

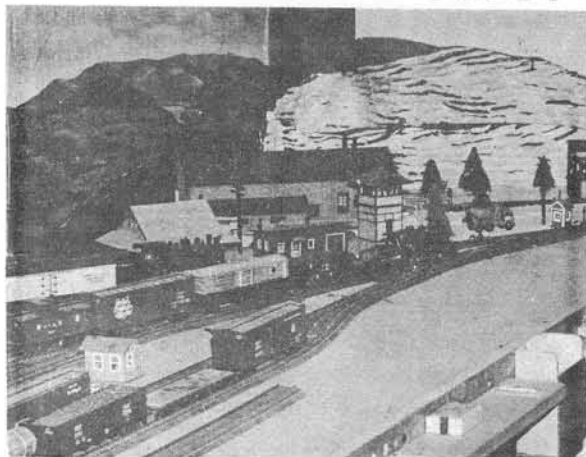
NER 92  
BARRE'S  
QUARRY



*MONTPELIER: Spring Convention Preview**by D. Stanley Decker*

NER members will convene May 21-23 for the 1971 Spring Convention in Montpelier, Vermont.

The Fantrip will be to the Barre Granite Quarries where some of the finest granite is excavated. The Fantrip will originate in Montpelier at 1:30 p.m. up over a switchback on a 6% grade which is reputed to be the steepest east of the Rockies, to the world's largest granite quarries. Also a stop at the Rock of Ages Tourist Center and a trip over their private railroad.



Cliff Shuttle's S Gauge that will be seen on one of the layout visits.

Two to four early registrants will be the lucky recipients of a cab ride. The names will be drawn from those with pre-registrations.

The Montpelier Tavern Motor Inn will be the scene of activities on Friday, May 21, Saturday, May 22 and Sunday, May 23.

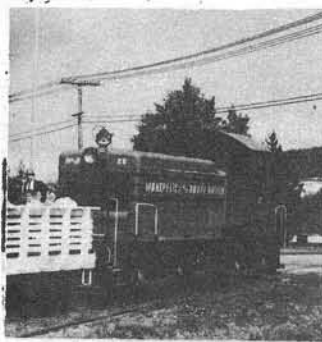
Friday night will feature film, bull sessions and layout visitations. The Winooski Valley Model R.R. Club will act as host. Registration on Friday will be held from 7:00-9:00 p.m.

Saturday the registration desk opens at 9:00 a.m. Clinics will be scheduled in the morning and as the Tavern is located downtown, the ladies will be in easy walking distance of stores and about a block from the State Capitol building complex.

Model Contest entries will be received until Noon on Saturday. Also anticipated will be an extensive dealer and manufacturers display.

A Sales Table will be available to provide an outlet for those items you wish to buy or sell. Luncheon will be on your own with everyone boarding the train at 1:30 p.m. near the Tavern.

Saturday night features a delicious Roast Beef Banquet with the presentation of awards, followed by an Auction. During the Auction, the ladies will enjoy Bingo in a nearby room.



Montpelier and Barre Railroad Number 28

THE PRESIDENT'S CORNER



As you have probably noticed, this Coupler no.92 is just a bit different in layout and format than your previous Couplers.

There is my friends and fellow model railroaders, a very good reason for this. This is the first attempt of your Publications Dept. to publish our quarterly news - letter, and to put it mildly, we have had our problems. To be sure every edition of the Coupler gives the editor and the staff a few more gray hairs and it's been rumored, made more than one editor bald before his time.

"Couple" the usual problems with a staff who up until mid-February hadn't even seen the press, let alone ever run one, and this will give you some idea of where we started. We had more than our fair share of "mechanical" problems to overcome, and this contributed to the delay in getting out this first Coupler to you.

However, much ink and several rooms of paper later, no.92 is now in your hands, and in no small part thanks to the diligence and efforts of our Publications Dept. Chief Jack Brown to whom we all owe a big thank you for seeing our dream of operating our own press pass from that to a reality.

For myself, I'd like to use my column to thank Jack for a job well done.

*Dick*

Issued quarterly, THE COUPLER is the official publication of the Northeastern Region-NMRA, Inc. Annual subscription is included in all membership dues.

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STAFF

EDITOR: John W. Nelsen  
 ASSISTANT EDITOR: Don Minnich  
 BUSINESS MANAGER: Jack Brown  
 ENGINEERING DEP'T  
 EDITOR: George Konrad  
 CONTRIBUTING WRITERS:  
 Kevin Doyle Richard Hanschka  
 Bill MacIver, Jr. John Muise  
 Ira Rothberg  
 GRAPHIC ARTS STAFF:  
 Bill Drake Dick Towle  
 EDITORIAL OFFICES:  
 5 Edgewood Drive  
 Syosset, New York 11791  
 BUSINESS OFFICE:  
 Post Office Box 404  
 Wakefield, Massachusetts 01880

PATRONIZE COUPLER ADVERTISERS!!!



## COOPERSTOWN AND CHARLOTTE VALLEY RAILWAY FORGING AHEAD!

Following a long, hard winter of planning, officials of the recently incorporated COOPERSTOWN AND CHARLOTTE VALLEY RAILWAY say operations on the Delaware and Hudson's branch to Cooperstown are a certainty this year under the new carrier's herald.

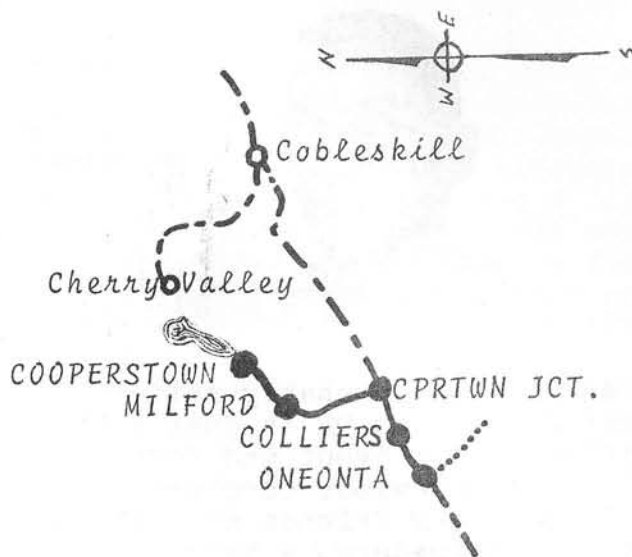
To prove their readiness, the C&CV brass ran a special train over the 102-year-old line this past Easter Sunday. Aboard, along with proud stockholders, were rail buffs, D&H officials and a number of newsmen.

The original 16-mile Cooperstown and Charlotte Valley Railroad was organized in 1869. Thirty-four years later, under the month-old administration of David Willcox, the D&H bought control of the road for \$112,500.

Willcox's prime objective in the purchase was to place a roadblock in the path of the fledgling New York and Mohawk Valley Railroad, which was seeking right-of-way or trackage rights for southerly expansion.

The Willcox acquisition proved to be a wise move, for in short order the C&CV became self-sufficient and generated substantial income for the D&H Susquehanna Division. The C&CV connected with the D&H at Cooperstown Junction, 6 miles northeast of Oneonta (see map).

Officials of the new C&CV, led by former DO-Line General Manager Walter Rich, have been selling \$10-a-share stock subscriptions to finance acquisition of the line from the D&H. The D&H is getting \$50,000 for the property; one-half the expected income from the stock issue (10,000 shares).



COOPERSTOWN & CHARLOTTE VALLEY

The C&CV's 1971 season begins on Memorial Day weekend and will be in full steam through the end of September. Service will be provided between Cooperstown and Milford, a distance of 8 miles, by five trains: 10:30A, 12 Noon, 1:30P, 3:00P and 4:30P. Service will be on weekends only until July 4th and after Labor Day.

On the 4th, daily service begins and a thrice-weekly extra will be added to the timetable. An evening train, at 6:15P, will be on the schedule to provide full dining car service between Cooperstown and Milford (possibly to the Junction or to Oneonta, as well). This service will run on Wednesdays, Saturdays and Sundays.

Fares will be easy on the budget: Adults, \$2.00; Children, \$1.00. Special group rates will also be available on the new C&CV.

## SPREADING THE WORD THE PNR WAY!

It never fails! Model railroaders will always find new ways to increase their number and spread the enjoyable moments this hobby gives us. A perfect example comes to us from 4th Division, Pacific Northwest Region and a genial chap by the name of Duane Damgaard (our 1973 National Convention chief).

"To open the world of model railroading to more local folk," says Duane, "the 4th Division began a regular, bi-weekly clinic program in the Seattle area. We hold our clinics on the first and third Wednesdays, one in the city's North End and the other in the South End. The clinics," Duane adds, "are always open to all; PNR or NMRA membership is NEVER required."

"Our clinics began just over 1½ years ago," he explains, "and it took a lot of effort from dedicated 4th Division members to get them rolling smoothly."

Program advertising came by way of The Grabiron, 4th Division's dandy publication, and by trusy word of mouth build-ups from very satisfied participants. More publicity was generated by the City of Seattle and a local hobby shop. The North End clinics are part of a Seattle City Parks Program; the hobby shop hosts the South Enders.

According to Duane, "the overall program began with about 25 people taking part. Now, however, we are hosting an average of 80-90 folks a session." Again, these clinics are NOT restricted to PNR or NMRA members. As Duane says, "how else could you promote INTERESTED new members. You've got to give them graphic proof of what the Regions, Divisions and the National can do for all members." (con't, pg. 8)

## THE COUPLER WORKSHOP

Need extra weight for flatcars? Rout out the floor stock to make room for 4d finishing nails. A rectangular area near each end will accomodate enough 1½" long nails (less heads, of course) to add need extra weight. Check the weight, fill in the routed spaces with plastic wood and, when fully dry, sand smooth and finish with paint.

Toning lichen? The bright shine found on some commercial lichen can easily be toned down by sunlight. Place the lichen in the direct rays of the sun, "bake" til you get the shading you want and then apply to your layout.

Finger-paint weathering? Well, almost. Press your fingertips onto a rubber stamp ink pad and lightly smear the ink onto cars and/or engines. This is a darn good wathering "base" material.

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"MAZELTOV" ..... "SALUD"

Drinking glasses with the Little Rhody Division herald imprinted on them are now available. Price for a set of six is only \$5.00. Order a set or two now and liven up your next clan gathering:

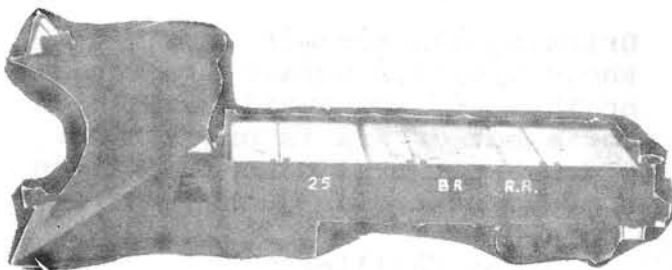
Lynn Phillips  
6 Sturdy Street  
Attleboro, MA 02703

or

Bill Robertson  
43 Dennis Street  
Attleboro, MA 02703

Glasses with herald imprints for other Divisions can also be made. Lynn or Bill will be glad to see that you get the full details.

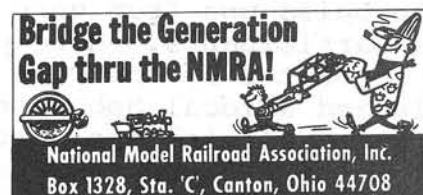
The SUNRISE TRAIL DIVISION celebrated their fifth anniversary with an Open House held on March 27th at West Hempstead, Long Island. About 200 model railroaders crowded into the American Legion Hall to take part in the day's activities. Clinics, slide shows, movies, switching contests, model contests and a ladies' contest, along with tours of various club layouts in the area kept everyone busy during the day. A Cocktail Hour preceded a delicious catered banquet. To top off the banquet, some of the ladies cut the commemorative fifth anniversary cake. The awards were presented to the model contest winners and door prizes were given out, rounding out the evening. The organizer and overseer of the successful Open House was Charles Geerz of West Hempstead, L.I.



Above is one of the models which won a prize. The proud owner of the plow is Pete Higgins of Westfield, New Jersey.



Among the "Brass" in attendance at the Sunrise Trail meet were: Northeastern Region President Dick Towle; National Executive Vice President "Gene" Colburn; Sunrise Trail Division's Graham Harvey; Hal Carstens of Railroad Model Craftsman Magazine; and Eastern Vice President Bill Hammer.





The newest - Pioneer Valley



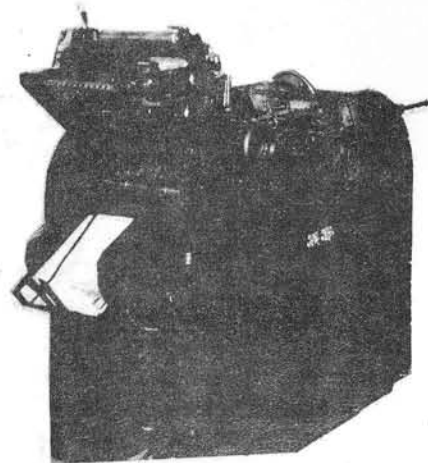
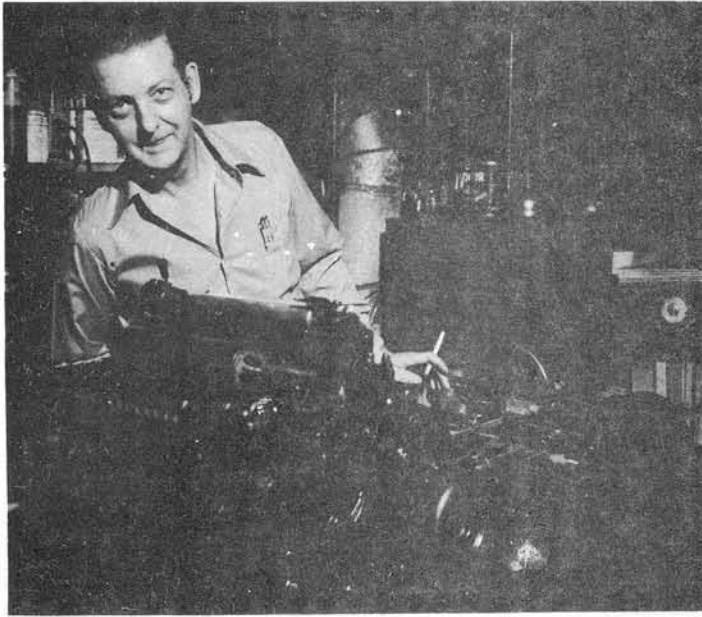
"Oh"

Scenes from the Hub Division's  
Open House held at Brockton, Mass.



Hub Division Chairman Bill Parker looking and wishing his pike was this far along!





#### JACK AND THE MECHANICAL WHIZBANG

"I built a platform with 2x8s and a couple of 4x4s, loaded the press on it and, after setting some piping under it and rigging a chainfall, I gave the whole contraption one hell of a mighty shove!"

This, dear friends, is how Publications Department head Jack Brown describes the half-hour journey our new press made from his backyard to that subterraining den of wonders he calls home. As is par for the course, however, Jack's brevity is exceeded only by his grasp of all things mechanical. If and when Brother Brown sets himself to the task of writing his memoirs, only then will we learn the whole knuckle busting story.

The press, a Multilith 1250, was purchased and delivered in mid-February. In the days between its arrival and the publishing of this issue of THE COUPLER, Jack invested countless hours of tinkering, puttering and general what-not in the

press to insure many long days of use for NER's first MAJOR acquisition.

With the press installed and operating, we can now do the bulk of the printing work that, for years, had to be farmed to commercial folk. For \$350, the cost of our new mechanical whizbang, we're in the pleasing position of being able to cut Region printing budgets in half (or better)!

More important is the fact the NER Divisions can trim their printing costs to the bone! In Sunrise Trail Division, for example, the cost of printing 250 copies of an eight page CANNON BALL will cost in the neighborhood of \$8.00, exclusive of halftones. This price, it should be noted, is based upon current costs for camera-ready copy. Halftones will run about \$1.10 per page extra. A complete cost schedule will be mailed to all editors shortly, (con't., pg. 11)



WHIZBANG ... (con't. from pg. 9)

but, to give you all an idea of the cost reductions possible for Division publications, here are some representative figures:

Pages	250 copies	500 copies
8	\$ 7.50	\$14.25
16	15.00	28.50
24	22.50	40.25

Halftones, PER PAGE: \$ 1.10

By no means are these exact prices! With costs being what they are today, we consider these prices to be reasonably accurate guidelines. Actual costs will depend upon subject matter, format, amount, etc. Also, the above prices are based upon NO halftones and on camera-ready copy.

In addition to supplying press work to NER Divisions, our mechanical whizbang will be available to our members on an individual basis. We will have full details for y'all in the next issue.

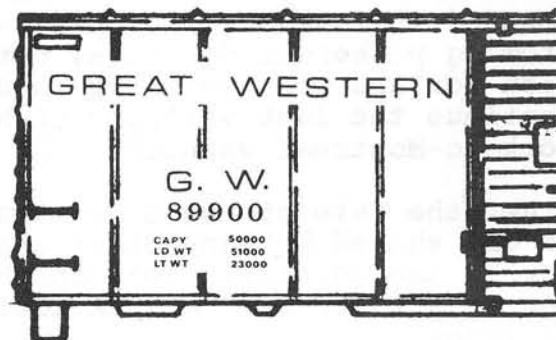
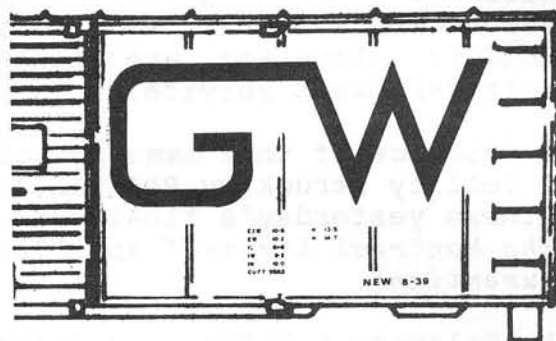
Oh yes! NER cannot accept printing orders from commercial establishments, i.e., hobby shops, member manufacturers, etc. In the future, perhaps! Right now, NO!

A final note (our "last-but-not-least-department") ... with the printing of this issue of THE COUPLER, the Region press has paid for itself! Postage for this edition is roughly 30% more than printing costs. Previous editions ran the other way around, with printing costs about 400% greater than postage. Something else to make a guy think about!

Don't let Montpelier slip you by!!!

LETTER YOUR CARS AND LOCOS  
WITH

YOUR OWN  
ROAD NAME



USING CUSTOM DRY TRANSFERS

BY

**D & D** MODEL PRODUCTS  
1904 S.W. 104th  
Seattle, Washington 98146

## FAREWELL TO A PAIR OF FAVORITES

by John W. Nelsen

Albany, NY (5/1) ... By virtue of RAILPAX, the American railroad scene has lost of what little remained in recent years of the halcyon days of intercity passenger service.

Today, R-Day, an estimated 55% of the intercity trains operated by US carriers are gone from the "Official Guide" rundown. Today, five states and many major cities, including Cleveland, are without passenger train service.

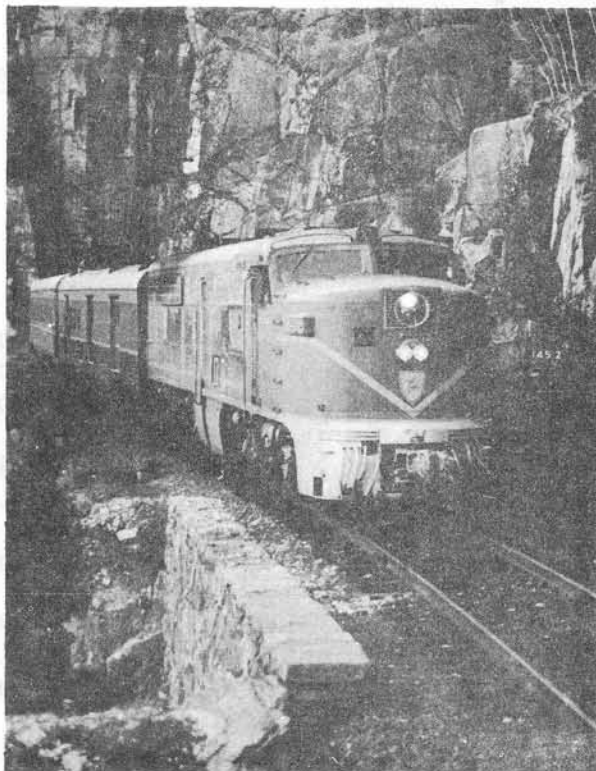
As evidence of this damning note of reality struck by RAILPAX, witness yesterday's final runs of "The Montreal Limited" and "The Laurentian".

The Delaware & Hudson, to which these name-trains were but two sets of train numbers coupled with growing passenger deficits, petition for and won the right to discontinue the last vestiges of New York-to-Montreal varnish.

True, the fate of these two trains is one shared by many other trains across the country. Yet, on the D&H this fate comes with a touch of irony.

When the last "Laurentian" and "Limited" completed their final southbound journeys yesterday, the final curtain came down on the last of Alco's classic PA diesel-electrics. The days of a PA in revenue service are truly gone.

Unlike their departed kinfolk on other railroads, the D&H PAs won't be running out their last miles on the head of local or symbol freight consists. According to D&H spokesman Jerry Winter, mothballs await



-----  
The northbound "Laurentian", behind PA #17, twists its way out of Red Rock Tunnel and along the rocky western edge of Lake Champlain near Willsboro, NY. (Tony Koester photo, courtesy of RMC)  
-----

the former Santa Fe varnish-haulers at Colonie.

In Winter's words, "purchased specifically for our passenger service, the PAs will probably sit under wraps at Colonie until our top management people are ready to place orders for motive power more suitable to our new status as a "freight-only" line. I personally doubt we'd bother with re-gearing the PAs for freight service." Said Winter, it just wouldn't be "economical" to make the conversion. (Continued)

The D&H has long held efficiency in operation is the cornerstone of financial success. David Willcox proved this theory, as did Leonor Loree and Joseph Nuelle. In their combined tenure of 51 years at the helm of the D&H, these administrators set a precedent ... don't compromise efficient operations for anything.

A re-gearing of the remaining PAs would, it seems, be a compromise of major proportion. A trade or scrap sale ... even a financially-sound preservation bid ... would be of greater value to the D&H. In days such as these, the dollar must prevail.

And so, we bid farewell to a pair of favorites ... two familiar name-trains and the last of the Alco PAs. Granted, they're more than a true, mathematician's pair. Perhaps we tend to simplify things TOO much these days.

#### FA-2s IN PASSENGER SERVICE

Six former LOUISVILLE AND NASHVILLE Alco FA-2s are being rebuilt by GE for, of all things, the LONG ISLAND RAIL ROAD!

LIRR spokesman Hank Boerner says the locomotives were recently purchased for the carrier by the Metropolitan Transportation Authority. According to Boerner, we will soon be seeing these one-time freight service growlers in passenger service on the Port Jefferson branch.

With traction motors removed and with steam generators installed, the six FA-2s will be used in push-pull service between Port Jeff and Cold Spring Harbor. THE COUPLER will be on hand for the inaugural run this summer and a feature article will appear in a future issue, complete with pix, plans and cover story.

10 hours

**MONTREAL**

quickest-shortest route ...

Daily from Grand Central Terminal, New York City

**NEW YORK BETWEEN and MONTREAL**

Now... All conditions service

The fastest

Monte Main train All



## ODDS 'N ENDS

*Mystery* - Who stole 277 PC freight cars valued at more than a million dollars and somehow diverted them to a tiny Illinois railroad where they were repainted and renumbered not too long ago? A Federal grand jury--with the help of the FBI, which found some of the missing cars on the 15-mile LA SALLE AND BUREAU COUNTY RAILROAD--is investigating reports that someone manipulated PC computers to hide the theft. What next?

*New Line* - Sometime this summer, GE will begin operations at its new 14-million dollar rapid transit and commuter car assembly plant now under construction at Erie, PA. GE is building its own plant after the Justice Department objected to its purchase of the Budd Company. First contract is to build 144 cars for use on the NEW HAVEN commuter lines.

*Foggybottom Understatement* - Rep. J.D. Dingell (D-Mich.), who's reported planning legislation to cut the number of ICC commissioners to 5 (now 11), has some harsh words for the agency. In a recent round of correspondence with ICC Chairman G.M. Stafford, Dingell said the ICC "operates in the fields of primary non-action and secondary reaction."

*Second Thoughts* - The presidents of NORFOLK AND WESTERN and CHESAPEAKE AND OHIO have recommended merger plans of the two carriers be dropped. They said their recommendation was in the best interests of the carriers because of "drastic changes in the Eastern railroad picture" since merger talks began in 1965

(From UTU Transportation News)

## DIVISION GROWS

The officers and members of the Sunrise Trail Division would like to welcome aboard Manhattan, The Bronx and Westchester County. STD was recently expanded to include these "long forgotten" NER areas.

STD brass say the expansion will allow the Division to provide a better, more interesting and diversified program for all members in the metro New York area.

(Ed. Note: If STD's recent 5th Anniversary bash in West Hempstead is an indication of things to come, metro New Yorkers are a lucky group. Keep up the good work!)

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...AND SO DOES NMRA!!!

In his March month-end wrap-up, National Office Manager Bob "The Canton Sage" Bast reports membership in the NMRA is fast reaching the 18,000 mark. Ye olde membership thermometer stood at 17,542 as of the 31st.

Due to the influx of new members (1421 since January 1st), Bob has upped the monthly BULLETIN printing order and shifted membership renewal dates for recent NMRA entries. All members signing up as of March 1st had their membership renewal date set at May 1st, giving them a little "something extra" for their \$5.00. Why?

As Bob explains, with "out of stock" signs hanging in the bins used for recent back-issue BULLETINS, it's easier to extend memberships to give a full year's subscription than to explain what looks to be a shortchanging.

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## DECALS...

What They Are and How To Do It!

by Richard L. Meyer  
Champ Decal Company

This article was first presented in clinic form at the NMRA Blue Ribbon Convention in Cincinnati six years ago.

**TOOLS REQUIRED:** Scissors, tweezers, blotter or absorbent paper toweling (lint-free), piece of soft cloth, shallow dish of water, small brush, Testor's Dullcote or other dulling varnish --- and a pencil with a good SOFT rubber eraser.

**BACKGROUND:** The decal consists of a plastic-like film which is later printed by a special printing process. This gives the modeler a wide variety of authentic and accurate decals scales to correct dimensions for use on various models.

Champ Decal Company and Wm. K. Walters, Inc., manufacture thousands of various types of decal sets for hundreds of railroad on this "wet type" decal, giving you a much wider choice of lettering readily available for use on your models than via any other method currently in existence.

Some decal "films" vary, so for our clinic we will confine ourselves to use of those decals on which we are understandably most familiar, Champ Decals.

If stored properly, our unused decals will remain perfectly usable for at least 20 years. Keep them out of sunlight (their worst enemy) and away from extreme heat and damp areas.

(con't, next column)

**PREPARATION OF MODEL:** Layout the lettering arrangement on the car mentally, going by proportions of car parts such as ribs, doors and rivets, etc., following your own prototype photos or the authentic lettering diagrams which are included in freight car decal sets. For many of us, it may be best to mark painted models lightly with a No. 4H lead drawing pencil as an aid to positioning decals.

For years it has been considered mandatory that you decal onto a gloss or semi-gloss surface. With the solvent-type binders on the market today (DECAL-SET and SOLV-A-SET), this is not always necessary. In fact, on certain models, we find we can hide the decal film better WITHOUT the use of a gloss coat first -- we will go into this later. Going by the older, more accepted methods, we are using a car upon which we have applied a coating of Testor's Glosscote (used mainly because of its spray-can convenience...other gloss varnishes or lacquers will do just fine).

**PREPARATION OF DECALS:** Trim all your decals for a particular model BEFORE you start decaling, or do them one at a time, as you choose. If all the cutting is done beforehand, be very careful not to lose some of the very tiny trimmed pieces. As tiny pieces can easily be blown off the table with a very slight air movement, we find it handy to have a second flat saucer in which to set the dry decals. In trimming decals, do a close job, BUT not so close as to damage any of the lettering itself. In most cases, we (con't, pg. 16)

DECALS... (con't. from pg. 15)

suggest trimming decals in "blocks" for easier and faster application.

APPLICATION: If you are NOT going to use a solvent such as DECAL-SET or SOLV-A-SET, merely soak your decal in water for 10-15 seconds. After soaking, place the decal on a blotter face up. Give the decal time so that the paper backing will easily slide off the decal directly onto the car side. Then, with the aid of tweezers (and we sometimes find that pencil eraser quite helpful here), position the decal where desired. Allow it to dry after first squeezing out all of the water and air bubbles. The finished car may then be coated with a dull varnish or Testor's Dullcote. Follow the dulling agent's instructions to the letter!

It is our contention at Champ that the above method, while acceptable to some, has become antiquated by the advent of solvent binders. The use of these special softening agents alters, somewhat, the method for decalling properly. To many, solvent binder decalling results in a finished product having a more professionally lettered appearance.

One word of caution when using our own DECAL-SET. This solution is much stronger than any other brand you might be used to, so please do some experimenting on decal scraps and an old car so you learn how to use DECAL-SET properly. If you prefer a weaker solution and one that reacts slower, merely dilute it with pure water. DECAL-SET is made on the stronger side for the many modelers who prefer it that way, as it may be diluted easily while weaker solutions can't be made stronger.

Following our "preferred method" means your making several variations in the basic steps so far outlined.

Decals should be soaked in a dish of water until they DO separate from their paper backing. This assures you that you are getting rid of all or most of the glue on the back of the decal itself. The decal gluing is not needed, as the solvent binder will act as the sole bonding agent, making the decal become a part of the painted surface and one that will adhere better than is humanly possible with a thin film of regular decal adhesive.

With our method, we apply a small amount of DECAL-SET directly to the area on the model to which we are going to promptly apply a decal. It is important that this application be made with a CLEAN paint brush. This makes a small "puddle of liquid" on which the decal can be moved around easily. When it has had time to react on the decal and reduce it to a "semi-liquid state", the DECAL-SET is underneath the decal where it can best do its job of binding the decal to the painted surface. In addition, it causes the decal to snuggle down into uneven areas over ribs, rivets and doors ... without causing decal "blush."

You'll note, when using this method, that the decal will soon become very shriveled in appearance. DO NOT BECOME ALARMED and try to do anything about this! This is the DECAL-SET doing the job it is meant to do. One note of caution. When you notice this reaction, YOU ARE DONE ... as far as moving or positioning the decal is concerned (con't, pg. 17).

Following our preferred method, you



DECALS ... (con't. from pg. 16)

This is one of the reasons we warn you to practice with extra decals of decal scraps, as you must bring the decal into its desired position before the puckering action takes place.

The puckering action is actually visible indication of the decal changing into a temporary "semi-liquid" state and then, when drying, sucking itself tightly against the model surface and solidifying. It is hard to believe that "everything" is under control, but take heart! Go on to another project or another car side and let the just-finished lettering return to its nice, even flat condition. Depending on the amount of solvent you used, drying will normally take between 10 and 15 minutes.

LET THE DECAL DRY until almost all of the moisture is gone. If you find some blushing effect still remains, or that you have some large obstruction to which the decal hasn't snugly bound to completely, take the same clean brush used before and paint over the trouble spots with solvent. Use only as much solvent as is necessary to do away with the blemishes or bubbles. It sometimes might be necessary to paint a thin coat around the decal edges to insure a completely secure lettering job.

Allow 24 hours for complete drying before you attempt the task of a finish coat. A good wathering job or dulling agent application should be given the benefit of patience, just as the decal job itself should!

NOW, GET THAT DECAL JOB YOU'VE HAD HIDDEN ON THE BACK SHELF OUT AND REALLY UNDERWAY!

FINANCIAL STATEMENT\*  
NORTHEASTERN REGION, NMRA

Assets:

Checking Account	\$ 897.22
Savings Account	937.04
Accts Receivable	-0-
Conv. Trust Fund	700.00
Petty Cash Fund	50.00
Cdn. Dues Account	5.20
TOTAL	\$2589.46
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Liabilities:

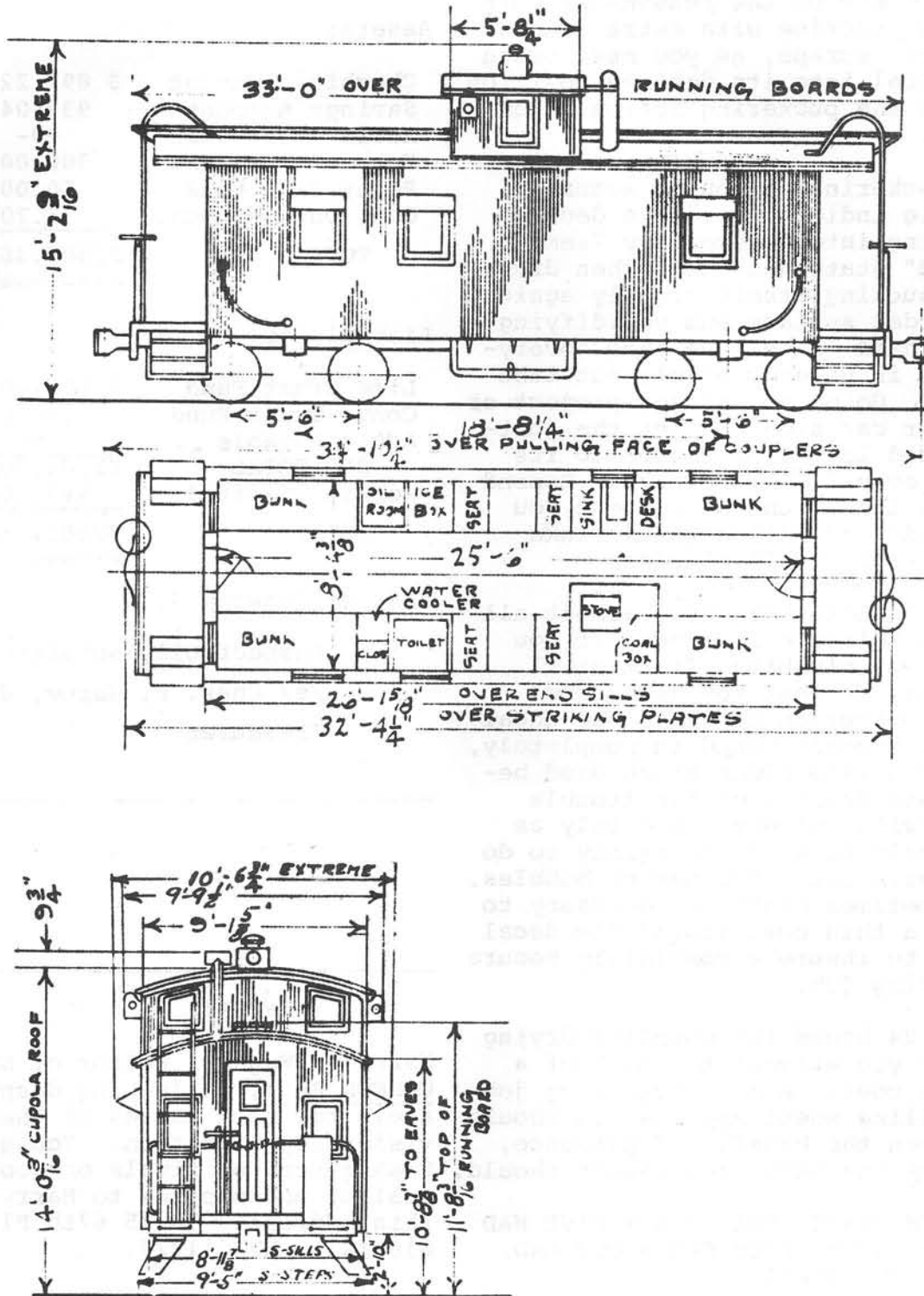
Life Trust Fund	\$ 900.00
Conv. Trust Fund	700.00
Accts Payable	-0-
SUB-TOTAL	\$1600.00
Working Capital	989.46
TOTAL	\$2589.46
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\* As of January 1, 1971

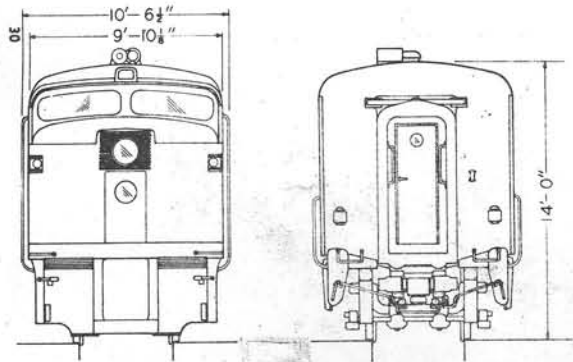
Respectfully submitted,  
/s/ Chas. F. Gerow, Jr.  
Treasurer

HELP!

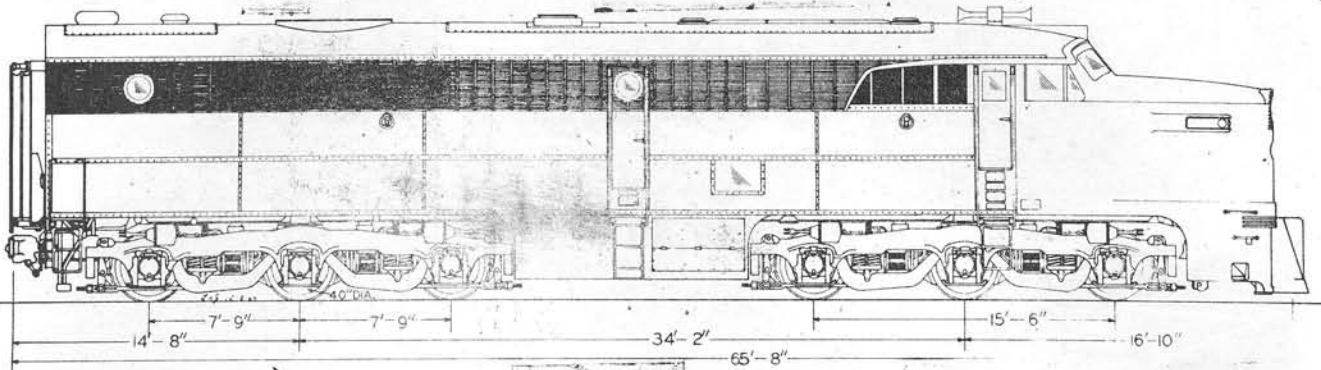
Harry J. Wagner, Editor of STD's CANNON BALL, is looking desperately for back issues of the Division's publication. You got? Please send originals or good-quality photocopies to Harry at this address: 70-25 67th Place, Glendale, NY 11227.



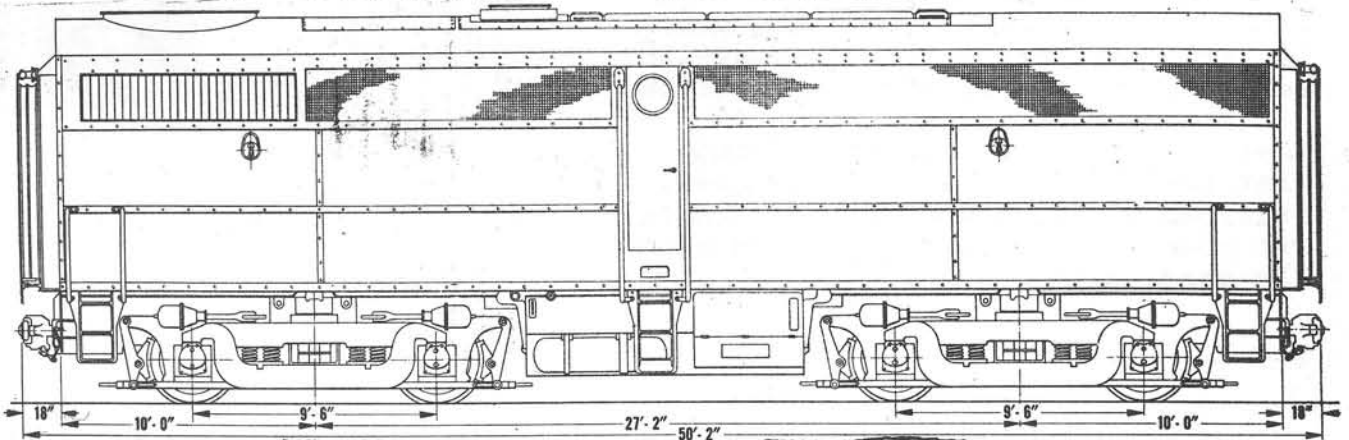
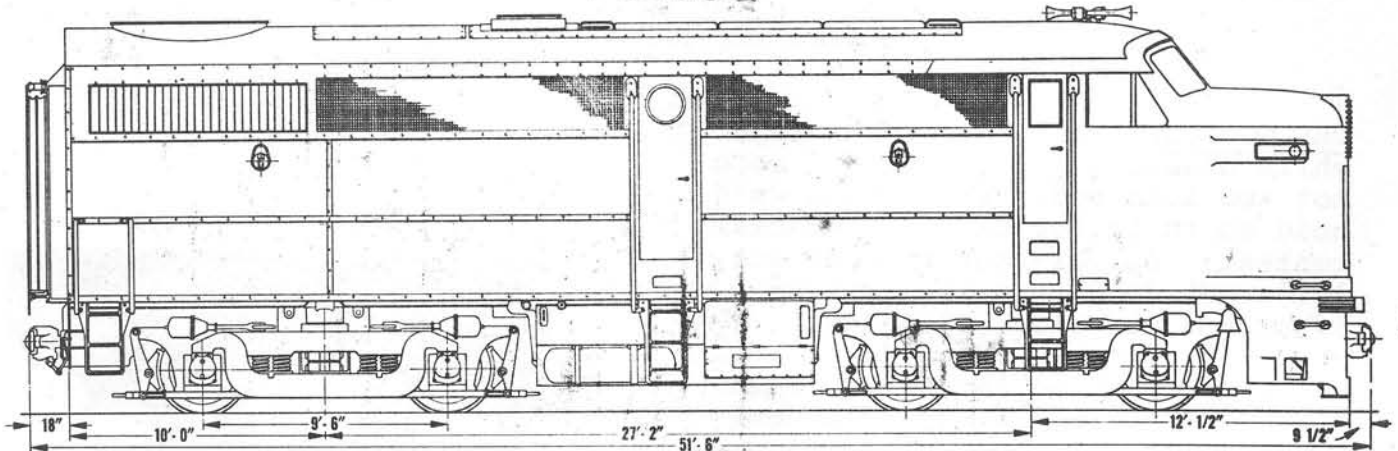
(Line drawing from Don Minnich collection)



**ALCO DIESEL LOCOMOTIVE**

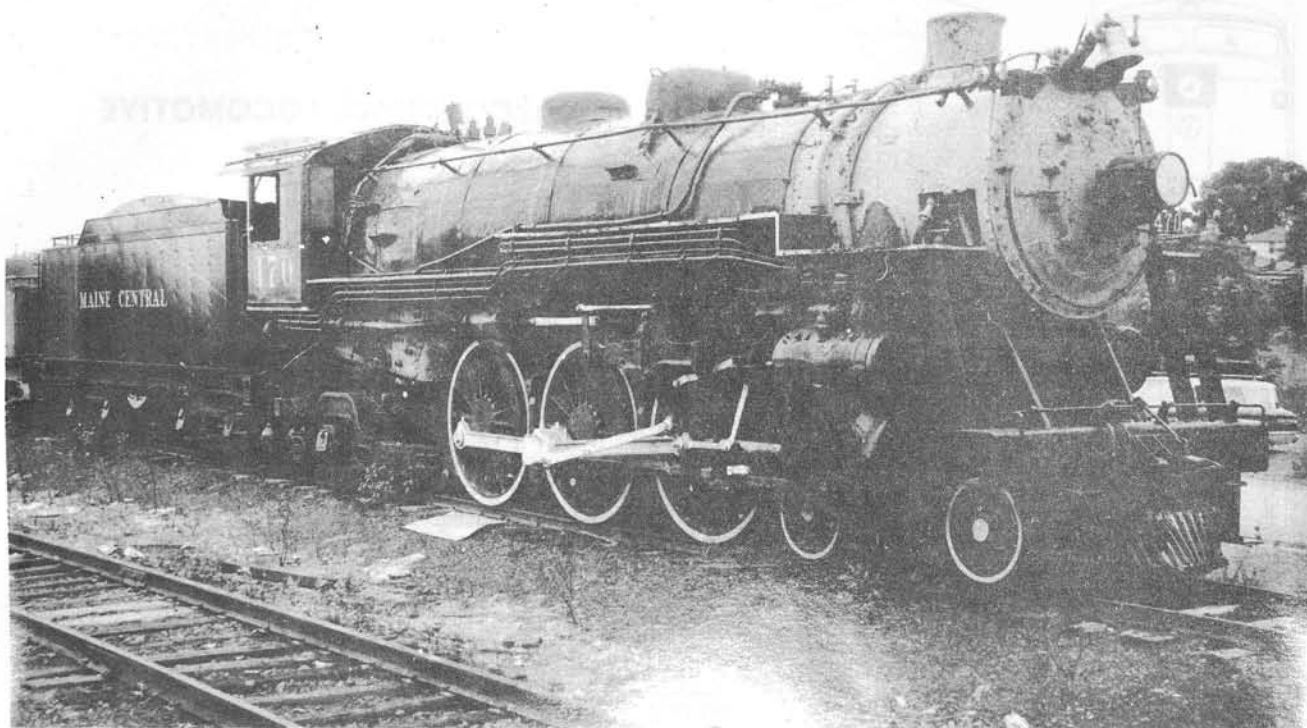


*(Drawing courtesy of Larry Jackman, Railroad Model Craftsman)*



*(Drawing courtesy of Verne Danielsen, et.al., Model Railroader)*





*...AND TURNING THE CLOCK BACK A BIT!*

THE COUPLER staff found this shot while cleaning out the "city" room not too long ago. We thought we'd hold on to it for use in a special contest. So, without further ado, let's get down to nickel-silver tacks and the special contest.

An LIRR employees timetable awaits the first correct entry; the next ten correct entries will receive a set of LIRR "Dashing Dan" decals and a "DD" fan club membership pin. Earliest postmark will be the determining factor in winner selection.

Identify the folks gathered around that fearless creature of the model railroad world, Brundage the Younger. Put your IDs on a post card and send the card to the Editor.





THE ART  
OF  
SEASONING!

THE COUPLER is pleased to have the opportunity to dip into a proud gastronomical history for this installment of The Dining Car.

On Avery Island, Louisiana, there is a familiar company with a proud history. This history had its beginnings in 1848 with Mr. Edmund McIlhenny's discovery of an amazing Mexican pepper. McIlhenny was "south of the border" as a member of America's Mexican Expeditionary Force (another of the famous US wars).

After his return to Louisiana, McIlhenny began growing the "amazing" peppers. Through aging and treating with tender kindness in wooden casks, along with blending with vinegar and a three year aging process, McIlhenny's peppers became *TOBASCO* sauce. This issue's palate pleasing recipes, in turn, come from *TOBASCO*. We trust you'll enjoy them.

LOW-CALORIE OVEN CHICKEN

3 broiler/fryer chickens (halved)  
3 tsp. salt  
 $\frac{1}{2}$  tsp. *TOBASCO* sauce  
1 tsp. paprika  
4 tbs. lime juice  
2 tbs. salad oil  
2 tpp. dried tarragon

Place chicken halves, skin side down, in shallow, foil-lined baking pan. Combine remaining ingredients to make marinade; brush over chickens. Bake in 375°F oven 45 to 50 minutes. Turn over after first 25 minutes. Brush occasionally with marinade. Yield: 6 servings.

TOMATO TEASERS

1 pint cherry tomatoes  
 $\frac{1}{2}$  tsp. *TOBASCO* sauce  
 $\frac{1}{2}$  lb. bacon, cooked and crumbled.

Cut out small hole in the top of each tomato. Combine bacon crumbles with *TOBASCO* sauce. Spoon bacon mixture into tomatoes. Serve with food picks. Yield: 24 tomatoes. (Note: we served this at our Christmas Party and 100 tomatoes amply satisfied the appetites of 64 people.)

BREEZY DAY BURGERS

1 cup sour cream  
 $\frac{1}{2}$  tsp. *TOBASCO* sauce  
1 tbs. tomato catsup  
3 tbs. minced onions  
2 tbs. butter  
 $\frac{1}{2}$  tsp. salt  
3 oz. sliced, drained mushrooms

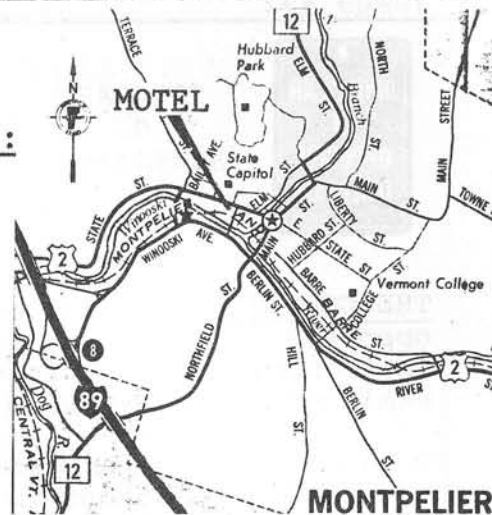
Saute minced onions and sliced mushrooms in butter for 2 minutes. All other ingredients are then added, stirring constantly until thoroughly heated. Don't allow prepared sauce to boil. To serve, heat on grill. Total cooking time: 5 minutes. Yield: Topping for 8 burgers.

Crown your favorite hamburgers with this topping. Chopped fresh dill, chives or parsley garnishes may also be added for a "final touch."

THE COUPLER is pleased to have had help from the McIlhenny folks for this edition of The Dining Car. If you'd like a free copy of their cookbook and history, contact: McIlhenny Co., Avery Island, LA 70513.

MONTPELIER ... (con't. from pg. 2)

<u>Preregister Package:</u>	<u>Preregister Selective:</u>	<u>At Door Package:</u>	<u>At Door Selective:</u>
Registration* \$ 1.00	\$ 1.00	\$ 1.00	\$ 1.00
Fan Trip \$ 3.50	\$ 4.00	\$ 4.50	\$ 5.00
Banquet \$ 5.50 \$10.00	\$ 6.00 \$11.00	\$ 6.50 \$12.00	\$ 7.00 \$13.00



NOTE: \$1.00 Registration fee must be paid by every participant, including family members.

\* Anyone not a member of the NER must either take a temporary membership of 75¢, that will be good for 6 months, or as a recommended alternative, take a full 2 year membership for \$3.00. It is necessary that you be a member to be covered by our insurance. If you already belong to the NER be sure to have proof of membership with you.

Room prices at the Inn are as follows:

Single Rooms: \$10-16 plus tax  
Double Rooms: \$16-22 plus tax  
Room reservations are to be handled directly with the Montpelier Tavern Motor Inn.

Convention reservations should be made with: Irwin F. B. Lloyd, 44 Lincoln Drive, Glastonbury, Conn., 06033. Checks should be made payable to NER CONVENTIONS.

MODEL CONTEST REVAMPED

Commencing with the Spring 1971 Convention, we will be reverting to the Master and Craftsman Classification. A modeler entering a particular category, in which he has never won a First Prize, will automatically be classified as a Craftsman. Once he has obtained a First Prize in that category, all future entries will be entered under the Master Classification.

First, Second, and Third prizes will be given in the Craftsman Classification. Judging in the Master Classification will be done using our normal point system. Certificates will be

given in both classifications and the First Prize winner in the Master Classification will receive a trophy.

The purpose of the dual classification is to give new modelers a chance to compete against each other and not against the experts.

Please note that a First Prize in the Craftsman classification does not necessarily count towards your NMRA Achievement Certificate. You must obtain the necessary points. For further information please contact your Model Contest Chairman, Gordon Teel. 172 Des Marguerites Avenue,

**MEMBERSHIP BLANK**

Office Manager, Northeast Region  
 Ted Ritter RR3 42 Sunset Terr.  
 Vernon, CT, 06086

NAME _____	AGE _____	Main railroad interest _____
STREET ADDRESS _____		_____
P. O. BOX NO. _____	RR. _____	_____
CITY _____		SCALE or GAUGE _____
STATE _____	ZIP CODE _____	LAYOUT _____ SIZE _____
NMRA NO. _____	NER NO. _____ (if renewing)	How long in the hobby _____
ENCLOSED is <input type="checkbox"/> \$3 for 2 yrs, <input type="checkbox"/> \$6 for 5 yrs, <input type="checkbox"/> \$30 for life - membership		

*OPEN FORUM*

THE COUPLER invites all members of Northeastern Region to join in the discussion of pressing issues, as presented in *OPEN FORUM*. Send all letters to the Editor.

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 TRAVEL REIMBURSEMENT: YES OR NO?

"In accepting any position in a Division, a Region, or the National, any responsible person knows he has to spend time and money to do the job properly. Time and money can be equated and anyone who is unwilling to spend what is required of both should never accept, let alone seek, an office beyond what he feels is acceptable to him in these matters.

"It has been proposed that the NER members pay at least some of the NER President's expenses. Since the NER is currently looking for ways of reducing expenses to keep the budget balanced, it seems a poor time to take on additional expenditures. If the proposed method of raising extra money is feasible, let it be used to maintain or improve membership service.

"Requiring the membership to assume some of the expenses of its officers cannot be justified on the basis that it is necessary to get the job done. We do not have and never have had a dearth of capable men willing to assume the job of President. A possible unfortunate result of making more than just a token payment of expenses is that the job would then become attractive to those who would like a couple of free trips. Desire for a free trip cannot be considered a qualification for the Presidency. But to my mind, the most important objection of all is the question of where do we stop. If the NER membership can justify picking up part of the President's tab in going to NMRA BOT meetings, why not part of the Directors' tabs in going to BOD meetings? There is only one rule that makes sense, pay only that which cannot be had without payment."

/s/ Paul Mallery

(Ed. note: THE COUPLER maintains neither a pro nor con position on this issue.)



THE COUPLER  
Northeastern Region, NMRA  
RR #3 42 Vernon Terrace  
Vernon, CT 06086

HARTFORD, CT



HARTFORD, CT

TED RITTER  
OFFICE MANAGER  
NORTHEAST REGION, N.M.R.A.  
42 SUNSET TERRACE  
VERNON, CONN. 06066

Robert Strobel  
1203 - 89th St.  
North Bergen, N.J. 07047

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