Mt. Carmel/St. Cristina Hall, Roberts Street, East Hartford, Connecticut. There will be dealers and operating modular layouts in "O", "HO" and "N" scale. Plan to attend and have a good time.

Joe Sokol

Seacoast Division

?, Superintendent  
Please Notify Coupler Editor

Sunrise Trail Division

Robert Gatland, President  
21 Roydon Drive West  
North Merrick, NY 11566