

# NER COUPLER

Northeastern Region, National Model Railroad Association, Inc.

April, 1990, Number 162

## From the editor A Political Issue

The thought occurred to me as we prepared this issue of the COUPLER, that we had a full issue but with very little model railroad-ing content. What with the election of the BOD and the revisions to the constitution to be published so that members could indicate their preferences, and the convention registration form and we were left with little space to place any more articles. Besides, I'm not as good a modeler as many editors, and can't write my own articles on scenery, construction or kit bashing. For those I rely on the experts like Brian Whiton to furnish me with copy and photos and drawings for you to enjoy. I did construct a diode matrix switching layout for the Fort Devens Model Railroad Club once, a long time ago. Perhaps, if time and memory serve me, I'll share that with you one issue.

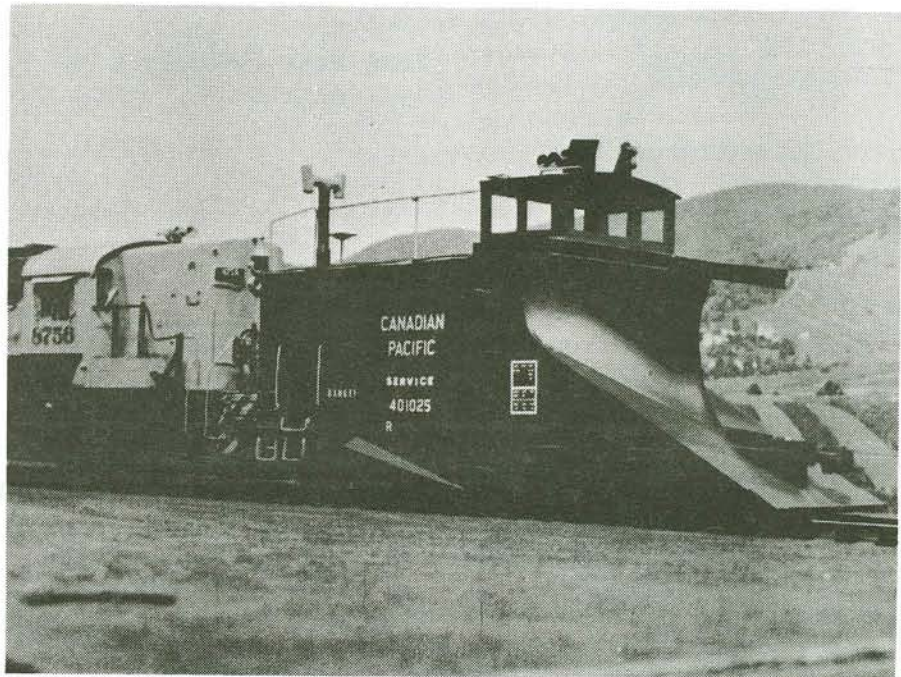
Thanks to Wayne Craigue, we're also planning to pick up a  
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NER Elections Ballot Inside

## Springtime Activity



Spring has finally arrived on Byron Thomas' Canadian Pacific Railroad inspired "O" Scale diorama with CPRR RS-18 number 8756 putting away the plow until it is needed next winter. The plow was scratchbuilt of styrene with only the trucks, couplers, horn and steps purchased. Byron lives in Saint John, New Brunswick and sent this photograph in last year, and we were saving it for a Springtime issue. Nice work, Byron.

It's time we also put away the plows and thought about Spring as well. For the NER that means the semi-annual convention in Belfast, Maine and election of officers for the next term.

*If you have a good photograph of one of your models, layouts scenes, or dioramas you would like to see in print, submit it to the NER COUPLER at the address listed on the inside (page 2) of the issue. We can't promise you any more than we promised Byron, just the pride in showing off your work to 800 or so of your closest friends. Most any film format will do, light contrast color prints seem to work best.*

**Deadline For submitting Belfast Hotel Reservation Forms is April 27. Act Soon!**

# NER BRASS

## Officers

**William S. Parker** .....President  
65 Cowesett Drive  
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(508) 586-0271

**Brian C. Whiton** ... Vice President  
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### NER Office Managers

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### Convention

To Be Named

### Model Contest

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### Photo Contest

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# NER COUPLER

# 162, April, 1990

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

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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 color or 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 Summer 90 issue is June 20, 1990. The issue will be mailed approximately July 15.

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.



# Election of NER Officers – 30 June 1990

## Information About The Candidates

### For President

**William S. Parker**  
Brockton, MA

Bill Parker has been an active member of the NMRA, NER AND HUB Division since 1964 and is a life member of all three organizations. He has been an extremely active promoter of the hobby of model railroading and a consistent participant in model railroad functions having attended ten NMRA Conventions, 51 Regional Conventions and all HUB Division activities since 1964. Official positions that Bill has held in the model railroad organizations during that time include:

- President of the NER, October 1984 to present.
- General Chairman of the NMRA "Minuteman '86" Convention.
- Vice-President of the NER, October 1980 to October 1984.
- NER Director for Massachusetts, 1972-1978.
- Chairman: HUB Division 1970-1977
- NER Spring Convention, Boston 1975
- NER Spring Convention, Worcester 1977
- HUB Spring Convention, Brockton, 1973
- HUB Spring Convention, Ft. Devens, 1979
- HUB Spring Convention, Brockton, 1982
- HUB Fall Show, Newton Highlands, 1976

Bill and his wife Moira have been married for over 30 years and they have four children. They have resided at 65 Coweaset Drive, Brockton, MA for 23 years. Bill is employed by the Commonwealth of Massachusetts as a Project Manager in the Division of Capital Planning and Operations. He is a graduate of Northeastern University with a Bachelors Degree in Civil Engineering and a Masters Degree in Business Administration.

Bill says, I believe that it is not in the best interest of the organization to change horses in midstream during this demanding period of careful study of the NMRA's past performance and recommendations for modi-

fications or changes in the direction of our efforts and the avenues we should take to attain our goals. The knowledge, experience and expertise developed over a period of many years of dedication and hard work should be retained through this ongoing period of important decision making. Retain the present team of "Master Model Railroad Administrators" to assure a continuation of the current winning performance and to retain the best people possible to bring home the "championship" of a unified, service-oriented organization serving the needs of the entire membership.

I hope to have the privilege of continuing to serve as your Northeastern Region president and as a Trustee of the National organization for another term. If elected, I will continue to use my knowledge and understanding of the organization and its members to achieve needed changes while retaining the tried and proven methodology and goals, give proper recognition to state of the art administrative and modeling procedures, keep the "politics" to an absolute minimum while maximizing the modeling and fellowship aspects of the hobby and striving to insure the continued excellence of both the Northeastern Region Conventions and The Coupler.

### For President

**Jim Heidt**  
Camden, NY

Jim Heidt has been a modeler and NMRA member for more than 14 years. Within the NMRA and NER, he serves as current NYS Director, Chairman of the NER Promotion and Membership Committee, Superintendent of the CNY Division, and was Convention Committee Chairman for the 1986 Fall NER Convention in Utica, New York.

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

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

### For Vice President

**Brian Whiton**  
Windsor Locks, CT

Brian is a 42 year old family man having a wife Laurea and two children, Matt age 7 and Julie age 12. He has resided at 96 Spring St. in Windsor Locks, Connecticut for 14 years.

Brian is employed by Microtime, Inc. of Bloomfield, Connecticut as a mechanical designer. He also is employed by A.J. Bellevue Railroad Construction as their chief of survey party, and is President of New England Railway Consortium.

Brian is a modeler of 27 years experience. He models in two scales, HO and 12" equals 1' scale. He has an extensive 100% complete model railroad in the basement of his home. His interests in the hobby lean toward operation and building contest quality models. He holds achievement certificates as chief dispatcher, master builder scenery, author, and association volunteer.

Brian was contest chairman of the NER for a number of years, as well as NER Director for Connecticut, Rhode Island and Permanent Convention Chairman. He has also held the offices of President, Vice-President, and Treasurer of the Nutmeg Division. He is currently the incumbent NER Vice-President.

Brian says "I will work to support the leadership of the NER in its effort to reach out to more modelers with better services more precisely tailored to their needs. I feel the primary push is this effort should be directed at improving the quality of our conventions and in supporting the communication links of our hobby. We need to stimulate the exchange of modeling ideas and information, since after all our organization is primarily a communication tool. I will, of course, give

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## The President's Pen



Spring has arrived and so has the busiest model railroad season of the year. Figuratively speaking, model railroad shows and conventions are popping up all around you in profuse numbers. As I have said before and again reiterate: don't hesitate, get out and participate! Support your local club activities, your particular Division, your Northeastern Region and your NMRA. Please note that I said "your" Division, Region, etc. It is not my Region, it is not the Board of Director's Region, it is your Region. The Northeastern Region exists for the members and functions by the members of the model railroad community in the Northeastern portion of North America. Regardless of the era you prefer to model, the area of the country you choose, the scale and the gauge you model in, the Northeastern Region can, and should, be a benefit to you. Please convey this message to all of your model railroader friends who are not currently active members of the Region. Join the NMRA, the Northeastern Region and your local Division.

In my last column I started by covering some items concerning the Northeastern Region and continued with a review of some of the more important things that are happening on the National level. Since the things that happen on the National level directly affect the Region and its Divisions, I will structure this column to first continue on with an update and expansion on what is happening in the NMRA and then addressing the important issues occurring in the Northeastern Region.

At this particular time in the history of the NMRA, the amount of truly important work, discussions and decisions facing both the NMRA Executive Committee and the Board of Trustees is phenomenal. The work consists of studying and submitting written comments and recommendations on several hundred pages of reports. Anticipated time requirements to allow adequate time to fully explore the pros and cons of some of the major items currently under study and consideration prompted NMRA President Dupont to direct all EC and BOT members to arrive at Pittsburgh, PA a full day early for a three and one half day meeting at the beginning of the convention. The work load for the NMRA Trustees, the policy makers of the organization, is extremely heavy but the magnitude of the responsibility is even greater. Both the short term and the long-term benefits and ramifications of all major decisions must be carefully analyzed and weighed before a prudent vote can be given by any Trustee.

By their vote, the membership of each of the seventeen NMRA Regions has elected one person to represent them on the National Board and to be the Region President. All too often, a new representative arrives at this first National meeting with the distinct opinion that first and foremost he is the President and representative of a particular Region and secondly he is a Trustee of the NMRA. Not so! When you sit at a National meeting as the elected trustee of a Region you are **only** a Trustee of the National organization, the NMRA's mission, goals and programs takes time and effort to acquire and even more time and effort to become proficient in. Sometimes a Trustee must in conscience cast his vote in favor of a motion which promises to be beneficial to the majority of model railroaders even though there

is no obvious benefit to his particular Region. The Trustee must both listen to the pros and cons of each new motion and voice his own educated opinion for consideration by the other Trustees. The controlled BOT discussions usually illuminate certain aspects of the issue at hand that you never considered, possibly because it was never a problem in your area of the country. A good Trustee must be highly proficient at both listening and communicating. He must be able to decipher what was really meant by another person's statement and he must be able to get his full meaning and intent across to others. Much easier said than done, especially when you realize that you are working with a group of people with a wide range of talents and who reside in widely separated locations from Europe to Australia.

The NMRA's current Executive Council (EC) and Board of Trustees (BOT) is one of the best teams that has been elected in the entire history of the organization. Taking advantage of this devoted, energetic and talented "Team", the NMRA has embarked on a program to completely review and analyze all aspects of the organization-why it exists, what it has been and what it should be. Hopefully this National "Team" will stay pretty much intact long enough to complete this very important work and prepare the reports and motions necessary to make these items a working reality for the benefit of all model railroaders.

Specific agenda items that were covered at the mid year BOT meeting in Phoenix, Arizona were:

1. Motion to allow a member of any NMRA Region to enter the model contests in any other Region. (Motion passed)

(Note: You must be a Region member in good standing, not just

## The President's Pen

*continued from page 4*

an NMRA member.)

2. Single dues structure-pay one dues payment per year which would cover National, Region and Division membership. (Referred to the Long Range Planning Committee for inclusion in their study and report).

3. NMRA National Convention Rotation-motion by the convention department to divide the North American Continent into three segments instead of the present seven segments. (Motion passed)

4. The EHB Committee be authorized to not only review but to reorganize and re-write the NMRA Executive Handbook. (Motion passed)

5. Initial report of the Long Range Planning Committee-the extensive work of this committee was programmed to span over a period of one and a half years with final report ready for the meeting in Denver, Colorado.

Note: A full extra meeting day has been scheduled for both the Pittsburgh meeting and the 1991 Midwinter meeting to allow extra time for the Long Range Planning Committee and the EHB Committee.

In addition to the items identified above, the BOT made significant progress on matters pertaining to membership promotion, membership services, revised achievement program regulations, the NMRA video tape program, module standards and the contents of the NMRA Bulletin.

Due to the experience of the current Board, no time was lost in "reinventing the wheel." All meeting time was productive and fruitful. You, the individual mem-

ber, will be seeing the results of the work done and the decisions reached by the EC and BOT in the near future. All of the NMRA elected officials and department chairmen are working overtime to make sure that this organization remains the "champion" of all model railroaders worldwide. What can you do to support this effort-you can enjoy and support all aspects of this hobby organization on the National, Region and Division levels. Model railroading is fun, PARTICIPATE.

A little closer to home, the Northeastern Region officers and directors have been hard at work also. This group of dedicated individuals has also been working together for many years and their performance has earned the reputation of a "champion" region team. The Northeastern Region ranks between first and third in all aspects of Region performance worldwide, including number of activities held, total membership, achievement award certificates, 100% NMRA clubs and the Regions publication, the Coupler. The entire "team" certainly deserves your thanks, cooperation and support in their ongoing efforts to make the Northeastern Region the very best in all aspects of performance and achievement within the model railroad community.

Many of the important items that have either been recently completed by the NER Board of Directors or are still in the works appear in more detail elsewhere in this issue of the Coupler.

## Mike Collins earns MMR Number 157

In February Michael J. Collins of Floral Park, NY, is the latest NER member to receive his Master Model Railroader Certificate. Mike earned Master Builder certificates in Cars, Structures, Scenery, and Prototype as well as Railroad Engineer-Electrical, Chief Dispatcher and Model Railroad Author.

On behalf of the entire region membership, the Board of Directors and Officers extend congratulations to Mike for a job well done.

## From the Editor

*continued from page 1*

series of articles by Harvey Humphrey on the history of ALCO, which was earlier published, in part, in the Hub Headlight. And, of course, we'll always print material from the members, such as the excellent model of the snowplow on this month's cover.

But in this issue we take care of our official duties and present, for your consideration, that dedicated group of individuals who are seeking support for the positions on the Board of Directors. If you haven't done so already, fill in your ballot and mail it to the address indicated. Even if some of the positions are unopposed, these folks deserve your active support. Also look carefully at the constitution, and Bill Parker's article explaining the rationale behind the changes proposed, and then indicate your preference on the ballot. The Board will be at Belfast to answer questions you may have, or write to your area director.

In that regard, we bid final farewell to Ed Permon last month. He died unexpectedly at home. His contributions to the NER and the COUPLER will be missed. Dave Collinge has been appointed to act as director until after the elections. We are still looking for someone to pick up the Module Interest Group articles and focus.

I hope I see many of you from the northernmost region areas at Belfast. Till then, steady on the throttle!

*The following is the proposed Constitution of the NER and includes all the amendments formally adopted prior to the revisions presented hereinafter.*

# CONSTITUTION OF THE NORTHEASTERN REGION, NMRA

## ARTICLE I - NAME AND PURPOSE

**Section 1:** The Northeastern Region of the National Model Railroad Association, Inc. also known as the NER, was organized April 28, 1946 at Kingston, New York, and became a Nonprofit Corporation of the State of New Jersey on August 27, 1953.

**Section 2:** The purposes of the NER are the furtherance of the objectives of the NMRA, the enjoyment of the hobby of model railroading, and the promotion of closer social activities among members of the NMRA, the NER, and its divisions.

## ARTICLE II - MEMBERSHIP AND DUES

**Section 1:** The classes of membership are:

- A. **REGULAR:** NMRA members may become Regular Members of the Northeastern Region upon application to the Office Manager and payment of dues as directed by the By-Laws, as the same are amended.
- B. **LIFE:** Life Members of the NMRA may become Life Members of the NER upon application to the Office Manager and by payment as provided in the By-Laws.
- C. **HONORARY:** Honorary Members may be elected by the Board of Directors and shall not pay dues or vote.

**Section 2:** The Board of Directors may waive payment of dues for Regular Members.

## ARTICLE III - MEETINGS

**Section 1:** An Annual Meeting shall be held in September, October, or during the first two weekends of November each year to receive reports from Officers and Committee Chairmen, to discuss matters pertaining to the NER, and to install the newly elected Officers and other Board Members on even numbered years, as specified in the By-Laws.

**Section 2:** Social Conventions shall be held semiannually if practicable, one in conjunction with the Annual Meeting, the other during the last two weekends in April, or in May, or in June of each year.

## ARTICLE IV - OFFICERS AND DIRECTORS

**Section 1:** The Officers of the NER shall be the President, Vice-President, Secretary, and Treasurer.

**Section 2:** The Board of Directors, also known as the BOD, shall consist of the following: President, Vice-President, Immediate Past President, and one Area's Representative from each Area. The President shall be the Chairman of the BOD.

**Section 3:** The general management of the NER shall be vested in the BOD which shall hold title to all monies and property of the NER in trust for the members.

**Section 4:** The Secretary, Treasurer, and Assistant to the Treasurer shall be appointed by the President and confirmed by the BOD.

**Section 5:** Vacancies developing in the BOD shall be filled by appointment by the President, except that the President shall be replaced by the Vice-President.

**Section 6:** Vacancies developing in positions normally filled by appointments of the BOD

**Section 7:** Only Regular or Life Members shall be entitled to vote or serve as Officers or Directors.

## ARTICLE V - STANDING COMMITTEES

**Section 1:** The Standing Committees shall include the following:

- A. Nomination;
- B. Ballot;
- C. Permanent Convention;
- D. Auditing;
- E. Membership and Promotion; and
- F. Model Contest.

**Section 2:** The composition and duties of the Committees shall be as specified in the By-Laws.

## ARTICLE VI - NOMINATIONS

**Section 1:** The Nominating Commit-

tee shall prepare a slate of at least one candidate for each elective office in accordance with the By-Laws.

**Section 2:** Not less than 60 days before an election, 20 Regular or Life Members of an Area may petition the nomination of a candidate for Area Representative from their Area. Such candidates shall appear on the printed ballot and may become part of the slate of the Nominating Committee.

**Section 3:** Not less than 60 days before an election, 30 Regular or Life Members, not more than 10 from any one Area, may petition the nomination of a candidate for President or Vice-President. Such candidates shall appear on the printed ballot and may become part of the slate of the Nominating Committee.

**Section 4:** The right of voting members to write in names not otherwise on the ballot shall be preserved.

## ARTICLE VII - VOTING, ELECTIONS, AND AMENDMENTS

**Section 1:** Elections and Proposals

- A. Election of the President and Vice-President shall be by mail vote of all the Regular and Life Members.
- B. Election of each Area Representative shall be by mail vote of the Regular and Life Members of each respective Area.
- C. In the election of Officers and other Directors, the candidate receiving a plurality of votes shall be declared elected. A tie vote shall be resolved by a majority vote of the incumbent BOD.
- D. Election of the President, Vice-President, and other Directors shall take place in even numbered years. The length of term(s) shall be as specified in the By-Laws. Other matters may be submitted to the membership in any year.

**Section 2:** Voting by the General Membership

- A. Those matters petitioned under Article XI, and matters the BOD may direct, shall be submitted to all Regular and

Life Members for decision by mail vote.

- B. The preparation of questions or proposals and the means of handling the mail vote shall be as directed pursuant to the By-Laws.
- C. Except as otherwise provided, a simple majority of valid votes cast decide.

#### Section 3: Voting by the Board of Directors

- A. A majority of the BOD shall constitute a quorum.
- B. A Director may appoint another Regular of Life Member, by written proxy, to act on his behalf as a Director on all matters at meetings of the BOD. Such proxies shall be counted in all voting and in determining a quorum.
- C. Adoption or amendment of By-Laws for the NER as hereinafter authorized shall be by at least a two-thirds majority of those BOD members present at a meeting of the BOD, a quorum being present.
- D. Except as otherwise provided, a simple

majority of valid votes cast decide.

#### Section 4: Amendments

- A. Amendments to the Constitution shall be submitted to all Regular and Life Members for decision by mail vote.
- B. At least a two-thirds majority of the votes cast shall be necessary to amend this Constitution.

### ARTICLE VIII - REPRESENTATIVE AREAS AND DIVISIONAL ORGANIZATIONS

**Section 1:** The NER territory shall be divided into logical geographical areas for the purpose of electing Area Representatives. These Areas shall be as specified in the By-Laws.

**Section 2:** Divisional organizations may be chartered within the NER, in accordance with the By-Laws, to provide local activities.

### ARTICLE IX - PUBLICATIONS

**Section 1:** The Coupler shall be the official publication of the NER and shall be

issued at least four times a year.

**Section 2:** An Editor of The Coupler shall be appointed by the President and confirmed by the BOD.

**Section 3:** Other Publications may be authorized by the By-Laws.

### ARTICLE X - BY-LAWS

**Section 1:** By-Laws to implement the provisions of this Constitution may be adopted or amended by the BOD as herein provided.

### ARTICLE XI - INITIATIVE AND REFERENDUM

**SECTION 1:** The Regular and Life Membership shall have the right to have any proposal placed on the next annual ballot by petition by a minimum of 30 Regular and Life members, not more than 10 from any one Area.

**Section 2:** At least a two-thirds majority of votes received on such proposals shall be required to adopt a proposal initiated under Section 1 above.

The members of the NER BOD have worked for over a year to modernize and streamline the NER Constitution and By-Laws for the purposes of eliminating duplication of statements, conforming to changes already adopted by the National and making the required procedures easier to perform. A thumbnail synopsis of the revisions contained in this proposed update, as it varies from the last revision adopted in 1976, is as follows:

Article I: Section 1 - no change

Section 2 - added "and its divisions"

Article II: Section 1 - paragraphs A and B have been rewritten. The intent is to remove the statement of current dues requirements from the Constitution and place it in the By-Laws. NER dues have remained relatively constant for long periods, changed only when postal, printing and other direct expenses increase. Future necessary changes in dues should not require constitution revisions.

Note: Section 2 (Article II) has been removed. The existing section 2 described subscriber membership. This class of membership was eliminated by the NMRA and therefore the NER must conform to the requirements of the parent organization.

Section 2 - same as old section 3 but with "subscribers" removed.

Article III: Section 1 - Changed to add the first two weekends in November to the time slot for the Fall conventions.

Section 2 - changed to add the last two weekends in April to the window allowed for the Spring conventions.

Article IV: Section 1 and Section 2 - identical

Section 3 - The same except a sentence concerning a quorum of the BOD was removed. That sentence is repeated hereafter in the constitution.

Section 4 - removed the requirement that the secretary, treasurer and assistant treasurer be appointed annually. (Originally, all NER officers were selected annually from within the ranks of the BOD.)

Section 5 and Section 6 - identical.

Section 7 - consolidated wordy existing text.

Note: Existing Section 4, dealing with the term of office was removed and will be placed in the By-Laws Existing Section 6 has been moved, verbatim, to Article VII, Section 3,

paragraph B of this proposed constitution.

Article V: Section 1, subsection E-added "Promotion"

Section 2- identical

Article VI: Section 1-same

Sections 2 and 3-rewritten from existing Section 2 for clarity. Content is the same.

Section 4-separated out for clarity

Article VII: Article VII has been rewritten for clarity only. The existing version of the Constitution contains seven sections; this proposal contains four sections. All requirements and procedures remain the same.

Article VIII: Section 1-identical

Section 2-identical

Article IX: Section 1, 2 and 3-identical

Article X: Section 1-rewritten to remove redundant statements only.

Article XI: Section 1-identical

Section 2-Rewritten in better English. Content identical.

The NER By-Laws are still being worked on and cannot be finalized until final results of the ballot question concerning approval of the revised NER Constitution.



# DownEast Rails

## 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 (Youth)	5.00						6.00
Banquet	19.00						21.00
B&MLRR. Fan Trip	10.00						12.00
Awards Breakfast	5.50						5.50

Please Select Banquet Entree:

\_\_\_\_\_ [ ] 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: \_\_\_\_\_

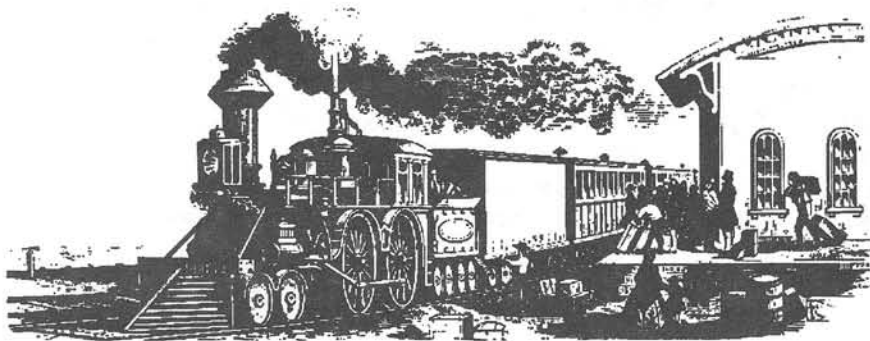
Check Enclosed: \_\_\_\_\_ Credit Card: AE MC VI Card #: \_\_\_\_\_

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





## General Information

Convention activities will center around two areas. All inside activities, with the exception of the banquet will be held in the Crosby Junior High School on Church Street. Outside activities will feature the Belfast and Moosehead Lake Railroad, which has been specially prepared for the convention visitors.

## Registration:

Registration table at the school will open Friday afternoon at 4:00 pm for early arrivals and remain open until 5:30. After a short dinner break we will reopen at 7:30 until 9:30 pm. On Saturday morning, you may register between 9:00 am and noon.

## Hospitality Room:

A hospitality area will be set up by students from the school with refreshments and information. The hospitality room will be open from 7:00 pm to 9:30 pm on Friday, and from 8:30 am to 2:30 pm Saturday.

## Twilight Photo Shoot:

Highlight of Friday Evening activities will be the twilight photo session to be held at the Belfast and Moosehead Lake yard from 7:30 pm to 8:30 pm. Sunset is at 8:02 pm, so there should be plenty of light (and semi light) for interesting shots.

## Walking Tour:

For those not taking part in the Twilight Photo Shoot, we will conduct a walking tour of historic Belfast

on Friday evening from 7:30 to 8:30 pm. Belfast is a harbor city where once prosperous shipbuilders and merchants built beautiful homes. In addition, the State of Maine is celebrating Canada's Victoria Day, and the streets of Belfast will be busy with sidewalk sales and a huge block party throughout the entire weekend.

*Ed. Note The small industry buildings standing in the Belfast harbor area are a scratchbuilder's dream come true.*



## Clinics, Videos & Movies

Back at the school, live and video/movie clinics will be held starting at 7:30 pm on Friday evening and continuing on Saturday morning from 9:00 am to noon. The more than half dozen live clinics will feature local modelers including Denis Lamarne, Frank and Michael Barron, Richard Clark Paul Lodge and Dr. John Goulette describing their techniques for constructing scenery, rolling stock, detailing diesels, making snow scenes with sculpture mold, signs and repair of Lionel Trains.

For the non rail conventioneer, in addition to arts and crafts videos. COUPLER editor Phil Ackerman will show you how to make power use of a word processor; and attorney Jim Heidt will walk you through current legal issues and problems which you will find very interesting.

## Contests:

The model, photo and non rail crafts contests will each have separate rooms, open from 8:30 to 9:30 Friday evening for entries, and again from 8:00 to 8:30 am on Saturday for late arrivals. Judging will begin shortly thereafter. Pick up of entries must be done between 4:30 and 5:30 pm on Saturday, otherwise they will be moved to the motel and may be picked up on Sunday. We cannot assume liability for damage during this move, so be sure to get back to the contest room on time to get your entries. Contest awards will be presented at the traditional NMRA awards breakfast Sunday morning.

## Trade Show:

A trade show open to the public will be held from 9:00 am to 3:00 pm on Saturday. This promises to be filled with bargains, so plan to drop in and browse sometime during the day.

## Modular Layouts

Three modular groups will be set up in the trade show area for your viewing pleasure. These include HO modules from the Great Falls Model Railroad Club and Hub Division (the work of several Master Model Railroaders including Jack Alexander and Pete Watson), and an On2 layout by Denis Lamarne. Many builders will be available to answer questions and discuss their techniques.

## Fan Trip.

The convention highlight will be a 3-plus hour fan trip on the Belfast and Moosehead Lake Railroad, beginning 1:30 Saturday afternoon. In addition to the ride along the scenic Maine Coast, the trip will feature

enough photo run-bys to use up all the film and video tape you can bring. The railroad staff and personnel are prepared to show you an excellent time for a fun-filled afternoon.



### Banquet:

In true downeast style, the banquet Saturday evening will feature a lobster dinner (or Roast Beef for those who do not enjoy this Maine delicacy).

### On Your Way Home

Several layouts are being planned for visits on the way home Sunday. Check the program for details. You may also want to visit the Seashore Trolley Museum at Kennebunkport or take a side trip along U.S. 1 to L.L. Bean's fascinating retail store and the factory outlets in the Freeport area. Check your convention program for specifics.

*Note: As always, times and activities are subject to change, so be sure to check your registration package and program for the latest details.*

## For Eastern Vice President Stephen Sutcliffe Park

Stephen Park is 54 years old, has a presidential award for "long and dedicated service to the NMRA," and AP certificates for Association Official and Association Volunteer. He has been British Region Trustee since 1976 and is currently the Eastern area vice president, responsible for engineering/technical matters.

He also serves as region Achievement Program chairman, and region secretary.

He is married with two grown up sons. His wife, Noleen, frequently

# Getting To Belfast

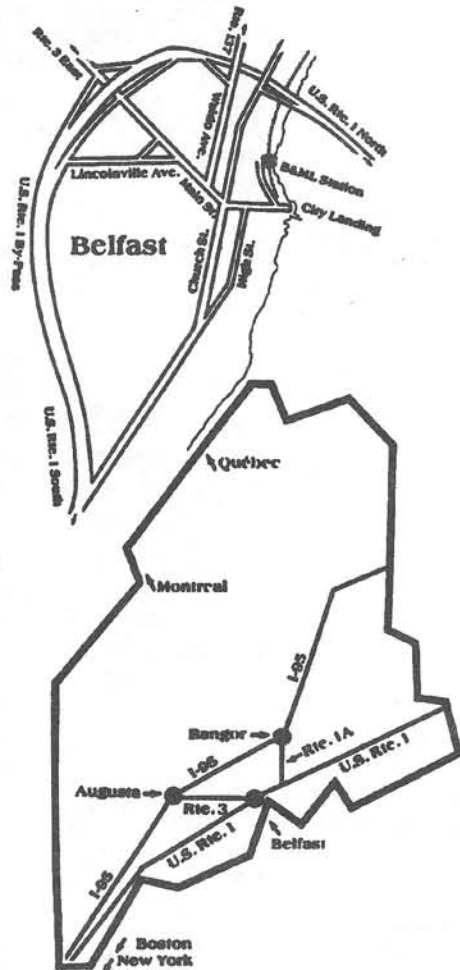
From points South and west: Take I-95 North – it turns into the Maine Turnpike – to Exit 9 past Portland, where the Maine Turnpike separates from I-95 for a short while. Stay on I-95 to Augusta where it rejoins the Maine Turnpike. Continue north on the Maine Turnpike to Exit 15. Look for signs for Route 3 – Belfast. Follow Route 3 East until it ends in Belfast.

### To the motels:

On Route 3 East in Belfast, watch for Dutch Chevrolet and Rennie's Plaza on your right. Go under the bridge and turn left up the ramp to Route 1 North. Go over the river; the motels are all located on both sides of Route 1 starting a short distance north of the bridge.

### To Crosby Junior High School:

From the intersection of Routes 1 and 3, continue on Route 3 East to Church Street. Turn right on Church St. The school is one block on the right.



accompanies him to business meetings and conventions.

By Profession, Steve is a chartered mechanical engineer and a qualified fuel technologist. After service in the electrical branch of the Royal Navy, he joined the power supply industry and is currently operations engineering manager in charge of a public utility power plant and associated distribution network.

He is a lifelong O scaler, interested in the Gulf, Mobile & Ohio, and when these needs cannot be met, he attends his local HO modular group, the Calder Northern.

### Steve says:

The 1990's are here. Exciting times are in prospect for all model railroaders, and the NMRA will continue to influence the hobby. However, we must not forget recent

successes nor the officers who created the recent successes nor the officers who created the wealth now enjoyed by all members. Choose the candidates with a dedicated background of service at the national level as area vice presidents and region trustees. Some personnel are retiring, and we need to maintain continuity by re-selecting known officers of proven ability rather than total newcomers. I ask you to re-elect me.

There are endless new challenges to improve membership enjoyment and participation. Please give me the opportunity to represent you again and so consolidate the gains made by this winning team.

*Ed Note: The above bio is presented as a matter of fairness, not as an endorsement of any candidate.*

## Candidate Information

*continued from page 3*

my maximum support to the model contest and the achievement program. I feel strongly that through these programs some of the most significant developments to the quality of our modeling are made available to both the participating modelers and those who derive their satisfaction from observing the contest and the efforts of their fellow modelers. We need to get off the political siding and on the main tract of modeling once again.

### For Vice President

**Ken May**  
Tolland, CT

Ken is 42 years old, married and he and his wife, Linda have two children, Bobby, 9 and Lisa, 7. They moved to Tolland from Stafford about 5 years ago.

Ken is employed as a system analyst by Women's Specialty Retailing in Enfield, Connecticut.

Ken has been a modeler since he was a youngster. He is currently finishing his basement area so his fourth layout can be started. This will be in a room approximately 13' by 28'. He also participates in a round robin group called The Roundhouse Boys.

From 1980 until 1988, Ken served as editor of the NER COUPLER. In addition, over the years, he has assisted with many NMRA and NER functions, and as an officer and BOD member of the Nutmeg Division. He is a life member of the NMRA and NER.

Ken says, "I feel that during the 80's I had a unique opportunity to view the workings of the region. As COUPLER editor I was very involved with many of the activities of the region. I have formed some definite ideas concerning how the NER can become more responsive to the members. The region needs to place more emphasis on long range planning. Our primary member activity is conventions. Convention planning should be 18 to 24 months in advance, not six months in advance. As vice president I will work to move forward with conventions that are announced well in advance, priced right, in interesting locations, provide a varied and interesting program, and provide enjoyment to the members. How can we do this? By enlisting the participation of a greater cross section of the membership and greatly increasing our

reaching out to you, the member. I will seek new ways to apply the personal touch toward the membership, and seek new ways to promote the enjoyment of model railroading."

### For Northern New England Director

**David Collinge**  
Wolfeboro, NH

Name: David Collinge Wife: Dorothy Children 3 Girls & 1 Boy

Address: RR2, Box 500, Wolfeboro, New Hampshire 03894

Telephone: (603)569-4876

Age: 56 Employment Status: Retired as General Engineer after 32 years with the Department of the Navy at the Portsmouth Naval Shipyard.

#### Memberships:

NMRA-Life Member

Northeastern Region, NMRA

HUB Division, NMRA-Founding Director

NRHS Boston Chapter

Lakes Region Division, RRE-Treasurer

RRE-National Vice President

RLHS

Seashore Trolley Museum

Shore Line Trolley Museum

Connecticut Valley Railroad Museum

Boston & Maine Railroad Historical Society

New Haven Railroad Historical & Technical association

Tourist Railroad Association, Inc. (TRAIN)

Down East Model Railroad Association-

Honorary Member

Awards: Don Pierce Award-HUB Division

Model Activities: Attends 20-25 shows a year to promote the hobby under the name of Railroad Information. Provides a test track with 7 scales from Z to G for engine and equipment testing with AC or DC power.

Co-chaired, for 13 years with his wife, the Wolfeboro, New Hampshire Model Railroad Show held each August. In cooperation with the Seacoast Division, NMRA, has run railroad model and ladies handcraft contests at these shows.

Publication: RAILROAD INFORMATION-A compendium of schedules for model railroad shows, train meets, tourist railroad schedules, etc. This publication currently covers events in the Northeastern United States from Maine to Maryland.

Event Schedule Column in the HUB Headlight.

Other: Has just volunteered to become a member of the Periodical Index Committee of the NMRA.

### For Mass. Director

**Wayne Craigue**  
Everett, MA

Wayne has been an active member of the NMRA, NER and HUB Division for sixteen years. During that period he has attended 5 NMRA Conventions, 31 NER Conventions, and 32 HUB Division Conventions and shows. He has served in a senior capacity on several NER and HUD Division Convention Committees and is in charge of the promotional display which he designed and constructed to promote the NMRA, NER and HUB Division at meets and shows throughout Massachusetts.

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

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

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

*more on page 14*

## Soot & Cinders

### Steam Power in New York City

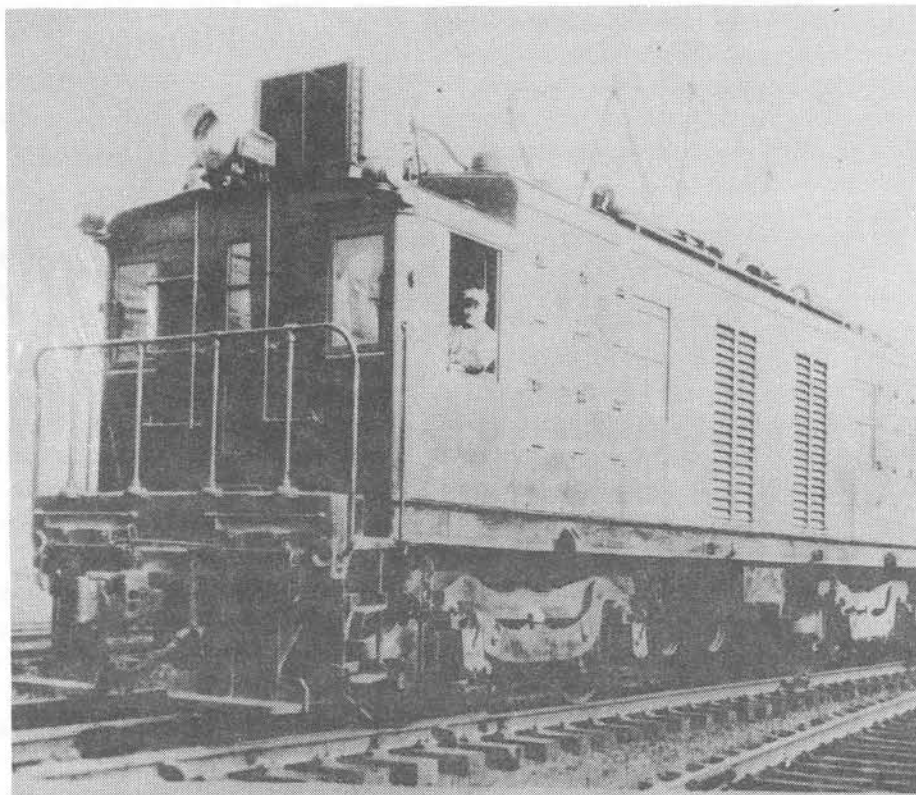
Lackawana, or better known as the Delaware Lackawana & Western merged with the Erie, whose name was simply added in front. This offset the lettering on the coaches. Now the many former multiple unit cars operate on museum lines at many different locations.

The DL&W system was about 35 miles from Hoboken to Dover. There were branches to Monclair from Roseville Ave., Newark and to Gladstone from Summit. These lines were 3000v D.C. and were electrified around 1930. Today the state of New Jersey runs the electric system.

In the 1930's, the DL&W was faced with increasing pollution concerns. The electric trains ran frequently, and thus reduced the amount of smoke and other environmental pollutants. In working at the Roseville Ave. tower there were over fifty trains on an eight hour shift. Steam and later diesel trains were few adding perhaps six or eight passenger and freight trains.

The diesel era started with locomotives being called Oil Electrics as they burned oil but it was used to generate electricity. The DL&W sought an electric switcher. The problem was that wires could not be put into all the sidings, and in fact the Boonton line was all steam.

Three experimental locos were built. These used the 3000v D.C. system, but added diesel and battery power. These engines could move on batteries but had little freight shifting power when using them. The diesel engine was small, about 400 horse power, and could

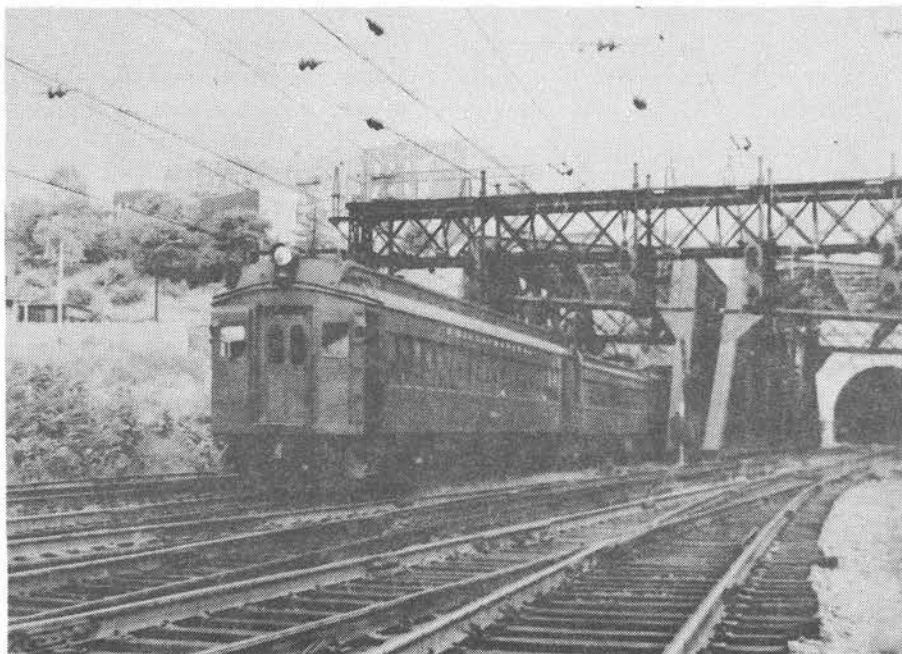


handle short cuts of cars, but the real power was under the wires.

The Three Way Machines never really blossomed as WWII

came and diesel took over. Very few people saw the DL&W Three Way Machines as they ran around

*continued on next page*



## Soot & Cinders

*Continued from page 13*

the Hoboken yards for the most part. They were used along the waterfront up to the West Shore terminal.

The DL&W ran at least one experimental freight van from Hoboken to Summit and Gladstone. The tests were successful but this was not the time for developing electric locos. World War II was coming fast and money was still short for engine purchases. Profits rolled in during the war, but the locomotive supply was severely restricted and limited to specific types. The electric engine was simply out of production and never really returned to U.S. production. When it did, it was mostly for

replacement power as on the P.R.R. New electrification has been limited to a few industrial roads.

Roundhouse has a small diesel (DL&W would have called it an oil electric). A pantagraph could be fitted to the switcher. The Three Way Machine is a good excuse to run an electric loco without bothering to string wire, or at most, show a connection to a main line which is under wire. The short wheel base Roundhouse loco would permit sharp turns like those along the waterfront piers. The typical HO model set includes eighteen inch radius track of about 140 feet of actual radius which was found around the waterfront area. This could make a fine shelf-type layout along a single wall.

## In Memory — Ed Permon

*Northern New England Director, Ed Permon died suddenly last month at home. Ed was 44 years old and unmarried. He was employed by a major computer company for 22 years. A resident of Manchester, NH, Ed and I traveled together to BOD meetings. He also visited the office several times to drop off his articles on the module interest group, so I knew him more than casually. The following is an excerpt from his own biography, which he had prepared for seeking reelection to the NER BOD.*

*Phil*

My initialization into the hobby was via the traditional post WWII Lionel set up built by my father. I became serious about the hobby at age 12 when I was presented with a Fleischmann train set.

I have had my own home for about nine years now. Since it is an older house, much time has gone into making improvements. I am slowly working the basement into a suitable model railroad location.

In the meantime, I retain my interest in modular model railroading as a member of a local group that utilizes modules as the basis for an annual Model Railroad Exhibition. I am also the coordinator of the NER Module Interest Group. I have helped make some contributions to the development of the

NMRA's national module standards and will continue to promote their use and evolution.

I am a life member of national NMRA, the Northeastern Region, and HUB Division.

As the present NER Director for Maine, New Hampshire and Vermont, I am living in an area with a number of new and closet model railroaders. I have believed that there existed a growth potential in these states. This is reflected in an increasing number of clubs, groups, and a new division being formed in northern New England.

I would continue to try to build awareness of and the membership of the NER and NMRA. The potential for increased membership and activity is in this area.

## NOTICE TO ALL MODEL RAILROADERS

from Bill Parker, President, NER

It is with sincere sorrow that I write to inform you of the passing of one of our highly respected model railroad friends. Edwin R Permon, Northeastern Region Director for Northern New England, died suddenly in his home in Bedford, New Hampshire on March 3, 1990. His congenial personality and the enthusiasm he manifested in all things that interested him will be sorely missed by his family and friends.

Ed Permon was 44 years old, unmarried, and had worked for Digital Equipment Corporation for the past 22 years. He moved to Bedford, New Hampshire in 1981 where, a while later, he became one of the original members of the "Bedford Boomers" an HO scale modular railroad group. Ed was the coordinator of the Northeastern Region Module Interest Group and was active in the development of the NMRA's module standards.

For those of you who may wish to send a card or otherwise express your sympathy to Ed's family, you can address your correspondence to his mother

Mrs. Olga Permon  
1619 Church Street  
Ambridge, PA 15003

Contributions in Ed's memory may be made out to the Ukrainian Orthodox Church and mailed to Mrs. Permon at the above address.

*continued from page 11*

## For Canadian Director

**Norman Guinard**  
Edmundston, NB

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

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

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

## For Canadian Director

**Marcel Turgeon**  
Boucherville, QUE

Biography not available.

## For Conn, R.I. Director

**Joe Sokol**  
Vernon, CT

Joseph F. Sokol is 51 years old and has resided in Connecticut for the same number of years. He resides at 213 Regan Road, Vernon, Connecticut. He has been an active model railroader for the past 14 years. He became a member of the Nutmeg Division, NER, the North East Region, NMRA and the National Model Railroad Association in 1975 and became a Life Member of NMRA in 1983 (L-4587). He models in both HO and HO<sub>n3</sub> in a 14 x 14 basement room of his residence and has completed about 70% of his layout.

Joe has served the Nutmeg Division and the NER in many ways over the past 12 years. He has been active with the Nutmeg Division Train Shows, organizing it for several years. Joe also served as Nutmeg Secretary for over 5 years. In the NER Joe has served on NER Convention Committees held at Vernon, Connecticut, and for many years on the NER Convention Registration Table at each Convention. From 1986 to present, he serves as Connecticut and Rhode Island Director.

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

## For NYS Director

**Frank Dietz**  
Plattsburgh, NY

Frank has been in the USAF for the past 18 years and is currently stationed at Plattsburgh AFB, Plattsburgh, New York, where he resides with his wife Heidi and two boys, Josh and Eric.

He is currently an Instructor Navigator flying KC-135's and also the Flight Safety Officer for the 380th Bombardment Wing, with the rank of Captain.

Frank says, "Since having moved around the country and overseas, I haven't had a permanent layout, however, I have built many shelf and modular layouts. I have been a modeler for most of my life and, like many, started with a Lionel set in 1953. I have been modeling HO since 1973. I have been a member of the NMRA for 9 years and actively with the NER since 1983. I have been very active within the CNY Division and was an early member of the Mohawk Valley Modular Club. While serving a tour with the Canadian Forces, I started a modeling group and during my three year stint in Great Britain actively modeled the American Prototype which got a great deal of notoriety in the local community. I am presently the President of the Champlain Valley Model Railroad Club located here in

Plattsburgh. I have also attended several National Conventions and as many NER Conventions as possible. I like to promote the hobby and have worked with young people both here and abroad to try to expand the love of the hobby."

## For New Jersey Director

**Jon Sem**  
Old Bridge, NJ

Jon S. Sem, a 57 year old family man with wife, Margarete (Maggie) and two daughters has resided at 271F Englishtown Road, Old Bridge, New Jersey since 1972.

Jon is employed at Onboard Chemical Corporation, Edison, New Jersey as a lead process engineering designer.

Jon is a member of several railroad related organizations among which are NMRA, NER, NER-STD, MER, MER-NJDIV, Railroading of America and the American & New Jersey Associations of Railroad Passengers.

Jon models in HO standard gauge, but is very supportive of all gauges and scales of model and real railroading including live steamers. His wife is also a lover of anything to do with railroading. Jon has been model railroading since the 1950's as time and space permitted. He is presently at work on his second layout.

Jon and Maggie have attended numerous NER and MER Regional Conventions as well as Nationals in Washington, D.C., Winipeg, California, and Boston.

This is Jon's first attempt at being an officer and if elected, he is hopeful to more than satisfy all of its requirements, perhaps even making the New Jersey Division a more active Division than it now is.

## For LI, NYC Director

**John MacIntosh**  
Garden City, NY

Incumbent Long Island and New York City Director John A. MacIntosh has been involved with HO gauge model railroading since assembling a six volt Mantua Mogul kit in 1937. Before that it was "Lionel Standard Gauge." He is a life member of the NMRA and has held NMRA membership since the 1950's. A charter member of the Sunrise Trail

*continued on page 15*

## New Members

(since December 13, 1989)

<b>Connecticut</b>		Zdislaw W. Wiekowski	Braintree
Roger V. Autori	Fairfield	<b>New Hampshire</b>	
Larry Geiste	Milford	Loren N. Magee	Penacook
<b>Maine</b>		<b>New Jersey</b>	
Geoffrey Anthony	Blue Hill	Barry Barnett	Clifton Park
Edward P. Kozlowski	Cape Elizabeth	Raymond Cafiero	Englewood Clfs
		Aaron Kominos-Smith	Highland Park
<b>Massachusetts</b>		Edward J. Moller, Jr.	Shark River Hills
Charles F. Belanger, Jr.	Holden	Melvyn H. Zander	Wyckoff
John E. Bergstrom	Braintree	<b>New York</b>	
Winslow F. Blake	Reading	Stuart M. Aaron	Merrick
Jaime Bonomi	Stoughton	Sal J. De Fini	Peekskill
Kenneth H. Brink	E. Falmouth	Phil Fodera	Middle Village
John E. Carlson	Marstons Mills	Lawrence J. Glenn	Brooklyn
Jerome W. Cross	Andover	Kenneth Hahn	Central Islip
William M. Deen	Bedford	Nat Huggins	Waccabuc
William I. Goldthwait	Lexington	Arthur Londner	Sunnyside
Gary A. Gurwitz	Worcester	John C. Magnotti	Staten Island-
David A. Insley	Shirley	Nicholas Matacchieri	New York
Walter J. Jansky	S. Yarmouth	William B. Mott	Pearl River
Frank E. Jepson	Cambridge	Eric Pavlacka	The Bronx
Christopher Metafora	Brookline	Richard A. Planer	Syracuse
John C. Meyrick	Scituate	William J. Rinck	New Rochelle
James A. Mullen	Cohasset	David F. Simonelli	Hyde Park
Arthur Myers	Norwood	David Winkler	Bethpage
John G. O'Brien	Orleans	Michael Zent	Floral Park
Phil Petroska	Groveland	<b>Rhode Island</b>	
W. Michael Roney	Waltham	James R. Hare	Cumberland
Paul J. Sabbey	Cambridge	<b>Vermont</b>	
Clifton N. Sawyer	Stoughton	Ron Piro	Burlington
Paul E. Sherr	Carlisle	<b>Canada</b>	
Arthur T. Skarin	Needham	<b>NWT</b>	
Charles Z. Smith	Shrewsbury	Roger Sevigny	Iqaluit
Donald C. Stickle	Northboro		
E. James Whitehead	Winchester		

*continued from page 14*

Division, he has also been a member of the NER since the 1960's. "Jack" is a past director and past President of the STD and is an incumbent Director of the Region. Beginning with the New York Convention in the late 1940's, he has attended eleven National Conventions, as well as every Sunrise Trail Convention since it was established and most NER Conventions during the past twenty years.

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

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

## Promotion Committee Scores Success

Two columns of new members since December attest to the success of a recent direct mail campaign by Wayne Craigie to NMRA members who are not NER members. It was probably just a case of "nobody asked them before."

### 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

April 9, 1990

# 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: TBD  
Fall 1991: Tri Region (NER, MER, NFR) convention, Binghamton, NY.



## Club des Modélistes Ferroviaires de L'estrie

### Sherbrooke, Quebec

NMRA Allouette Division and Club Modeliste Ferroviaires de l'estrie will hold their met and show at Ecole Secondaire Montcalm (High School), 2050 Portland Blvd., Sherbrooke, Quebec from 10:00 am to 6:00 pm on Saturday, May 5th and 10:00 am to 5:00 pm Sunday, May 6th. Donations will be accepted.

For information contact Hugh Fortin, 664 Caroline, Fleurimont, QUE J1E 3S3, Res: (819) 565-8153, Office: (819) 564-3673.

## A Small Correction

Good friend and regular NER COUPLER correspondent Bob Boudreau from Saint John, NB wrote to tell us that we had made a slight error when we wrote last month that the contest winner slides shown at the Hempstead, LI, NER Convention was the first time this had been done. He reported that the same method was used very effectively at Rails East '88, the combined NER/Maritime Federation Railroaders Convention in Saint John in 1988. Bob's son, Robin, took photos of all the entries (80) and they were processed at a one-hour lab in a mall next to the convention hotel. Bob was convention chairman at the time.

Thanks to Bob for keeping the record straight. And thanks also for the Fundy Northern Pass. I know I'll use it one day.

See you all in Belfast.

## NER Office Manager

79 Hemenway Road  
Framingham, MA 01701

