

NER COUPLER

Northeastern Region, National Model Railroad Association, Inc.

April, 1989, Number 158

Amherst Model Railroad Show

In 1978, while wandering through the hills of Central Massachusetts looking for a hobby shop, my friends and I stumbled upon Tucker's Hardware. There, among the tools and Corningware we found a treasure of model railroad-ing, the likes of which the "old timers" had described.

Among the things we discovered that day was that the owner, Bob Buck, belonged to the Amherst Model Railroad Society, and that they were going to hold a show at the University of Massachusetts Student Union. Since we were preparing for Hub Division Fort Devens Club combined show, we thought it would be nice to set up a table and advertise the club and show.

Ten years later, while standing

(cont. on page 6)

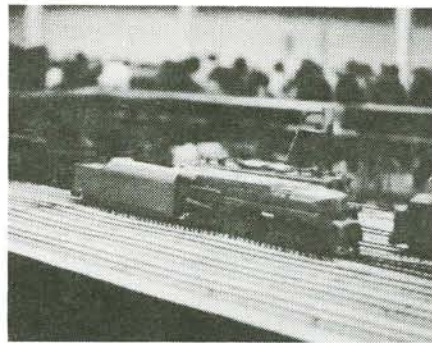
Interior Detail

S-Scale	3
The President's Pen	4
Soot & Cinders	5
Opinion	6
Convention Details	7
Hub Division 30th Birthday	11
Off The Mainline	12
NER-MIG Returns	14
Photo Contest Committee	15

Dick Ketcham

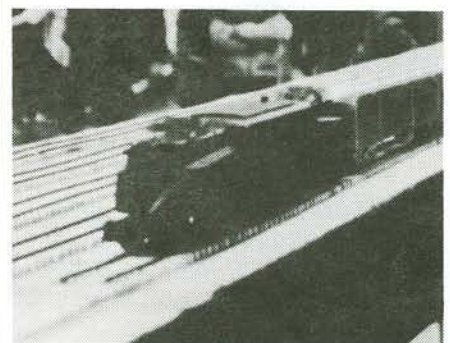
A Modular Layout in O-Scale

One of the more impressive exhibits at the Amherst Railway Society show was the New Haven Society of Model Engineers, Inc. They are based in New Haven, CT with their club quarters located at the New Haven Depot. They meet Fridays from 8:00 to 11:00 pm; for additional information they can be reached at (203)865-0720. This 50 year old organization showed what can be done with O-scale equipment. Looking at the detail work on the Pennsy T-1 (Baldwin 4-4-4-4) was enough.



For me, O-scale has always meant Lionel tinsplate. Yes, I know that Lionel built some very fine cast units - I have a 0-4-0 yard switcher made during the middle 40's, - but it surely is not the craftsmanship that I saw on that unpainted brass T-1.

In talking with Fred Jacobs, President of the NHSME, he told me that most of the equipment shown was brass and was purchased "ready-to-run". There were a few exceptions. Fred had a cast bronze Pennsy GG-1 that weighed in at 23 pounds! That motor was of interest to me, a Pennsy electric fan. It contained two triple lead worm gear driven electric motors and could easily pull anything on display. That's the kind of rail you need when your car is stuck and you're looking for a "come-a-long".



The passenger cars were modeled on modernized heavy-weight units (prior to 1938) and again the detailing that O-gauge allows was much in evidence.

NER BRASS

Officers

William S. ParkerPresident
65 Coweasett Drive
Brockton, MA 02401
(508) 586-0271

Brian C. Whiton ... Vice President
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

David MesserSecretary
12 Hillview Court
Wyantskill, NY 12198
(518) 283-0372

James CondryTreasurer
58 Estes Street
Everett, MA 02149
(617) 387-8208

NER Office Managers

Rod and Elizabeth Brown
79 Hemenway Road
Framingham, MA., 01701
(508) 877-1827

Department Chairpersons Achievement Program

Donald Howd
32 Adams Street
Lawrence, MA 01843
(508) 689-9102

Convention

Brian Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

Model Contest

Donald Howd
32 Adams Street
Lawrence, MA 01843
(508) 689-9102

Photo Contest

Richard Towle
14 Loading Place Road
Manchester, MA 01944
(508) 526-1409

Non Rail & Crafts

Linda Craigue
26 Thurman Park
Everett, Ma 02149
(617) 389-3194

Directors

Canada

Norman C. Guinard
9 Dube Street
Edmundston, NB E3V2G1
(506) 735-6084

Connecticut & Rhode Island

Joseph F. Sokol
213 Regan Rd #12
Vernon, CT 06066
(203) 872-2240

Long Island & New York City

John A. MacIntosh
150 Kildare Road
Garden City, NY 11530
(516) 746-6288

Massachusetts

Wayne R. Craigue
26 Thurman Park
Everett, MA 02149
(617) 389-3194

New Jersey

Richard C. Laube
11 Long Road
Freehold, NJ 07728
(201) 780-6761

New York State

James Heidt
Box 195
Camden, NY 13316
(315) 245-3664

Northern New England

Edwin R. Permon
385 Donald Street
Bedford, NH 03102
(603) 622-7991

Past President

David Messer
12 Hillview Court
Wyantskill, NY 12198
(518) 283-0372

Coupler Staff

Phil Ackerman, Editor
Dick Ketcham, Assistant Editor
PO Box 6461
Nashua, NH 03063-6461
(603) 886-6430

NER COUPLER

158, April 1989

This newsletter is the official publication of the Northeastern Region, National Model Railroad Association, Inc. and is published four times a year.

Phil Ackerman, Coupler Editor
c/o Images and Ideas, Inc.
P.O. Box 6461
Nashua, NH 03063-6461
(603) 886-6430

Send address changes to the NER Office Manager; all other material should be sent to the Editor. Editorial material may be handwritten legibly or typewritten, or can be sent on Macintosh, Apple II, or IBM 360K formatted disks. Please do not format your material as we reformat it when it is typeset. If you have any questions, please call.

For best results, photos for publication should be black and white high contrast prints. Enclose a stamped, self-addressed envelope for photos to be returned.

Letters to the editor, and editorial opinions are welcome; however, criticism should be professional in nature, not personally directed at any individual.

DEADLINE for the July 89 issue is June 20th 1989. The issue will be mailed approximately July 15.

Membership

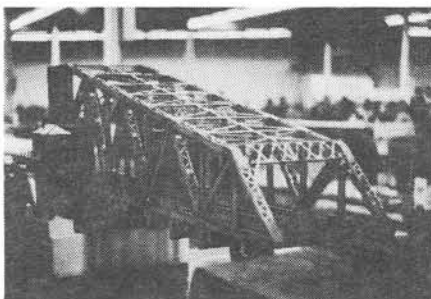
Membership in the NER is open to all members of the NMRA, regardless of scale modeling preference or experience. Dues are \$6.00 per year and can be paid to the NER Office Manager, 79 Hemenway Road, Framingham, MA 01701. A membership application can be found on page 11 of the NER Coupler.



Other engines shown were:

- M1A (2-8-4)
- L1 (2-8-2)
- Q-2 duplex (4-4-6-4)
- K-4 (4-6-2)
- P5-A (electric)
- B-1 (electric switcher)
- Y-1 (electric - GN)
- FF-2 (electric - PRR version of the GN Y-1)

These engines were brass and in some cases had additional detailing.



One of the other strong areas for O-scale is the ability to model large scale structures in great detail. The Scherzer Rolling Lift Bridge, displayed on a fully scenicked module is just one good example. This bridge, built by Al Shellback, was beautifully and painstakingly modeled using the actual plans supplied by New Haven Railroad. The bridge took two years to build and is made of brass and steel. As a side note, the bridge (the model) contains 33,159 rivets; each installed by hand.

(S)

L
A
I
S
E
Z

P
A
S
S
R

"La route des G.P.R. & W sur la route 138"
"The Route of the G.P.R. & W on Route 138"

Denis Fortier

What About 'S' Scale?

Did you know that "S" scale is a North American Realization; its origin being in Cleveland, Ohio and the NMRA approved it in 1937?

"S" scale has been around for 50 years (Model Railroader issue of May 1987) and is here to stay. Unfortunately, it is not as well known, though I feel in many respects it is the Real Scale, because it is the Right Size.

Why you ask? Well here are some of the specifications:

- The scale to the foot is 3/16" (4.76 mm)
- The proportion is 1:64
- The center to coupler above the top of rail is 17/32" (13.5 mm)
- The track gauge is 0.875" (22.2 mm)
- And most of all, it is easy to see and work with, has smooth operation, and moderate prices.

There is plenty of ready-to-run rolling stock or kits available; also you can go the "fine scale" route with the National Association of "S" Gaugers code 110 wheels and other accessories.

A most interesting factor for me to discover was that I could use Kadee #5 and 10 couplers (really the right size for "S")

"S" gauge is a most fascinating scale so why not find out more at your hobby shop or directly from:

National Association of "S" Gauge
141B Gordon Road
Matawan, NJ., 07747

Oh yes NER "S" scalers, let it be known to others the value and fun of "S" scale.

Que penser de l'échelle "S"

Saviez-vous que l'échelle "S" a vu le jour en Amérique du Nord, plus précisément à Cleveland, Ohio et fut sanctionné par la NMRA in 1937?

L'échelle "S" existe depuis cinquante années (voir le numéro de mai 1987 de Model Railroader) et est ici pour le demeurer.

Malheureusement, l'échelle "S" n'est pas bien connue, même si je pense que c'est la VRAIE ECH-ELLE, parce que c'est la BONNE GRANDEUR.

Pourquoi, demandez-vous?

- C'est facile à voir et travailler avec, opération douce, prix modérés;
- Echelle au pied: 3/16" (4.76mm)
- Proportion: 1:64
- Centre de l'attelage avec dessus de la voie: 17/32" (13.5mm)
- Ecartement de la voie: 0.875" (22.2mm)

Il y a amplement de matériel "S" "prêt à rouler" et aussi des "kits" de disponibles; vous pouvez aller même vers "l'échelle très précise" avec le code 110 des roues préconisées par le NASG (National Association of 'S' Gaugers) etc.

Une échelle fort intéressante où j'ai découvert l'adaptation des attelages Kadee 5 & 10 aux wagons "S" (la vraie dimension pour cette échelle), pouvant rouler sur des rails de code 100... dois-je en dire plus.

L'intérêt pour cette échelle doit vous inciter à vous informer à votre boutique de trains favorite ou écrivez directement à:

National Association of 'S' Gaugers
141B Gordon Road
Matawan, NJ, 07747

Les amataeurs 'S' de la région du NER, faites-le savoir aux autres de votre passion pour cette échelle.

The President's Pen

In my last article, I outlined some of the changes in the Northeastern Region staff and listed some of the plans and objectives we will be working on during the next two years. The items discussed in that article directly affect all members of the Northeastern Region and its Divisions and the results of certain actions can be immediately perceived.



This article will report on the NMRA Mid Year Executive Council and Board of Trustees Meeting held in San Mateo, California on February 9 - 11. Although many items included on the agenda do not directly affect all Northeastern Region Members, and the results of some of the actions taken may not be as readily perceivable, some of the agenda items will have an impact on all National and Regional Members and, therefore, are important to the entire membership.

Two of the items on this agenda are of significance to Canadian Members of the NER and the three other regions whose area encompasses both Canadian and U.S. Territory.

The first item was a request (motion) sponsored by the Pacific Northwest Region's Seventh Division (in Canada) to allow the Canadians to file for status as a Canadian non-profit corporation under the title of "NMRA Canada, Ltd.". This motion was passed by the Board of Trustees. All region boundaries shall remain intact but a new vice president position repre-

senting all of Canada will be added.

The second item dealt with a motion to levy a six dollar Postal Surcharge on all NMRA members not residing in the United States to cover (some of) the additional cost of mailing the NMRA Bulletin to foreign addresses. Although the additional cost for foreign postage amounts to over \$12,000 per year, the Board of Trustees regarded this as an inequitable attempt to mitigate a portion of the financial problems facing the national organization and unanimously rejected the motion.

The spirit of cooperation, friendship and neighborliness exhibited by these votes of the entire NMRA Board of Trustees is an excellent example of the "Golden Rule" as practiced by the international fraternity of model railroaders.

Another agenda item that may directly affect you was a motion to ban all advertisements in NMRA publications of companies misrepresenting model railroad products or not delivering items ordered by mail. This motion was passed unanimously.

As a note, **Model Railroader** and **Railroad Model Craftsman** have pledged to try to screen out all known offenders also. Any member who has had a problem with mail order companies involving model railroad materials should contact the NMRA and the US Postal Service.

For your information, the following is a list of items and subjects covered during the course of the meeting that will result in some noticeable benefit to model railroaders in the Northeastern Region:

- Update of the National Convention Handbook
- The organization and staffing of a long-range planning committee.
- Preparation of Model Railroad TV ads.
- Upgrading and correcting the HO scale module standards.
- Directive to the engineering dept. to develop "G" scale standards and recommended practices.
- Continued expansion of the NMRA Library services.
- Adoption of a new program to help reduce the debt on the NMRA Office Building.
- NMRA membership promotion activities.

Although many items presented for consideration and the subject matter of various reports vary from National Board meeting to meeting, one thing remains constant. The NMRA officers, trustees and department chairmen consistently function to achieve the goal of improving the hobby of model railroading for all interested persons in any area of the world. In order to function effectively and effectively, the trustees (Region Presidents) and officers need the help and support of the membership. Be active in the NMRA and its Regions and Divisions. Attend shows and other social functions sponsored by model railroad organizations and take the opportunity to communicate your concerns and your ideas with NMRA officials.

Dick Hanschka

Soot & Cinders

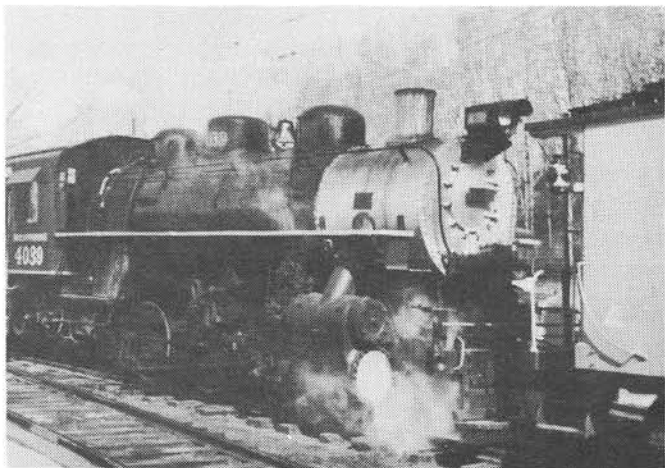
Memories of the M&E Fantrip...1969

Once again there are plans to hold the NER Convention in New Jersey. At a similar event twenty years ago, we selected the Morris County Central for our fantrip. The Morris County Central has since closed operations at Newfoundland, NJ on the Susquehanna line to Beaver Lake.

For years the Morristown & Erie line connected the Erie to DL & W at Morristown station. The former Erie line is on at Essex Falls now. For years the Erie issued tickets from Chambers Street, NY to Morristown, NJ. There were some seven trains in daily service in 1925. M & E remains as it was — single track with passing sidings.

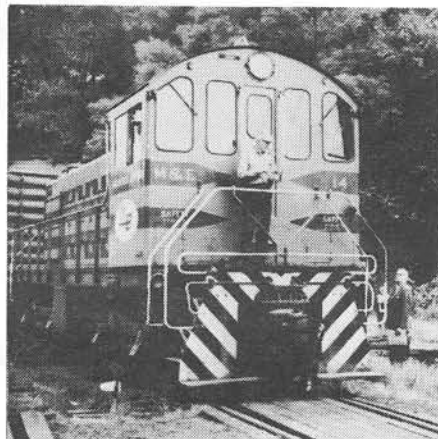
Athem produces a standard coach which looks much like the Stillwell cars of the Erie. Short trains and small engines of M & E fit the model pocketbook and train room. Diesels were small models also until recently. Foreign road engines are on the line today for rebuilding purposes and the line has expanded over DL & W to former CNJ and DL & W branches west of Dover.

Our fantrip power was supplied by USRA 0-8-0 #4039, typical of many short line engines. It and its sister engine, #385, originally came from the Virginia Blue Ridge Railroad. When we rode behind #4039, it had water mixed in the oil so that it bubbled steam and oil; this of course delayed the trip because of getting up steam.



In Europe, the 0-8-0 was a common road switcher and was run at very low speeds. The army used them in a similar capacity at various bases then. The tractive

effort was maximized for slow speed service. The smoke box ran very hot so a graphite and kerosene mixture was used to protect the boiler. This lent a light gray or ever silver appearance to it. The army used a gloss baking enamel further back on the boiler allowing for a very bright polished appearance. Rust was not permitted and drivers were outlined in white. Brass was polished like gold. A weathered look was a sure ticket to the shop for sprucing up. Walkways, for safety purposes, were outlined in white. On rare occasions, they were used to pull passenger cars.



An Alco S1, #14, named for the retired road treasurer followed our fantrip train that day with a few cars.

The S-1 has just been resurrected in model form. It, like the steamer, was run at very low speed. In HO, running at top speed, it would take 9 seconds to traverse a three foot length of track.



The M & E station at Morristown was a small one which could easily be modeled and used on most any home empire.

Single Dues Structure – Another View

The following is a response to Ken May's article; Single Dues Structure - My Opinion.

Dear Ken.

I wanted to make a small response to your letter in the January 15th Coupler, which I got just yesterday. The subject was Single Dues Structure, and I think I have a different point of view about a subject which you "hope...can be addressed".

I am a Life Member and have been for nearly 40 years. I am also a Life Member in my home Region, Rocky Mountain Region, and of my local RoadRunner Division. So far, no problem. However, I am also a member of 9 other Regions, including British and Australasian as well as the Contactgroep NMRA Netherlands, simply because I like to get their bulletins and see what is happening to my friends in the various Regions.

I am certain that if the National organization were to become responsible for the inclusion of the Region News in each members Bulletin, he would get at best 2 or maybe 4 pages of that one region alone, and not the great bulletins I now get from the other Regions, including NER. Did you by any chance get to see some of the other bulletins while you were Editor of the Coupler?

I suppose that each Region could do what the British Region does, and start a "Friends of..." category that gets the publication without the membership privileges, but that does not seem really fair. I think that one of the real problems is handling the Life Member who is NOT also a Life Member of his home Region. How does the National "kick back" six bucks to

the Region and two to the Division when it does not collect anything from the member?

I also suspect that your increased amount of work on the national staff will amount to at least four full time staff at headquarters, plus at least one more full time staff for the BULLETIN. When we are so short handed that the National has not been able to publish a National directory since 1981, I can not see how they would be able to keep up with address changes and other such factors to determine who gets what insert each month.

I believe this approach has been considered in the past and did not make it past the "what if" stage. I think it should die there again. Sorry about that, but I suppose I am selfish, because I can see that the Regional publications, and there are some very good ones, would just like an old soldier, "fade away".

I guess my vote goes with Rick's - a single dues structure is not very workable, but I suppose that I too would be willing to be shown. I will "watch your lips".

C.A. Forter, Jr.
NMRA L 265
NER 1815

Ed Note: A separate dues structure implies a separate organization. The issue that both Ken May and C.A. Forter address is deeper than the capability of the NMRA to administer dues collection and disbursement. The issue is how the national organization and the membership of the NMRA view the role of the regions.

Amherst (continued from Page 1)

outside of the Big E Exposition Center in Springfield with 8,000 foolish souls in February, I am amazed at how far this hobby has come. The Springfield show has become the largest of its kind in New England. It may be the central location of the site, the cabin fever, or just some unexplained natural phenomenon that brings us all out like groundhogs to see our shadows.

The quality and variety of the exhibits has also grown. This year, for example you could see many fine modular layouts, including the one from the Mohawk & Pequot Club of Groton, Ct with a railscope TV camera mounted in the locomotive, give you an engineer's view of the scenery...and a true definition of scale speed.

You could see Pepperell Siding modules linked to Amherst Model Railroad Society modules, a neat trick considering one unit operates on conventional power and one uses PSI Dynatrol™ system. Or, when asked why the DEC layout wasn't using a VAX to control the traffic, the response was that they wanted to be sure it worked (only kidding Mr. Olsen).

For further impressions of sights during the Springfield Show, see Dick Ketcham's article on the New Haven Model Railroad Society's O-Scale modules (with its 23-pound model of the Pennsy GG-1) in this issue.

For information on Amherst Railway Society activities and membership contact Sudro Brown, 35 Kettle Pond Rd. Amherst, MA 01001.

Edison, New Jersey NER Spring Convention

May 19 - 21, 1989



The Spring Convention offers the opportunity to visit one of the most active model railroading areas in the region, New Jersey. There are excellent model railroad clubs in the area, and the quantity and quality of the hobby shops are hard to match. That's not all - you can ride behind the steam powered Ely-Thomas Lumber Company Shay and other assorted narrow gauge motive power at the New Jersey Museum of Transportation's Pine Creek Railroad. There will be Rail Expo X, a giant model railroad, railroading and toy train show. An excellent facility in the Holiday Inn, module groups, clinics, and home layouts provide icing on the cake.

The Holiday Inn at Raritan Center is conveniently located at Exit 10 of the New Jersey Turnpike (I-95) at Routes I-287 and 440. This new facility provides 279 rooms plus full convention facilities. These beautiful single or double-rooms will be available at the rate of \$65 per night. In addition to being convenient to the Turnpike, it is a short distance from Amtrak's Metropark Northeast Corridor station and the Garden State Parkway, so many can take Amtrak to the convention.

Friday Evening

Registration opens at 3:00 PM.

Activities include visits to the Watchung Valley Model Railroad Club and several home layouts, including Convention Chairman Rich Laube's 30' by 40' HO steam era layout. For those back at the hotel, there will be clinics, movies and videos to keep your attention focused on railroading - model and prototype.

Non-rail activities will include clinics on Wreath Construction, Cross Stitch and a Stained Glass Demonstration beginning at 7:00.

Saturday Morning

Saturday morning begins the clinics, displays and the movie/video program.

Contests: Don Howd and Dick Towle will accept Model and Photo and Slide entries from 8:00 to noon. Linda Craigue will accept Crafts entries 8:00 and 9:15 AM.

Auction: Entry and viewing of Auction items will be Saturday from 8:00 to noon. Viewing will resume after the Banquet prior to the start of the Auction.

Non-Rail: At 8 AM there will be a clinic on map-reading for beginners (and those who are always getting lost).

These activities should keep you busy through the lunch hour. If the activities at the hotel are not to your liking, there is:

- Railfanning on the northeast corridor a few miles away
- New York City, a little more than a half hour away and
- Atlantic City, with its Casinos, slightly more than two hours away
- Several local hobby shops, with excellent selections of model railroad items will be open all day.

Saturday Afternoon

The BIG FAN TRIP to the Jersey Shore has something for rail and non-rail interests alike. At

Asbury Park we will stop at the Trinity Episcopal Church for a fresh cold buffet lunch. During lunch we can view the HO modular layouts of the Garden State Central Model Railroad Club. The club is putting together this fabulous modular railroad just for this convention.

Then we continue to the permanent layout of the Garden State Central Railroad Club. The club has been together since 1963, modeling an imaginary railroad from Scranton, Pa to Jersey City, NJ. There is plenty of action over 300 feet of double track mainline. The club is in the process of installing on-board command control on their layout.

Others can remain on the bus for a tour of the beautiful old and new mansions along the oceanfront, with a possible stop to walk along the boardwalk and beaches. You will rejoin the group at the club layout.

Next, a short ride to the main event (as if lunch isn't enough) - Allaire State Park, where we will visit the New Jersey Museum of Transportation and the Pine Creek Railroad. The Pine Creek Railroad plans to operate three steam engines: #6, the 2 truck Shay, (Lima 1927, Ex-Ely-Thomas Lumber Co.); #3L "Lady Edith", 4-4-0T (Stephenson 1887, Ex-Cavan & Leitram Ry [Ireland]); and #26, 2-6-2 (Baldwin 1920, Ex-Surry, Sussex & Southampton Ry.), plus an assortment of narrow-gauge diesels and cars. You will be able to wander through the shops, taking photos of the repair and restoration facilities.

REGISTRATION FORM
NER 1989 SPRING CONVENTION - EDISON, NJ - MAY 19 - 21, 1989

Name: _____ NER Number: _____
 Address: _____
 City, State/Prov: _____ Zip/PC: _____
 Title for Badge: _____ Is this your first NER convention? Y/N
 Name 2: _____ Arriving by train at MetroPark? Y/N
 Name 3: _____ If yes, Day ____ Time ____ Train # ____
 Name 4: _____

EVENT	PRICE	Person				Total	PRICE at door
	prereg'd	1	2	3	4		
Registration (Member)	18.00						20.00
Registration (Non-member)	20.00						22.00
Registration (Youth)	9.00						10.00
Banquet	19.00						20.00
Fan Trip	20.00						22.00
Non-Rail Trip	20.00						22.00

Total Purchased Total = _____

Please make checks payable to "NER CONVENTIONS" and mail with this form to:

Pat & Charlie Bettinger
 NER Convention Registration
 29 Foster Drive
 Vernon, CT 06066

(For office use only)
 P Preregistered or W Walkin
 Paid by C check or M cash
 Amount Enclosed:

NER HOTEL RESERVATION FORM
Holiday Inn at Raritan Center, Edison, NJ
May 19 - 21, 1989

Rates: \$65.00 Single \$65.00 Double \$75.00 Triple \$75.00 Quad
 Arrival Date and Time: _____ Departure Date: _____ # Beds per room _____
 Number of Rooms: _____ Number of Persons: _____ Non-smoking room upon request: _____
 Name: _____
 Address: _____
 Phone: _____ Today's Date: _____
 Check Enclosed: _____ Credit Card: AE MC VI Card #: _____
 (1 night + 6% Tax) Exp. Date: _____

Please complete and mail to:
 RESERVATIONS
 Holiday Inn At Raritan Center
 Raritan Center Parkway
 Edison, NJ 08837
 (201) 225-8300

NOTE: Reservation must be received by
 May 1, 1989 to receive these rates

Convention (Continued from Page 7)

Also featured will be a self-guided tour of the historic village of Allaire, a restored company town. Allaire Village was a bog iron community where iron was smelted and cast into cauldrons, stoves, pipes and many other objects. The community prospered until about 1850; as many as four hundred people lived and worked there. Walk through the town and see many of the sights and working demonstrations of the 1800's including a demonstration of Niddy Noddies - Wool Winders and Walking Wheels. The annual Allaire Craft Flea Market (\$.50 Admission) is also on Saturday. There will be ample time to see and do everything before returning to the hotel. Upon return to the hotel you may relax with a swim in the indoor pool, dip in the whirlpool or visit the sauna.

If there is enough interest, we may vary the schedule to provide more non-rail activities. Indicate this on the registration form. The combined Rail and Non-Rail Trip is limited to 145; register early so we can plan the best trip for you.

Saturday Evening

Happy Hour begins at 6:30 PM followed by the banquet at 7:00 PM. The menu will feature Roast Half-Chicken with appetizer, salad, dessert, and choice of beverage. The banquet will be limited to 150 guests.

Auction: The auction will follow the banquet; plan on bringing those goodies you'd like to sell. Our enthusiastic auctioneer will accept open bids for all items. Small items should be grouped together to make a 'lot' that will be more attractive for bidding. Successful bids will be paid for in cash. The Region collects 10% of the selling price for any item sold. There is no charge for unsold items, so bring those unwanted items.

Following the auction will be contest viewing, those never-ending movies/videos and parties, and more Non-Rail activities, such as bingo or some other event to entertain you. Remember to bring a simple, wrapped prize for this activity.

Sunday Morning

Since 90% of you will be heading north, several stops have been arranged for your trip home. First is Rail Expo X, an extraordinary train show located in the former Central Railroad of New Jersey passenger ferry boat terminal in what is now Liberty State Park. It features over 300 tables of model railroad, railroadians, and toy train items. There will also be large modular layouts in N, HO, S, O, G scales as well as tinplate.

Rail Expo also includes a Classic Car Meet and the Liberty Harbor Whistle Blast. Please note that this is an extra fare event; you pay a special reduced rate of \$4.00 with your convention badge. Rail Expo is open until 6 PM and has ample free parking.

Liberty State Park is also the place to view the Statue of Liberty and historic Ellis Island. Ferry service is available to visit either site.

Sunday Afternoon

Several fine home layouts as well as the Model Railroad Club in Union and the New York Society of Model Engineers in Carlstadt will be open from noon to 5:00 PM. The Model Railroad Club features a 40' by 40' HO layout nearing completion, along with an N layout and the beginnings of an O scale shortline. The club has recently approved plans to triple the size of the HO layout. Be among the first to see these new layout and expansion plans. The New York Society has a large O scale layout and a new HO scale layout under construction.

Contest Information

If you have questions, want entry forms, other information, or want to judge, contact the appropriate contest chairman at the address and phone number in the Coupler masthead. Remember, getting forms and rules in advance can ease entry to the contest, and let you describe your entry so judges can properly examine it. This may make the difference in a winning entry. Many of us have been slaving over prize models, photos or crafts while snowed in this winter; there should be excellent participation in the contests.

Clinics

The schedule has not as yet been firmed up, but a wide selection of subjects will be covered by qualified clinicians.

Non - Rail Program

- A hospitality room will be open throughout most of the convention along with an excellent clinic program.
- You may enter your craft in a Novice or Advanced Class. Those who have won first place in a NER Crafts contest within the past five years are not eligible for Novice Class.
- A room will be dedicated for Non-Rail programs.

If you can help with any activities, or can suggest others, please contact Linda Craigie.

Module Groups

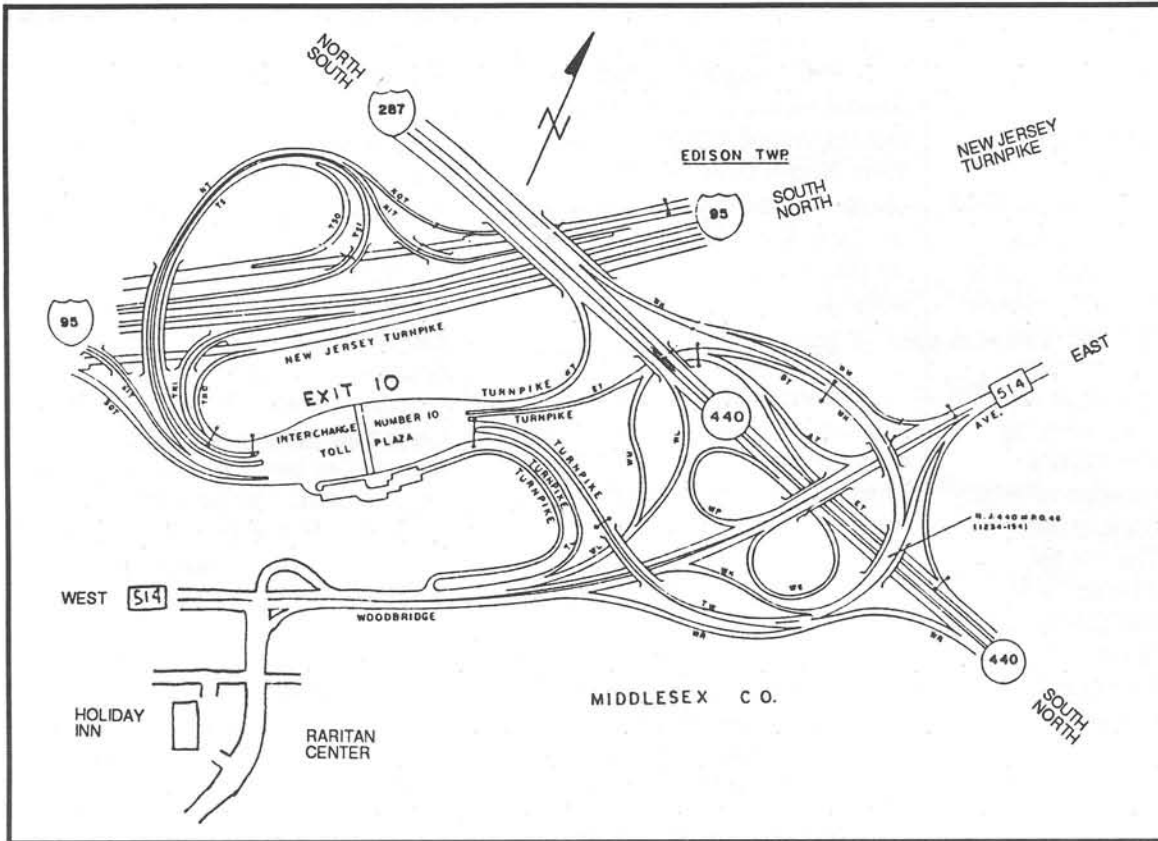
Modules may be seen at Asbury Park during lunch Saturday (HO) and at Rail Expo, Sunday (N, HO, S, O and G).

Movies/Videos

A special theater room has been set aside and will be open at various times on Friday and Saturday. You are also invited to bring your own. A VHS VCR, 16 mm movie projector, and 35mm slide projector will be available.

Hotel Reservations

Complete the separate hotel registration form and mail directly to the hotel by **May 1, 1989** to receive special convention rates. Call the hotel directly at **(201) 225-8300** if you have questions about your room and be sure to refer to this convention. **DO NOT** use the **800 Holiday Inn** reservation number; the reservation service cannot access the rooms being held for our convention.



Getting to the Convention

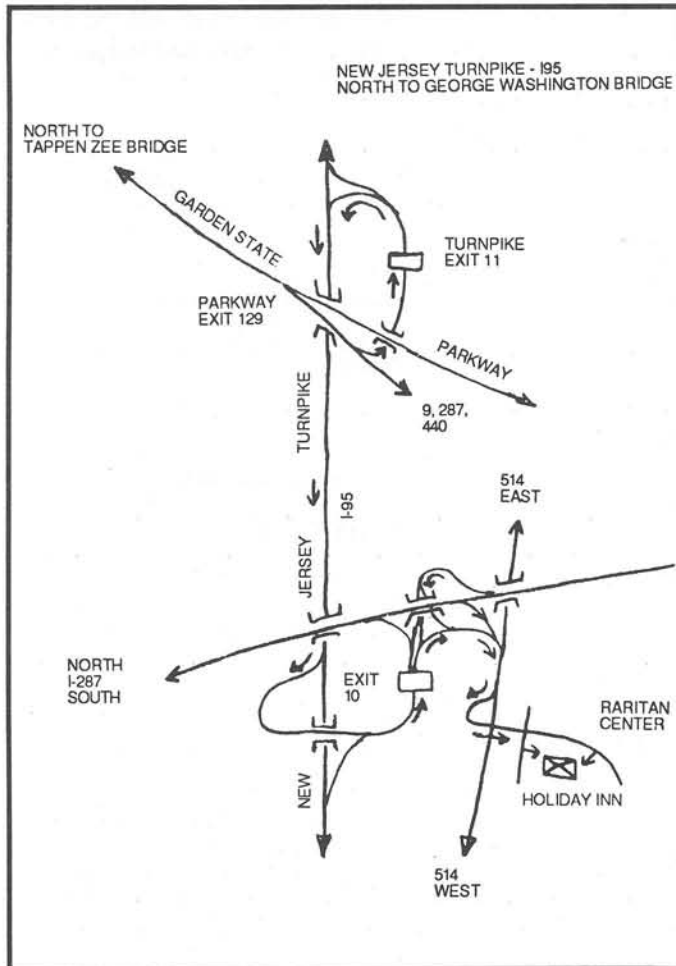
From The North: Take New Jersey Tpk (I-95) south to Exit 10 (Rtes I-287 & 440, Perth Amboy, Metuchen, Edison). Upon leaving toll plaza, keep to far right and follow ramp to Rte 514 West (Highland Park) to Woodbridge Avenue (Rte 514). After 1/4 mile, keep right for the ramp and traffic light to Raritan Center. Proceed across Rte 514 through next traffic light and entrance to the Holiday Inn is on the right.

Alternate Route: Take Garden State Pkwy south to Exit 129 (Tpk, I-95, I-287, 440). Once in the Exit, keep left to take Tpk south (to Trenton) 2-miles to Exit 10. Then proceed as above.

Note: I-95 (Cross Bronx Xpressway, New England Thruway and G. Wash. Bridge) are subject to frequent construction and traffic. If you are not familiar with this area, we recommend crossing the Hudson River at the Tappan Zee Bridge on I-87 & I-287 from New England. Proceed northwest to Garden State Pkwy as noted above. Plan your trip and expect delays. After all, it's a Friday afternoon get-away weekend rush hour.

From Long Island: Take Verazanno Bridge and I-287 west to either the Tpk south to exit 10, or Rte 440 south across the Outerbridge Crossing, past Garden State Pkwy and exit to the NJ Tpk and Rte 514 West (Bonhamtown). Keep left for Rte 514 West (Do not enter Tpk) and proceed to Raritan Center and Holiday Inn.

If coming by train to **Metropark** (Amtrak, NJ Transit) and need a ride to the hotel, call **(201) 225-8300** and ask for the Convention phone; we can send someone to pick you up. This service is available from the Convention Committee only (not the Hotel) on Friday 3-11 PM and Saturday 8-11 AM. **Please fill out the registration form so we can plan your arrival.**





Hub Division Celebrates 30th Anniversary

On April 1, the Hub Division will celebrate its 30th Birthday with a Spring Convention and Anniversary Gala at the Minuteman Vocational Technical School in Lexington, MA. The convention includes a large trade show with clinics by Allen McClelland, David

Newcomb and Earl Smallshaw planned as well as first ap-

pearance by the Hub Division's new Modular Layout, under the direction of Mike Marsh. A new timesaver layout based on the track plan and switching problems developed by the late John Allen has been built by Glenn Owens and was also available for convention attendees. Since this article was being prepared prior to the convention, look for more reports and photos from the celebration in the July Coupler.

The first organizational plans for the Hub Division began to take shape in December 1956, and the official charter was issued in October 1958. The first organizational meetings were held in the South Shore Model Railroad Club in East Weymouth. The first open meeting was held in Worcester in the winter of 1959 at which Dave



1989 Hub Board: Front left to right: Marsh, Owens. Standing left to right: Alexander, Brown, Craigie, Watson, Howd, Parker, Condry

MacDonald was elected President, Lyman Herter, Vice President, Fred Kearns, Secretary and Jack Alexander, Treasurer.

In March 1961, the Hub Division conceived the idea of a "Little Convention". The Congregational Church in East Weymouth was the first site, and over 100 persons were feted to clinics, railroad operation, a dinner, slides movies, model displays and an auction in a one-day format.

In 1963, five years after its inception, the Hub Division hosted the NER Convention in Brockton as an indication of things to come. During that same year, the first Don Pierce award, named after one of the founding members was awarded to Dave MacDonald. In that year Ivon Preble became the first Hub

member to be awarded the designation of Master Model Railroader (MMR).

This year marks the 20th Anniversary of the Hub headlight. At first it was a mimeographed sheet published twice a year, announcing coming events. Jim Crump was its first editor. Successive editors built on the achievements of each other and the Headlight, under current editor, Glenn Owens, rivals a number of regional publications in quality of content and mechanics.

After several attempts at securing a National NMRA Convention for New England, the NMRA awarded Minuteman '86 to the Hub Division in 1980. Bill Parker was named Chairman. Other divisions and a great many individuals within the Northeastern Region offered their time and expertise to make the convention a success. Typical of their efforts was Peter Watson who, after suffering a severely infected wound three days before the convention, came to the Sheraton Boston and could be seen in the office taking his IV medication while setting up clinics.

This information was taken from a 20-page Hub Division history booklet, prepared by Mike Marsh and distributed to members during the anniversary event.

Off the Mainline

The topic for this month is the generation of extra activity for a waybill system. There are many systems available today ranging from sophisticated computer-generated printouts to simple index card systems. On larger layouts it is easy to generate plenty of moves for the local switcher crews, but what about smaller layouts? Here are a few thoughts that are valid for smaller layouts and apply to larger layouts as well. With a little bit of imagination a seemingly vacant lot can be turned in to a teeming industry.

Good Customers

One large freight customer of railroads is the railroads themselves. It is obvious that coal must be delivered to the coaling towers of steam railways and oil must be delivered to any large diesel facility.

Not quite as obvious is the fact that ashes also have to be removed from the ash pits at steam facilities. Try installing an ash pit somewhere in the yard, and then working around a gondola stuck in the middle of a yard lead while the yard crew is supposedly emptying out the ash pit. Sand also had to be brought in from the outside as most of the local sand for a given facility would not be suitable for use.

These areas should receive cars just as any other local industry would. Cars can be switched into position as last move of one day and removed as first moves of the next.

Not obvious at all would be the delivery of a box car to the engine house. Parts and raw materials to make them from did not materialize from thin air. Supplies would often come by way of rail to a track running alongside the engine

house, but at some locations, cars would actually be brought in on one of the engine stall tracks for unloading. Parts such as wheel and axles as well as raw steel would come by way of flat cars.

Repair Work

Any car itself could wind up in an engine house or car repair facility for any number of repairs running from broken parts of trucks, couplers to underbody work and a paint job. Cars are normally inspected at the yard and side-tracked if repairs are needed. This could be simulated by a local waybill movement from the yard or team track of a terminal to the engine house or car repair shed of the same town. Bad order cars could also "break down" anywhere on the railroad.

Caboose Work

Caboosees are another hidden movement. A typical caboose might have to be re-stocked with a couple scoops of coal, stationary, lanterns, and maybe a replacement mattress. Woodland Scenes makes a caboose repair station that could be placed either at the end of a caboose track or off a turntable. Caboosees themselves would be tagged in rotation to be sent in for supplies, even those that would be normally not be sent to that particular yard. Drover's cabooses can be moved from a caboose track and sent to a team track to receive hay and oats from horses. On a really small and desperate railroad, cattle and farm produce went via caboose as a less-than-carload shipment.

Passenger Service

Passenger equipment such as diners, pullmans etc., would normally be serviced at stations, but a car washer at a yard track could provide an interesting "nuisance move".

Livestock Service

Another "yard industry" for those with a meat-packing plant elsewhere on the layout, would be a holding pen for cattle. By law, livestock being shipped for long distances must be fed, watered and rested at certain intervals. Notice the possibility of box cars for feed and gondolas to haul away fertilizer in addition to stock cars. Such pens could be adjacent to yard tracks or out in the boon-docks. Other yardside industries surrounding a yard might include icing platforms for reefers.

Movement Within Industry

Large industrial complexes often will have movements within themselves. A car arriving at the complex may be partially unloaded at one position of a siding and moved down the siding the next day to have the remaining part of the load removed.

Box cars can carry almost anything. Crude oil and petroleum products travelled in oil drums placed in box cars in the earliest day of railroading. Cars, boats, planes, and furniture were also shipped in box cars before the modern specialized cars were built.

Reefers sometimes carry non-refrigerated items on a return trip to their origin. Railroads have often been forced to use cars for a load when a specialized car for the load is not available.

Modeling old-time or backwoods lines is an advantage for this type of operation because ALL freight would be moved by rail. Modern day railroads, especially in big cities often use trucks for freight. In either case, a little bit of logic can go a long way in the generation of extra traffic.



Herkimer, NY

I wish to add my congratulations to the others for what you have done to the Coupler-very professional. No one knows the problems of the editor except those that have travelled the path. I know Ken had many nightmares with printers and late submittals by those who had to make reports, etc. Ken labored hard and long for the Coupler and took heat that he did not deserve. I hope you get the necessary cooperation to continue the fine start you have made.

Membership is on most people's minds and how to build it up. Is it possible to include in the masthead the annual dues for the NER and the NMRA and where the dues should be sent. It is mentioned in the article by Ken May on page 5. I think a specific line or two in the masthead would help those who scan the article and read what they want to. They miss so much by not reading it cover to cover.

My wife and I will be missing our third straight NER Convention in New Jersey. Our daughter is getting her Masters on the date. We have no further obligations until the grandchildren get to college, so we'll get back on the convention circuit we enjoy so much. Look forward to meeting you at the Fall '89 convention.

Bill Fredlund

Fairfield CT

You are off to a great start. I really like the new appearance of the NER Coupler. I am writing specifically in reference to the questions you posed in "For Members Only" in the January issue.

I would be happy to have advertising in the NER Coupler to defray the cost of a bigger, better, newsletter.

I think the free member swap column would be great.

The books and videos list is a fine idea also.

Other ideas

Include a listing of all divisions with name and address of a contact person.

Give all the clubs in the region an opportunity to list at least once a year. Include information about location, meeting times, contact persons, visitation possibilities, membership openings, etc.

Thanks for the chance to offer suggestions. As for contributing, I do have a computer at home and I might be able to keep a database file (and keep it as current as people would feed in new information) of the division or club information I have suggested. Let me know if I can help.

Alfred J. Oneto, Jr.

Westmount, Quebec

I really enjoyed the spruced up Coupler (Jan 15 issue). I liked it before, too, so don't worry if budget forces us back to a simpler product at any time.

If you get a chance, you might care to correct the information on the top right of the back page of the Coupler. The NER does indeed serve the Maritime Provinces as they are informally called, but it also covers Newfoundland and Labrador (which is one of the "Atlantic Provinces" but not one of the Maritimes - strange isn't it!)

You could say Quebec and the Atlantic Provinces and everyone would be covered on this side of the border.

I hope soon to be more than an armchair member. I appreciate your efforts

Bruce M. Shore

Quebec, Que

Congratulations or should I say "Felicitations" for the face lift provided to the NER Coupler. It is truly impressive and most encouraging.

Concerning page 7 inquiry, my suggestions would be to have a Helper Service (\$10.00) per annum as in the Dispatch of the S-Gauge magazine. Would provide us with a good insight of different model railroad names in the Northeast.

Also, why not have a page entitled "NER Scenes" where members would provide the best pictures of their model railroad and may be able to obtain \$5.00 for their effort.

I am including an article on S-Gauge and scale both in French and English. (Ed. - See Page 3)

Long live the NER Coupler.

Denis Fortier
NER Life Member #66

Thanks for the warm letters and helpful suggestions. As I noted in my opening article last issue, the Coupler will reflect the interests and needs of the members. I hope to meet many of you in New Jersey.

Phil

NER Module Interest Group Returns

As we go through life, we all experience changes in our separate priorities. Typical are those on the job or within our families. I had to make such changes due to my job and health, so the NER-MIG had to take a lower priority for the last three years.

But the MIG is coming back and again going into publication. There is some older mail that I will try to catch up on during this Spring and Summer.

National Module Specification A Reality

How many NER members have followed the development of a NMRA national module standard? How many saw the proposed set of standards and recommended practices that were published in the February, 1988 issue of the NMRA Bulletin? I know that the ballot results from the June vote were published in the October issue.

Although the total votes cast is nothing to shout about, the standard, MS-1, and the associated recommended practices were passed by the voting national membership.

It took many years of growth and evolution, but there is now a usable module standard. Typical of any NMRA standard, it will be perfected and polished by use of those NMRA members and groups who build modules of all scales. The most important point is that we now have a national standard to work with.

Change of MIG Orientation

Because there is now an NMRA module standard, there is no longer a need to "campaign" for one. So I would like to change the usage of this column.

I am inviting the NER members to submit news, ideas, questions, or announcements on modules and modular groups in general. Since there is a common set of standards for each scale, there is now a tie that can bring us together.

I will lead off the next column with one such problem and solution that one group has worked out. In the meantime, I ask you to "watch this space for future developments".

Tri-Co Society Thanks Brian

The officers and members of the Tri-Co Model Railroading Society, Inc., St. Johnsbury, Vt. publicly thank NER Vice President, Brian Whiton for helping with a new series of seminars on model railroading. In August, the society sent out letters to NMRA members to see if any would be willing to teach the seminars. Brian wrote that he would be willing to teach the 2nd seminar, which covered ERA setting, track planning and track laying. In addition to providing the society with lots of ideas and tips, Brian also left them a printed copy of his talk.

The Tri-Co Model Railroading Society has been in existence for less than one year, and Brian was a boost to them as well as the member who joined after the seminar. In fact, the society is considering hosting a future NER Convention in their area as a result of Brian's visit. For information about the Tri-Co Model Railroading Society, contact them at PO Box 501, St Johnsbury, VT 05819.

CURRENT MEMBERSHIP STATISTICS

Paid Members*	618
Life Members	94
Honorary Members	2
Total	714

*Paid Members increased by 13 since the last issue of the coupler.

New Members (since Jan 1, 1989)

Connecticut

Peter Angelo	Greenwich
A.J Arsenault	Stratford
Bill Bender	New Hartford
John E. Steinback	Windsor

Massachusetts

Gene Page	Florence
Frederick L. Pratt	Dover
Warren H. Smith	Wenham

New Jersey

Ronald Burgess	S. Toms River
Daniel Caramagno	Westfield
Scott Milligan	Midland Park
Diane E. Salvatore	Woodstown
Glenn B. Salvatore	Woodstown
Robert Zachowski	Franklin

New York

John E. Bortle	Stormville
Elliot Fishbein	Corona
John T. Imperiale	Manhasset
Arthur W. Mack	Southold
Philip C. Martin	Brooklyn
Peter Piroha	Watervliet
George Woitas	E. Patchogue

Canada

Quebec

Club des Modelistes Ferroviaire de l'Estrie	Sherbrooke
--	------------

Ontario

Lionel Strang	Barrie
---------------	--------

Died

Douglas C. Handy, Plant City, Florida. Lifetime resident of Springfield, Vermont and former NER Director for Northern New England. December 19, 1988

Milton W. Watts, Milford NH

Photo Contest Committee

Chairmanship of the NER's Photo Contest Committee passed from Pete Watson to Dick Towle at the "Rails to Rochester" '87 Fall Convention. Pete, however did not completely escape as he stays on as a judge. NER President Bill Parker also appointed Rick Towle as Assistant Chairman. The appointment of Rick is part of Bill's efforts to bring our younger modelers into NER administration positions. If you have younger modelers in your area, get involved with them, and involve them with NER; they just might be a future NER president.

We are looking for members who would be willing to judge with us. If you would like to judge with us, please contact me at home:

Dick Towle
14 Loading Place Road
Manchester, MA., 01944-1276
Phone - (508)-526-1409

If it's easier, I can also be

reached through my office, (201)-265-5670.

For the Spring '89 Edison Convention, we're going to add a "Popular Photo Contest". The aim of this contest is to allow all convention attendees to vote for the best photo displayed at the convention. As of this writing, the planned awards to be presented are a 20 x 30" poster print, film or other processing services.

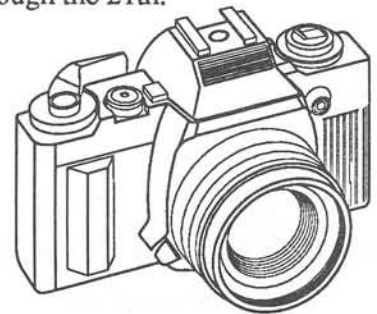
The rules are simple:

- All work must be mounted
- Minimum size print is 8 x 10 with the mount board being 11 x 14. We prefer that entries be larger prints, 16 x 20 or 20 x 30 poster size.
- The standard NER photo contest entry form will be used and checked if "Display Only". Each convention package will contain a "Popular Photo

Contest" ballot. All we need now is your participation as an entrant and as a voter.

If there is sufficient participation in this contest, then we'll have something very different starting in the fall. Imagine judging "The Best Video Tape" contest!

Help keep the Photo Contest Committee busy — get those photos ready for Edison, May 19th through the 21th.



NER Membership Application / Renewal

NAME _____

ADDRESS _____

Please remit in **U.S. FUNDS**

Make checks/postal orders payable to **NER-NMRA**

Mail to: R. R. Brown
NER Office Manager
79 Hemenway Road
Framingham MA 01701

\$6.00 for 1 year membership

\$15.00 for 3 year membership

\$110.00 for life membership

(only if you are an NMRA life member)

Office Use Only

#	Xp	New	
Chk	Csh	File	Card

AstroRail '89

NMRA National Convention Preview

For those planning to attend (or trying to decide whether to attend) this year's NMRA National Convention, Bob Ellis, Houston resident and former NMRA VP, has provided the following information as an incentive for you to join him. The following are some of the convention events planned:

- A 25-mile fan trip behind a "turn of the century" steam locomotive on the Texas State Railroad through the Piney Woods of East Texas, crossing 30 bridges including an 1100 foot span of the Neches River.
- A VIP trip to NASA Johnson Space Center, home of Mission Control.
- A one-day trip to San Antonio for layout tour (including Lorell Joiner's O-Scale) and the sites of the Alamo City.
- Astroworld (a Six Flags Theme Park) for the kids, across from the convention hotel.
- Thirty layouts "on tour", including G-Scale, with PFM Sound and scratch built steam locomotives to a Texas-size N-Scale extravaganza.

Registration form and more details are available in the March issue of the NMRA Bulletin. Preregister by April 30th and save \$15.

Ed. I won't make it since we're getting ready for my son's Bar Mitzvah this summer. However, the members of the NER would enjoy reading about AstroRail from one of the members, who would like to contribute. Think about it as you take those Texas layout photographs. See you in Pittsburgh in 1990.

Discover The World Of Model Railroading

Just Beyond The Horizon

The Northeastern Region is a forty year old organization dedicated to serving model railroaders in New York, Northern New Jersey, New England, New York City & Long Island, Quebec and the Atlantic Provinces.



See You in New Jersey
May 19 - 21, 1989

On The Schedule

National Conventions

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

May 19-21: Spring Convention
The Holiday Inn at Raritan Center,
Edison, New Jersey

October 13-15: Fall Convention
Hofstra University, Long Island, NY

Photo Credits

Page 1 & 3 Dick Ketcham
Page 5 Dick Hanschka
Page 11 Glenn Owens
Peter Watson

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

BULK RATE
US POSTAGE
PAID
NASHUA, NH
PERMIT NO. 716