

# NER COUPLER

NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

Winter 83

## HAPPY HOLIDAYS



Once upon a time, a certain model railroading publications' editor was contemplating what to put on the cover of the winter issue. "A nice snow scene would be appropriate", he thought. "Maybe I'll set one up and photograph it".

Then he went to the New Bedford NER Convention, and walking into Peter Barney's basement, saw

'what do my wondering eyes should appear'  
but a miniature train in the middle  
of winter.

Our thanks to Peter Barney for his assistance in photographing his HO<sub>n</sub>3 module, and our congratulations to both Peter and Joan Barney on their excellent modeling.

Photo by Kenneth May



# NER Coupler

# 138, Winter 1983

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Address changes should be sent to the Office Manager. All other material should be sent to the Editor.

## Deadline

for the next issue, #139, Spring 1984 is March 2, 1984. Issue will be mailed approximately one month after this date.

Other deadlines:

#140, Summer '84 - June 1, 1984  
#141, Fall '84 - August 3, 1984  
#142, Winter '84 - November 2, 1984

## FROM The EDITOR'S DESK

As hard as it is to believe, it's Holiday season again. Another year has gone by, and we're all another year older. I hope we can all look at it from the positive side by feeling that we're all a little bit happier. I'd like to start it all off with wishes of "Happy Holidays" from myself and my family. They put up with long hours of my working to put the Coupler together four times a year.

In many ways 1983 has been a challenging one for the NER and the NMRA. The National celebrated the opening of our new permanent headquarters building in Chattanooga, TN; yet they still struggle with paying for it, and keeping the budget in control, getting and returning the most for the dollar to the membership. In NER, we also share in the concerns of a tight budget. By far, the largest expense of the region is this publication, the Coupler. Costs were threatening to bury us earlier this year, and the BOD addressed this in several ways. First, the printing was put out to bid, resulting in a 25% reduction in that expense. Second, a dues increase was put to the membership and passed. Third, we have been investigating ways of reducing our postage expenses. First Class mailing offers the best service, but the cost is overwhelming. We are happy with the rate when we use third class, but the delivery schedule leaves a lot to be desired. As a middle ground, we're applying for a second class magazine rate. The price is excellent, and the service will hopefully be better than third class. Which ever way we go, I'll

need definite feedback from you to help us judge the results.

This issue presents several articles that are a departure from the standard fare of the last few issues. There are several articles on various facets of the regional organization; in particular, the model and raillette contests held at our bi-annual conventions. Raillette chairperson Dolores Rogers explains the newly expanded Raillette contest rules and regulations, and explains the most recent developments surrounding that program. Model Contest chairperson Brian Whiton explains what is going on with the Model Contest, and tries to alleviate your fears about entering that favorite model in the contest. Finally, Achievement Program chairperson Harry Wagner begins a ten part series outlining the ten Achievement Program certificates, and how to win them.

Also in this issue is a report on the fall NER Convention that was held in New Bedford, Mass. I hope it gives a good impression of the fun we all had.

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There has been a lot of dis-satisfaction expressed lately by many concerning the changes in the hobby and where the future of the hobby is headed. Many have expressed pessimistic opinions, but I don't share them. I believe there are going to be some changes in the way people relate to the hobby, and they won't be small ones either! We need to look forward, not back, and our future lies with the young people. You, the Plain Old Member, need to stand up and be counted, to promote your hobby to anyone who expresses an interest. As a starter, show this copy of the Coupler to anyone who does express an interest in the hobby. Try to get them to sign up, to participate in division and region activities, to see how enjoyable it can be. If you know of anyone who does not receive the Coupler, but would like a copy, an envelope pre-stamped and pre-addressed sent to the editor will result in one being mailed immediately. Then that individual can make use of the membership application blank enclosed.

Please, all of you, plan now to become more active in NMRA, NER and your Division. Plan now to join me in Quebec City on Memorial Day weekend this spring for a heck of a good time at the Spring Convention. Introduce yourself and your hobby to others, and encourage them to join yourself and others in our hobby family. Join with us, I know you'll enjoy it.

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## President's Column

One of the things that was discussed at the Annual Meeting in New Bedford is the decrease in attendance at the last two conventions. In both cases the site was conveniently located to population centers, there was a prototype trip, publicity (at least to the membership) was adequate, and there was the full complement of convention activities. But in both cases, there was a significant drop in attendance, in the case of Vernon requiring cancellation of the planned fan trip. One could speculate that in this case, the New Haven Society trip over new routes (for fan trips) 'stole the thunder' but no one has an explanation for New Bedford. Is it inadequate publicity? Is it cost? Are we doing something we shouldn't, or not doing something we should? We need some guidance -- that means communicate -- to me or your area director so we can serve you better.

The second question is specifically youth attendance -- or the lack thereof. We need -- the hobby must have to remain viable -- the active participation of youth, especially those in their teens and even 20's. We try to keep costs down, we've established a kitbashing contest to appeal to this aspect of modeling, we have new and young modeler awards, and we are working actively toward including modular displays as a regular part of NER conventions -- I'm not sure what else we can do, but we need your input.

If every NER member who fits in the above categories, or who has young modelers in their household would respond, the Board would have some guidance. The other thing you can do, of course, is to come to NER conventions yourself (and bring a friend) -- to renew old acquaintances, make new ones, and just plain enjoy yourself.

And speaking of enjoying yourself -- it's not too early to plan now for Quebec City 1984 (May 25-27 to be exact) -- it promises to be a winner!

Dave Messer

## Minuteman '86 NMRA National Convention News

As we move into the beginning of 1984 the plans for Minuteman '86 continue to take shape and the committees continue to grow. But as the committees and plans grow, so does the rumor mill.

As I am sure all of you who are regular readers of this column know, official news is being disseminated slowly and carefully. Information is printed only when it is a fact. Conjecture and possibilities remain inside the ranks of the various committees until all options have been studied and the best decisions made based on the results of a lot of effort, study and discussion. Also, the fact that we are approximately 30 months away from the actual convention date makes the obtaining of firm commitments

on space, equipment and costs practically impossible at this time.

But, 30 months before the Minuteman '86 Convention, the rumor mill is in full production. The first serious rumor to make the rounds originated from a factual piece of information that was published in many major newspapers and in several nationally distributed magazines. That piece of news was that the Hynes Auditorium will be closed for a two year period commencing early in 1985 to allow for construction that will significantly increase the size of the facility. Obviously Hynes Auditorium will not reopen until mid 1987 and, therefore, the display space booked for the Minuteman Convention will not be available in July 1986. (See why we are leary about making statements of firm commitments too far in advance!) The rumors generated from this single factual piece of information ran the gamut from creating a situation whereby Boston would have drastically insufficient display and dealer space all the way to causing total cancellation of the convention.

This rumor reached such proportions that the Minuteman '86 Convention Chairman and the NMRA National Convention Chairman have received solicitations for the 1986 NMRA National Convention from Hartford, New York and even Atlanta, Georgia. (I guess all those cities realize that the 1986 Convention will be the biggest and most successful event ever sponsored by the NMRA and they want the business.)

In order to put a stop to this rumor and all of its ramifications, let me give you the real facts as they stand today. In order to accommodate most of the conventions that have been booked into the Hynes Auditorium during the two to three year period that the facility will be closed, the Sheraton Boston Hotel (our Convention headquarters) will convert a substantial portion of its parking garage into a display auditorium. This new facility will be directly below the Sheraton Boston Hotel and will be accessible from the main lobby by elevators and escalators. The amount of space available in the Sheraton display auditorium will equal the amount of space previously booked at the Hynes Auditorium.

A situation that had originally seemed to be a detriment to the Minuteman '86 Convention now has all the earmarks of being a definite asset. The facility will be new, well illuminated and will contain the most modern air conditioning equipment available. Access for displayers and dealers will be easier in the new facility. Being a Hotel facility, there will be no restrictions on bringing in and setting up your own equipment. Also, the price for the Sheraton display space will be less than comparable space at the Hynes Auditorium.

All work on the Sheraton display area is scheduled to be completed in early 1985 so there is no problem connected with its availability in July 1986.

Those of you who will be driving to Boston don't need to worry about lack of parking facilities. The Sheraton is working on arrangements to lease additional parking facilities to compensate for the space lost to the display auditorium construction.

Another rumor that has reached my ears is the contention that the "out

of State" layouts are not to be included in the Minuteman '86 program. This rumor could not be further from the actual facts. I had hoped that this subject was adequately covered in my last article when I explained in detail that everyone who had expressed an interest in participating in the convention would be contacted by mail in the near future. (Clubs and layout or module groups were included in that statement.) Every individual and group should be working toward getting his/their layouts in top notch condition right now.

As I explained before, all layouts will be graded by Dave MacPherson and his staff of accomplished railroad modelers. The better your layout is, the better its position in the Minuteman '86 Convention schedule. If you haven't begun the construction or renovation work that you planned to do, commence as soon as you have finished reading this article. All reasonably good to excellent layouts will be listed in the Minuteman '86 Convention book with a short description of the era modelled, the approximate size and the scale. Any notable feature or attraction will also be listed.

Remember, most railroad modelers are not Master Model Railroaders. The majority of convention goers are interested in getting ideas that they can use on their own layout. If you think you have a good model railroad, I am sure a lot of other people will be of the same opinion. The Minuteman Convention will be centered in Boston, Mass., but tours will be organized to go by rail and/or bus to many locations in other States. Layouts not included in organized tours will be listed geographically for individuals or smaller groups to visit before, during or after the convention.

In all cases, the convention committee will ask what days and which hours of those days you would be willing to open your layout. After all, we want everyone to have the opportunity to participate in a large variety of the total convention activities.



# Achievement Program

By: Harry Wagner

Many, many thanks to all who answered my plea for addresses for a number of Merit Award recipients. I believe I heard from about fifteen of you and, with some duplication, all those listed were found. Your help was certainly appreciated.

It is my suspicion that many of our members do not participate in the Achievement Program for probably the same reason many do not participate in the model contests at our twice-yearly conventions. They believe it is too difficult to qualify; their work isn't good enough; or they, for some reason, do not deserve recognition. Sound familiar? Well, indeed some of the certificates are difficult to qualify for and require much preparation. But others are not nearly so difficult and quite a number of you are qualified NOW.

We'll get to each of them in order but I would like to kick off this series with

perhaps the easiest of the ten, and certainly the category applicable to most of us --- Association Volunteer.

Model Railroading is a hobby of volunteers as one who participates in NMRA activities at any level could not help but notice. The regulations specifically refer to service as a committee chairman or member, convention committee chairman or member, editor of a publication, and official contest judge. These are at the national or regional level. However, division service may also count, especially if at the officer level (president, veep, secretary, treasurer) or editor of a quality division newspaper. Division service generally counts at half the rate of regional service.

Each level of service carries a specified point value and is weighted for those positions which presumably represent the greatest amount of time, effort and/or responsibility. Points, of course, are cumulative and a minimum of sixty (60) points is needed to qualify for the certificate.

Hard? Think about it. Of course, national or regional service almost goes without saying. But at the divisional level, have you edited your division newspaper, been a member of a committee sponsoring a region convention, served on the board of directors or in an elected office, acted as contest judge, acted as region liaison for your division? All of these

count.

In preparing for the certificate, each category of service must be listed, the time of service noted, and the number of points claimed indicated. Your service must also be verified or attested to, preferably by the person you served under. Not much more to it than that.

If you believe you now qualify for Association Volunteer, drop me a note [Editors Note: Harry's address is in the masthead on page 2], and I will respond with an application (SOQ) and a copy of the regulations. If you do not yet qualify but intend to proceed or if you are unsure that you have enough service, I will send a convenient card which is a handy device to record and tally your service as it accumulates.

Ours is a volunteer association, as I notes earlier, and it is our desire to recognize, in a small way, those people who have contributed some of their time and effort to the group and its activities. It is our many volunteers who further our group and make the whole thing more enjoyable for the rest of us. The Association Volunteer certificate is sort of an official "thank you" from the group.

So, if you are now qualified, think you might be, or aren't yet but are working on it, let's hear from you. Next time, we'll talk about Association Official.

## A Report on Model Railroader's Fiftieth Anniversary Conference by Earl Smallshaw

In celebration of Model Railroader's 50 years of publication, a two day conference was held in Milwaukee, July 8th and 9th. I was invited, along with fifty, or so, MR authors to attend.

The event was hosted at the Pfister Hotel, a beautiful old structure in downtown Milwaukee. There were many seminars presented throughout each day by notable authors such as John Armstrong, Allen McClelland, Bruce Chubb, Allen Brewster, John Olson, Malcolm Furlow, Wayne Wesolowski and Al Turner, to name just a few.

There was no lack of things to do. Four different seminars were presented concurrently, each hour, throughout both days. Since none were repeated, the attendee had some hard choices to make.

The seminars included such subjects as plaster casting, resin casting, operation, layout design, kit bashing, weathering, layout "tours" and many, many other subjects. There was something for just about everyone.

A particularly nice touch was the use of TV cameras and large projection TV screens in each room. While the presenter demonstrated his techniques, a camera provided closeup views, looking right over his shoulder, and transmitting this image through a closed circuit hookup to the large projection screen. Even with large groups in the room, each

person had a close view of the action as if it were being presented just for him. It was a great idea -- one that could be utilized by NMRA conventions to good advantage.

If seminars didn't take up all your time, tours were provided to the MR offices and to Walthers. At MR, we took the elevator to the 8th floor for refreshments and an introduction. We proceeded down, one floor at a time, to see just how MR operates. Articles and text for publication are compiled, using terminals linked to their own computer, where the text is formatted and made "camera ready" for publication. Since 1973, the actual printing of MR and other Kalmbach publications is done on the outside at a local printer, although MR controls all of the content and format of the magazine.

On the 3rd floor the Milwaukee, Racine and Troy employee club layout was displayed. This large layout has been under construction since 1976. It's used for a test bed for products and techniques. Although it was not operating (probably because everyone was at the Pfister), we were able to observe the rolling stock and scenery. Some of the scenes I have observed in Kalmbach's video tapes on scenery.

A tour through Walthers was a modelers delight. We were guided, in small groups, throughout the large complex to view the casting process, the kit packaging, Magnuson building epoxy casting, decal printing, and the warehouse of model railroad supplies. (to a modeller, it's like dying and going to heaven!). A hobby shop was available in the front of Wal-

thers for your modelling needs. Imagine all hobby shops with a stock like Walthers to draw from.

In between the seminars and tours, an area was set aside for operating display layouts. John Olson had his Jerome and Southwestern and Malcolm Furlow had his San Juan Central (see November's MR) there. A cabinet of models from yesteryear were displayed to bring a touch of nostalgia to the event.

Friday night, a reception was held at the Pfister Hotel. In keeping with the German influence of Milwaukee, the music was supplied by Johnny Hoffman's band and a troupe of dancers known as the Shoe Slap Dancers. All were dressed in typical German costume and they kept the place jumping with their polkas. Buffet-style food was provided along with beer and wine -- all you could eat and drink.

A banquet of prime rib was the Saturday night meal and it was delicious! Slides of the contest winners in MR's model contest were displayed and money was presented to the talented winners. There were many outstanding models in the contest. You will see some of them in the January 1984 MR. A fifteen-minute film was shown on the history of Kalmbach, and it was quite entertaining.

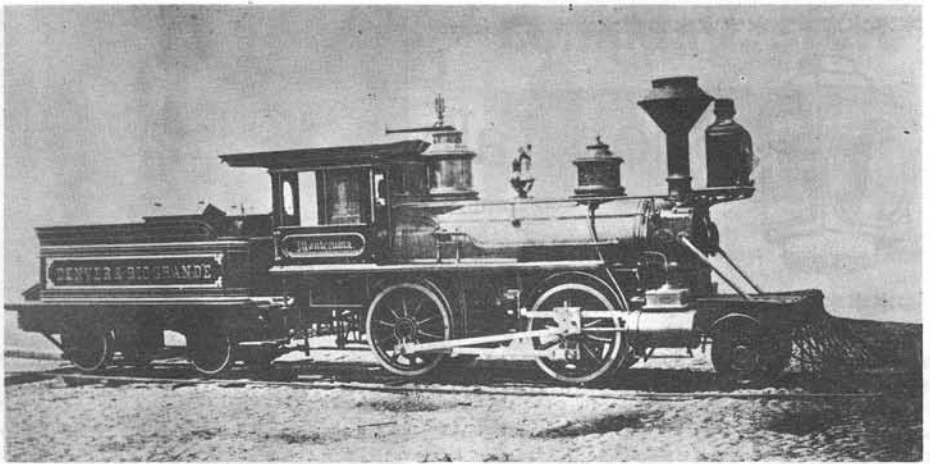
The Conference was like a mini convention with a host of talented modellers that few NMRA conventions could attract. The only drawback or complaint was that there was just not enough time to see or do everything. MR should be complimented -- it was first class, all the way!

# SOOT AND CINDERS

by RICHARD M. HANSCHKA

The Denver & Rio Grand began operation in 1871 with engine # 1, "Montezuma". At that time it was all 3' gauge and ran South from Denver. It was to reach Mexico, but only went to Santa Fe (Holy Faith) and the premier train was the San Juan (Saint John).

When Lionel made the 2-4-0 "O" gauge and standard gauge models, the wheel arrangement was not listed on prototype rosters except for a little fire engine on the Virginia & Truckee. The Bowker is available as a standard



HO gauge model.

Lionel had both four and eight wheel tenders for its 2-4-0 engines. Montezuma had a four wheel tender. The engine was used as a switch engine in later years. In this era, a switcher was an engine too light for road service and was not necessarily distinguished by

its tender or wheel type.

The D&RG was called "dirty, rotten and greasy" at this time. This was due to the appearance of the equipment and the early ties, which were not treated with preservative. Like most other roads, the D&RG began this practice later on.

## ON THE SCHEDULE

### National

August 6-12, 1984, Kansas City, MO



July 28-August 4, 1985, Milwaukee, WI  
July 21-27, 1986, Boston, MA !!!

### NMRA National

★ ★ ★  
MINUTEMAN  
CONVENTION  
Boston  
'86



### Northeastern Region

May 25-27, 1984, Quebec City, QB



October 24-26, 1984, Rockport, ME  
Spring 1985, Quad-region Convention, Hershey, PA area

### NER Divisions

February 19, 1984, Little Rhody Division NMRA Open House, Scofield Armory, 705 New London Ave, Cranston, RI. Open 10 AM to 4 PM, Dealer space available. Contact: Stephen Boothroyd, 256 Balsam Road, Wakefield, RI 02879.

March 17, 1984, Hub Division NMRA and the D & H Model Railroad Club Model R.R. Convention, Show & Open House. Open 9 AM to 5 PM. Contact: R. Roderick Brown, 79 Hemenway Road, Framingham, MA 01701.

### Other Events

If you are interested in Railfan activities, an excellent listing of many is published by Dave Collinge, 77 Horne Street, Dover, NH 03820 under the name of "Railroad Information".

January 15, 1984, New York, New Haven & Hartford Train and Toy Meet, Annex YMA Hall, 554 Woodward Avenue, New Haven, CT. Open 8:30 AM to 1 PM. Contact: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610.

January 22, 1984, TRAINWAYS Open Model Railroad Show, Best Western Conference Inn, 1151 Boston-Providence Turnpike (Rt 1), Norwood, MA. Open 9 AM to 3 PM. Fare: Adults: \$2.50, under 12: \$.50. Contact: Trainways, 115 Standish Road, Needham, MA 02192.

February 5, 1984, Mystic Valley Railway Society RAIL-A-RAMA 1984, Summerside Lodge, 53 Summer Street, Malden, MA. Open 10 AM to 4 PM. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136.

February 26, 1984, Amherst Railway Society Hobby Show, Eastern States Exposition, New England Center Building, Memorial Avenue, West Springfield, MA. Open 10 AM to 5 PM. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 01083.

February 26, 1984, New York, New Haven and Hartford Train and Toy Show, Annex YMA Hall, 554 Woodward Avenue, New Haven, CT. Open 8:30 AM to 1 PM. Contact: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610.

March 4, 1984, TCA-NETCA Train Meet, Franklin High School, Franklin, MA. Open 8:30 AM to 1 PM.

March 17, 1984, New England Rail Service 2nd Annual Railroadiana and Flea Market, Westmoreland United Church, Rt 63, Westmoreland, NH. Open 9:30 to 4:30. Contact: New England Rail Service, Westmoreland, NH 03467.

March 24, 1984, South Shore Model Railroad Club Model Railroad Show, Weymouth Armory, Rockway Avenue, Weymouth, MA. Open: 9 AM to 4 PM. Fare: \$1.50, under 12: \$.75. Contact: Stanley Darcy, 7 Montello Street, Brockton, MA. 02401.

March 24-25, 1984, South Shore Model Railroad Club Open House, Middle and Broad Streets, East Weymouth, MA.

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# Shop Talk

with Brian Whiton

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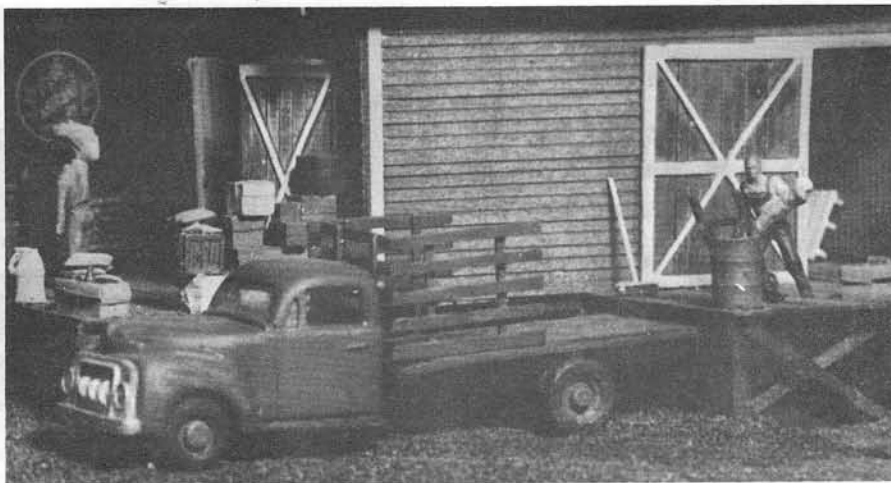
In this issue we will discuss the use of detail to bring life to your model scenes. Assuming that you have now used the structures and other accents of your choice to focus your viewers attention and that you have used view blocks effectively to separate scenes, then the detailing should be just what the doctor ordered to finish the effect.

Adding and maintaining detail is a life long effort. I say that for two reasons. First, to buy all that detail at one shot would bankrupt even the best backed model railroad. Second, it would take a lifetime of ideas to get the optimum effect, even given an unlimited supply of details. Personally I find this to be the most rewarding aspect of model construction, so I really don't want to see the time when the Midland is fully detailed.

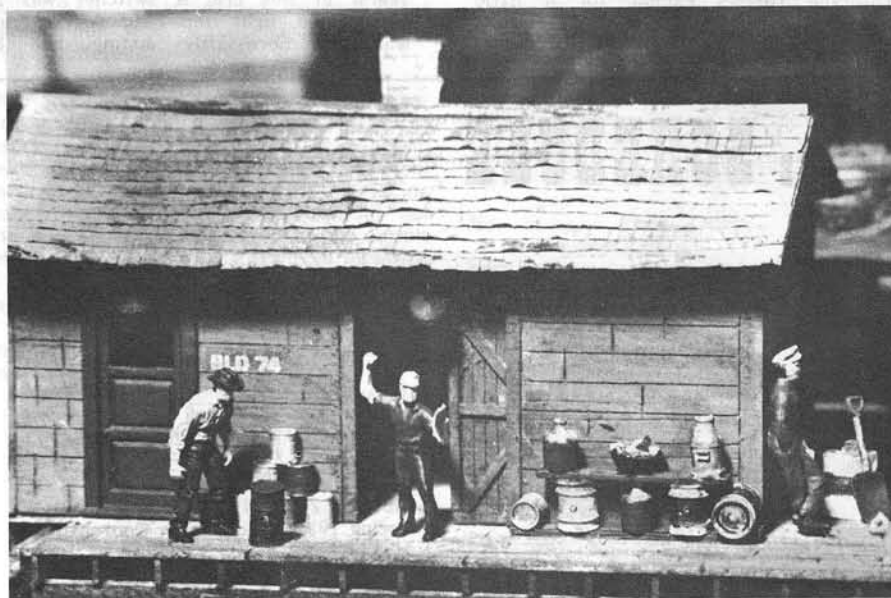
The most often abused detail is without a doubt scale figures, so let us start our discussion of detail there. My inspiration in the use of figures on the model railroad comes from three gentlemen; Walt Disney, Frank Ellison and John Allen. Refining the thoughts of these three men into a couple of paragraphs isn't easy, but I must.

Disney focused his genius on the art of probability. To say it in one line, he felt that we should never show things that are impossible, but we can show things that are possible, however improbable. He cautioned that the possible but improbable should be used to add spice to the show, not as a regular diet. Too much and the whole effort seems improbable and therefore much less real. John Allen's crew unloading a Varney power truck [in a 1950's Varney advertisement - Ed] for use by the G & D shop boys was improbable in that the size and grotesqueness of the assembly made it unlikely; however, it was not impossible. The intent was a gentle spoof. More subtly, John had a surveyor on one abutment of his incomplete bridge and his rod man on the other side. Unfortunately for the rod man, it was probably a three day hike to the other side. These humorous accents were in the great minority though, and the more believable every day scenes were allowed to lend a feeling of credibility to the layout. Too much spice spoils the stew. Likewise we must seek a medium between impossible figure poses and more likely poses.

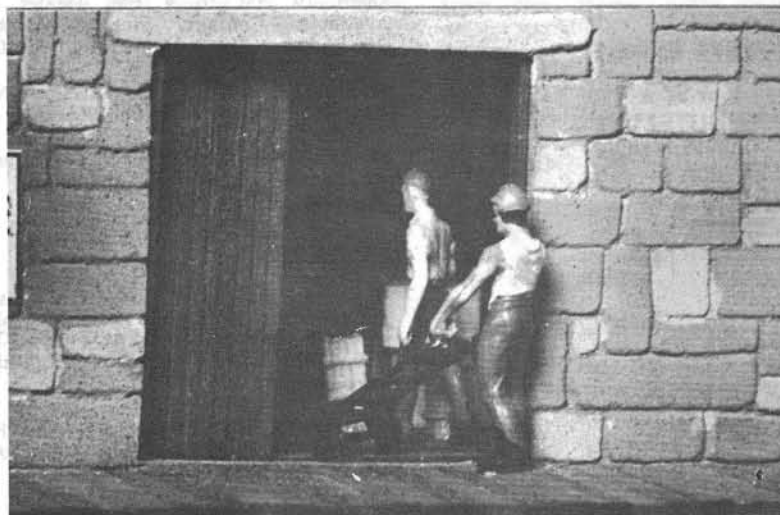
Frank Ellison was quick to point out that "frozen motion" is to be avoided with a passion since it makes the scene look like a stop action photograph. Unfortunately there are a lot of such figures available



This is an example of frozen motion. The viewer can not help but wonder when those men are going to get tired and put those loads down.



On the other hand, a packing slip is not hard to hold for a long time. The other figures are not maintaining positions that could be considered extreme.



This worker just might have to or want to stop as he heads into the freight house so this position is not too frozen.

on the market. Most should be altered to look less frozen. In scenes shown here from the Midland we can see some frozen motion which I mistakenly used before I realized the importance of Frank's words. In a photo it is not bad since we expect the camera to stop motion. In reality I always expect my viewer to wait an eternity for the man to take the next step, or for the hammer to fall. Motion can be implied, however, and lend just as much life to the scene. The man clearly about to lift the box is only waiting for his boss to stop yelling at him, meanwhile his goof-off co-workers stay out of it and engage in conversation. The scene remains passive, but very much alive. Even an in motion figure can be used to advantage. The man with the wheelbarrow would naturally pause at the threshold of the door, particularly since the activity on the other side seems to be obstructing his way.

Even inanimate objects can imply motion. Items stored neatly out of the way on the building platform are plainly not being actively worked on, but items strewn around on the front edge appear to be. Add a man with a packing list, throw in an item suspended on a small crane and a great deal of motion is clearly about to happen. Don't forget to leave a door ajar or a window open here or there. Vehicles should be placed at natural points of rest, ie: stop signs or grade crossings or, of course, parked. Don't forget to use drivers and passengers in those vehicles that have just stopped.

Since this is where your creativity should take over, I won't elaborate, having planted the seed of thought.

Treat each detail effort as a mini-scene and arrange it to tell a story. It might be an abandoned building with only a stray cat to indicate life or a busy street scene with plenty of activity from the cop on the beat talking to an off duty fireman to men loading a truck. I think

You may have noticed another name under NER Brass in this issue. In the past, the contest chairman's name has not been listed. However, some of you have mentioned that the contest chairman is not accessible. It was therefore impossible to get forms or advice on model contest participation. Well, that mysterious fellow is me, Brian C. Whiton. I'm not really brass mind you, just sort of rusty steel. You may feel free to use your new found gateway to the model contest as often as you wish, contacting me by mail for whatever assistance I might offer. Please send a SSAE along since I have no real budget.

Part of the reason I'm writing is I am very nearly out of a job. At the recent convention at New Bedford, there were only eleven contest entries, two of which came only after considerable badgering by me. Luckily, Pete Barney lives only ten minutes from the convention hotel. Since pleading with Pete produced a 20% increase in participation, perhaps a solicitation aimed at the rest of you will have similar affects. Since you do not live ten minutes from the convention hotel I'll make my pitch early.



This scene is so typical of a small town, with the fireman leaning out of the firehouse window to chat with a passerby.

you will agree that this aspect of the hobby is one of the most exciting you have yet encountered.

Sadly, this concludes this series on the wrenching of the Midland from the throes of boredom. Re-examining my goals on the Midland has contributed to a much more organized effort. I am enjoying my hobby much more since my pike has taken on an image more like what I first imagined. I sincerely hope this column has helped you achieve the same condition on your model empire, or has armed you against a few pitfalls.

**Shop Talk**, however, will continue. The most crying need is to support the NER Model Contest. When I'm not working on the Midland I am working as your model contest chairman. For a few issues we will be using the **Shop Talk** column

I have to assume that the reason we have so few models at contests is that there is some deep dark ominous conception of the inner workings of the contest. Or worse, that the judges are under qualified, vindictive non-modelers who have a passion for nit-picking the model masterpieces of real modelers. Well, it just isn't so.

The whole purpose of what I do and what the judges do is to provide a supportive environment in which you, the modeler, may engage in friendly competition. From 0 to 87 1/2 points, your competitor is yourself. The 87 1/2 point mark is our minimum award, called a **merit award**, and is recognised by the achievement program as qualifying for inclusion in that effort. Above 87 1/2 points you may still compete with yourself, in the event of your model being the only one in that category, since we have some loose point minimums to ensure good modeling. I'll tell you more about this later. Of course if there are others in your category, you may have some serious competition. That is what a contest is all about.

Lets look at the contest and its staff

to promote and explain the Model Contest, after which we will settle down to articles on the methods used to produce those prize winning models. I'll bring in guest columnists from time to time so that we will get a broad cross-section of ideas and techniques. We will also see some contest models up close including discussions of their good and bad points.

Even the Midland will turn up in print as significant new features occur that might be of interest to you. We never did get around to discussing the imagined history of the Midland and how you could rewrite history to lend a story to your own railroad. There might even be some interest in operations on the Midland and some of the other pikes of the New England Railway Consortium. In short, you should not run out of reading material for a while yet.

and see how that competitive environment is achieved. In doing so, I hope to remove any fears or misconceptions that are inhibiting those of you who are potential entrants.

First let's discuss levels of competition. As a new-comer to the contest you will be a **craftsman** class modeler, meaning simply that you have not won a first place in your category. The judges do not expect as much from a craftsman as they do from a **master**. Master entries are those submitted by a modeler who has won a first in that category. The master/craftsman distinction is limited to that particular category; meaning that until you win a first place in a given category, you may still participate as a craftsman in that category. Personally, I am only a master in diorama. That is the only category in which I happen to have won a first place. Likewise, Bob VanCleaf, MMR was able to compete in craftsman diorama last spring since his past wins in that category did not include a first. He got that last spring, so now he will have to compete with the tough guys. The intent is to keep you competing with people who

Continued on Page 11

## NEW BEDFORD REPORT

On the weekend of October 14 thru 16, one hundred and sixty people enjoyed the Fall NER Convention in New Bedford Massachusetts. The Whaler Inn hosted the convention, and a full schedule of activities kept everyone busy.

Friday evening started the convention off with layout visits to many of the local modeler's layouts. As I mentioned on the front cover, among the exciting sights to greet my eyes was Peter Barney's HOn3 module. But that is only the beginning of Peter's modeling activities. He also models in On2, and his son has a small standard gauge layout, in addition to the HOn3 module and layout.

From there we traveled on to Marcel Demers' house, where we found that Marcel had packed 12' x 12' of well-conceived, beautifully executed and scened railroad into a 12 1/2' x 12 1/2' room. Things are so well arranged that Marcel even has his workbench in the closet.

From there we traveled to Tom Lapointe's house in Fall River. Tom models in O scale, and has many large steam locomotives. I declare, after seeing O scale stuff run as nicely as Tom's, I get some sort of longing pains -- both for lots of money and lots of space so I could also indulge myself with O scale. All in all, enough activity to fill up an evening.

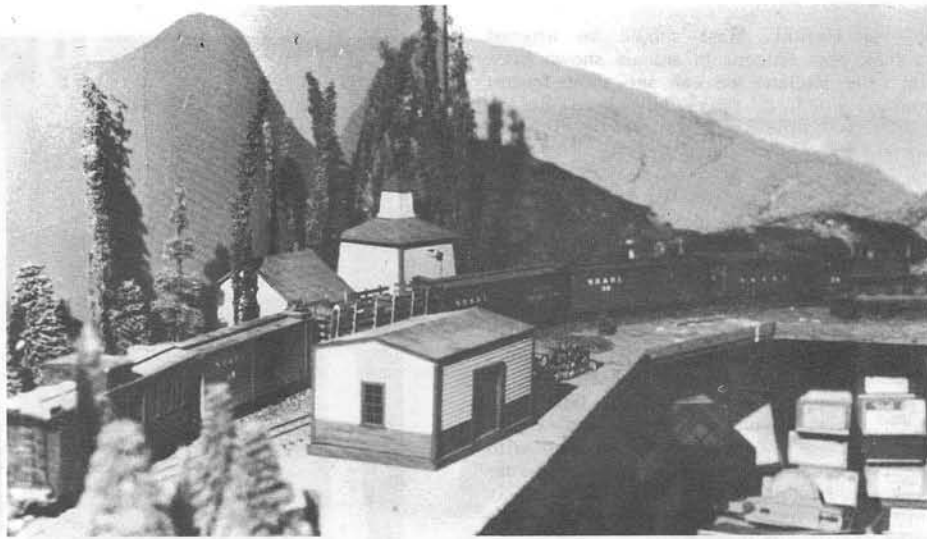
Saturday morning the Dealer and Display area opened at 9 along with the model and photo contest registration. After viewing those activities, I helped out with the registration table for a while. I then visited a couple of clinics, which I found to be very interesting. Of particular interest were Bill Schaumberg's "Finding Good Prototypes to Model!" and Les Halmos and other Allouette Division members' clinic on modules.

Next, I slipped into the contest room (I had special permission) to photograph the contest models. Then, a quick lunch, before catching the bus for the fan trip. We rode the buses to Buzzards Bay, where we were to catch the train. We had a good half hour to walk around the property and see what was hanging around, as well as inspect the spectacular lift bridge across the canal. Finally, the train returned, and we boarded and set off for Hyannis. We had a beautiful day, and the ride along the canal and through the rolling countryside of the cape was very relaxing and enjoyable. Once we reached Hyannis, we again had a few minutes to look around (the roundhouse has been converted into a nightclub). On the trip back, the train let us off along the canal, and the gave us a photo run-by. After the run-by, we boarded again, and travelled back to Buzzards Bay. Then, back to the hotel.

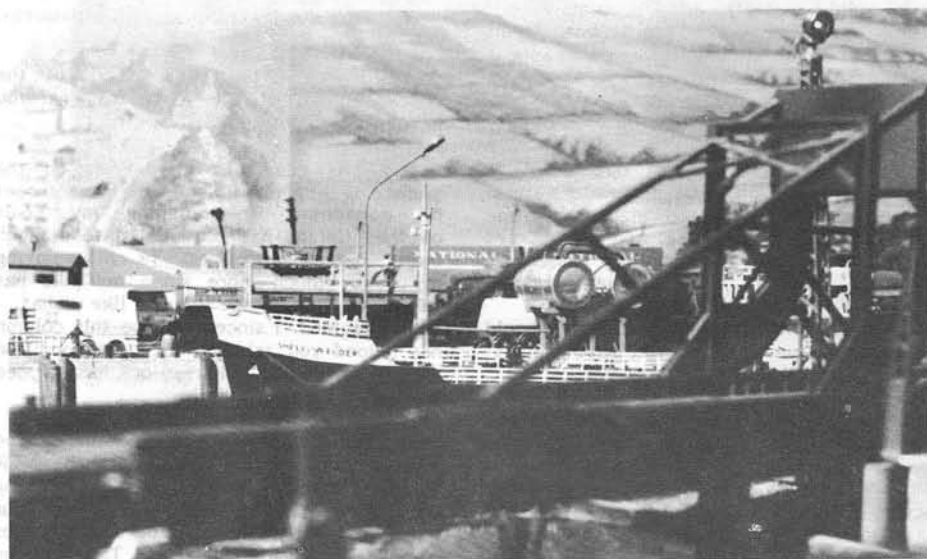
That evening the banquet was held. A good meal was followed by the normal awards ceremony for the winners of the model contest and raiette contest. After the banquet, an auction was held.

Sunday morning the annual membership meeting was held. Some of the items of business brought up at the meeting concerned the costs of the Coupler and the expansion of the raiette contest.

On the way home, I had the pleasure



A section of Peter Barney's On2 layout.



A view of the seaport on Marcel Demer's Atlantic & Northern RR.



Here is the train crossing the bridge to pick us up for the fan trip.



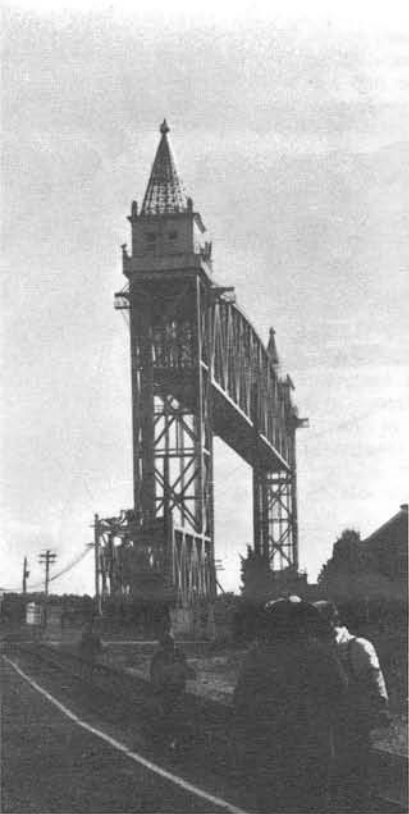
of visiting with Jack Alexander and seeing the progress of his fine model railroad. I was particularly impressed with the way he was able to back a string of cars up the spiral around his mountain. When he gets the mainline finished the operation should be very nice, particularly thru Jack's fine scenery.

Next we stopped at Dave MacPherson's home to see his HO Clinch Mountain RR. Here again was a nice model railroad with a nice track plan and in operating condition. I liked the smooth operation given by the hand made transistor throttles. The promise of interchange traffic from a staging yard in the workshop should enhance the operation of what is already a very nice layout.

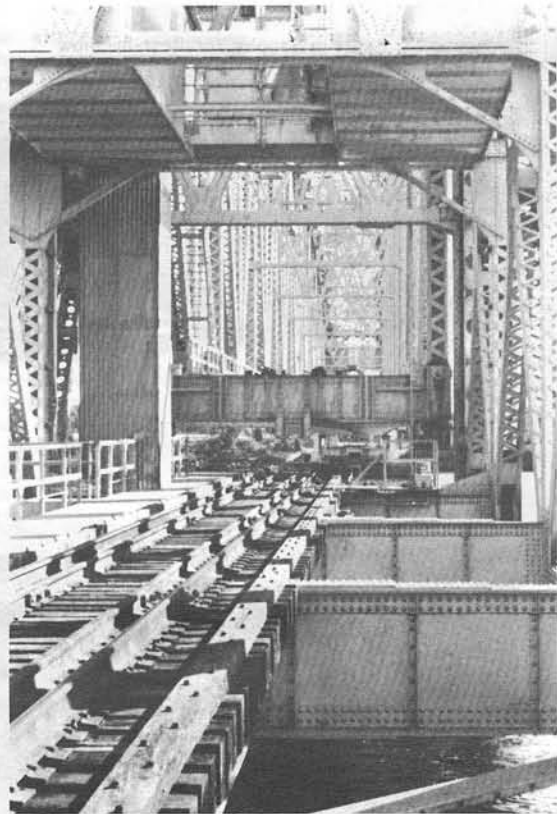
Finally, we ended up at Pete Watson's house. Once again, On2 was the name of the game. Pete is a fine craftsman, and though the Sandy River & Rangeley Lakes RR is only a third complete, it's easy to see the quality in the part that is complete. In about five years I'll have to go back and see how much more he has completed.

New Bedford was a good convention, with the layouts in particular very interesting. Next spring, I'll be heading north to Quebec City for the spring convention over Memorial Day weekend. Hope to see you there!

*Ken*



A view of the railroad lift bridge in the raised position.



A closer view of the bridge just before the deck settles into its lowered position.



Here is the train on our photo run-by.



This is Peter Barney with the Baldwin Trophy for Best In Show.

Attendance

- |                    |                  |
|--------------------|------------------|
| Canada - 10        | New Jersey - 7   |
| Connecticut - 32   | New York - 31    |
| Maine - 11         | Pennsylvania - 1 |
| Maryland - 6       | Rhode Island - 4 |
| Massachusetts - 56 | Vermont - 3      |
| New Hampshire - 8  | Virginia - 1     |

NER Contest Winners

At the NER Fall Convention in New Bedford participation in the model contest was rather sparse. As a result, there aren't many winners to announce. So here we go:

Steam Locomotives:

1st Place:  
Peter S. Barney - On2 Beyer Garrette

3rd Place  
Bill Mischler - Lehigh Valley M36  
2-8-0 Camelback

Non-Revenue Cars

1st Place  
Dave Messer - Pensey N-8 Caboose

2nd Place  
Ken Berlo Jr. - Sandy River & Rangley  
Lakes Flanger

Freight Cars

1st Place  
Tom Evans - Union Refr. Transit  
Box Car

Structures

3rd Place  
Peter S. Barney - Kenebec Central  
Station at Randolph

Honorable Mention  
Jean-Marie Trudel - Free-lance Industrial  
Building

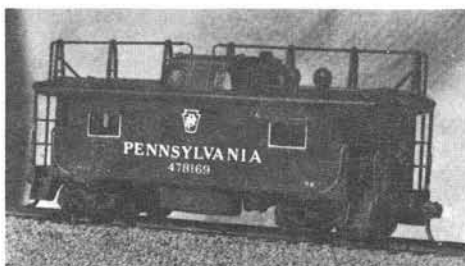
Diorama

3rd Place  
Jean-Marie Trudel - Rural Quebec  
Scene

Sunrise Trail New Modeler Award



Ken Berlo's Sandy River & Rangley Lakes Flanger



Dave Messer's Pensey  
N-8 Caboose

Baldwin Trophy for Best-In-Show



Peter Barney's On2 Beyer Garrette



Bill Mischler's Lehigh Valley M36 2-8-0 Camelback



Peter Barney's Kenebec Central Station

Hub Award for Second Place



Tom Evan's Union Refrigerator  
Transit Box Car

**Shop Talk - Contest Information**

have similar skill levels so as to encourage not discourage your efforts.

What's a category? Well, these are the types of models entered. We have **Loco-Steam**, which is obvious, followed by **Loco-Other** which is principally diesel, but can contain traction, track mobiles etc. Then we have **Non-revenue** which is cabooses and m of w equipment. Next **Passenger** cars which is non-powered passenger equipment followed by **Freight** cars, meaning revenue type freight cars. Beyond rolling stock there are **Structure** and **Diorama/display**. These bear some explanation. A diorama is a scene which may or may not contain a structure. Most do, since they would be rather uncompetitive without one. A structure is a building, trestle, etc, which may be free standing or mounted on a base. Furthermore, it may be on a diorama. NER judges are quite capable of ignoring the surroundings of the building if you wish to have it judged separately as a structure. It is quite possible to enter both in diorama and in structures at the same contest. As a matter of fact, I encourage it. You might find a diorama undercompetitive while the structures on it may find easier going in their own right. You do have to fill out separate paperwork for the two categories, but that's about the only drawback.

What about that paperwork? It is not as bad as you think. There are two forms: the first is mostly identification and classification information. Your name, address, NER member no., the class (craftsman/master) and the category are to be filled in and the blank judges slips are provided, then your receipt used during model pick-up. The second form briefly describes the nature of the model and the work you put into it. You will be asked to list the manufactured parts as well as the scratch-built parts. If the model is a kit-bash you would be asked to describe briefly the method and principle of the bash. I could go on for two more pages but I will not. Instead, if you will send me a SSAE I will prepare and send out a hints sheet on the preparation of the forms and include some tips on how to maximize your modeling effort with respect to producing a competitive model. It is important to put real modeling effort into your contest entry, but it is of no less importance to bring all that great modeling clearly and concisely to the attention of the judges.

Judges!! Oh, those guys. I'm sorry to disappoint you if you needed a window to throw a stone through. The contest judges are modelers just like you. About the only difference is that they have accumulated much more experience in the workings of the model contest and if you are a newcomer perhaps they have a bit more modeling experience. Often the judges list reads like the plaque on the Baldwin Trophy, which is our Best-In-Show. That is because most often the Baldwin Trophy follows a long association with the model contest and needless to say one who has often been judged becomes in time a knowledgeable judge. Usually by the time an entrant has won

such a high award, I can have some luck in getting him to take a breather and put that knowledge to use in judging the models of his fellow entrants. Not all judges are former Baldwin winners. Each judge, however, must have a record of significant past performance in the model contest. We also try to select judges who have a broad modeling experience. Naturally, if a Master Model Railroader is available, he or she would be our first choice. Of course, we keep an eye on them too.

Enter Walter J. Rogers, the only permanent member of the model contest staff. Walter, who prefers to be called Jay, is our chief judge. He never misses a contest in the NER and seldom misses a contest at the National conventions either, since he is on the national staff as well. Jay's job is quality control among judges and the smooth indoctrination of new judges within the NER model contest. Jay is the keeper of the factors (the points awarded to each phase of the model) and helps other judges make a determination when the finer points are debated. You will often hear Jay and me engaged in friendly argument over some fine point of model interpretation. This kind of dialogue insures that no judge mistakenly gives or takes points from a model for lack of understanding. Jay, of course, also participates in active judging of the models. There are a minimum of three judges required to complete judging of any one model. More may be brought in to break a tie, or in the event of a peculiar prototype we may recruit a special judge knowledgeable on that subject to assist. When it all comes down to the basics, however, the job of all of us at the contest is to give you the points you earned by building your model, not take away points. When you read the judges comments on the back of your slips, it may sound a bit negative. That's not true. Those comments of necessity relate to flaws since it would take a short book to tell you what we liked. What the comments are intended for is to bring to your attention areas where you could have gained valuable points which would have made the model more competitive. Next time you will be that much wiser.

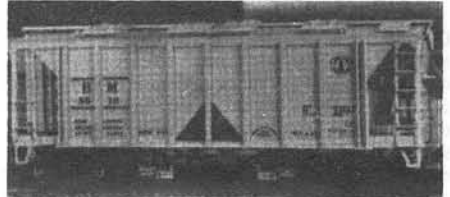
Often I hear a modeler say "I don't want to enter because I don't know what the judges are looking for in a good model". I answer by telling him to just build a model to the best of his ability and enter it. After you have been through it once, you will know what the judges are looking for and be that much wiser next time. Soon you will start to place and before you know it a bearded gent will hand you the Baldwin Trophy. At the very least you are likely to produce a model well above your average, a model you will be proud to have on your layout win or lose. If you win, so much the better.

Next issue we will meet some judges, staffers and past participants.

**Company Store**



[1] NER Name Badges: 3 1/2" x 1", blue, with your name in white and one line of text engraved in white. One line should not exceed 20 characters and spaces. Allow 8 weeks for delivery. \$ 1.50 plus 90¢ postage.



[2] NER 35th Anniversary Car: E & B Valley covered hoppers. Two road numbers are available, #5508 and #5516. \$ 7.95 for 1, \$14.95 for 2, postpaid.

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			Total

See above for prices (including postage) and limitations on lettering. Please print lettering as you wish it engraved.

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City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_

**NER Membership Application**

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip: \_\_\_\_\_

Please remit (in U.S. Funds) \$4 for 1 year membership or \$10 for 3 year membership.

Make check payable to: NER - NMRA

Mail to: R. Roderick Brown  
79 Hemenway Road  
Framingham, MA 01701

NER Module Interest Meeting II

Edwin R. Perron

Rod Brown opened the meeting and made the announcement that he would staff the three positions of NTrak Module Co-ordinator, US HO Module Co-ordinator, and Canadian Module Co-ordinator for the Minuteman '86 convention. I was named as the US HO Co-ordinator and Les Halmos of MODU-RAIL was designated as Canadian HO Co-ordinator. The NTrak Co-ordinator is still open, but there are some names to be suggested.

Dave Messer, President of the NER, stated his support for the need of a consensus standard. Dave does not want to personally get involved in the details of an NER module standard. It was not stated as such, but I summarize, the national and regional leadership of the NMRA wants to provide positive support and direction. But the details MUST(!) come from the grass roots -- the model railroaders who will be affected by the new standard, those who must use and **VOLUNTARILY** comply with the new standard to promote interchange between modules. This concept has been one of the principle guidelines of the NMRA since its founding fifty years ago.

Some comments were made regarding the commonality of physical dimension standards. Although there are valid reasons for common rail wiring, Brian Whiton pointed out that common rail can not support sound systems. That may not be important now, but what about future growth in sophistication. Tom Evans, Ammonoosuc Valley group, pointed out that any individual group layouts at Minuteman '86 will require individual group staffs! The objective (publicly stated or not) is for a mixing of modules rather than stand alone group modular layouts at Minuteman '86. Now does the need for an NER HO consensus module standard become obvious? We do not want to alienate anyone, but we are not promoting individual group modular set ups.

At this time, Rod Brown quietly suggested to me the need for an NER module inventory to size the 'problem'. The idea has such merit that I put it on the table along with the idea that any module registration as currently practiced by MODU-RAIL or any other group could be extended in the future to some form of computerized registration. (This obviously needs some development before it can become an on-line national registration for all modules within the NMRA.)

The question/request arose regarding Sunrise Trail Division standards. I have copies of these standards and will forward a copy to Les Halmos.

We started to talk about the general timetable and the speculation for a major module event in the Spring of '85. Bill Parker, Chairman of Minuteman '86, expressed the concern of needing to know sooner than '85 how much floor space will be needed (an issue of negotiating a \$/ft squared value). I don't know the details, but Hines Auditorium will not be available for Minuteman '86. Without setting a specific date, the group

recognized Bill's need to firm up appropriate space requirements.

The question of making the official NER document a 'recommended practice' was discussed. The result was that a recommended practice would probably not be adhered to. What is needed is an NER 'Proposed Standard'. It was decided that Les Halmos would produce such a document by the Spring '84 meeting. The invitation is officially out via this distribution to all NER groups to submit their module specs to Les Halmos for integration into a first pass NER consensus standard.

I suggested the possible need for two versions of an HO standard to accommodate the 'free form' and 'loop display' types of modular layouts that seem to exist.

I believe that it was Brian Whiton that pointed out the need to 'advertise' the NER modular interest. The 'UPE' and MODU-RAIL advertisement buttons were pointed out as successful examples that aroused interest.

The group considered module contest judging and the judging guidelines. It was agreed that there should be minimum requirements for a go, no-go decision. The module must meet the interfacing standards for admission to the set up. The module would be judged in the layout set up. If it was disqualified from inclusion in the display layout, it could still be entered in the contest as a diorama.

The target time frames for future activity are:

Have the proposed standard available at the Spring '84 meeting in Quebec City.

Have the proposed standard in the Fall of '84 - after some actual test.

Hold an NER module event in the Spring of '85 (NOTE: The Spring '85 NER Convention is to be a quad-regional meet to be held in South-eastern Pennsylvania.)

Module Interest Meeting III will be held at the NER Spring '84 Convention in Quebec City.

From The Divisions (Con't)

Motive Power - Steam

1st - Roger Robar  
Maine Central Locomotive

2nd - Walter Ronfeldt  
NE & Albany 2-10-4

3rd - Walter Ronfeldt  
NE & Albany 2-8-2

Revenue - Freight

1st - Bob Whittern  
O Scale GN of Canada Box Car

Maintenance Of Way

1st - Scott Gordon  
O Scale BAR Snow Plow

Remember The Iron Horse Museum Award

Roger Robar for his Maine Central Loco being the oldest steam engine entered.  
Wolfeboro Railroad Prototype Award

Priscilla Collinge for her Wolfeboro Station Model.

Best In Show Awards (Popular Vote)

1st - Roger Robar  
Maine Central Locomotive

2nd - Walter Ronfeldt  
NE & Albany 2-10-4

3rd - Donald Robinson  
HO Repair Facility

Ladies Handcraft (Railroad Motif)

1st - Donna Sweeney  
Crewel Depot Scene

2nd - Elizabeth Townsend  
Engineer Doll

3rd - Priscilla Wiggan  
Engineer Doll

Best In Show Awards (Popular Vote)

1st - Donna Sweeney  
Crewel Depot Scene

2nd - Elizabeth Townsend  
Engineer Doll

3rd - Priscilla Wiggan  
Engineer Doll

The next joint Seacoast Division and Wolfeboro Branch Railroad Club Show will be held in Wolfeboro on August 18 and 19, 1984.

Dave Collinge

Hudson - Berkshire Division

The Hudson-Berkshire Division is to hold its January meeting at the home of Bill Kennedy in Pittsfield, MA. Rumours issuing from the Massachusetts hills whisper of the installation of a command control system by On-Board. The excitement should be top-notch.

The March meeting is tentatively scheduled for Dick Elwell's home, and a return visit to the Hoosac Valley.

A discussion will be held at the January meeting concerning the election of officers and any other business of importance to the division.

Sunrise Trail Division

On January 21, the STD will hold its winter meet at the Island Trees Public Library in Levittown.

Officers will also be elected this spring and nominations should be sent to Jack MacIntosh.

The STD Spring meet will be held in Garden City on March 31st.

Members of the N.E.R.

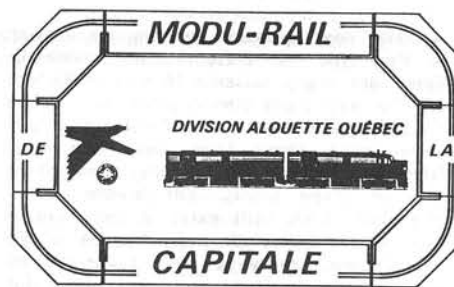
We, the organizing committee for Quebec '84, wish to extend to all a special invitation to attend what we feel will be a convention like no other before.

Activity planning is well underway and will include layout visits, fan trip, clinics, **exclusive** Model Railroader video clinics, model contests, photo contest, raillette activities and operating modular set ups in N, HO, and O gauges. Not to mention **Bingo** and **Banquet with guest speaker**.

Accommodations at the Motel Universal, where 100 rooms (the entire hotel) have been made available for the convention, will, we are sure, appeal to the most discriminating members.

What can we say about **Quebec City**. Well!! As some of you saw at the New Bedford convention **video** presentation, it is one of the most beautiful and historic cities in the country. It marries the old and the new in quite a unique way! Making the trip just to visit the city would be in itself an unforgettable experience. If you are a gourmet at heart, well, there are some of the finest restaurants with a variety of fine foods to please any pallet.

Why don't you plan ahead and extend your visit. We are sure you will not regret it.



Many modellers are looking forward to this convention already and some have even threatened to enter many models in the contests. Well, whatever models you want to enter, we will make room for. So come on, start now, finish that model you have always wanted to enter. You won't regret it!

Quebecois hospitality, as some of you already know, is one of the warmest around. If we can be of assistance with information with Canadian or American customs, let us know and we will try to answer your questions.

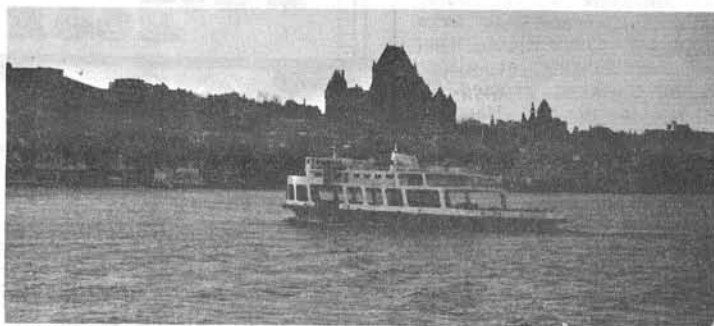
We are looking forward to a large representation from our southern neighbors. So put us on your agenda today, and remember it's happening in Quebec '84, a model railroad convention that you will not soon forget!

More precise details to follow in the next issue of the Coupler.

Until then!

Happy railroading, merry Xmas and a happy and prosperous New Year.

Les Halmos  
Convention Chairman  
Quebec '84  
8, Lournel  
Neufcahtel, Quebec G2A 2B1  
(418)842-8728



IN MEMORIAM

Ralph Wendelaar 1925 - 1983

It is with regret that we inform the membership of the passing of one of our members, Ralph Wendelaar. He died unexpectedly December 9, 1983 at age 58. Ralph was known to many of us as a meticulous craftsman who modeled railroad cabooses. He won the Brass Lantern award at the NMRA National Convention at Dearborn, MI, and previously the Baldwin Trophy from the NER.

Much of Ralph's modeling can be seen at the Owls Head Transportation Museum, in Owls Head, ME. I had the pleasure of seeing and sniffing his Brass Lantern winning caboose at the Bangor Convention. Ralph was a fine man, and a fine modeler. We'll all miss him.

Our collective condolences to the family.

# KENWOOD AND LYNVILLE



## The KENWOOD & LYNVILLE RAILROAD

by Kenneth May

When one is primarily an armchair model railroader, he/she tends to spend time dreaming and looking through the hobby publications drooling at the many fine layouts presented. Often thoughts of "If only I could do that..." or "If I had that layout..." permeate the conscience. This is all well and good, and I highly recommend being as widely read as possible on the subject, but there is a day in the life of everyone when the dreaming must be put aside, and some action replace it. Perhaps this happens after one tries to juggle in the time required to be an editor, but in my case I'm trying to set myself a goal, and at the same time produce something in print to share with you.

When one stops dreaming, and starts acting, it must be done with some deliberation. In preparing for the exciting process of creating a model railroad out of thin air, I have re-read a number of articles and books, not only to see how others have done it, but also to see how they wrote about it. Needless to say, there are almost as many ways of doing the design and construction as there are ways of writing about it. I plan to write about the steps I have taken in designing and developing the concepts of the K & L, as well as the construction techniques. I don't claim to have all the answers; my aim is to report to you my own personal ideas and needs, as well as the ways I explored to solve them.

To begin, I believe wholeheartedly that the model railroad has to have some firmly developed concepts. These should be researched as carefully as possible, and then written down. Once written down, they are always there for reference. Alterations are not to be discouraged, but having the concepts on paper encourages consistency. Inconsistency detracts from the overall impression of realism that we are hopefully attempting to achieve, and severe inconsistency can distract the viewer so badly that much good modeling is not even noticed.

Most modelers begin by choosing a name for their model railroad. Much has been made of the options available in choosing a name: humorous names; personally significant names; prototypical names; imagineered names. While I think it's a little far-fetched to have a Maine division of the Santa Fe, similar license does take place. In choosing a name, The Kenwood & Lynville Railroad, I am using a name with personal significance. The name comes from my father-in-law's model railroad; in fact, the railroad that really developed my model railroad interest. In addition, it was named for my wife and her brother, and the name also fits for me. The K

& L is not an unprototypical name, however, since there are many New England railroads with names of similar construction: i.e. Providence & Worcester, Boston & Maine, Boston & Albany, etc. It is not clumsy nor do I feel it will wear thin over a period of years.

Once the name has been chosen, I feel the next most important decision involves the choice of era or type of equipment. To my mind this is important, because often the accumulation of equipment prior to the construction of the layout involves a substantial investment which needs to be taken into consideration at this time. On a more subtle level, it is also an indication of the type of equipment and era that you are attracted to. I know that my choice of the modern (1970's) era of railroading is directly related to the fact that it is the era I've seen during my life. I have little personal memory of the steam era, and so would have difficulty feeling comfortable modeling it.

The next question needing an answer is the type of system being modeled. There are many variants to be considered, all the way from period pikes to modern conglomerate systems. Early railroads were often short lines, no more than fifteen to thirty miles long, connecting two or three towns. Yet bridge routes and short lines still exist in the modern era, so flexibility abounds. Narrow gauge or electric railways are favorites of those with limited area or particular interest in those types of railroading. I have chosen to go with the bridge route concept, a good example being the Central Vermont that passed through my home town when I was a teen.

Having grown up as a young man in New England, Connecticut to be specific, I have more fondness for this part of the country than any other, and plan to locate my imagineered railroad here. The idea is that the K & L was formed in the mid-twenties (about a decade before the era my father-in-law modeled) by consolidating several routes from other railroad companies to form a line that crossed Connecticut from east to west, interchanging at either end and with all lines it crossed. It would include access to the Hartford area in the center of the state, and the manufacturing areas in the river valleys across the state.

In order to accomplish the task of determining the route exactly, I obtained a copy of a 1901 Railroad Map of Connecticut. For the purpose of this narrative, and the concept of the K & L, we shall state that the K & L obtained from The New England Railroad Company their operating line from Providence, RI in the east to Newburgh, NY in the west. Travelling east to west, the line passed through eastern Connecticut, crossing the NY, NH & H RR at Plainfield Jct., the NY & NE and the CV at Willimantic, the Rockville RR and S. Manchester RR at Manchester, and then into Hartford. To avoid tedium of my telling it, please check the accompanying map. What it will show you is a wealth of opportunities to interchange with other railroads. From an operating point of view, this is very desirable.

## On The Schedule Continued

Open: 10 AM to 5 PM. Fare: Adults \$1.50, under 12, \$.75. Contact: Stanley Darcy, 7 Montello Street, Brockton, MA 02401.

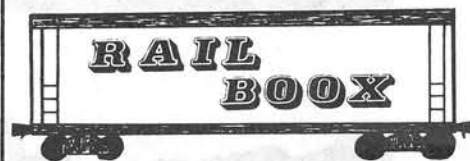
March 25, 1984, Branchline Train & Toy Show, Saugus High School, Rt 1, Saugus, MA. Open: 9 AM to 3 PM. Fare: Adult \$ 2.50, under 12, \$.50. Contact: Branchline, 72 Park Avenue, Winthrop, MA 02152.

April 7-8, 1984, Bay State Society of Model Engineers Annual Public Show and Open House, 760 South Street, Roslindale, MA 02131. Club O, HO and N scale layouts in operation. Open: Sat 12 - 6 PM; Sun 1 - 6 PM. Fare: Adult \$1.50, under 12, \$.75.

April 8, 1984, St. Thomas Aquinas High School Parents Club and Booster Committee 2nd Annual Train Show, St. Thomas Aquinas High School, Kelsey Street, New Britain, CT. 06053. Open 10 AM to 4 PM. Fare: \$2.00, under 10, free. Contact: Donald A Buccu, 107 Carroll Street, New Britain, CT 06053.

April 14, 1984, Downeast Railroad Club Downeast National Railroad Show, National Guard Armory, Stanwood Street, Brunswick, ME. Open: 9:30 AM to 4 PM. Fare: Adults \$1.75, under 16 \$.75. Contact: Calvin Grant, 48 Park Street, Freeport, ME 04032.

April 28-29, 1984, Nashua Valley Railroad Association RAILFARE '84 & OPEN HOUSE; Railfare - Emerson School, Route 117. Open House - Route 85 near Route 117. Fare: Adults: \$2, under 12, \$.50. Contact: T. Caesar Martin, 125 Chase Street, Clinton, MA 01510.



**18 Tailor-Made Model Railroad Track Plans**, John Armstrong, Milwaukee: Kalmbach, 1983. \$ 10.95.

There is a John Armstrong fan club out there, though they don't wear J.A. buttons as identification. However, John Armstrong is probably one of the best known names in model railroading, and he is particularly well known for his track planning talents.

This book contains a summary of the general information concerning track planning that John has covered in great detail in other books, then progresses into coverage of the eighteen specific track plans in detail. Facets such as era, operating priorities, and structures are worked carefully into the discussion.

This is another in the quality series of How-to books published by Kalmbach.

**Ladies' Craft Contest**

Back in 1981 when the Ladies Contest was first conceived, it was very difficult for us to lay groundrules. We had no idea how it would be received, and did not really know which direction we should take. It was doubly difficult, because as far as we knew, no other region had ever run ladies contests and even the National Railettes ran contests only by popular vote at that time. Therefore we had no one else's experience to fall back on; we were on our own! We did know needlecrafts, however, so we decided that we would begin with what we knew, work with this for awhile, then decide if we could open up the contest to other crafts.

Participation in the Needlecrafts Contest has had its ups and downs, and we have had a few requests lately for other craft entries. This was discussed at the last NER meeting in New Bedford and it was decided to change the contest from strictly needlecrafts to all crafts. However, what has not changed is that all entries must have a railroad theme.

Now that the National Railette Contest is on its feet with judging rules adapted

from ours, we will try to keep the two as close as possible. With a National Convention coming here shortly, we should be relatively similar.

There will now be two basic categories: Needlework and Railroadiana. If there are enough entries in these categories, we will further break it down by making sub-categories of: Kit, Pattern, Original. This way there is a possibility of awarding up to six first prizes, etc.

Each entry will be judged on a basic 75 points, broken down as follows:  
 Workmanship 25 points.  
 Neatness 25 points  
 Finishing 25 points

Each basic 25-point section will be further broken down for judging purposes:  
 (Fair 1 - 9 points)  
 (Good 10 - 19 points)  
 (Excellent 20 - 25 points)

A bonus of up to 25 points may also be awarded (to an entry from a pattern or an original design) for Artistic Concept. This may include color combinations, stitch combinations or variations, materials combinations or variations, and complexity. An entry from a kit may be eligible for some of these bonus points, if it has been altered in any way.

Each entry is judged on its own merit, and the decision of the judges is final.

A new entry form is now available, almost identical to the National Railette Contest entry form. Except for the Entry #, this form may be filled out at any time, and it is quite simple to fill out. The most important section is the Entry Identification. None of the judges are mind readers. The more you tell us about how you did the work, the easier it is for us to award the proper amount of points. If you'd like to fill out your form ahead of time, please write to me at the address below.

Also, we need judges! If we can get enough names on the roster, then the same judges will not be confined to the contest room convention after convention after convention. If anyone has been a former convention winner, or feels qualified to be a judge, and is willing to give up an hour or two on Saturday afternoon at a convention, please write to me at:

76 Summer Avenue, Apt. 8  
 Stoughton, MA 02072

Delores Rogers  
 NER Railette Chairperson

**Raillette Contest Winners**

The winners at the New Bedford Convention were as follows:

- 1st Needlepoint - Florence Monahan
- 1st Crewel - Betty Owens
- 1st Counted Cross-Stitch - Elizabeth Brown

**Best In Show**

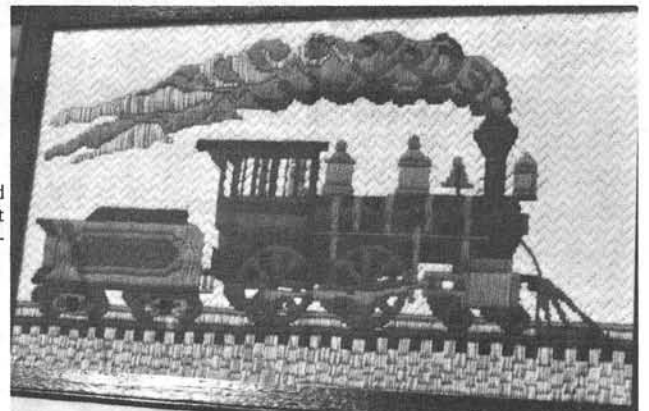
Elizabeth Brown

Elizabeth Brown's Counted Cross-Stitch of Riverbank Station garnered **Best-In-Show** at the New Bedford Convention. It also came in 1st in its category.



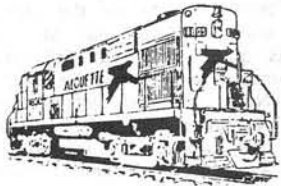
Betty Owens performed this crewel train on a tie she made for her husband Glenn. Not only did Glenn get a nice tie, but Betty also earned a 1st place award.

Florence Monahan earned a 1st place in Needlepoint at the New Bedford Convention with her train.



Reprinted from the Hartford Courant.

# From The Divisions



## Division Alouette Quebec: (English)

We would like to remind all DAQ members of the upcoming elections scheduled for April 1, 1984.

There is a slate of nominees which will be published in the next Signal, so watch for it.

Petitions can also be sent in by members if they wish to.

A reminder also to members to read the article I wrote in the Signal on "What is a DAQ Board of Directors meeting like?" More members should get involved with the administration of their division!

## Division Alouette Quebec (French)

Nous aimerions rappeler aux membres de la DAQ qu'il y a des elections de prevu le 1 avril 1984.

Il y a une liste de candidats en nomination qui sera publiee dans le prochain Signal. Surveillez bien cette publication.

Des petitions peuvent etre envoyees par les membres pour les postes convoites.

Un rappel egalement de lire l'article "Une reunion du conseil d'administration de la DAQ, c'est quoi?" que j'ai ecrit pour le Signal. Plus de membres devraient s'interesser a l'administration de leur division!

## Destination Quebec84 (English)

We are pleased to announce that the organizing committee in Quebec City is working very hard to welcome you in our beautiful city next year.

A note of interest for the time being, is that VIA rail might be able to invite us aboard one of their LRC trains for a 20 minute ride or even have a conventional train at our disposal for those who would prefer nostalgia!

## WATCH FOR UPCOMING DETAILS!

## Destination Quebec84 (French)

Nous sommes fiers de vous annoncer que le comite organisateur de la ville de Quebec, travaille presentement tres fort afin de vous souhaiter la bienvenue dans notre belle ville l'an prochain.

Un detail interessant pour le moment, c'est que VIA rail nous invitera probablement a bord un de ses trains LRC pour une excursion de 20 minutes ou meme a bord d'un train conventionnel

## NER Office Manager

79 Hememway Road  
Framingham, MA 01701

Robert Strobel  
1203 89th St  
N Bergen NJ 07047

pour ceux qui aiment la nostalgie!

## SURVEILLER LES PROCHAINS DETAILS:

### Hub Division

The Division's enactment of the Fall NER convention in New Bedford has come and gone - we missed those of you who were unable to attend. Good motel, service not bad, convention not too bad, glitches not too bad, layouts not too bad, good banquet - all in all not too bad a show. The weather certainly smiled on us so we smiled right on with it. Pretty good attendance, too. See you in Quebec in the Spring.

Our BOD has shuffled things around a bit, partially due to my coming retirement from the BOD. After twelve years, I have to call it quits as office manager come the end of my current term in April. Don Brebner, who has done such a superb job as editor of our Headlight, has also retired and requires a replacement. So, since that job is not so time consuming as office manager and since I'd like to keep my oar in, I have taken on the job as editor starting with the next (Feb) issue. So now we're looking for some good soul to take over this column - any takers?

By the time you read this, our Fall show in Lexington, MA will be history - I hope we will have seen a lot of good NER folks there. As this is written in October, I know quite a few who will be there and actively participating in the event. Our Spring show will be a repeat of our 1979 biggie - we are joining the Devans & Harvard Club, and the army, at Fort Devans for another mammoth show in late April or early March. We'd like to have you attend.

Our current membership is 392 - will we make it to 400 to stay?

Glenn Owens

### Nutmeg Division

On November 6th, 1983, the Annual Nutmeg Train Show was held in Rocky Hill, Ct. The show was well attended and everyone was treated to operating modules, displays and dealers. A special

thanks to all of the displayers, since without them, we (Nutmeg Division) would not be able to conduct any type of a show. As of this date a place for the 1984 show has not been discussed and any leads will be helpful.

The Annual Nutmeg Dinner will be held on January 14, 1984 at the Manchester Country Club, Rt. 83, Manchester, CT. A hot and cold buffet is planned, so watch for details in the Nutmeg Newsletter.

If you have contemplated a trip to the Model Railroad Club in Union, NJ, Do Not Wait!! A few of us made the trip and were not disappointed. A future trip will be planned again. More information about the club can be found in the October 1983 issue of MR.

Joe Sokol  
213 Regan Road Apt. 12  
Vernon, CT 06066  
(872-2240)

### Little Rhody Division

The Little Rhody Division held its annual meeting and election of officers on June 17, 1983. Elected were Bill Robertson (Superintendent), Chris Brindamour (Asst. Superintendent), Stephen Boothroyd (Clerk & Paymaster), and Don McRae and Paul Rush (Directors). In place of the July meeting of LRD a layout tour was held, and in August a fantrip was scheduled. Regular meetings will be scheduled to be resumed in September. The LRD Open House was held in October at South Kingston High School.

Stephen Boothroyd

### Seacoast Division

The Seacoast Division held a joint show with the Wolfeboro Branch Railroad Club on August 20, 1983. The winners in the model contest were:

Dioramas  
1st - Don Robinson  
HO Repair Facility  
Structures  
1st - Priscilla Collinge  
Wolfeboro Station

Continued on Page 12

