

All Aboard For The 1990's

The COUPLER welcomes back as a contributor the modeling and writing skills of NER Vice President, Brian Whiton, whose two part article on the Coal Facility on Commercial Street in a city in Oregon begins on Page of this issue and will continue in the Spring issue.

A separate insert has been prepared for Nonrail activities. In this way, readers who are interested in the Nonrail activities and craft contest entries, but don't usually read the COUPLER because their spouses keep it for themselves, can find out all about what they have to do to participate in these events. So please give this insert to your wife (or husband) while you keep the rest of the paper for yourself. If this is a good idea, and if the response is good, we may continue it.

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Special Nonrail Insert Inside

Hempstead Convention Hectic and Fun

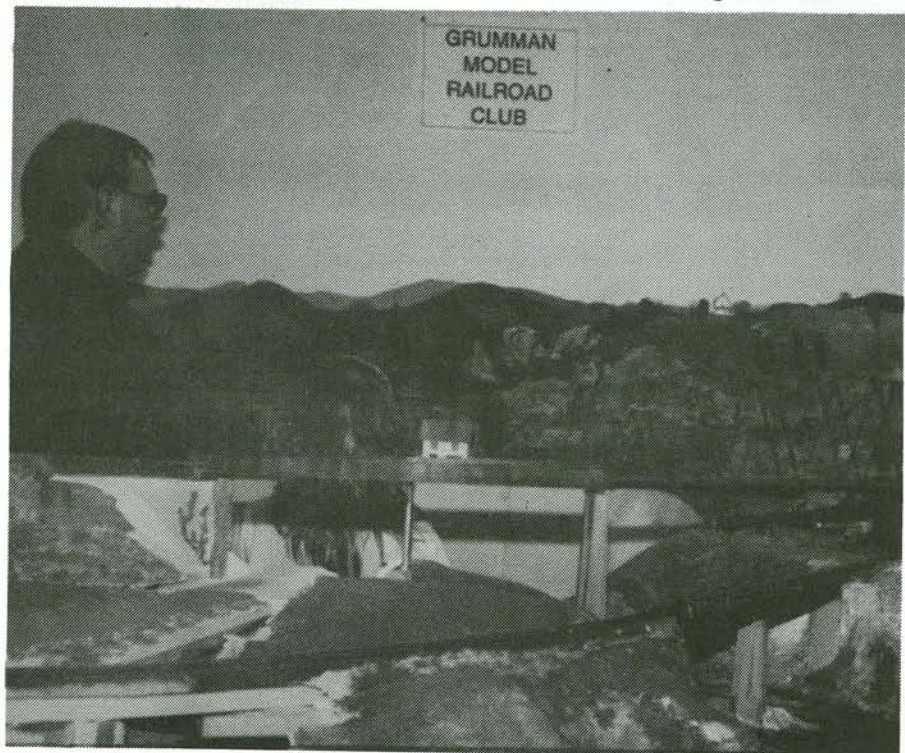
The NER Fall Convention started with a wedding. At the Long Island Marriott, the convention headquarters, the registration table was closed for a while so that a photographer could take pictures of a wedding party in the hotel lobby. They even took pictures in front of the crossbucks. The bride had the wedding party so well organized

that I wondered whether she was going to run the convention as well.

Nine layouts were open on Friday from 7:00 to 10:30 pm. All were HO scale with the exception of the Nassau Lionel (O) Club. Once we figured out the map

Continued on Page 7

The Grumman Model Railroad Club was one of nine layouts open for visitors on Friday Evening during the NER Fall Convention. The scenery is based on upstate NY and New England, and is done with state-of-the-art wet base techniques, which were visible during the open house. The track is ballasted with home made ballast from a titanium oxide waste from Grumman's laser cutting machine.



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NER COUPLER

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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 low 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.

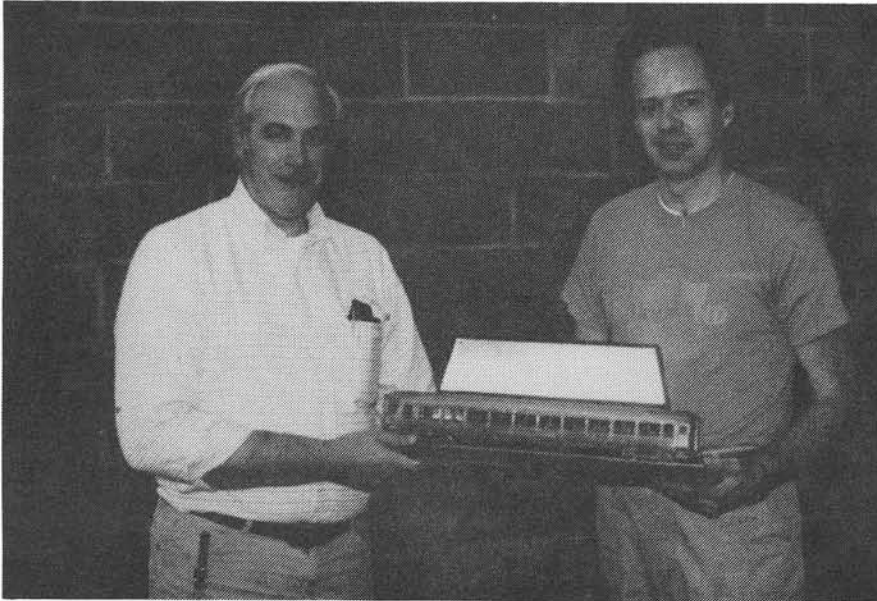
DEADLINE for the April 90 issue is March 20, 1990. The issue will be mailed approximately April 10.

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 is found on page 15 of this NER Coupler.



Model Contest Awards – Hempstead, NY, October 28, 1989

Ray Muntz wins Baldwin Trophy

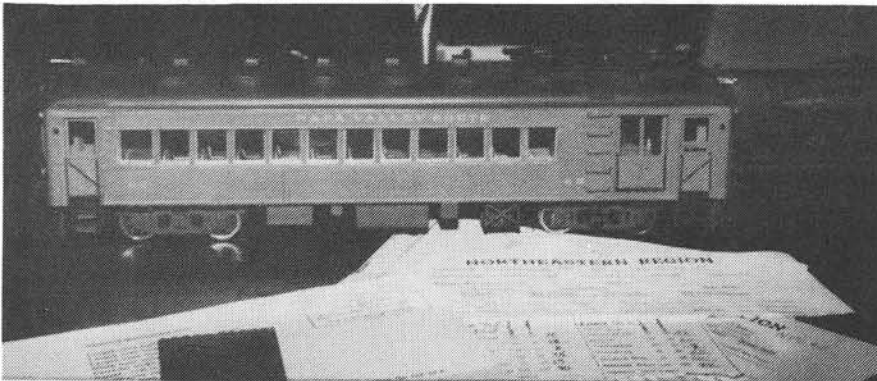


Model Contest Chairman Don Howd presents NER Baldwin Trophy signifying Best in Show to Ray Muntz of Westbury, N.Y.

Ray Muntz of Westbury, NY and the Grumman Model Railroad Club won the NER Baldwin Trophy at the Fall convention in Hempstead, LI, NY with his model of a Central Vermont 1-1/2 Door Auto Car. Ray also won a 1st Place award in the Passenger Car (Master) category for his Green Mountain Flyer Diner.

On receiving the Baldwin Trophy, his name is engraved along with a long list of skilled modelers who have contributed "Best in Show" models to the NER Model Contest. This list includes: Walter Newman (Coventry 83), Peter Birney (New Bedford 83), Bob Boudreau (Quebec 84, Rockland 84), Jean LeBlanc (Harrisburg 85)

Below – Bill Hoffman's model of the Napa Valley Interurban took 1st Place in the Locomotives – Other (Master) category.



Ken Hamilton (Providence 85), John Johnson (Utica 86), Robert Van Cleef (Coventry 87), Earl Smallshaw (Lexington 87) and Bill Hoffman, (Saint John 88, Rochester 88, Edison 89).


Also receiving model contest awards at Hempstead were:

- Bill Hoffman** (Westport CT)
Locomotives – Other (Master)
1st Place: Napa Valley Interurban
2nd Place: Oregon Electric Interurban
Non-Revenue (Craftsman)
2nd Place: Pacific Electric Crane
- Arthur Kalfas** (Baldwin, NY)
Freight Cars (Craftsman)
1st Place: 1900 Era Box Car
- Mike Collins** (Floral Park, NY)
Non-Revenue (Craftsman)
1st Place: LV 4 Wheel Caboose
- Patty Muntz** (Westbury, NY)
Structures (Master)
1st Place: S.J. Young Coal Dealer
- Bob Van Cleef**, MMR (Coventry, CT)
Structures (Master)
2nd Place: Water Tower
- Al Sohl, Jr.** (Hauppauge, NY)
Structures (Master)
3rd Place: Stamp Mill
Diorama (Craftsman)
1st Place: Alamosa Engine Terminal
- Arnie Brooks** (Medford, NY)
Diorama (Craftsman)
2nd Place: Warehouse and Cemetery
- Brian Whiton** (Windsor Locks, CT)
Diorama (Master)
1st Place: Drain, Oregon Fuel Dealer

Ray Muntz also won the Hub Award for his Green Mountain Flyer Diner, while Mike Collins received the Sunrise Trail New Modeler Award for his Lehigh Valley Caboose.

Congratulations to all the entries!

The President's Pen

 Happy New Year and Happy Model Railroading to all. I hope that all had the good fortune to be able to spend time with family and friends during the holiday season and that 1990 finds you all healthy, happy and full of enthusiasm to undertake those projects that you postponed during December.

The winter months are a great time to catch up on back issues of model railroad magazines that you didn't get a chance to read when they arrived at your home. It is also the perfect time to work on those new kits that you just received as presents or bought for yourself. Then, of course, you could also do some work on your layout, even if it is only planning the modifications that you intend to accomplish "sometime soon." Utilize the cold winter evenings to accomplish the things you can do indoors; household chores, model railroad construction/repair and making plans for your spring and summer activities and vacation(s). In making those plans for 1990, why not include both the NER Spring Convention in Belfast, Maine and the NER Fall Convention in Albany, N.Y.? A good amount of information and a pre-registration form can be found in this issue of the COUPLER. Why not fill out the registration form and send it to the registrar now while you are thinking about it. NER conventions, held in cities and towns throughout the Northeastern Region offer a splendid opportunity for the entire family to become better acquainted with a multitude of areas in the northeast that you might not otherwise plan to visit. Consider the



Bill Parker (right) presents the President's Award to Irwin Lloyd, longtime NER Conventions Registrar, celebrating over 25 years of service to the region. The award was presented at the NER Fall Convention.

NER Conventions as a "package plan" mini vacation. Your destination, hotel, activities and some meals have been packaged together at a predetermined economical price for your ease of registering and your thorough enjoyment of the weekend. Take advantage of the opportunities presented to you; participate in the NER Conventions.

In my last column I stated that I would review some of the more important things that are happening on the national level and how these things will affect the operation of the NMRA and the membership in general. A list of the major items and a brief comment on the impact or results is as follows:

1. A thorough review and revision of the NMRA Executive Handbook.

The intent and hoped for results are far-reaching. It should

update and streamline procedures, strengthen the ties between the National and the Regions, recognize and encompass a broader scope of model railroad scales and degree of precision acceptable in commercial models and provide better and faster communication between the officers and members.

2. New standards and recommended practices for modules and Proto-Fine Scale.

The engineering committee is back in high gear. Needed standards are moving forward. This will benefit everyone. (Other standards and recommended practices are being studied).

3. The NMRA Library.

The library is still struggling to get a larger share of the annual

Spring NER Convention Preview

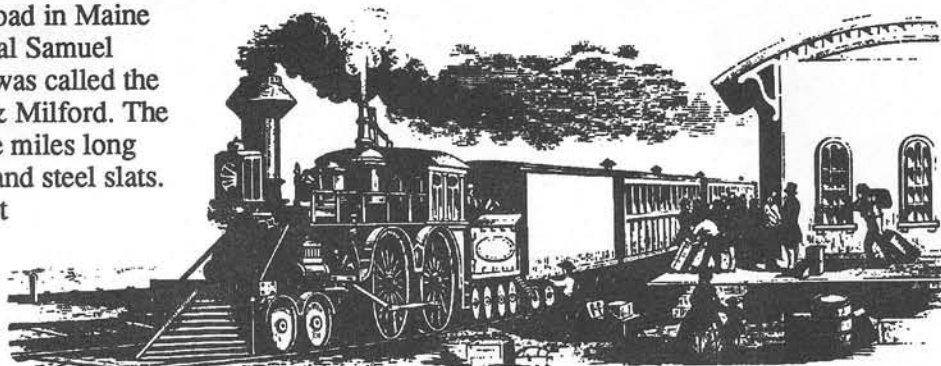
A Brief History of Railroading in the Belfast, Maine Area

The first railroad in Maine was built by General Samuel Veazie in 1836. It was called the Bangor, Oldtown & Milford. The railroad was twelve miles long with wooden rails and steel slats. The railroad did not have a braking system and did not carry passengers, but was very profitable because it carried lumber to the 17 mills in the area. That same year, the Maine Legislature passed an act incorporating the Belfast & Quebec Railroad. This endeavor failed in the following year in the depression known as the "Panic of 1837."

In 1840 there were 3,000 miles of railroad track in the United States. During this decade many new railroads were started in Maine. The Portland, Saco & Portsmouth Railroad (1840-1842) was built for freight and commercial purposes. The Machiasport & Whitneyville Railroad (1841-1842) was built for hauling lumber.

By 1845 the central Maine area was expanding and Waterville was the center for three new railroads. These were the Kennebec & Portland Railroad, the Kennebec & Androscoggin Railroad and the Kennebec & Penobscot Railroad. In 1852 the Kennebec & Somerset Railroad was built. In 1862, these four railroads merged to form the Maine Central Railroad.

In the late 1840's railroad interest in Belfast was beginning to peak again. The destination was still Quebec, but via Moosehead Lake,



Maine. Unfortunately no action was taken to build the railroad at that time.

In the 1850's a movement was again made to make Portland the "port" in North America. John Poor wanted to build a railroad from Portland to Montreal. This railroad had been planned since the early 1830's, but it was not until the 1850's that Poor convinced the people of Montreal to try this venture.

By 1859, Poor completed an 1,100 mile Grand Trunk Railroad, also known as the St. Lawrence & Atlantic Railroad. Due to twenty years of bad planning, the venture was unsuccessful and the railroad went bankrupt in 1861. In 1919 the Grand Trunk became part of the Canadian National Railroad.

In 1867, Dr. N.P. Monroe, a Maine Legislature Representative,

brought the railroad interest back to life in Belfast. The Belfast & Moosehead Lake Railroad (B&ML) was to

begin in Belfast and end in Newport, Maine where it would connect with the Newport & Dexter Railroad. Construction was begun, but the railroad needed more funds. The needed funds were provided by the Maine Central. The agreement was that the MEC would run the trains on the B&ML, while the B&ML would finish the building. As part of the agreement, the end-of-the-line was changed to Burnham Junction, Maine. The Belfast & Moosehead Lake opened in November 1870, when a train from Burnham arrived in Belfast with a carload of businessmen.

During the 1920's, the Maine Central terminated the contract with the B&ML, because the MEC was losing money. In 1926 the B&ML received a loan from a local Belfast businessman and purchased the equipment needed to run the railroad on its own.

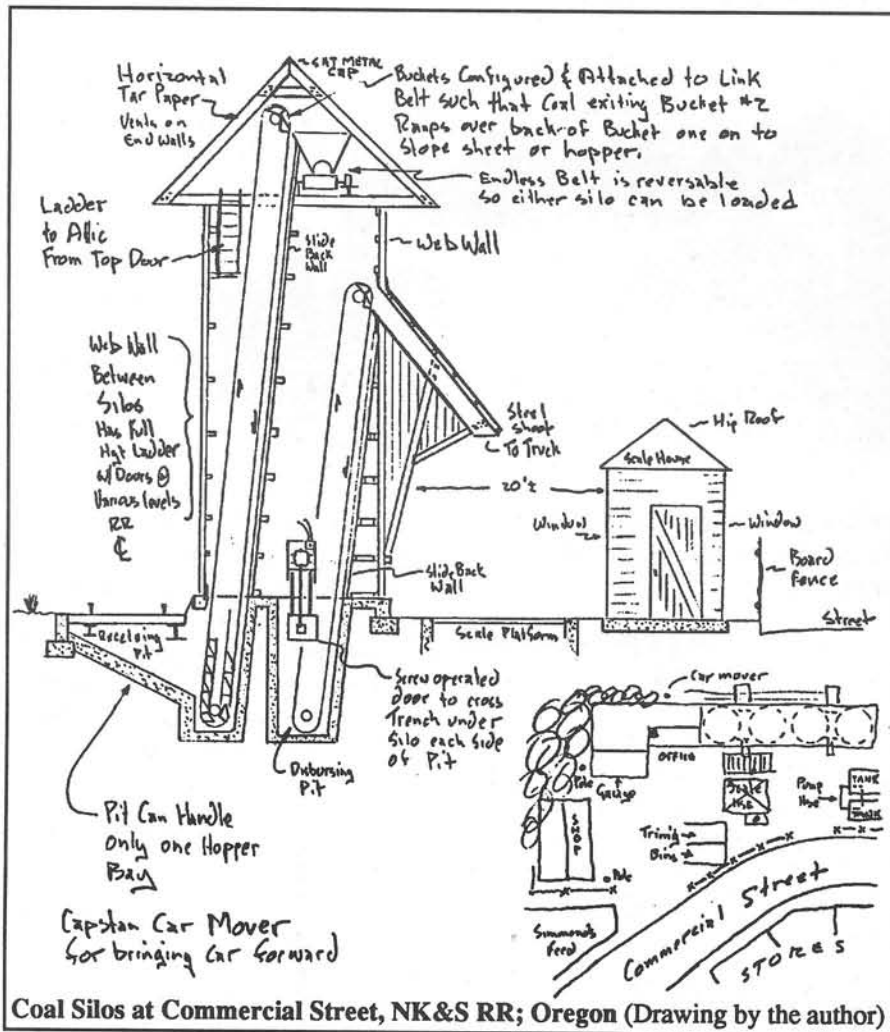
The airplane and improved highways led to the bankruptcy of many railroads in the 1960's. In the 1970's the Maine Central joined the Delaware & Hudson and Boston



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Coal Silos at Commercial Street

Part 1



the larger purchased items could be scratch built if so desired. Even the signs are simple and can be hand lettered oversize, then shrunk on a copier.

Operationally, the truck pulls onto the scale and simultaneously under the chute. The delivery belt is started and a motor driven screw raises the door of the silo of choice allowing coal to move into the delivery supply pit. The coal is then hoisted to the top of the chute, dropped into the truck, which being on the scale already can be given a precise load. Controls for the loading apparatus are in the office with a series switch in the scale house. By this manner, the office starts the conveyor. the weighman has control of when to stop the conveyor as he reads the scale. The weighman is also in charge of retail sales from the trimming bins. We should not ignore the purpose of these.

Should the load be a bit over or under, the truck then moves over to the trimming bins where a bit can be added or shoveled off by hand. If this was very much, the truck would be reweighted after trimming. Some customers, many of them farmers, would bring their own truck or wagon, hand load from the trimming bins the amount of cals they required, weigh on the scale and settle up with the weighman, having achieved a substantial discount for doing most of the work. Their vehicles could not withstand the abuse of loading from the delivery chute.

Oil is self explanatory. Precisely metered flow in loading makes weighting unnecessary. This is a small capacity affair as the owner is not yet sure that King

King Coal is a modeler's delight, at least it has been to me. It is capable of generating a drop or pickup every operating session; uses hopper cars, tank cars and an occasional box car. Best of all, it is simple to build and quite inexpensive.

I'm an "End of Steam - early Diesel" modeler, so I've built the model pretty much as I saw it in the early 60's. By that time the small workshop at the front (street) left corner of the property was taking the place of a former ice house. Oil had been added to the inventory

and a quite new tank and pumphouse filled the other corner of the property.

Looking quickly at the genius of the designer, we find he makes our task quite simple. All of the coal hoisting apparatus is in the area between the web walls of the silos. There is only one chute of simple exterior construction to be modeled. The out buildings are easily achieved with kits as is the tank. The scale can be one thickness of boards bonded directly to the base. Central Valley will supply us with some excellent fence. All of

Coal Silos at Commercial Street

Continued from Page 6

Coal will lose his throne. We can guess that the ice business has completed evaporated. In my era, I'm now a bit sorry I did not include the ice business as it would be a cool way to get some refer cars going to this location.

Building King Coal is pretty easy, but let's stretch this to another issue and elaborate on some technique. Some of our readers might not be scratch building yet and we might push them over the edge with such an interesting project.

Railroading in Belfast

Continued from Page 5

and Maine as part of the Guilford Transportation System.

The B&ML officially discontinued passenger service in 1960, when the U.S. Mail contract that had helped supplement the passenger trains was cancelled. At the same time, the B&ML lost the agricultural and dairy products business that had been the staple of its freight industry. The B&ML soon moved over to hauling grain for the Waldo County poultry industry. In 1988, however, the poultry business had become depressed and finally failed. Currently, the railroad is searching for a new industry.

In 1988 there were 2,200 miles of railroad track in Maine. The Maine Central owns 800 miles, the Bangor and Aroostock owns about 220 mile, the Canadian National Railroad owns approximately 91 miles of track within Maine. The Belfast & Moosehead Lake Railroad still owns its original 33.3 miles of track.

Rails to the Sunrise Trail NER Fall Convention Report

Continued from Page 1

reference codes, the rest of the trip was a piece of cake. I found the Grumman Club layout, and enjoyed visiting with Ray Muntz. I discovered later that Ray made the maps and the prepared the layout tour descriptions. He also won the Baldwin Trophy the next day in the model contest.

The fan trips left bright and early in the morning. The first group left the hotel at 8:00. My son, Reuben, and I took the second trip, and particularly enjoyed the running historical and cultural commentary by Jack MacIntosh as we passed through Garden City and Hillside on our way to Jamaica Station and the Morris Park Yards.

Back at the convention that afternoon things were even more hectic. A small trade show and display area filled a large hall, while judging of the photo, model and Nonrail contests took place in one smaller conference room.

Although quarters were close, and the number of judges was limited – some model contest judges also judged the Nonrail entries – the awards were ready by banquet time.

Reuben and I sat in on a well-attended professional clinic given on scenery by Art Curren. Unfortunately, the clinic went well over a new modeler like Reuben's head, particularly the description of the various scenic materials. Perhaps a future convention could schedule a clinic strictly for the novice, and advertise it as such.

After a dip in the hotel pool, we were ready for the evening's activities. The contest rooms were open for viewing and I particularly enjoyed talking to some of the contestants about their entries.

The Contest Awards at the banquet featured something new, and sure to be featured at future conventions. Slides of the winning models were shown, along with the presentation of awards. This innovative approach ran into some technical difficulties, since the

More Photos & Report on Page 8

Below – NER President, Bill Parker (right), presents Certificate of Appreciation to Fall Convention Chairman, C.J. Obregon (left).





Rails To the Sunrise Trail

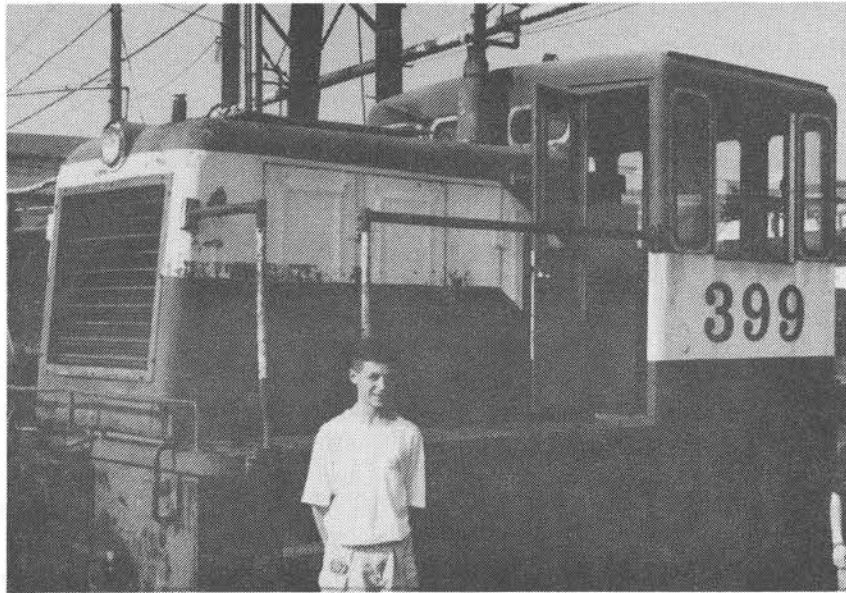
Photo Highlights from the NER Fall Convention

Continued from Page 7

room had to be darkened to see the slides well, the ceremony was difficult to follow. Also, there was no PA system available, which made the presenters jobs difficult, but they adapted well.

The featured speakers at the banquet were Tom Nemith and Denis Connell of Railpace Newsmagazine, who presented a slide show titled "The D&H Railroad from 1960 to Date."

This show included slides from the glory days of the D&H in the 1970's. The slides were excellent, and the speakers extremely knowledgeable. I would have expected magazine authors to



"I'll be a Star One Day"

Thirteen year old Reuben Ackerman poses in front of one of the workhorses at Morris Park Yards. It was his first convention, and his father promised to get him in the paper.

tell more of a story to go along with the slides, rather than the apparent random pattern of the slides.

Ten layouts, including two

an outstanding job in putting together a well run, enjoyable convention within the budget and time limits most of us face. I look forward to visiting the area again.

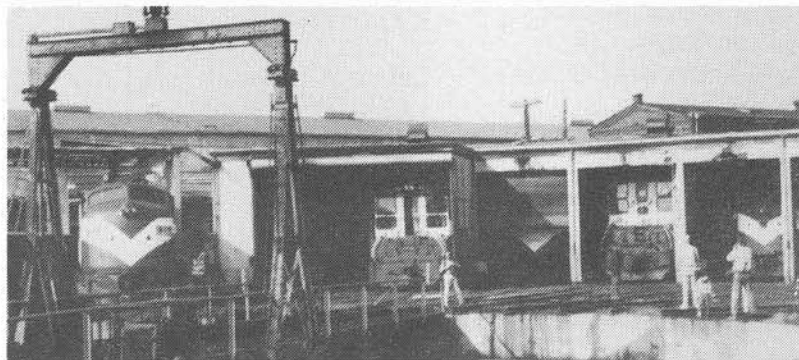
repeats from Friday, were open for "On the Way Home" visits. Since it was a long trip back to New Hampshire, we were not able to see them. I hope that those who visited these layouts enjoyed them.

Considering the pace, traffic and obstacles to overcome, C.J. Obregon and his Sunrise Trail Convention Committee did



"All in The Family"

John and Pat clean up with Photo Contest awards.



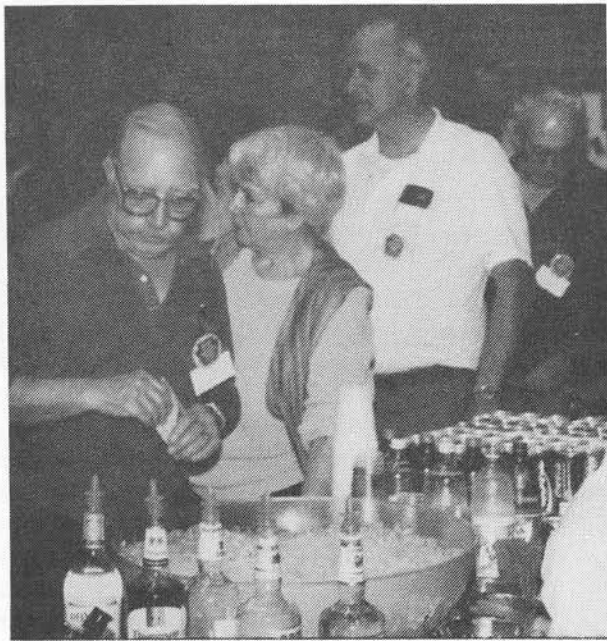
Locomotives being worked on at Morris Park Roundhouse and Turntable. Although it was a Saturday morning, the area was very busy, with many movements on the turntable in and out of the roundhouse.



LEFT

"On this spot, in 1879"

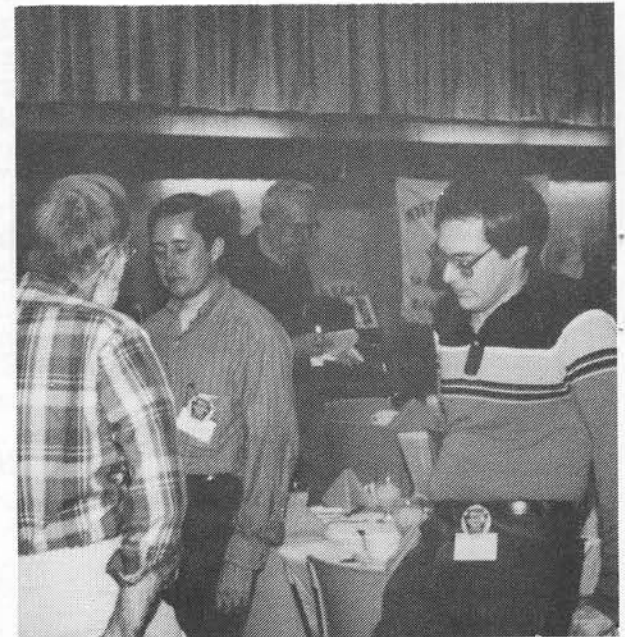
Long Island & New York City NER Director John A. (Jack) MacIntosh gathers the faithful for the fantrip from Hempstead Station to Jamaica's Morris Park Yards. The trip came complete with a written description of the line, as well as a narrated historical tour.



BELOW

"I told you the pace was hectic!"

There's nothing like a set of bleery eyes at the end of the day to prove that you were having a good time.



ABOVE

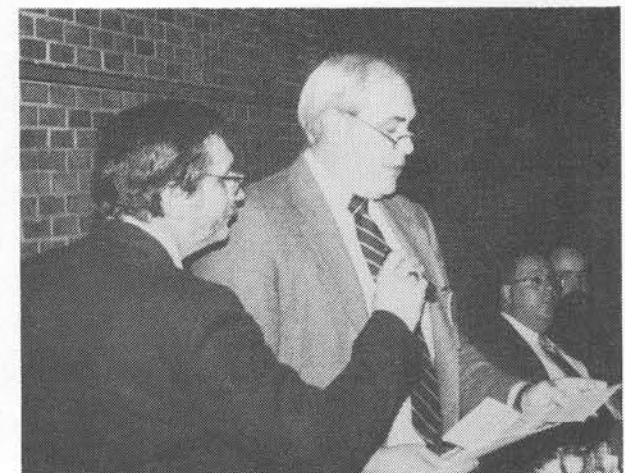
"But Dear, there was a brass locomotive on this table this afternoon!"

Banquet guests gather for happy hour before the festivities begin at Hofstra.

RIGHT

"I wanted a Bud Light!"

Ken May assists Don Howd with reading lamp during model contest awards ceremony.





Downeast Rails

A Preregistration Preview

The NER Spring Convention, Downeast Rails, will be held May 18-20 at the Belfast Motor Inn, Belfast, Maine. All indoor activities, except the banquet will be held at the Belfast Junior High School, which will have separate rooms for

the model, photo and Nonrail contests. A three-hour fantrip on the Belfast & Moosehead Lake Railroad on Saturday afternoon and a night photo session on Friday evening will highlight the activities. Clinics, contests and modular

layouts are also planned for the weekend. The Banquet will feature a choice of 1 1/4 lb lobster or Roast Prime Rib of Beef. Awards will probably be presented at breakfast, Sunday morning.

Continued on page 16

REGISTRATION FORM

NER 1990 SPRING CONVENTION - BELFAST, ME, MAY 18-20, 1990

Name: _____ NER Number: _____

Address: _____

City, State/Prov: _____ Zip/PC: _____

Title for Badge: _____ Is this your first NER convention? Y/N

Name 2: _____

Name 3: _____

Name 4: _____

EVENT	PRICE	Person				Total	PRICE at door
	prereg'd	1	2	3	4		
Registration (Member)	10.00						12.00
Registration (Non-member)	12.00						14.00
Registration (Youth)	5.00						7.00
Banquet	19.00						21.00
B&MLRR. Fan Trip	10.00						12.00

Please Select Banquet Entry:

_____ [] Lobster

_____ [] Prime Rib

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

Rates (Check one): \$45.00 \$35.00

Arrival Date and Time: _____ Departure Date: _____ # Beds per room _____

Number of Rooms: _____ Number of Persons: _____

Name: _____

Address: _____

Phone: _____ Today's Date: _____

Check Enclosed: _____ Credit Card: AE MC VI Card #: _____

Exp. Date: _____

Please complete and mail no later than April 27, 1990 to:

Mr. James E. Lovejoy, Executive Director
Belfast Area Chamber of Commerce
19 Church St., Belfast, ME 04915

All Aboard

Continued from Page 1

Speaking of participation, In the latest issue of the bulletin, I noticed that it carried the fact that only 56 members of the Northeast Region voted in the last election for officers. That means less than 10% of the members elected the president. I usually look to see if the NMRA gives the region publicity, but I don't think that's the kind we like to get.

With an election coming up for officers this year, let's see if we can increase interest in the membership to vote for their choice. I realize that some seats on the board will be unopposed; it's tough to find volunteers who have the time and energy. Let's support those who are willing to serve by taking time to fill out the ballot when you see it in the COUPLER.

By now you've also read that Belfast, Maine has been chosen as the site of the NER Spring Convention. I hope many of you will take advantage of the opportunity to enjoy this unique setting, friendly natives and economical price. We've included a preregistration form with this issue.

And finally, we welcome a new division into the region in 1990, The Green Mountain Division. They have an impressive program of activities planned, and we wish the all the best.



Live diesel makes a hit, too!

Hub Division Fall Show Marlboro, MA



A visitor tries his hand at one of the Hub Division's "Timesaver" switching problems while plenty of onlookers provide advice and sympathy. The "Timesaver" was one of the more popular activities at the recently expanded annual event.

Live Steam at "Boomers" Bedford, NH



NER Module Interest Group

Modules continue to bring more visibility to our hobby.

Each module group helps to spin off more hobby activity into new areas. And modules are helping to spread our hobby and bring it into the public eye.

From the Bedford Village Depot Boomers, at least one Concord, NH module group has come about, and one of the early Boomers, Chuck Harbage, helped some more when he moved to Rutland, Vt.

During October, the Rutland Railway Society held its first Cowabunga Model Railroad Show for the public. It was a modest beginning that drew about 360 people on a drizzling Sunday afternoon.

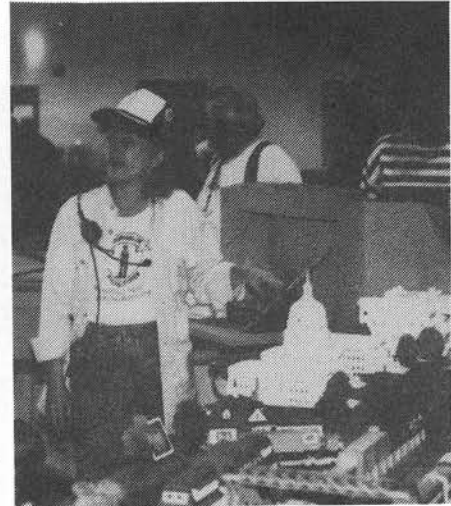
Now why a name like "Cowabunga"? Well, the group considers itself to be a bunch of serious modelers who don't take things seriously. Since we are talking about a group from Vermont, they wanted to do things in such a way to "honor" their dairy and Ben & Jerry's type of heritage.

This is a group with a module of a regional snow scene with cows on skis. They also run a small steam loco with a REAL COW catcher on the pilot beam. And their fantasia D&D swamp scene IS an eye catcher. Just watch out for what is behind those glowing eyes up in the cave. (I found out that the "Cow Catcher" was named Cowlton Fisk - Phil)

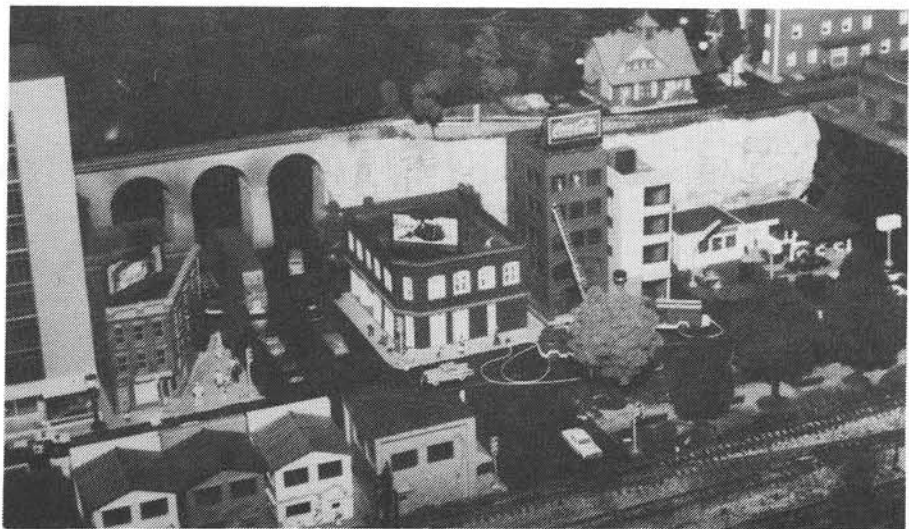
This startup effort was supported with the RRA's own complete HO modular loop. The Connecticut Valley Model Railroad Club was also there. A third HO Modular Loop was made up of modules combined from the Digital Railroad Club and the Bedford Village Depot Boomers. The New Hampshire Garden Railway Society provided a couple of LGB display loops.

If anyone in the Rutland area would like to get in contact with the Rutland Railway Society, the contact is:

**Roger Dumas
The Steam Shop
Rutland, VT
802-775-2736**



Running a model railroad is no longer "man's work" as evidenced by this member of the Pepperell Siding Model Railroad Club during the Bedford Boomers Show in November.



A burning building complete with visible smoke is one of the unique scenic possibilities on modules today. This module was photographed at the Hub Division Show in the fall.

We are trying to get at least one modular display to the upcoming Spring NER Convention in Belfast, Maine. Any volunteers should contact me at the address listed in the COUPLER masthead.

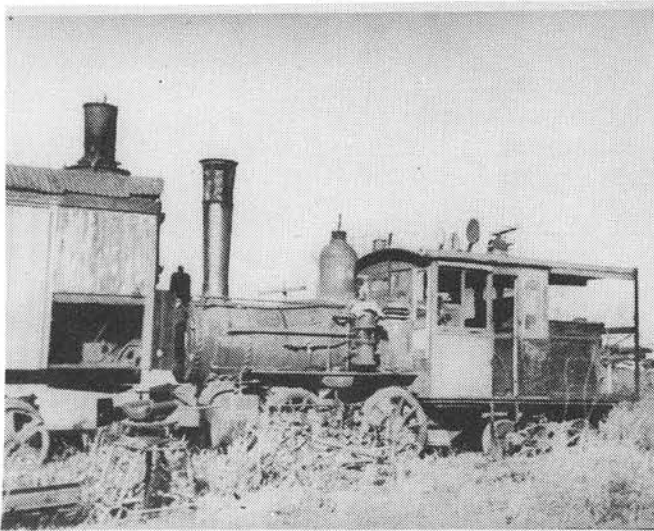
Soot & Cinders

Steam Power in New York City

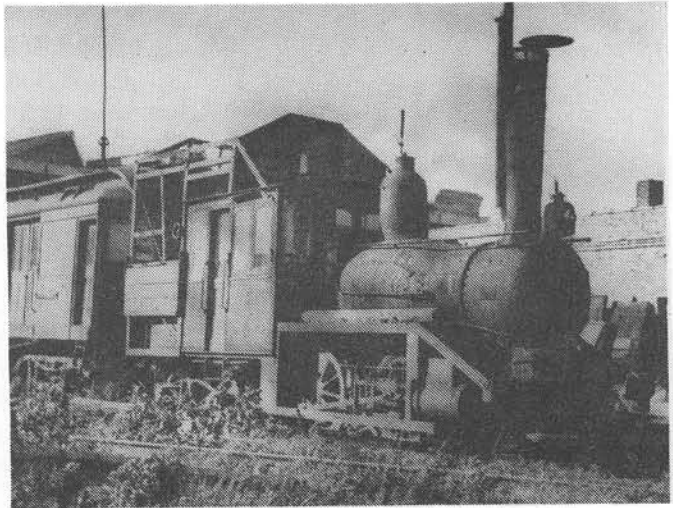
Many years ago city transit was not by bus. In New York City, steam power was used. Even after replacement with electric power, the steam engine remained for the work trains and for use in event of electrical breakdown. In Manhattan, the trains were elevated for many years. Gradually subways replaced elevated trains but steam remained on the standby. There were times when a fire occurred and power had to be turned off and it was steam to the rescue.

Both 54 and 64 have spark catchers on the stacks to arrest sparks flying. Often they had to be used on short notice and the fires were brought up with scraps of wood and waste materials. It took little steam pressure to run a light engine.

Number 54 is behind a crane which also runs on steam. There are slings and many tools like rerail frogs to carry, hence the covered porch on the engine. Who does not seem to get a small cheap little engine or two we can not resist for appearance or price at a show? You will note it is a Forney or 0-4-4 type.



Number 64 is also interesting little Forney or 0-4-4. Some of these engines found their way onto lines like the Morristown & Erie RR we rode on our fan trip some years ago. Fonda Johnstown & Gloversville had an engine like this also. They were from NYC service. You will note the strange frame by the drivers and the



structure on top of the cab and tender. The engine checked clearances to be sure all equipment could run anywhere on the city lines. Also note the baggage car with power pole. It could run under trolley wire and on subway or elevated track by itself. However, the steamer pulled it to move heavy supplies for lineside repairs to signals and track. Often these required the power to be off. 600 Vdc is a bit much to handle live.

It was interesting to see the little engines serviced. A hose connected to a hydrant for water and a coal truck with its body high in the air and a coal chute to fill it. It certainly simplifies the service facilities. No coal or water tower. So whenever you run a city transit system which can be much larger than a M & E or F J & G operation or to run a branch line commuter service to a supposed class one road to a big city, you can have fun with your "Dinky" and possibly a mixed connecting train of a few cars.

Remember to operate the "Dinky" at about the speed of a good horse; about 20 MPH, or about 9 seconds to travel a standard 3 foot length. Try it and you will see how slow this is. They sounded like sixty MPH when they ran. Small drivers were fine for many starts and short overall runs. You traction fans may want to use steam for the wire train or for extension of your lines. It could also help with freight service as for connection to a neighbor steam road.

The President's Pen

Continued from page 4

operating funds. I feel the library is one of the most important services the NMRA can provide and more emphasis and more money should be given to the library.

4. Long Range Planning Committee

A long range planning committee has been formed to analyze the entire scope of scale and tinplate model railroads and to recommend where the NMRA and its subdivisions can be of most service to the hobby as a whole and to its individual members at all levels. This could have a notable impact on the NMRA in the future.

5. Membership Promotion.

The NMRA finally took my advice and worked out a way they could get NMRA membership advertising into Model Railroader and Craftsman. This start has produced over 600 new NMRA members in October and November. The ads continue in the December issues. My philosophy is and has been that we are basically preaching to the already converted when we advertise in the Bulletin or the COUPLER. We need new outlets to reach people who don't know that the NMRA exists. More total membership allows more member services.

6. NMRA Office Building.

The National is still working hard to solicit both grants and donations to pay off the mortgage on the office building. The NMRA Office Building with its computers, copy machines, record files and full time staff is a definite necessity in this day and age. Getting the building paid off will allow more money to go to member services. (The Houston Convention Committee just donated \$15,000 toward the

NMRA Building Fund – fantastic!)

The NMRA's Executive Council and Board of Trustees operates in a manner very similar to national or state government's Senate and House of Representatives. The ranking members of the groups who have been around for a number of years have a much greater say in what should be done and/or approved and what should not. They also get named to some of the more important committees. At the present time I am one of the senior members of the NMRA Board of Trustees. As such, I have been named to the NMRA Executive Handbook Review/Revision Committee and am a member of the Long Range Planning Group. I am also active in proposing standards and recommended practices to the engineering committee, especially in the line of modules and presently for digital command and control. My position on the NMRA Board of Trustees gives all members of the Northeastern Region a strong voice in the planning and activities accomplished by the NMRA. If there is any major idea or item that you feel should be brought to the attention of the NMRA Executive Council and/or Board of Trustees, please do not hesitate to contact me. I will be leaving on February 2, 1990 for the NMRA mid-winter EC/BOT meeting in Phoenix, Arizona and, of course, I will carry any concerns or requests that you may submit with me to that meeting. Your feelings and ideas are important and will be read and conveyed to others in the present all out effort to strengthen the NMRA's influence on the standardization and quality of model railroad products. Your input, cooperation and support in my efforts to help restructure the NMRA for the benefit of all members is truly appreciated.

CURRENT NER MEMBERSHIP STATISTICS

Paid Members	615
Life Members	95
Honorary Members	2
Total	712

New Members (since September 3, 1989)

Connecticut

Gary Domer	Uncasville
Jim Groom	Cheshire
Harry Raff	Bristol

Florida

Bill Brundage	Tallevast
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Maine

Douglas R. Jordan	Kennebunk
Bruce Makas	Cape Elizabeth

Massachusetts

Herbert H. Bierkan	East Orleans
Nathan Drown	Danvers
Robert Entwisle	Framingham
George M. Epple	Bedford
Andrew Field	Brighton
Charles E. King	Mansfield
Ronald LeBlanc	Dudley
Charles Orrell	Melrose
Eben C. Werber	Worcester
David Wine	Brookline

New Hampshire

Edmund J. Roy	Manchester
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New Jersey

James Homoki	Morris Plains
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New York

Dennis C. Bulan	Valatie
Richard R. Durphy	West Shokan
Howard P. Dwyer	Farmingville
Mike Heines	Rome
Andreas H. Hofman	New York
Richard J. Klejmont	Brooklyn
John T. McClusky	Jackson Hgts
Edward Treat	New York
Howard C. Waelder	Franklin Sq.
Stephen Weitzman	Stony Brook

Rhode Island

Thomas W. Kluck	Warwick
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Vermont

E. H. Truax	Burlington
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Quebec

M. J. Laperriere	St. Eustache
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NewsBriefs

Limit Placed on Number of Photo Contest Entries

In order to be more fair to all the entrants, and to expedite the judging process in all photo categories, the Photo Contest Committee announced that a limit has been placed on the number of photographs that may be entered in NER Photo competitions.

Starting with the Spring Convention in Belfast, Maine, entries will be limited to a maximum of FIVE (5) submissions in any TWO (2) categories. You may enter the five items of your best work in one category, such as prototype color prints, or divide the five items of your best work between two categories.

Also starting with the Spring Convention, we will ask that the winning photographs be retained by the COUPLER editor long enough to have copies made for publication in the following issue. The photos won't be damaged and will be returned at our expense.

Hopefully by the Fall convention in Albany we can set up the procedures for advance submission of Photo Contest entries, along with the special prizes from Kodak and other vendors. This may require that copies of winning entries be retained, since some of the vendors may wish to use them in advertising and other forms of publicity.

Alexander Chairs Nominating Committee

NER President Bill Parker announced the appointment of Jack Alexander as Chairman of the NER Nominating Committee. This committee is developing a slate of candidates for the elective positions on the NER Board for the 1990-1992 terms. David Messer, the incumbent secretary and Rich Laube, New Jersey Director, will not seek reelection. Both men have moved out of the Region. Jack Alexander has selected a representative from each region to serve on the committee with him. Although the slate of officers is due shortly,

Member Service Center

For Sale

HO Locomotives & Passenger Cars, many custom painted, including NH, NYC, EL, Chessie. SSAE

Paul Stevenus, 151 Fayette Avenue, Wayne, NJ 07470.

Custom Painting

B & M, MEC and others; reasonable prices; new B & M BL-2's & GP 40-2's. Call or send SASE to:

Gerry Dube, 110 Bush Hill Rd. Pelham, NH 03076

anyone desiring information about the positions is encouraged to contact their local director at the number listed on Page 2.

Special Invitations

NMRA members who are not NER members living in New Hampshire and Maine will receive a special mailing offering them the opportunity to register for the Spring Convention, with a portion of the registration fee to be set aside as membership dues for the NER. If successful, this will be tried region-wide in the fall.

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

NORTHEASTERN REGION, NMRA

RENEWAL NEW MEMBER
 \$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

On The Schedule



Vermont Division Announces Meeting Schedule

According to Michael Saunders of St. Albans, VT, the petition to form an NMRA Division in Northern Vermont will be submitted to the NER early in 1990. The new division, tentatively named the Green Mountain Division, will try to hold eight meetings a year, rotating them around the state. The first of these meetings was January 14 in the Bonanza Restaurant in South Burlington. Meetings are also scheduled for the following future dates:

Montpelier, February 25, 2:00 PM; Meet at the Train Station; follow

AMTRAK signs at Exit I-89.

South Burlington, March 18, 2:15 PM; Bonanza Restaurant, South of intersection of Rte. 7 and I-189.

Use of the Bonanza meeting room is under the condition that attendees buy something. The division will require no dues for funding. Michael intends to produce a Division newsletter, also unnamed at present. Contact Michael G. Saunders, 84 Aldis St., St. Albans, VT 05478-1913.

Sunrise Trail Division Spring Convention

The Sunrise Trail Division Spring Convention will be held at the Baldwin United Methodist Church, Merrick Rd., Baldwin, NY on March 24 from 10:00 AM to 5:00 PM. The event will feature clinics, slide shows, videotapes, HOTrack, NTrak, model and photo contests, displays, white elephant table and banquet with a guest speaker. Contact Keith Madden, 328 Fern St., South Hempstead, NY 11550.

Northwestern Vermont Model Railroad Society

Vermont Rails '90, the Third Annual Show of the Northwestern Vermont Model Railroading Society, will be conducted on Saturday, March 10, 1990 at the South Burlington (VT) Middle School, Exit 14E, I-89, Dorset St, Burlington, VT from 10:00 AM to 4:00 PM. Admission for adults is \$2.00 and for children (6-12) is only \$1.00. For information call (802) 524-4429.

Downeast Rails

Continued from Page 10

The "main" hotel will be the Belfast Motor Inn with rates at \$45 per night. Three other motels are available at \$35 per night.

The next issue of the COUPLER will have a detailed schedule of events. Plan now to attend and submit your registration forms early.

Contact Bill Parker, 65 Coweaset Dr., Brockton, MA 02401.

On The Schedule

National Conventions

July 30 - August 5, 1990, Pittsburgh, PA.
June 30 - July 6, 1991, Denver, CO.
August 1 - 8, 1992, Columbus, OH.
1993 - Valley Forge, PA.

Northeastern Region

May 18-20, 1990: NER Spring Convention, Belfast Motor Inn, Belfast, Maine
October 19-21, 1990: Fall Convention at Sheraton Airport Inn, Albany, NY
Spring 1991: Tri-Region (NER, MER, NFR) Convention, Binghamton, NY

Sunrise Trail Division

March 24, 1990: Spring Convention, Baldwin, NY; United Methodist Church, 10:00 AM - 5:00 PM

Green Mountain Division

February 25, 1990: Montpelier Train Station (see details above)

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

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NASHUA, NH
PERMIT NO. 716

Nonrail Committee Responds To Member Needs

By Diane Salvatore

Convention preparation is always a difficult endeavor. As each new convention approaches, committees do their best to produce both effective and entertaining activities. Such is the case for those involved in Nonrail programming. Presenting novel and interesting topics for clinics is a challenge which sometimes results in a "catch as catch can."

Many of our Nonrail attendees also participate in Rail activities, so it is sometimes difficult to determine what will interest attendees in general. It was for this reason that the Nonrail Committee decided to shake things up a bit at the last two conventions.

At the Garden State Convention, two of the four Nonrail clinics were presented by men. This was an attempt to promote interest in the Nonrail program and to also provide alternative activities, irrespective of gender. The results were better than expected. Many men expressed continuing interest in both the Map Reading and Stained Glass clinics.

The Rails to the Sunrise Trail convention was an opportunity to acquaint two male members with the procedure for judging Nonrail crafts. The comments that were extended by these two judges

reflected their attention to detail within each entry as well as time involvement. It is hoped that the Nonrail contest will continue to include anyone interested in judging from the Rail attendees.

But, of greatest significance was the result of the "Nonrail Fact Finder." The questionnaire was distributed to all Nonrail participants at both the Spring and Fall conventions in an attempt to determine what topics were of interest to the participants. Other questions were asked such as:

Is your convention participation Rail or Nonrail?

Is your Rail participation active or supportive?

If your role is supportive, would you attend a clinic providing basic model railroading skills to acquaint you with the hobby?

Would your spouse attend a Nonrail clinic?

The results were surprising. All but one within the survey expressed a desire to cross over if they were given the opportunity. In all but two cases, the participant's spouse would attend a Nonrail clinic.

With this in mind, the following recommended list of topics for



An interested visitor to the Hub Division Show looks over the Nonrail crafts items available on the NMRA, NER, Hub Division Promotion table.

for clinics was presented within the questionnaire:
 Stamp Collecting
 Coin Collecting
 First aid
 Photography
 Word Processing
 Computer Basics
 Home Repair
 Antiques and Collectibles
 Sewing
 Furniture Refinishing
 Home Interiors
 Ornithology
 Orienteering
 Will Preparation
 Home Financing
 Fossil and Rock Collecting for the

Amateur
 Art Appreciation
 Writing for Publication
 Gardening
 Basic Electronics (Hooking Up Your VCR)

Those capturing most interest will be presented at upcoming conventions. You can look forward to clinics on a wide variety of topics in Photography, various group and individual sessions on both Word Processing and Computer Basics and, with some luck, several professional presentations on Bird Watching, Art Appreciation and Geology.

At this time, the Nonrail

Committee wishes to make a plea.... We need active participation in the Nonrail contest. If the number of entries continue to dwindle, we will be forced to give up this area of the program. It is for this reason that we will conduct a special contest at the NER Spring Convention in Belfast, Maine.. The theme of this contest is FLOWERS. Any entry with a carved, cut, sewn, pasted, embroidered, drawn or painted flower will be eligible. Please bring an entry.

We wish to thank all who continue to support the Nonrail program and look forward to what lies ahead.

Crafts Contest Rules and Categories Defined

Often at conventions we've heard guests say that they wish they knew about the crafts contest, because they had recently the perfect project, but had left it at home. Although Nonrail crafts contest information had been printed in the COUPLER many times, the right people may never get to see the COUPLER. Here is information about the Nonrail crafts contests, specifically for the Nonrail convention attendee.

The crafts contest is open to anyone attending an NER Convention. Any article may be entered, provided that it has been made personally by the entrant. Proxies are not allowed. The following are the categories of articles in General, Railroadiana and Needlepoint contests,

- **Kit Built:** Has everything enclosed, including plans, diagrams and materials.
- **Pattern:** Has diagrams and plans and tells how to do it. You secure the materials.
- **Original:** You design your own plans, patterns or blueprints; secure your own materials and do all the construction yourself.

An entry may be entered more than once, however, the following rules apply:

1. To enter the Novice Class, the item cannot have one a First Place or Best of Show in any category at an NER Crafts Contest since 1984.
2. If an item has won first place or Best of Show twice in the Novice Class, it may not be entered again.

3. A first place or Best of Show from the Novice Class may be entered in the Advanced Class.
4. Anyone may enter the Advanced Class.
5. An item that has won first place or Best in Show in the Advanced Class may not be entered again.
6. If there are less than three items in a sub-category, it may be combined with another to make a contest at the discretion of the committee/judges.

For more information or entry forms for the Spring Convention, mail the form below to:
 Linda Craigue, Nonrail Chairperson
 26 Thurman Park
 Everett, MA 02149

I am interested in receiving: more information
 A contest entry form

Name: _____

Address: _____

City, State, Zip Code _____

Type of Craft Entry: _____

Mail to:
 Linda Craigue
 26 Thurman Park
 Everett, MA 02149