

NER **COUPLER**

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Fall 1988

In This Issue !!

Getting Light · Soot & Cinders · On The Schedule · Achievement Program
From The Divisions · From The Editor's Desk · Letters To The Editor



The photo was taken on the "Seneca Valley Lines", the home road of the Rochester Model Railroad Club, and will be featured at the Fall Convention in Rochester, NY. The Ontario Northland freight is crossing the "Seneca Valley Viaduct" which is based on the prototype NYO & W Lyon Brook Viaduct located near Oxford, NY. The model, which measures over six feet in length, was scratchbuilt by club member Tim Guenther. The locomotives were superdetailed and custom painted by club member Bill Baker. The photo was taken by club member Harold Russell.

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please call.

DEADLINE

for the next issue, #157, Winter 1989 is
November 1, 1988. The issue will be mailed
approximately one month after this date.

Other deadlines:

#158, Spring 1989 - February 1, 1988

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I would like to offer my thanks to Chris Whitman for his very thought provoking (at least for me) letter that I printed in the last issue. I felt, and still feel, that he offered some compelling arguments in favor of a unified dues structure for the NMRA, the Regions and Divisions. For the most reluctant due to cost, he offered some alternatives to keep prices down. Something that Chris didn't say, principally because he didn't know the numbers, is that the NMRA records 2,267 NMRA members within the geographic area of the NER, while the NER only records about 750 members. Does this strike you as interesting? Now why do you think that less than 1/3 of the model railroaders in the northeastern portion of the continent who would pay \$20 to National would not want to pay \$6 to the NER? Do you think it has anything to do with the fact the the **Bulletin** has color and the **Coupler** doesn't? Somehow I don't think so.

I believe that the automatic membership in the Region along with membership in the National has become a necessity in modern times. Today, for most members, it really doesn't matter if the one check is for \$22 or for \$28. They may have time to write the first one to National, but often the second one to the Region gets set aside. One of the arguments I've heard concerns membership in the Division. Many Divisions do not require National or Regional membership to join the Division. Perhaps the concept of associate membership or subscription could be used by the Division to describe the Division member who does not belong to NMRA and the Region. The first immediate benefit of automatic membership would be nearly 2300 members of the Region, the same number dispersed to the Divisions, and a much larger pool of interested members to draw to convention. With increased membership, perhaps some of the services suggested by Chris could then be pursued, since the cost could be spread over a larger base and there is a greater number of potential volunteers to provide the service.

An area I feel is most critical is the convention area. Personally, I very much enjoy going to the conventions, visiting other modelers layouts and clubs, seeing their models, learning of their modeling techniques, meeting them and talking to them. My wife and I consider these week-

ends a mini-vacation without the kids. Since we've been going for quite a few years now, we have built up a number of friends we enjoy being with, and it's always fun. Yet, convention attendance has been declining. The task of finding host groups to plan and present a convention has become more difficult. I feel that if the Region had 2300+ members rather than 750+ members, there would not only be a larger pool of members to draw upon for convention committees, but also a larger pool of members to attend our conventions.

We also have to do something about our publicity of conventions. Seldom do we receive promotion of our conventions beyond a mention in a schedules column in the national publications. Part of this is due to a lack of an organized publicity program, and part is due to a lack of sufficient advance notification. Many conventions arranged at the last minute allow no publicity committee a fair opportunity to promote properly, especially in the national press due to long publication lead times. The new convention committee re-organization will try to provide the organization and preparation necessary to get this effort back on track (please read "Getting Light" in this issue).

But the most important area needing attention in the convention area is that of encouraging and organizing conventions. This requires action by the NER at several levels. The first, and most important, requires the NER President Bill Parker to appoint a new Permanent Convention Chairman to replace the retiring Jack Alexander. This must be done so the new PCC can begin to recruit his team. That team is explained elsewhere, but included as part of the team are area "recruiters". These individuals are people who keep their ears open, suggest to local groups the possibility of producing a convention, and then notify the PCC of the potential host group. The PCC can then follow-up, and offer the group the assistance of the different liasons that make up the Committee.

I do feel a little disappointed that no action was taken by Bill Parker toward appointing a new PCC. As of this writing, the entire summer has passed, three months of potential planning has passed for naught, and no appointment has been made. I hope we will be told at Rochester.

Letters To The Editor

Dear Ken:

As a new 1988 member of the NER I am sympathetic to Chris Whitman's concerns expressed in the Coupler. I have no contact with an NER or NMRA member, nor has any member contacted me. I thought that joining the NER would help my making some contacts, but it hasn't.

Chris suggested several good ideas to establish contacts, involvement and a sense of belonging. I would like to suggest an idea that might be less expensive, more flexible and more effective at the Regional or Divisional level. It is simply a program to establish an initial one-on-one relationship between a new member and an active (and hopefully nearby) NER member.

If the idea has not been tried before and if the NER determines that there is a need it would work like this:

- 1) NER generates a list (by questionnaire) of members and interests, willing to meet new members to share common interests, help solve problems and to involve the new member in local, NER and NMRA activities.
- 2) A questionnaire is sent to be completed by the new member and returned to the NER.
- 3) The NER would then select and provide a volunteering member or members with information about the new member and request that the new member be met on a face-to-face basis (not just telephone) to establish a relationship beneficial to the new member, the NER, NMRA and the hobby.

I know that I, as a new member, would appreciate meeting such a person as I have many modeling challenges to share and solve.

/s/George P. Burke Jr.

Dear Ken:

Mr. Whitman has some great ideas. We have lost much of this effort. Those SIG's should be NMRA member-only groups. I say this as have contacted some and they bare no special relation and in fact guys take them up to get what they want of hobby and

reduce \$\$ spent to there special interest. This could kill NMRA.

I really doubt people will buy enough of the specially made lists, etc., to make them worth while in preparation. You have to make them by the thousand to keep the price down for the average member. There are many clubs in the Boston area, but try it in Montana and it will flop. Note too clubs tend to be exclusive rather than inclusive as they age then die for this reason. You might include membership in some local club as part of the package. They tend to become unknown with time.

/s/Richard M. Hanschka

Editor's Comments:

First, I would lke to address George Burke's comments. I feel George raises an important issue, and also proposes a solution to that problem. I am not so sure that the Regional level is the place for his suggested 'personal contact' program - it might be better to have a co-ordinator at the regional level to refer names to the divisions, where the ability to provide the personal interaction is more easily facilitated. However, I support the concept of this suggestion fully.

Now, to Dick Hanschka's comments. Most of what Chris was suggesting with regard to additional services, particularly the membership lists, was to be able to provide the service to those who wanted them, and would pay for them - either by paying directly for the listings, or buy paying a supplementary dues. Those that could afford it, and wanted it, could have it. As for the SIG's being 100% NMRA, I think that most of my friends feel that way - the problem is that it is hard to change course in the middle of the stream - how do we force them to be 100% NMRA when they were allowed to form with no NMRA membership requirement?

I think extending the scope of the unified dues structure to Regions, divisions and SIG's is possible since they all exist under the auspices of the NMRA. Clubs, on the other hand, have total independance from the NMRA. Therefore, it might be interpreted as NMRA 'interference' in club affairs should the NMRA seek to offer this. I think the NMRA is better off to leave the clubs alone, and allow them to come to the NMRA, if they want to, with NMRA membership.

Achievement Program

by Don Howd, AP Chairman

Congratulations to Keith Madden of South Hempstead, NY and Mike Collins of Floral Park, NY. Keith has been awarded an AP Certificate for Master Builder - Scenery and Mike has received certificates for Chief Dispatcher, Model Railroad Author, and the Golden Spike Award. It is a great pleasure to recognize modelers who have earned Achievement Certificates. All of the certificates require time and highly developed modeling skills and service to the NMRA. Congratulations again, Keith and Mike.

Don't forget the Golden Spike Award. This award is for NMRA members in recognition of their modeling and as an incentive to continue their efforts toward Achievement Program certificates. Master Model Railroaders are not eligible for the Golden Spike.

Qualifications for the Golden Spike are as follows:

1. Display six (6) units of rolling stock (scratchbuilt, craftsman or detailed commercial kits).
2. Construct a minimum of eight (8) square feet of layout.
3. Construct five (5) structures (scratchbuilt, craftsman or detailed commercial kits).
4. Three types of trackage are required (turnout, crossing, etc.). All must be properly ballasted and installed on proper roadbed. Commercial trackage may be used.
5. All installed trackage must be properly wired so that two trains can be operated simultaneously.
6. Provide one additional electrical feature such as powered turnouts, signaling, turnout indication, lighted buildings, etc.

Anyone who has an operating layout almost certainly qualifies. Get in touch with John MacGown (Sunrise Trail), Rich Laube (Garden State), Bob Boudreau (Maritimes), Jim Heidt (Central New York), Dave Messer (Hudson-Berkshire), Bob Van Cleaf (Nutmeg), or me for forms or additional information.

Memories of Birmingham

by Dave Messer, MMR

The 1988 NMRA National Convention held in Birmingham, AL was scaled down a bit compared to some previous ones, but turned out to be very enjoyable. Contrary to the fears of some, the weather was warm, but not uncomfortable (it was hotter elsewhere). Some recollections: The lush green of Alabama, with crape-myrtles in bloom everywhere ... Sloss Furnace, a beautifully restored remembrance of Birmingham's industrial past ... The magnificence of the Alabama Theatre, with its mighty Wurlitzer (the crowd didn't want to leave) ... A worthwhile group of layouts, ranging from Jim Thorington's 85' long Southern & Western (including a scale mile of straight track in HO) and Joe Fiore's Southern Keystone RR (50' x 30' O scale, plus wall cabinets full of brass locos and rolling stock) to Robert Beaty's small but highly detailed HO_{N2} 1/2 layout set on the Maine coast ... An N-Trak modular setup of steadily-improving quality (no longer just long trains) ... An interesting trade and dealer show (two new HO F-3 locos, the reincarnation of the SS Ltd. line, more sophisticated Command Control systems with computer interface, several large scale items).

A few NER members made it, but we need better representation at both national (and regional) conventions. See you in Rochester!

Election Results

by Rod Brown, Ballot Comm.

Ballots Received	59	
Invalid	6	
Counted	53	
President:	William S. Parker	46
	Brian C. Whiton	6
	Blank	1
Vice-President:	Brian C. Whiton	44
	James Heidt	6
	Blank	3
Directors:		
Canada	Norman C. Guinard	3
N. New England	Edwin R. Permon	4
Mass	Wayne R. Craigie	16
RI & CT	Joseph F. Sokol	8
LI & NYC	John A. MacIntosh	10
NY State	James Heidt	4
NJ	Richard C. Laube	7
	Blanks	1

Getting Light

by Brian C. Whiton, NER Vice President

As your Vice President I've been keeping an eye on and helping the NER Convention Department as much as I can. There are things happening that aren't so good, but a properly aimed shotgun will get this taken care of. I want to talk to you about what's new and very good.

The program is titled the same as this piece and it takes its name from a technique used by one of my favorite railroads, the Mt. Washington Cog. It seems the men that run those tough little engines on the mountain needed some sensible help in reducing their work load when descending the mountain. Since the other part of the team is the brakeman, it was only natural for him to use his brakes to control the coach (which isn't attached to the engine due to the advantage of gravity on this line), braking it in such a fashion that all its load is off the engine in the steepest going with only a tiny space between the buffer beams.

The system works well. The engine and car are still a train, but the load is shared so as to keep the engine from overloading on the way down. Undue wear and tear is prevented on the loco and the coach which formerly was only along for the ride is now carrying its fair share.

Your convention department, and I like to think I had a hand in developing this program, has begun to put in place a structure that can help smaller convention host groups in "GETTING LIGHT" too. We can share the load just like on the cog.

To do this we make use of an already long operating and very professional registration committee to take care of all the registration functions thus relieving the host group of this work load. Pat and Charlie Bettinger and their staff do all the work of registration for you.

Now, we are putting into place other forms of assistance to help the host group in getting light. You say you don't know how to solicit and organize your clinic program and need help? No problem. We have people who have the contacts and experience to guide you through this effort. We can provide lists of clinicians and their subjects, and soon we'll be able to tell you when a specific clinic was last given in our area so you won't double up. Our permanent clinic liason will instruct

you in how to manage your clinic program, provide forms, make helpful suggestions and add to his bag of tricks from your experiences. This person will also provide assistance in identifying and obtaining films, videos and slide shows for your convention theater in the same way.

No, he won't do all the work for you. He merely helps you handle that aspect in which you have the least experience and helps you avoid pitfalls. Now your staff need not have someone with a masters degree in clinic organization to have an effective and entertaining clinic program, only a willing worker who can tap the experience of our new Clinic Liason.

Another new face will be a publications coordinator who's duty it will be to provide technical expertise and proof reading (we hope) for your convention brochure. We would like to have a department which can take all of the responsibilities for printed matter off the shoulders of the host group, but that's a tall order and I had best only promise some assistance at this time. There are enough people running around making promises they can't or have no intention of keeping without my doing it too.

The good news doesn't stop there. You would like a person to help with pricing of events and estimating attendance, etc? Done! Irwin Lloyd, our Permanent Convention Treasurer, has vast experience in these matters as well as a growing pile of performance statistics from previous conventions to help you estimate total attendance, specific event attendance, best timing of events, costs of events and projected profits. He is at your fingertips, a phone call away.

You haven't heard enough? Well, how about a trade show expert at your fingertips to help you organize, select a location, draw a plan of the location to allocate space for dealers and displayers, and provide listings of potential displayers and dealers. In some cases this information may include requirements for space, electricity and crowd control. This person can take the sweat out of planning your trade show, leaving your staff to execute a well thought out plan that will dazzle your fellow members and the public as well.

You want still more? If you've never organized a fan trip or non-rail event, don't know much about bus transportation, need to identify and interface with an outside operator, then our Outside

Activities Liason is there to help you. This person, once again, doesn't run the event for you, but he/she will guide you through the planning, providing the information you lack, directing your effort so you don't spin your wheels.

So what does all this mean to you, the P.O.M. It means smaller host groups with less experience can tackle a convention. We have none on the books after Rochester, you know. Can you believe that, the NER with no conventions in the foreseeable future? Two-thirds of the fun of participating in the NER is going to convention and exchanging ideas and knowledge with our fellow modelers and members. We have our own interests at heart when we consider hosting a convention, so let's not let this vital aspect of the regions activities die out and go the way of Modular Standards and other important programs which are languishing or dead.

We can have interesting and entertaining conventions in locations that are both convenient and loaded with prototype fun. These conventions can grow in attendance and scope and surpass the most well remembered of their predecessors. The key to this is host groups with self confidence and perseverance and a willing attitude. Size is barely a consideration at all.

If you think your area has some or all of the key features of a convention, those being good local layouts, access to module groups, a trade show potential, a fan trip potential, and a good hotel or combination of hotels and other local banquet/clinic/show facilities and you can come up with a few good workers (not necessarily NMRA members) we, the Permanent Convention Committee can provide the catalyst to a fun filled rewarding reaction.

Feel free to call me at any time and I will come and discuss convention possibilities with you and your group anywhere in the region. I'll do everything in my power to see that you have the tools you need to execute a really fine convention. My phone is (203) 623-8512.

And if you just want to call and chat about what can be done to make the NER more useful to its members, or convention more fun, please do so. No griping though. Call with ideas or corrective actions in mind. I work for you.

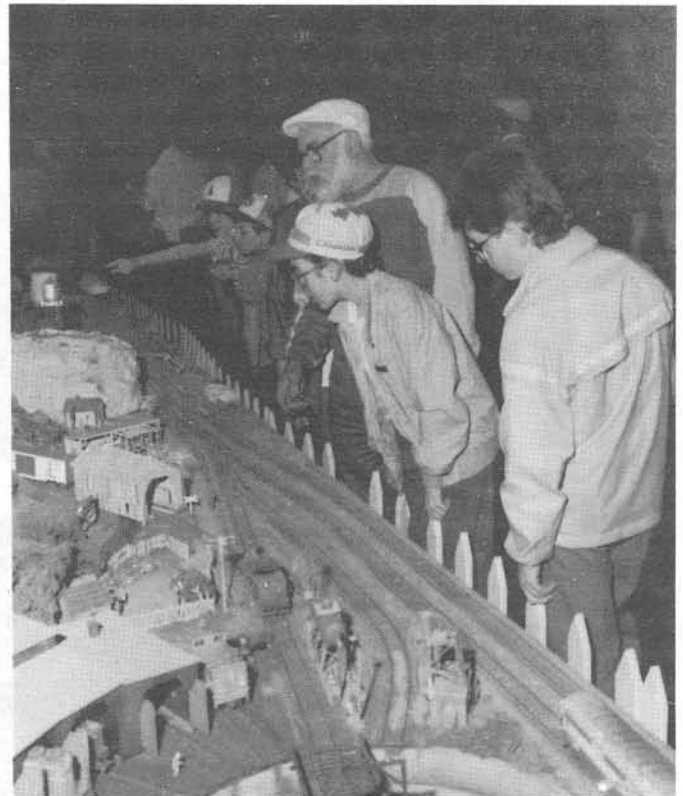
In Memory of:

Aram Chankalian

It's always one of the sadder tasks during our lifetime to have to announce the passing of a friend. In this case we will be missing the friendship of Aram Chankalian, a Director of the Sunrise Trail Division, and regular participant in the activities of the Sunrise Trail Division, the Northeastern Region, and the NMRA.

Aram passed away on March 6, 1988, after a long illness. He first began actively participating in the Sunrise Trail Division in 1966, and attended most Regional and National Conventions from 1970 to 1987. In 1986, he headed the Company Store at the Boston National Convention. His conventions included London, England, Seattle, San Diego, and finally Eugene, OR.

The sympathies of the Region BOD and the membership of the Region are extended to Aram's family. The Division and the Region will fondly remember Aram Chankalian.



Soot & Cinders

by Richard M. Hanschka

The New York, Ontario & Western RR was one of the first of several large roads to disappear in the northeast. For many years its best business was anthracite coal to New England via its parents NYNH&H Poughkeepsie Bridge line. The railroad was most notable for the fact that the line was constructed at minimal cost, and was never changed to omit or reduce the many grades and curves. It was originally double tracked, but was changed to single track after the Second World War and the introduction of CTC. Passenger train volume also dropped dramatically at this time.

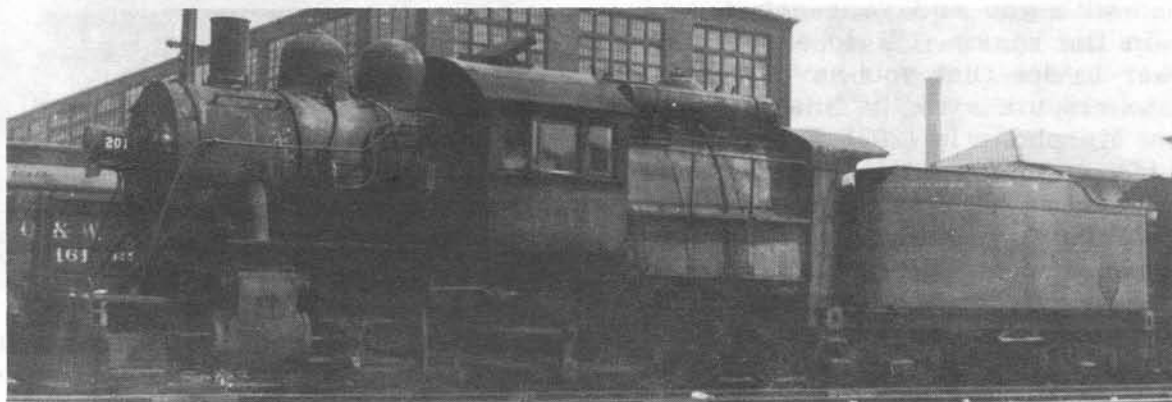
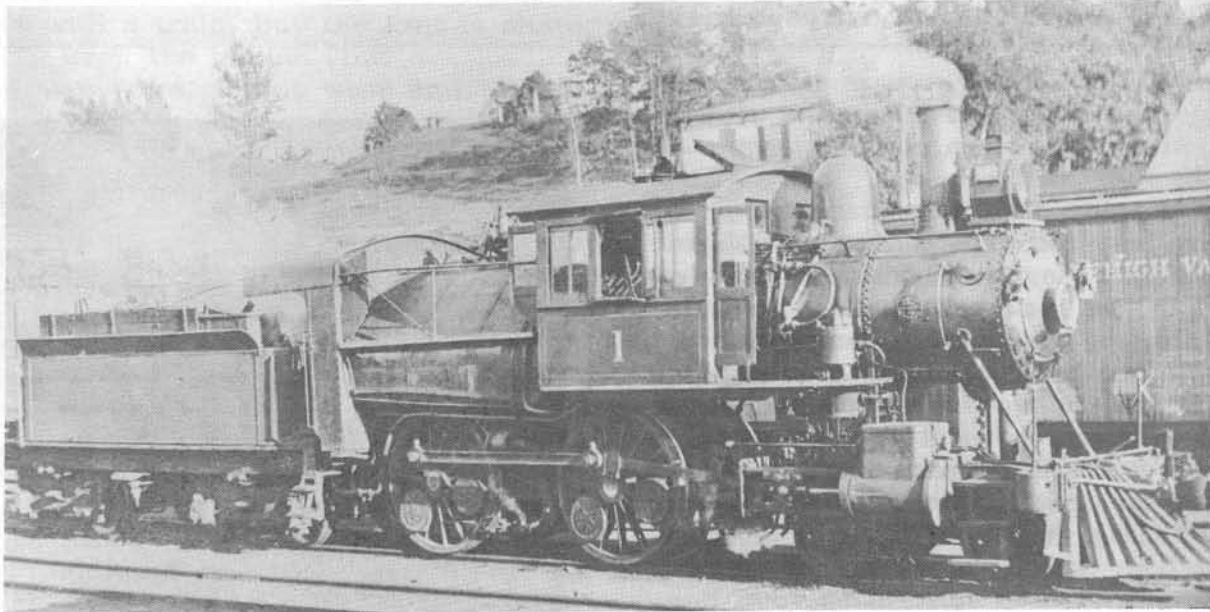
In its heyday, near the turn of the century, there were some eighty (80) trains per day on train sheets in Middletown, NY. There were hourly coal trains to and from Scranton; lots of passenger trains, both local and long distance. Coal drag trains featured heavy "Bull Moose" class X 2-10-2 locomotives, which were in no hurry, often

travelling at 10 - 20 mph. Typical freight trains were pulled by 2-8-0's and consisted of ten to twelve cars, and traveled at about 30 mph.

In the post-war era the steam locomotives were gradually replaced by diesel locomotives. Switchers were typically NW-2's, while road power usually was FT/F-3 cab units. Road switchers never made it to the NYO & W. There were even five GE 44 toners.

The NYO & W RR would make an interesting prototype to model. The sharp curves and roller coaster right-of-way are ideally suited to smaller model railroads. The railroad owned little rolling stock besides cabooses and MOW, preferring to lease from other lines.

The two locomotives shown, #1 and #201, are two examples of the camelback locomotives used by the NYO & W. #1 is shown at Sydney, NY in September 1914. An early "American" type, it was most likely used in passenger service. Note the counterweight balances on the drivers. #201 is a 2-8-0 seen in July 1947 in Middletown, NY near the end of its life.



Contest Results St. John, NB

The following model contest awards were given out at the NER Spring Convention at St. John, NB.

Master

Locomotive - Other

2nd Place: Bob Boudreau - VIA FPA-4

Freight Cars

1st Place: Brian Whiton - Frame Log Car

Maintenance-of-Way

1st Place: Brian Whiton - Rutland Gondola

2nd Place: Bob Boudreau - CP Rail Plow

Structure

1st Place: David Messer - Wagner Feed

Craftsman

Locomotive - Other

1st Place: Bill Hoffman - Pacific Electric Trolley - **Baldwin Trophy**

Passenger Cars

1st Place: Bill Hoffman - SP Diner

2nd Place: Bill Hoffman - Fort Wayne Pullman

HM: Walter Scholz - Observation Coach

Freight Cars

1st Place: Walter Scholz - Pickle Car

Structures

1st Place: James Heidt - Ogdensburgh & Northern Station - **New Modeler Award**

2nd Place: Ted Grey - Freelance Freight House

3rd Place: Walter Scholz - Cross Station

Merit: Ted Grey - City Block Scene

Thanks to all who participated in the contest. There was an excellent level of competition, both in terms of quantity and quality. Thanks also to those who judged this contest.



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.
1992 - Valley Forge, PA.

Northeastern Region

October 14 - 16, 1988, Rochester, NY
Spring 1989 - ?

NER Divisions

November 2, 1988 - Nutmeg Division will hold a membership meeting at Union Cong. Church, Union St., Rockville, CT. The meeting will begin at 7:30 PM and feature a slide program on the NYNH&H Railroad. Information: Joe Sokol, 213 Regan Road, Cedarwood Condominiums Unit #12, Vernon, CT 06066.

November 5, 1988 - Seacoast Division will hold a model railroad show at the Hasty Community Center, Pettingill Parkk, Auburn, ME. The show will be open from 9:30 AM to 4 PM and feature dealers, clinics, slides

and operating layouts. Information: Allen R. Thurston, 344 Mill Street, New Auburn, ME 04210 (207) 782-0952.

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.

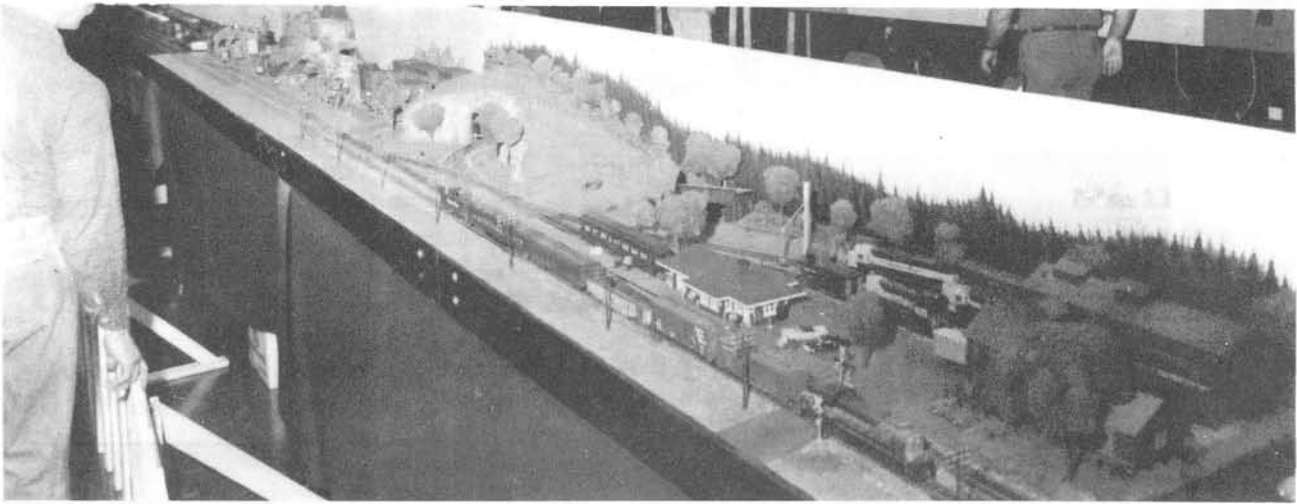
Other Model Railroad Activities

November 6, 1988 - 3rd Annual Torrington High School Band Train Show, Torrington High School Gym, Major Besse Drive, Torrington, CT. The Show will run from 10:00 AM thru 3:00 PM. Admission: \$2 per person; \$5 per family. Information: Philip A. Lent, 123 McGuinness St., Torrington, CT 06790 (203) 489-8961.

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

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Jean-Paul Beaulieu, President
245 Normand
Cap-de-la-Madeleine, Que. G8T 2J2

Central New York Division

Jim Heidt, Superintendent
P. O. Box 195
Camden, NY 13316

August 14th at the Purdy home in East Syracuse was a lot of fun. The feature of the meeting was the enjoyment of the construction of George Purdy's layout room and layout. One interesting feature of his methods is that he is using modular construction which seems compatible to that of the Syracuse Model Railroad Club.

Of course, there was more to the afternoon than the layout visit. First was a showing of the video-tape presentation of model and prototype railroading in and around the Chattenoga area, which included a tour of the NMRA National Headquarters. Also featured was a rather technical NMRA tape-slide clinic on the use of front projection for background scenery in photographing models.

Following all that was the regular raffle - followed by a Division barbeque sponsored by the Purdy family. And what a barbeque it was! Our thanks to the Purdy family.

Following the Rochester Convention, the Division will have a meeting on November 20 at the Skaneateles Model Railroad Club in Hartlot, NY. In order to help celebrate National Model Railroad month, the division will visit this primo club layout! And you can bring along your

favorite HO scale equipment to be operated on the layout. Don't miss this one.

Extracted from **Red Markers**

Garden State Division

Richard C. Laube, Superintendent
11 Long Road
Freehold, NJ 07728

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

This ol' writer was sound asleep under an apple tree at deadline time for the last **Coupler**, so there was no Hub news. It was just as well, because Ken really had a tough time getting all the material into that issue within the allotted pages.

The HUB Division held its annual Spring Convention in Manchester, MA (Manchester-By-The-Sea) on March 26. We had a pretty good turnout and an excellent program. The convention site covered three buildings in order to utilize as much floor space as possible for the trade show. There was a variety of clinics, model contest, ladies (men, too if they wished) local historic tour, a well attended and full trade show, a fan trip on the MBTA into Boston and a visit to the Boston MBTA shops and an evening banquet plus a presentation by Eastman Kodak on a "Day In The Life Of America". The convention was chaired by Wayne Craigue, assisted by Dick Towle, the whole HUB BOD and its ladies, and many

Continued on Page 12

NER Office Manager

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First Class Mail

From The Divisions (Cont'd from Page 11)

members of the HUB and NER. Twas a good day, even though it did indeed pour buckets during the evening - lotsa wet feet getting to our cars.

The BOD is undertaking a program to redesign our Spring Convention. A number of good people have sent in letters, in response to our queries, giving their thoughts on what might be done. The event does need somewhat of an overhauling, but our primary concern is that even though we usually have a decent turnout, very few attendees are HUB members - and the show is aimed primarily at them! If any of you other Divisions have this problem and have solved it, I sure would like to hear from you at 238 Sudbury St., Marlborough, MA 01752. Please keep in mind that we stage a Spring Convention every year that is a one day version of the NER conventions. We also put on a big Fall Show each year that is more like an Open House. So if your operation is similar to ours and you manage to get a good number of your members to attend, I would like to hear how you do it.

This year is the 30th anniversary of the HUB Division. We are planning a gala celebration of the event at our Spring 1989 convention in Lexington, MA on March 25. We are not having it at the 1988 Fall Show because that is not the type of show for a celebration of this kind. We hope many of you will be able to attend.

Glenn E. Owens

Little Rhody Division

?, Superintendent

Please Notify Coupler Editor

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Nutmeg Division

Ed Burr, President

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The month of September was a very busy month for the Nutmeg Division. On September 11, 1988, the Nutmeg Division's Annual Train Show was held. The show featured dealers, white elephant table and operating modules in N, HO, O scale and LGB layout. The attendees were treated to a very enjoyable afternoon of model railroading.

On September 17, the Nutmeg Membership meeting was hosted by Mr. John Klotz of Stamford, CT. A very enjoyable evening was had by all observing Mr. Klotz's layout which featured HO mainline operation.

On November 2, 1988 at 7:30 PM, the membership will hold its meeting at the Union Cong. Church, Union St., Rockville, CT. The highlight of the evening will be a slide presentation on the NYNHH Railroad.

On Jan. 7, 1989, the Annual Banquet will be held at the Buckboard, 2941 Main Street, Glastonbury, CT. The evening will consist of a sit down dinner, election of officers and a speaker or slide show.

If you would like to host a Nutmeg Division meeting in 1989, please contact me at this address: Joe Sokol, 213 Regan Road, Cedarwood Condominiums Unit #12, Vernon, CT 06066.

Joe Sokol

Seacoast Division

?, Superintendent

Please Notify Coupler Editor

Sunrise Trail Division

Robert Gatland, President

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