

The

NER Coupler

A Publication of the Northeastern Region,
National Model Railroad Association

No. 182, July 1995



Messages from Tower A

I'll keep it short and sweet this issue. For those of you who attended the Quebec City Convention, I hope you are as pleased as I am with the event.



Although I did not go on the Friday night layout tour, I heard a lot of appreciation of the bus system for getting us to the various sites. Navigating in an unfamiliar city is tough, and worse at night. I would certainly recommend a similar procedure to convention planners.

The model contest was, of course, a joy indeed. I continue as model contest chairman largely because I really enjoy the exposure to the models and the time to review them in detail. Our beginners got off to

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Canada Convention Fulfills Its Promise to Entertain the Model Railroading Community

There have been several NER conventions in the last few years which have boasted bigger attendances than the Memorial Day weekend meeting in Quebec City. However, no host in recent memory has made NER members feel more welcome - all the more an achievement because of the diversity of language and culture of our two countries.

Alouette Division planners had to deal with several last-minute disasters which could have destroyed a less well-planned convention.



For instance, the original fan-trip program promised a look at the Canadian National Railroad yards. When CN canceled just two weeks before the convention, the planning committee arranged a visit to Port Quebec where Michel Cloutier is creating a new tourist railroad, "Le Tortillard". Fans were allowed to climb aboard an FP9R (#6305), ex VIA and CN revenue equipment. The ex-6508 was upgraded to 1800 hp in 1984. The diesel was idling and the steam generator was charged for the railfan inspection. On 17 June, the trainset began operation

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#182, July 1995

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

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CHANGES OF ADDRESS

should be sent to the Business Manager (see under Working Crew in left column)

CONTRIBUTIONS

from NER and NMRA members are most welcome. The Editor reserves the right to accept, reject or edit copy as received. Articles accepted for publication will be included in *The NER Coupler* in a timely fashion.

The newsletter is composed on a Macintosh Performa using Claris Works. Since copy must be edited and adapted to issue format, it is welcome in any readable form including computer diskette.

Photographs intended for individual publication or as part of an article are invited. If you wish us to return your photos, please include a sufficiently large envelope and adequate postage. Color photos of good color balance and contrast are acceptable.

Letters to the Editor of a constructive and professional nature will also be considered for publication.

Deadline for next issue is 5 September 1995

NER Membership is open to any NMRA member at \$6 per year. Look for the application blank in each issue.

See you in Windsor Locks!

p. 1 > Messages From Tower A

a good start, while our old-timers really blasted the score sheet with some great modeling. Maybe they can be persuaded to write a short article on how they achieved such fantastic results.

And I must compliment those "New Modelers" who have crossed over into the Craftsman Class, some without skipping a beat.

Oh what a banquet, too. Here we are with a substantial language barrier, and it was handled flawlessly with good humour everywhere. I've seldom seen a better event.

I lingered in the area, and thence in Vermont, to enjoy some home layouts.

On the home front, your Executive Handbook Committee is polishing the update to the NER Constitution and Bylaws. The revision will be presented to the Board of Directors in August. If passed, the changes will be placed before the membership thereafter for its approval.

We found a lot of minor changes to make, including a more orderly description of election procedures, and the mandated separation of the Trustee position from that of the NER Presidency and other elected officers. Our new Trustee will be elected by all NMRA members living within our Region in the next election. He or she will still be a member of the Region and communicate directly with the NER Board of Directors and Region members as is the case presently.

Last, but hardly least, if you are doing little modeling this summer, I recommend you clean up and make order out of the mess on your work bench. You'll be surprised how much you'll want to use it when it's easy to use. Some modeling in a cool basement or an air-conditioned room is a nice escape from the heat in this season. It works for me. You really don't want to cut the grass anyway, right?

Brian Whiton

Pounding the Rails, a publication of NMRA's Membership Department, reports the death of Jim Williams, outgoing National Convention Chairman on 12 May, in San Jose, California. He was on a scouting expedition for the National meeting for the year 2000.

p. 1 > Québec City Pleases NER Conventioneers

as "Le Tortillard", running between Québec City and Pointe au Pic (Murray bay), a distance of 149 km. The restored equipment is painted in Olive Green and Yellow, the CN colors of the 1950s. [See restoration photos elsewhere in this issue.] Railfans also were bussed to the Québec Central Museum in Vallée Junction. Many of us on the railfan trip were envious of those who took the non-rail trip, a cruise on the St. Lawrence River and a guided tour of the fabled Château Frontenac.

Members were able to shop the trade display for two days and to be fascinated by what has to be one of the largest modular layouts in captivity (MODU-RAIL).



Dominique Sirois provided one of the more unusual exhibits seen at a model railroad convention. He collects dining car service equipment. Although he has been doing this for just a few years, his collection has grown quite substantially. Dominique confesses that he is negotiating to buy and restore a vintage dining car. Who knows where the project will go from there?

The Québec Convention planners came up with an idea that made getting to **area layouts** as much fun as visiting them. A fleet of van-style buses picked up members at the motel entrance and whisked them to a series of layouts programmed for Friday evening. While a couple of drivers got temporarily lost, I think this solution is the best thing since sliced bread.

While each visit provided something new to file away in the design section of the model-maker's brain, there wasn't an MRR

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p.3 > Québec Convention

junkie who wasn't impressed by the two scale displays at the SMFQ Club adjacent the railroad station. The HO gauge is built to modular standards, while the N gauge is a fixed style layout. Don't be surprised if you see something big and outdoorsy develop in the next few years.

Eventually, there comes a time when the planning committee sits down and reviews the results of their efforts. Denis Fortier, Canadian director, and a very busy member of the host committee, offers these comments from the "post mortem" held on Canada Day (1 July).

1. Pick a hotel not in bankruptcy. The Holiday Inn declared in February; a condition that was nerve-wracking, but not prohibitive. 2. Cellular phones are great (provided by the Cantel Company) for the show. 3. The buses were great, but drivers should get their instructions early in the day. 4. The Convention program book (in early rough form) lets the crew understand the plan better. Workers must know what everyone is supposed to do.

5. The NER Convention Planning Handbook is a great tool.

Five clinics, ranging from hand-laying tracks to designing a suitcase layout were presented in both English and French versions.

Convention Award Winners

Photo Contest

Craftsman Category

Model Slide: 1st, Simon Parent for "Crew at Work". 2d, Simon Parent for "#9036 Hauling a Freight".

Prototype Color Print: 1st, David Hoadley, for "British Columbia RR, RDC". HM, David Hoadley for "Excursion Train". Prototype Slide: 1st, Ole Bye for "GP9 on Bridge".

Master Category

Model Slide: 1st, Jack Alexander for "Coaling Stage". 2d, Jack Alexander for "Rock Creek Station". Prototype Black & White Print: 1st, Patricia Lecaroz for "Reflections". Prototype Slide: 1st, Patricia Lecaroz for "Blue & Gold Sky". 2d, Bill Mischler for "Amtrak X-2000". 3d, Patricia Lecaroz for "Westbound on the Curve". HM, Bill Mischler for "D&H Train #555".

Best in Show

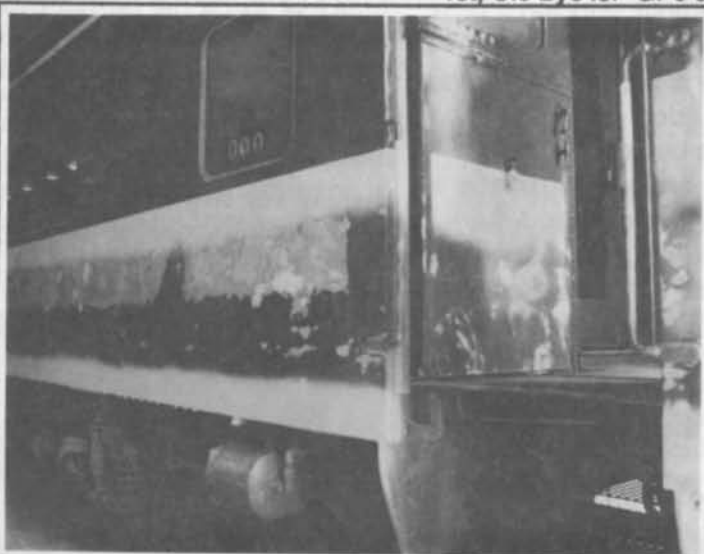
Pat Lecaroz for "Blue & Gold Sky" (slide). 1996 NMRA/NER Calendar Selection (model slide). Simon Parent for "Crew at Work".

Frank Dietz, Contest Chairman

Model Contest

Craftsman Class

Non-revenue: 1st, Germain Vailancourt for "Pile Driver" and



Restoring 1:1 scale railroad equipment is both time consuming and expensive. Ask the man who owns one.

Baldwin Trophy: 2d, Larry Cannon for "S&RL #558 Drover's Caboose". 3d, Larry Cannon for "Rutland Caboose #46". HM, Larry Cannon for "S&RL #558 Drover's Caboose". Structures: 1st, Paul Lessard for "Connected Farm Buildings" and HUB Award. 2d, Paul Allard for "Ferry Apron". 3d, Ole Bye for

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p.5 > Convention Awards

"Engine House" and Youth Award.

Master Class

Freight Cars: 1st, Bill Mischler for "Erie Hopper No. 32470".

New Modeler Class

1st, Painchaud Benoit for "CNNA SD-40-2", and NERC. 2d, Painchaud Benoit for "Springfield Terminal SD45". **Diorama:** 1st, Jeffrey Machan for "Z Scale Layout", and SRT

Brian Whiton, Chairman

NMRA Achievement Program Winners at Quebec City

There are many categories in the NMRA Achievement Program which require Merit Judging. A successful modeler must earn a total of 87.5 points out of a possible 125. Judging addresses construction, detail, conformity, finish and lettering, plus scratch-built content. Model Engineer-Civil, and Master Builder-Scenery are classes normally judged at the layout. Master Builder-Locomotive, Master Builder-Cars, and Master Builder-Structures are best judged as part of a national or regional convention contest.

There were many high quality models entered at the NER Spring Convention in Quebec City. The following members earned Merit Awards:

Germain Vaillancourt for Pile Driver (and Show high point total); **Paul Lessard** for Farm Building; **Bill Mischler** for Erie Hopper; **Lary Cannon** for S&RL Caboose, #556; **Paul Allard** for Ferry Apron; and, **Ole Bye** for Engine House.

A Merit Award was also presented to **Robert Hamm** for his excellent Model Railroad Engineer-Civil modeling.

As part of the awards presentations at the Spring Convention, a number of NER members received recognition for work they completed in the NMRA Achievement Program. Certificates were presented to:

Ronald Bergeron, Master Builder-Scenery; **Stanley Ames**, Association Volunteer; **Denis Fortier**, Model Railroad Author; **Robert Hamm**, Model Railroad Engineer-Electrical and Model Railroad Engineer-Civil; **Paul Allard**, Master Builder-Scenery, Model Railroad Engineer-Civil, and Association Volunteer. Two members unable to at-

tend were mailed their certificates: **Ronald Parisi**, Master Builder-Structures; and, **Richard Dahlgren**, Golden Spike Award.

One NER member has achieved the highest level of recognition in the Achievement Program. **Glenn Owens** has earned seven Achievement Program Certificates and has qualified as Master Model Railroader. He is the 227th NMRA member to reach this goal. Glenn was unable to attend the spring convention but hopes to be at the fall convention. Please join me at that time to honor the Northeastern Regional's newest Master Model Railroader.

Paul Allard, NER AP Chairman

Boudreau Resigns NER Achievement Program Chairmanship

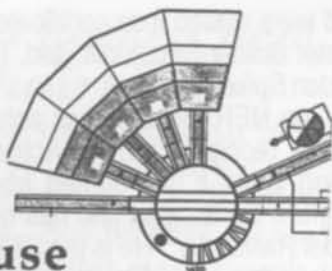
By Paul Allard

As reported in the last issue of the *NER Coupler*, Robert Boudreau has decided to step down as Chairman of the Northeastern Region Achievement Program. If you haven't had the opportunity to meet Bob in person, you have certainly seen his excellent modeling and photography in the model railroad press, including *Model Railroader*, *Canadian Railway Modeler*, *Walther's HO Catalog* and the *NMRA Bulletin*. Bob had been AP Chairman for five years during which he helped NER members throughout the region advance in the Achievement Program. I join them to thank Bob for all the help and guidance that he provided the Program.

In March, I was appointed NER Achievement Program Chairman to succeed Bob. I would like to introduce myself by telling you a little about my background. I grew up with a Lionel Lines steam engine, a handful of cars, and a small track set given me by my father in 1952. I have many fond memories of playing with those trains as a child. Throughout high school and

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Views & News
by Glenn
Glasstetter
**Down
at the
Roundhouse**



Mark your calendars for October 13-15, 1995. If it's mid-October, it must be the NER Fall Convention. If you enjoy visiting great layouts, you won't want to miss "The Windsor Locks Special"! I have had the pleasure of visiting many of these layouts over the past several years and I always come away inspired. Since this is the Fall Convention, it will be a great way to kick off the modeling season this year. This is the home territory of the "Hartford Workshop". The work of this group of modelers, which includes Don Clerke, Harold Horner, Al Kalbfleisch and Earl Smallshaw, has been featured in the model railroad press, and in the Kalmbach video, "Model Railroading Today". Many other layouts, a fan trip, and the usual activities will round out the program.

The Innovative World of Harold Horner

Of the many times I have visited Harold Horner, I am always amazed at some new tip or trick that I learn from him, such as using forsythia roots for detailed tree armatures, a Bright Boy [scouring pad] hinged on a dowel for cleaning hard-to-reach track, crocus cloth to scuff acetate sheet to make opaque windows, and a pointed rubber gum massager from the handle of a tooth brush to uncouple Kadees. Last year, Harold had a box fan with a furnace filter attached to the front to collect dust as he would blow it off his railroad. This year he had a miniature vacuum attachment kit which can be used on a regular cleaner hose to remove dust from delicate models and the layout. This kit is listed in several catalogs, including MicroMark's small tools. Don't forget to see his HO articulated engine with working power reverse!

When going on layout tours, I take along a pocket recorder to make note of all the great ideas I would like to use. If you don't have a small recorder, take along a pocket-size notebook. If you see me at a layout walking

around talking to my hand, don't be alarmed.

Vermont's Paul Allard Honored by NMRA

Congratulations to Paul Allard, our Region's new Achievement Program Chairman. Paul was the winner of the NMRA *Bulletin's* Author Contest. The prize: a round-trip ticket for two on Amtrak to the National Convention in Atlanta, plus complimentary registration and admission to several events. Look for Paul's article on Merriam's Creamery in a upcoming issue of the *Bulletin*. If you have questions or need information about the Achievement Program, give Paul a call or drop him a line. His address and phone number are listed on the "BRASS" page in every issue.

Glenn Salvatore Bounces Back

Glenn has overcome his bout with cancer and is on the road, railroad that is, to recovery. We'll be looking forward to seeing Glenn and Diane (our Board Secretary) in Windsor Locks, Connecticut. In case you hadn't heard, Jim Heidt also reported last fall that his cancer is in complete remission. I believe these guys beat this dreaded disease with their positive attitudes. If you had a chance to speak with either of them during their illnesses, you'll know what I mean. Of course, they probably would give credit to their doctors. Congratulations to both of you.



Jim Heidt, past NER President and current Trustee, joins the Alouette Division's Les Halmos in exercising their smooth-as-silk bilingual presentations and announcements following the banquet. They dispensed with the after-dinner speaker. It also happened to be Les's birthday. (39?)

Green Mountain Division Area

One of the newest tourist trains in the North Country is the **Battenkill Rambler**. The Battenkill River runs from southwestern Vermont into New York State and is a favorite with canoeists and trout fishermen. The Battenkill Railroad is a short-line freight hauler owned by Ronald E. Crowd, whose job description lists duties ranging from marketing to locomotive engineer. The 35 miles of track is owned by the Northeastern New York Railroad Preservation Group (NE-Rail).

The operation of the tourist train is largely in the hands of volunteers, who have not only restored two passenger cars, but are also reviving the station structure in Salem, New York, the old railroad town which now anchors the system. The northern terminus is Shushan, about 35 miles up Route 22. Manchester and Bennington, Vermont are almost literally a stone's throw from Salem.

The summertime schedule is: 10:15 am and 2:30 pm departures from Salem Station on Main Street on Thursday and Friday; 10:15 am, 1:15 and 4 pm on Saturday and Sunday. Fares: adults, \$8 (seniors, \$7), and children 3-12, \$4. For information call 518-692-2191.

The **Sugarbush/Vermont Express**, of even more recent origin than the Battenkill, operates between downtown Burlington's Union Station and the popular Marble Works shopping/office park in Middlebury. The tourist train makes stops in Shelburne and Vergennes, where passengers can explore the area by shuttle vans. The Express does not serve the Sugarbush all-season resort, but it is calculated to raise public awareness of Vermont's year-round attractions. Interestingly, the tourist attraction is a forerunner of a public transit system aimed at relieving congestion on Shelburne Road, south of Burlington, which is scheduled for intensive rehabilitation.

The schedule provides for two departures from the Burlington area (9:30 am and 1:30 pm) on Monday and Wednesday through Friday. On Saturdays, Sundays and holidays, the departure times are 9 am, 1 and 4:45 pm. This service is now scheduled through 9 October. Everyone over 8 years pays \$8. For more information and a complete schedule, call 802-864-7277. Tour groups should call 802-583-2385, x416.

If you're up in the Vermont area, don't look for Canadian National's **Central Vermont**. After many hostile hearings and bitter opposition by a dozen railroad unions, the sale to RailTex of San Antonio, Texas, was approved. Opposition was based primarily on the threat of **New England Central** to eliminate 70 positions. Current evaluation of the February 4th, \$40 million sale reveals the wisdom of RailTex's plan. CV had too many employees, thanks many say, to the pressure of the historically powerful railroad unions. The long-time railroad City, St. Albans, is pleased with the performance of **New England Central**, and its employees equally so, thanks to a recent profit-sharing bonus.

Amtrak's Montrealer, despite its high level patronage, did not make enough profit to continue service. The attitude of government and management of mass transit in the United States has historically ignored the service concept for the financial bottom line. The State of Vermont, with the encouragement of local businesses, persuaded Amtrak to continue service under the name of the **Vermont**. Originally a night train, the **Vermont** operates during the day, and will soon alter its schedule so that Vermonters can debark in New York in time for dinner and a show. Unfortunately, the **Vermont**'s northern terminus is now St. Albans, instead of Montreal. Hopefully, the people who run our railroads will eventually realize that more satisfactory schedules depend on the condition of the railbeds. As some wag said "The problem is that we let the railroaders run the railroads."

HUB Division

The **Fall Show** is scheduled for Saturday, 21 October, at the Best Western Royal Plaza Trade Center in Marlboro, Massachusetts. You'll find the spectacular plaza one mile west of Route 1495 on Route 20. Admission donation is \$5, while children 6-12 can get in for a buck. For more information, get in touch with Bill Goldthwait at 30 Baker Avenue in Lexington, Ma. 02173. Call him at 617-862-8078.

Sunrise Trail Division

Although the **Canon Ball** got the news out on time, we're sorry we couldn't let you know about the **Long Island Live Steamers** meeting 25 June.

p. 5> **Allard named new
AP Chairman**

college I was not involved with model trains. My interest was restarted when the American Freedom Train visited Vermont in 1975. Seeing that steamer and visiting the exhibit was enough to restore the model railroading bug for good.

I am a charter member of the North Western Vermont Model Railroading Society which was formed in 1978. I have enjoyed working with and learning from the model railroad club members. After attending two NER conventions as a non-member, I joined the NMRA and the NER in 1988. The conventions, with their clinics and layout tours have provided me more opportunities to meet experienced modelers and learn new skills.

I was appointed Green Mountain Division Achievement Program Chairman by Bob Boudreau at the Conway Convention. I have worked with Bob to to earn four AP Certificates: Model Railroad Engineer-Electrical, MRE-Civil, Master Builder-Scenery, and Association Volunteer. The latter was the reward for working with local Boy Scout Troops to earn the Railroading Merit Badge. Visitors to the NWVMRS March shows in 1993 and 1994 were able to see the fine 4x8 ft layouts these scouts produced.

AP is Networking, Big Time

Regional programs, which require interaction with a large number of members, cannot be run by a single chairman. Each division within the Region should have its own Chairman. At least five now have AP Chairs: **Alouette Division:** Benoit Leclerc, 315 Ronsard, Beauport, Québec, CANADA G1C5K5; **Green Mountain Division:** Paul Allard, 53 Rollin Irish Road, Milton, VT 05468 USA; **HUB Division:** Donald Howd, 48 Arrow Wood Street,

Methuen, MA 01844; **Hudson-Berkshire Division:** Robert Hamm, 40 Michael Drive, Saratoga Springs, NY 12866; **Sunrise Division:** John MacGown, 32 Liberty Boulevard, Valley Stream, NY 11580.

Other volunteers and Division Superintendents whom I have not listed should contact me about potential candidates for their divisions. If you have any questions about the Achievement Program, call or write me. My address is listed on the BRASS page (2).

A few Merit Award winners have not received their certificates. Let me know, and I'll see that you get them. Some Golden Spike Awards also have not found their owners. Write to me with the pertinent data. I will also try to attend the NER conventions, so you can catch me there. The AP is a member service which recognizes great model building throughout the organization. The program starts with your outstanding models! Bring your work forward to share with your fellow NMRA members.


Off the Top

A Personal View

Finding vehicles for your HO layout can be difficult and expensive, and while price and availability have improved somewhat in the past five years, the majority of them are imported and pricey.

When my kids were little (I hate to count the years), the four of them had dozens of Ertl tractors and farm implements, reasonably priced.

In 1991, I wrote to Fred Ertl, Jr., suggesting he bring out a 1/87th scale line, citing the size of the potential market. He wrote, "we have a long line of 1/64th products and, therefore, cannot retool just to have another scale in 1/87th." With that attitude, your Dad would still be delivering mail, Fred.



A Lime Kiln in Colorado

By Brian Whiton

In this article, I'd like to discuss a small lime kiln which I stumbled across not far from Bassalt, Colorado. Lime stone is common throughout much of the United States, so most model railroads could include a lime kiln.

This was a small operation. I'd guess the capacity of those furnaces is about 6 tons of lime per burn and 1 burn in about 3 days. Considering that there are two kilns side by side there should have been an output of about one small wooden gondola car of burned lime every three days.

The process is to charge the furnace tower from the top with layers of wood and limestone. I could not tell you the particle size of the lime stone, but I'd guess the typical run was 3" stones. These had to be open enough to allow a chimney effect. When the tower was charged fully, the tinder at the bottom was lit. The fire progressed up through the charge due to the voids in the rather loose pile. Combustion is regulated by controlling the inlet air from the bottom. When the correct heat and duration are achieved, the lime stone takes on an indicative color. I believe this a light yellow, having started as blue-white. Test samples must have been drawn off and cooled to determine color, as the hole mass becomes incandescent when under heat.

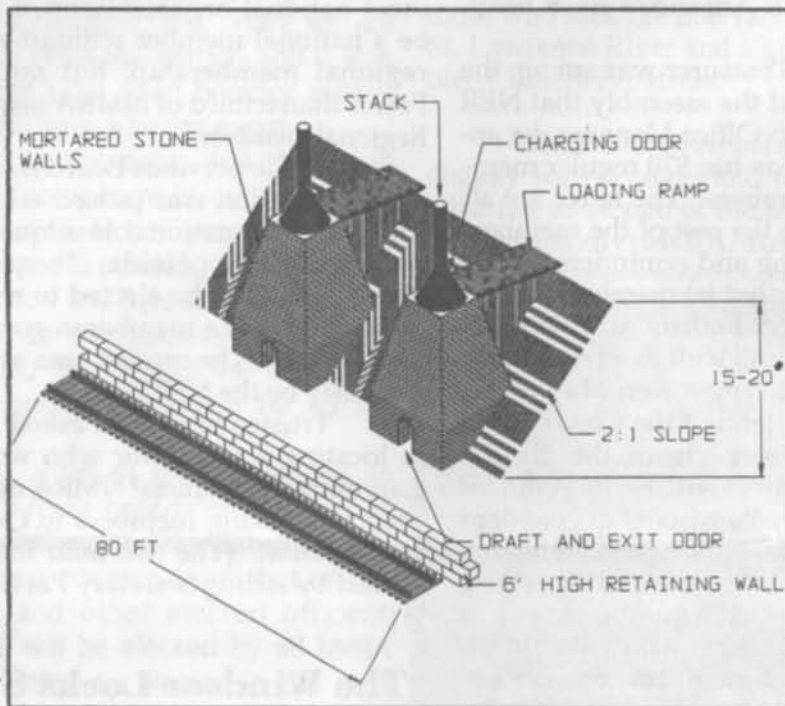
The product falls to the bottom due to a reduction in volume from driving off gasses and water. This is raked and shoveled out from the bottom of the tower before it can cool completely. In this form it is very caustic. If a

small amount of water is mixed with a large amount of burned lime, it will get hot enough to set a rasilroad car or building on fire. How lime was re-hydrated, I'm not sure. I imagine the burned lime was thrown into vats of water, then the contents drained, dried and ground. Farmers just pile it up and let it get rained on.

Hydrated lime is an excellent soil conditioner, often thought of as fertilizer. The limestone can be ground into dust for use in paper products and a host of other applications, including

the making of cement and mortar. Small kilns were mostly directed at the fertilizer trade.

You need not model the quarry and the towers and hydration. A wagon or some trucks delivering the stone from the off-scene quarry presumed to be not too far away would be accompanied by those delivering fuel (wood or coal). The bottom of the earth-



platform on which the towers are constructed could be six feet or so above the flat area where natural rehydration in piles was conducted. The area would be level with the top of the gondolas used to carry away the product, or a conveyor running under the piles could carry the stones to a crusher with a sorting tippie. Around the towers there should be some men, a wood pile, some shovels and rakes, and you have a great little industry that is easy to build and becomes a fair traffic generator.

A quick look at the charcoal industry tells us that an even simpler arrangement with beehive ovens would be an even larger producer of traffic, with the advantage of loads of wood inbound, and loads of charcoal outbound. The burn takes longer so you have more ovens. These can be directly adjacent to and six feet above the track for easy loading of gondolas, or the hand-loading of box cars.

NER Board Watch

*A Digest of the Meeting Minutes and
Other Activities of the Board of Directors*

President Brian Whiton presided over a full house of Board members on Sunday, 28 May, the last day of the Québec City convention. While non-board members may attend any BOD meeting, most were sampling the sights of one of North America's most beautiful cities.

Although the Treasurer was among the missing, Brian assured the assembly that NER is solvent. As *pro-tem* Office Manager, he announced that the Region has 870 regular members and 105 Life members. The latter are all presumably alive, but the rest of the membership list needs weeding and reminders sent to the delinquent (dues, that is) members. Brian noted that the NMRA *Bulletin* still lists the Browns as OMs and Jim Heidt as President.

Convention Chairman **Ken May** reported that 132 people attended the Convention, 85 of whom (64%) were from the United States. The fall meeting will be in Windsor Locks, Connecticut (that's where the President lives). Some future convention possibilities are Long Island, Hyannis, Maine, and Kingston, New York. Ken suggested a questionnaire in a future issue of the *Coupler* which would attempt to find out what members consider important to a good meeting, and conversely, why they don't come to meetings. One of the concerns of meeting planners is the cost of the banquet and other meals. This income often subsidizes other hotel meeting expenses. An off-site banquet can pose several difficulties.

Frank Dietz reported on his research into producing membership displays and souvenir pins, shirts and hats to promote NER.

Brian announced that Dorothy Collinge had not volunteered for the non-rail activities chairmanship. We need someone for the post.

Joe Popecki asked Board members to help solicit long or short articles for publication in the *Coupler*. Especially important are articles without time value which can be plugged into issues as needed. **John McGowan** expressed concern that the Sunrise Trail division would lose Staten Island. Frank responded that, when re-alignment is completed, Staten Island would be in the SR Division.

Ken May brought up the matter of **election of Region trustees**. The process was revised at last summer's national NMRA meeting. Every NMRA member residing in a Region will receive a ballot to elect a Trustee to represent that region. Each Region has a Nominating Committee Representative. NER's Rep is **Jack Alexander** (111 South Street, Bridgewater, MA 02333). Because the relationship between national membership and regional membership in NMRA is a bit different than most national organizations, it is possible to be a national member without subscribing to regional membership, but not the reverse. Fewer than a third of NMRA members are also Regional members.

At the previous Board meeting in Albany, a resolution was passed which was to be forwarded to national headquarters by current Trustee **Jim Heidt**. It specifies that a Trustee may not be elected to represent a Region who is not a member in good standing of that Region. The motion was approved unanimously by the NER Board.

Trustee Jim Heidt asked for assistance in locating a translator who would assist in communicating official NMRA materials to our French speaking members in Québec's Alouette Division. (The two-hour meeting was recorded by Acting Secretary Pat Bettinger.)

JTP

"The Windsor Locks Special"

The convention planning committee for the fall meeting, 13-15 October in Windsor Locks, Connecticut, is composed of Brian Whiton, Ken May, Linda May, Joe Sokol, and Charlie and Patti Bettinger.

They have selected the Holiday Inn on Route 75 adjacent the Bradley International Airport. The Inn has offered NER a \$67 per day room rate (single or double). On Friday evening and Sunday there will be tours of some of the finest home layouts to be found anywhere. The Quebec bus system may not work here, but site visits will be well organized.

There will be a great fan trip on Saturday for all attendees. The banquet that evening will be memorable. PB

NEP Χουπλερ

Now that I have your attention, keep reading. Hopefully, one of the benefits of NER membership for you is the *NER Coupler*. We try to inform and entertain you. But that can't be done without your cooperation. There is among you a prodigious wealth of ideas, skills, experiences and accomplishments. The problem for any editor is to pry loose these stories and commit them to the printed page.

Many of you who have something to share may not like to write. That's OK, but you can jot down your ideas and let us re-write them. You can even talk to a dictation cassette or a boombox. That's why I'm called an editor instead of an assembler. We can let you review the re-write before it's published.

Let me suggest a few kinds of articles you can produce:

The Elusive Prototype.

Read Brian Whiton's article in this issue on his visit to a lime kiln in Colorado, and its possibilities for incorporation to a layout. Have you visited a site recently which included interesting prototype equipment, new or vintage?

Museums

There are hundred of collections in North America which are worth a visit with a note pad and camera. Many members are unaware of a lot of them, or how near they may be to an annual vacation trip itinerary. Include tourist railroads or an Amtrak trip.

Personal Layouts

Maybe you'll never have an opportunity to open your layout to visitors at an NER convention, but you may have some features on your pike which no one else has tried. Why not share your ideas? Don't be shy. Short fillers are welcome.

Special Skills

This is the "How I did it good department." Are you an expert with a soldering iron, hand power tools, sketching scenic ideas, shrinking the real world to

HO or Z scale, sound effects for the ultimate scale realism, applying computer equipment and programs to design and operation, photographing your layout or prototype situations? How about short articles like how I converted a range hood to a paint booth?. Why not share your accomplishments with fellow members? Don't tell yourself that everyone else knows what you know. Our readers range from total amateurs on up. You can really help a new modeler enjoy the hobby.

Picture and Slide Collections

Over the years, Dick Hanschka has sent us many fine black & white pictures and lengthy captions which were published under the by-line, Soot and Cinders. I'll bet there are thousands of pictures out there just waiting to be published. We'll return your originals. History! Stories your father told you.

New Members, 7-29-94 to 7-10-95

Connecticut: Russell Panecki ((Branford); Ronald J. Musco (Poquonok). **Massachusetts:** Milton Gardiner (Plainville); Mark Shoneman (Acton); William H Mitchell (Sandwich); David H. Alward (Norton); Richard Crouse (Oxford); Chris W. Devereaux (Beverly); John Hillier (Lexington); W. Michael Roney (Waltham). **New Hampshire:** Diane Johnson (Hancock); Loren Johnson (Hancock); Mark Fernald (Amherst); Paul A. Griffin (Londonderry); Richard Brumaghim (Peterborough); James W. Moreland (New London); Robert B. Anthonyson (Sunapee); David Emery (Derry); Arthur J. Provencher (Henniker). **New York:** Greg Eppich (Hadley); Glenn Fogle, Jr. (Saratoga Springs); Richard L. Dahlgren (Highland Mills); Kevin Katta (Brentwood); Norman W. Cover (Schenectady); Henry A. Stubing (Huntington); Frank Dagostino (Dix Hills). **Maine:** Larry S. Cannon (Auburn); David Robertson (Springvale); Robie Wile, Jr. (Waldoboro); Elmer Bennett (Sanford); Karl A. Rasche (Presque Isle); Frederick W. Popp (North Haven); Richard L. Rogers (Oakland); Paul Bickmore (Bangor); Fred D. Nichols, Jr. (Gardiner). **New Jersey:** Richard A. Spano (Trenton). **Vermont:** Robert Ertl (Fairfax); David Delphia (Vergennes). **Québec:** Jeffrey Machan (Charlesborough).

Wanted: Copies of NER Coupler #171.

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**TO: Denis Fortier, NER Director
Canada**
**FROM: Your NER Friends South
of the Border**

**DE: "Vos Amis de la RNE - au
sud de la frontière"**

Please convey to the Quebec City convention team our hearty congratulations for presenting NER members with a superb program in a world-class city. Perhaps what pleased us most was the easy grace with which you, our hosts, bridged the language and cultural barriers. I feel sorry for the many NER members who didn't have the opportunity to experience the love of two nations for each other through the kindness of our personal contacts. Despite the problems which plague every convention, you put on a great show which we won't soon forget.

Your Editor also apologizes for the page 1 greeting in the last issue of the *NER Coupler* written in my schoolbook French. I hesitate to ask what I really said.

We look forward to seeing our Canadian colleagues this fall in Windsor Locks, Connecticut.

Bien vouloir transmettre au comité organisateur du congrès de Québec nos sincères félicitations pour avoir présenté aux membres de la RNE (Région du Nord-Est) un programme superbe dans une ville de première classe. Le plus satisfaisant, c'est la courtoisie avec laquelle vous nous avez reçus en cimentant les différences culturelles et de langage. C'est malheureux pour ceux qui n'ont pu assister à cette belle expérience de deux nations qui s'unissent à travers des échanges mutuels. Malgré les difficultés liées à chaque congrès, vous avez réalisé un congrès de toute beauté que nous ne sommes pas près d'oublier.

Votre éditeur regrette le fait que le mot de bienvenue dans la dernière édition du *Coupler NER* a été écrit avec mon français d'école-primaire. Je me demande ce que j'ai réellement écrit!

Nous espérons revoir nos confrères Canadiens cet automne à Windsor Locks, Connecticut.