

NER Forms Membership Promotion Group

During the NER Board meeting on May 7, Bill Parker announced the formation of a membership promotion committee, under the chairmanship of Wayne Craigie. The basic objective of the committee is to increase the membership participation in the NER, in numbers as well as activity. Wayne selected Phil Ackerman, Coupler editor, Dick Towle, Photo Contest Chairman, and media specialist Bill Borrelli to serve on the committee.

For several issues past of the Coupler, we have had a running dialog regarding the issue of a single dues structure. The simple argument in favor of the single dues structure is that it would automatically enroll the 1600 or so members of the NMRA who reside in the Northeast Region but are not members of the NER in the organi-

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Convention Report

Garden State 1989 NER Spring Convention—Edison, New Jersey



A ride in the tender of a steam locomotive is rare most days, but is a common event for guests at NER Conventions

Approximately 150 guests braved the New Jersey highway traffic and the first really warm weekend of the year to attend the NER 1989 Spring Convention held at the Holiday Inn, Raritan Center, in Edison, NJ. Although the attendance was light by most convention standards, the model railroaders and their family members were treated to an excellent time, filled with layout tours, clinics and a fantrip behind a steam locomotive.

Convention Chairman, Rich Laube, and a crew of volunteers assembled at the last minute per-

formed very well in seeing that the events came off as scheduled and that everyone was well taken care of. Rich was in the middle of a move to another location in New Jersey at Convention time, and was a one-man committee in the early

Continued on page 3

IMPORTANT

Please Note that the dates of the Fall Convention have been changed to October 27-29. See Page 8 for details

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NER COUPLER

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c/o Images and Ideas, Inc.

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Send address changes to the NER Office Manager; all other material should be sent to the Editor. Editorial material may be handwritten legibly or typewritten, or can be sent on Macintosh, Apple II, or IBM 360K formatted disks. Please do not format your material as we reformat it when it is typeset. If you have any questions, please call.

For best results, photos for publication should be black and white high contrast prints. Enclose a stamped, self-addressed envelope for photos to be returned.

Letters to the editor, and editorial opinions are welcome; however, criticism should be professional in nature, not personally directed at any individual.

DEADLINE for the September 89 issue is Aug. 20th 1989. The issue will be mailed approximately Sep 5.

Membership

Membership in the NER is open to all members of the NMRA, regardless of scale modeling preference or experience. Dues are \$6.00 per year and can be paid to the NER Office Manager, 79 Hemenway Road, Framingham, MA 01701. A membership application can be found on page 15 of the NER Coupler.



Spring Convention

(Continued from Page 1)

planning stages. Since he will be leaving the region, Bill Parker presented him with an award on behalf on the NER. Nominees are being sought to serve as his replacement as New Jersey director (see Help Wanted, Pg 16.)

The layouts and clinics were, as usual, well presented and interesting. The contest entries, while few in number, also showed a great deal of modeling skill and creativity. All who submitted items for judging are to be congratulated.

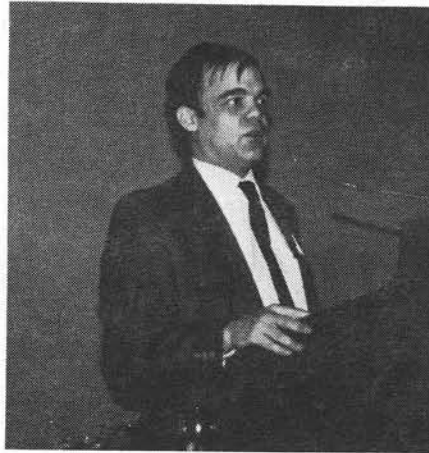
Several problems contributed to the light attendance. The New Jersey location is the southern border of the NER, and the distance may have prevented many northern members from attending. We did meet members who had made the trip from Plattsburg, NY and Belfast, ME.

The event also conflicted with the MER Convention being held the same weekend in Wilmington. While the NER Convention offered a steam railfan trip and a visit to the Allaire Park Restoration Shop (my favorite part), local modelers may have chosen to go to the MER Convention instead.

(Continued on Pg 13)



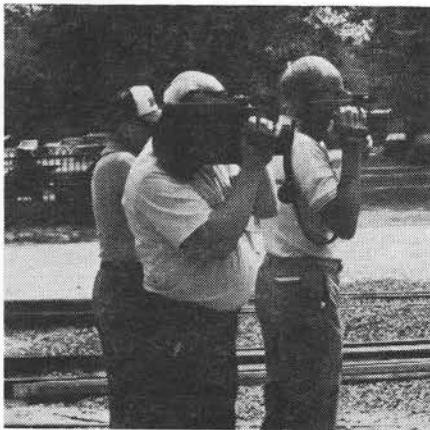
Garden State Central Railroad Club of Asbury Park members handled the lunchtime chores during the Saturday afternoon fantrip. From left to right: Lew Loker, Bob Judge, Tony Organek and Jack McCabe.



Convention Chairman, Rich Laube handles Master of Ceremony duties.



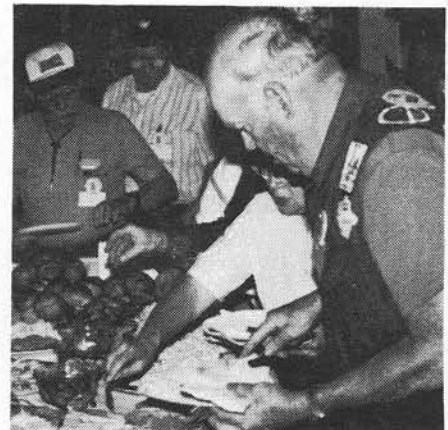
Garden State Central dispatcher proves model railroading is fun (or he doesn't understand the problem!)



Below- Allaire Park provided plenty of opportunities for video taping.



Ray Staples greets visitors to GSCRR layout



Enjoying the lunchtime activities at Asbury Park

Bill Parker

The President's Pen

Well summer has finally arrived. Time to forget model railroading for three or four months, right? **WRONG!** Summertime can be one of the most productive seasons for a model railroader. As you read this article, stop and think how you can personally tailor your summer activities to enjoy the sunshine, beat the heat, get some not too strenuous exercise and advance your model railroad empire or plan all in one delightful season.



Most of us travel more in the summer than in the other seasons. Take advantage of your travels to explore prototype railroad facilities; take pictures and make sketches of structures and rolling stock that you would like to incorporate into your layout. Remember, some of the best structures and track design for modeling purposes are to be found in the small, off the beaten trail, towns that are perfect destinations for a summer vacation. Even though your vacation paradise town may no longer be served by the railroad, many modeling gems still exist along the abandoned right-of-way.

New and different prototype attractions are not the only things to be discovered while travelling around on your vacation. Excellent hobby shops are scattered throughout the country, in large cities and in small towns. Different shop - different stock! Often you can find books, maps, kits, build up models and photographs that you have never seen before located in relatively small hobby shops in out of the way places. Take the time to

seek out a few of these modelers' meccas and bring home that certain something that you have always wanted but never could find.

A large number of model railroaders construct their layouts in the basement of their homes. Basements are nice cool places in the summer. When it's too hot to sit out in the sun, head for the basement and experience the delight of a combination of cool comfort and hot progress on your layout construction. Change those summertime 3H's from hazy, hot and humid, to healthy, happy hours. The progress that you make by doing a little modeling exercise in the summer will be truly appreciated when you reap the benefits of your labor in the fall.

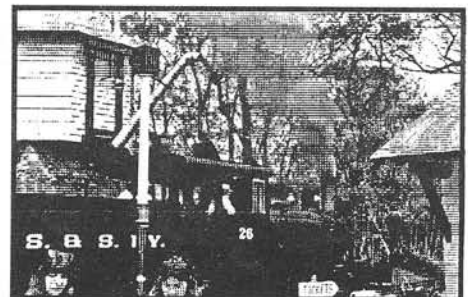
If your layout is not located in the basement, you still have plenty of opportunities to enjoy model railroading in the summer. Obviously, an air conditioner will keep your railroad room comfortable during the day or evening. A fan will usually cool the room down nicely during the early evening hours, giving you at least a few hours of comfortable temperatures during which time you can either add to your layout or enjoy an evening of operation. If you just don't feel like going into your railroad room, pull out that kit you bought last winter, set up a table in front of the TV, and assemble the kit during the slow innings of the ball game.

Once in a while you may feel just too lazy to build or operate anything. That is a good time to catch up on reading some of those modeling articles that you just didn't have time to get to earlier in the year. You can take a few modeling magazines with you when

you go off on vacation; you can also read then while sitting under a shade tree in the back yard.

Since summertime television is usually not as good as the rest of the year, it presents a golden opportunity to sit back and watch those railroad video tapes. Also, don't forget to check out your NMRA Bulletin; there are lots of video tapes on model railroading that you can borrow from the NMRA library. Write to the NMRA Headquarters Office in Chattanooga, TN for a complete current list of all video tapes. (The NMRA video lending library is only one of the many benefits available to NMRA members.)

So you see, summertime is model railroad time. Balance your activities to spend time with your wife and children doing a lot of the things that you want to do, but fit in a few hours now and then doing the things that you want do do. Actually, I'm sure the entire family will enjoy an excursion on one of the tourist railroads or spending a couple of hours in a railroad museum. Model railroading is a family hobby, so make sure you plan to include the entire family in at least a portion of your summer railroading/model railroading plans. Have a great summer and remember, "Model Railroading is Fun"



Dick Hanschka

Soot & Cinders

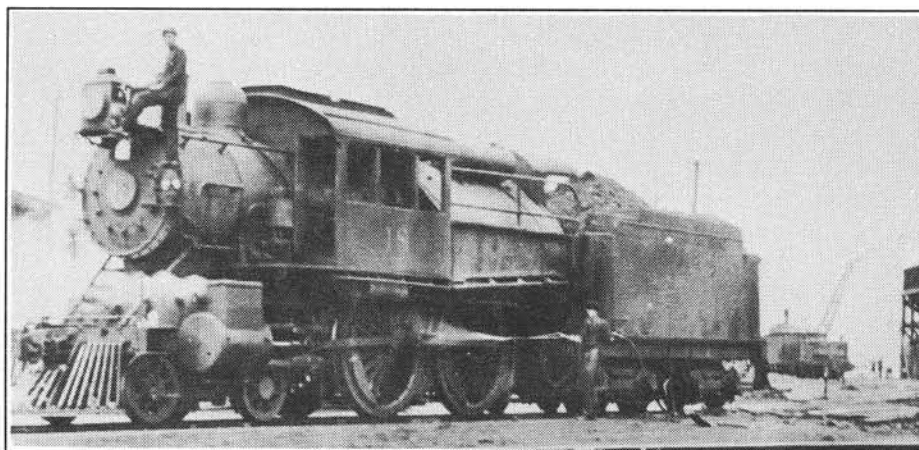
CNJ Camelbacks

For many years the New Jersey Central or CNJ spread out like a spider web over the state. In Pennsylvania it was officially Central of Pennsylvania but the same cars and engines were in use. Camel backs lasted to the end of steam power on CNJ. The camelback was built to use the left overs of the anthracite mines of Pennsylvania.

#18 is in the Warton & Northern subsidiary of CNJ. Just before WWII the last iron vestiges passed from the scene in New Jersey. The mining companies used various engines. Their purpose was to move ore from mines and supplies to them. Almost any small loco could be used for this purpose on a model empire.

Perth Amboy was the end of PRR trackage to the shore. New York & Long Branch RR was operated by PRR and CNJ together to the South in NJ. Lehigh Valley had a line to the town also. Perth Amboy was a shipping point for Pennsylvania coal. So we see a LV loco on the turntable. Incidentally Mantua makes two kits for camelbacks. Both are of LV prototype engines. To my knowledge, no other class one road used camelback Pacific or Mikado type camelbacks.

The CNJ Mastodon or twelve wheeler was a massive engine used



*Warton & Northern (CNJ) #18, 4-4-0C
October 1928, Wharton, NJ*

in heavy freight service. Reading RR owned the CNJ for many years. Reading used to build the camelback engines. In turn Reading was controlled by Baltimore & Ohio RR. Reading served the anthracite mines in eastern Pa. and with a great many branches it needed lots of engines. So it was natural to build engines and supply CNJ.

CNJ steam never progressed beyond standard Pacific and Mikado types. The CNJ often ran long freights with several 288-2 engines. The locos would be spaced front to rear. Whistle signals got the pusher going. When slack bunched the mid train loco sounded off and started pushing until the road engine got the feel of slack being bunched. The practice was to save draw bars, couplers etc. Now radio is used but it was much more fun to hear the whistle talk. The sound was like a signature on a letter. You knew who was in control of the train.

The camelback 4-4-0 was used by many roads. One remains from DL&W in St. Louis Museum of Transport. An Atlantic Camelback

of CNJ remains in the B&O Museum at Baltimore. For the most part, camelbacks were used in New Jersey, New York and Pennsylvania. They were unusual in New England. For safety

reasons they were limited in distance for operation and in construction. LNE got the last of them as switchers. They were economical to use on remains of hard coal. However, the engineer and fireman had a hard time shouting signals over the noise and with the boiler between them. Also when stoking the boiler, there was no way to speak as the fireman was on the footplate behind the boiler. Another danger was from a broken rod coming up through the cab.

UP, CPR and many others experimented with camelback. Long Island RR had quite a few and inherited those of PRR experiments etc. Only a few were ever used in the south and seldom repeated. A camelback could always be excused on a model pike for same reasons as CPR etc. - an experiment in fuel economy. A 2-6-0 type could be kept in mixed service on a branch line. NYO&W had many of them.

Photography Contest Department



Contest Procedures Change Possible for Fall Convention

Photo Contest Chairman, Dick Towle, is considering procedure changes designed to improve NER Photo Contests. These new procedures may be in place by the Fall Convention in Hempstead, LI. The changes will require contestants to submit advance entries, rather than entering them during the convention. There are several reasons why this proposed new process would be an improvement over current procedures.

The advance entries could be judged by a professional photographer over a three-day period. They

are now judged during the convention by whatever qualified judges happen to be available. A professional photo contest judge has volunteered to assist.

Winners selected by an approved judge may be eligible for material prizes from commercial sources.

All entries can be displayed properly during the convention, with individual title cards listing the contestant, title of the work and details, without having to hide those details from the judges.

A print can be made of the winning entries, to be included in the Coupler. Since entries are now

picked up at the end of the convention, so there is little opportunity to identify the winner and his work, or share the news with those not at the convention.

Similar contest use this procedure and it has worked very well. If these procedures can be set up for the Fall Convention, you can get entry forms in the September Coupler, or from Photo Contest Chairman, Dick Towle.

Watch this space for official details in September, and get those prize-winning entries ready this summer. The NER Board would like to hear your reaction to this proposed change.



James Kennedy & Glenn Salvatore



Pat Lacaroz



Bob Adler



Diane Salvatore



Dan Monahan

The following are the Photo Contest winners announced at the Spring Convention.

Color Prototype

- 1st Place (tie): James Kennedy and Glenn Salvatore
- 2nd Place: Pat Lacaroz
- 3rd Place: Dan Monahan

Color Model

- 3rd Place: Joe Lacaroz

Black & White Prototype

- 3rd Place: Diane Salvatore

Color Slide, Prototype

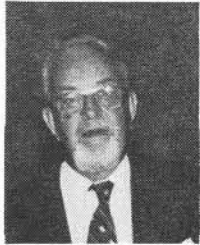
- 1st Place: Glenn Salvatore
- 2nd Place: Glenn Salvatore
- 3rd Place: Bob Adler

Color Slide, Model

- 1st Place: Bob Adler
- 2nd Place: Bob Adler
- 3rd Place: Bob Adler

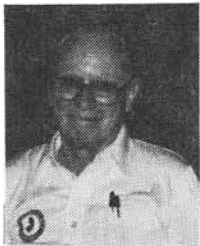
Judges were Jack Alexander, Wayne Craigie, Bill Parker, Dick Towle and Jim Condry.

Model Contest Department



Bill Hoffman from Westport, CT won five awards including Best in Show and Lawrence Fobes from Atlantic High-

lands, NJ took home the New Modeler award during the Spring Convention model contest. Bill won second and third place awards in the Locomotives-Other Category, Master Class for models of a Napa Valley Interurban and Pacific Electric Interurbans and Honorable Mention in the same category for his Pacific Electric Tower Car. He also received second and third place awards in the Passenger Car Category, Master Class for models of a Southern Pacific Diner and Pullman Observation Car, respectively. The Southern Pacific Diner was awarded Best in Show by Model Contest Chairman, Don Howd.



Lawrence Fobes from the host Garden State Central Railroad Club won Best in Classification in the Diorama (Craftsman) category for his

model of the Jim Thorpe/Mauch Chunk, Pa area. The module is part of the Garden State Railroad layout. The New Modeler Award is presented by the NER to an entrant who wins an award with his/her first entry.

Other awards presented during the convention banquet included:

Walter Marr, Clymer, PA

Honorable Mention, Locomotives- Steam (Master): Erie 4-6-2

Merit Award, Locomotives- Other (Master): PRR GG-1

Diane Salvatore, Woodstown, NJ

2nd Place, Structures (Craftsman): Maine Potato House

Glenn Salvatore, Woodstown, NJ

2nd Place, Freight Cars (Craftsman): Maine Central Gondola

Walt Scholz, Norwich, NY

1st Place, Freight Cars (Craftsman): PRR Stock Car

3rd Place, Structures (Craftsman): Howe Truss Bridge

**Bob VanCleaf, Coventry, CT
MMR**

1st Place, Structures (Craftsman): Brian's Stake House

John Wesner, Freehold, NJ

Best in Classification, Locomotives- Steam (Craftsman): PRR 2-10-0

Best in Classification, Locomotives- Other (Craftsman): PRR FA-2

Brian Whiton, Windsor Locks, CT

1st Place, Passenger Cars (Craftsman): Rutland Combine

Membership

(continued from Page 1)

zation. The argument against single dues is that the administrative burden on the national staff would be too great. The problem with focusing on membership from a dues point is that it boils everything down to money.

This issue aside for a moment, a membership drive involves more than just fattening the coffers of the NER treasury. More members means more attendance at conventions, more clinic givers, more articles in the Coupler, more contest entries, more candidates for office, and so on. An organization can lose its way without the influx of new ideas, as well as people.

A second objective of the promotion committee is to expand the services provided to the current members, so as to increase their participation in the organization. Several ways will be tried, and the NER will be making several changes in the future. For example, you may wish to look at the new procedures being planned for the Photo Contest, or may want to respond to the short questionnaire on page 9 about convention attendance preferences.

On page 11 is a form you can submit to place a classified ad in the COUPLER. This service is free to members. Future plans include providing discount coupons for use at selected supporting hobby shops, who will place ads in the COUPLER.

As a start to gathering information, on page 9 is a short convention attendance questionnaire to determine why people attend (or won't attend) conventions. Please take the time to fill it out.

Hempstead, Long Island, NY

NER Fall Convention

October 27-29, 1989

The NER Fall '89 Convention will be hosted by the Sunrise Trail Division. Their convention committee has been hard at work for the past year and promises us a full weekend of fun with both model and prototype rail action.

The convention hotel will be the Long Island Marriott which has all the facilities of a major 402 room hotel, including an indoor pool, health club, sauna, hydrotherapy pool and racquetball courts. It is located adjacent to Meadowbrook Parkway (a major North-South L.I. parkway) and a short walk from Hofstra University where the majority of the weekend activities will take place. Room rates will be \$85 for a single or double. The Marriott can provide dining ambiance to suit

any taste with Chardonnay's, Cafe Lido and the Lido Park Bar offering a range from elegance and gourmet food to a snack or lunch.

The main convention facility will be the student center at Hofstra University. Its main convention room will have modular layouts and many manufacturers and local hobby shops have been invited to display their wares. Convention attendees are invited to bring a module to be a part of the display layout please contact one of these people:

NTRAK — Bob Gatland
21 Roydon Drive West
North Merrick, NY 11566
(516) 785-0542

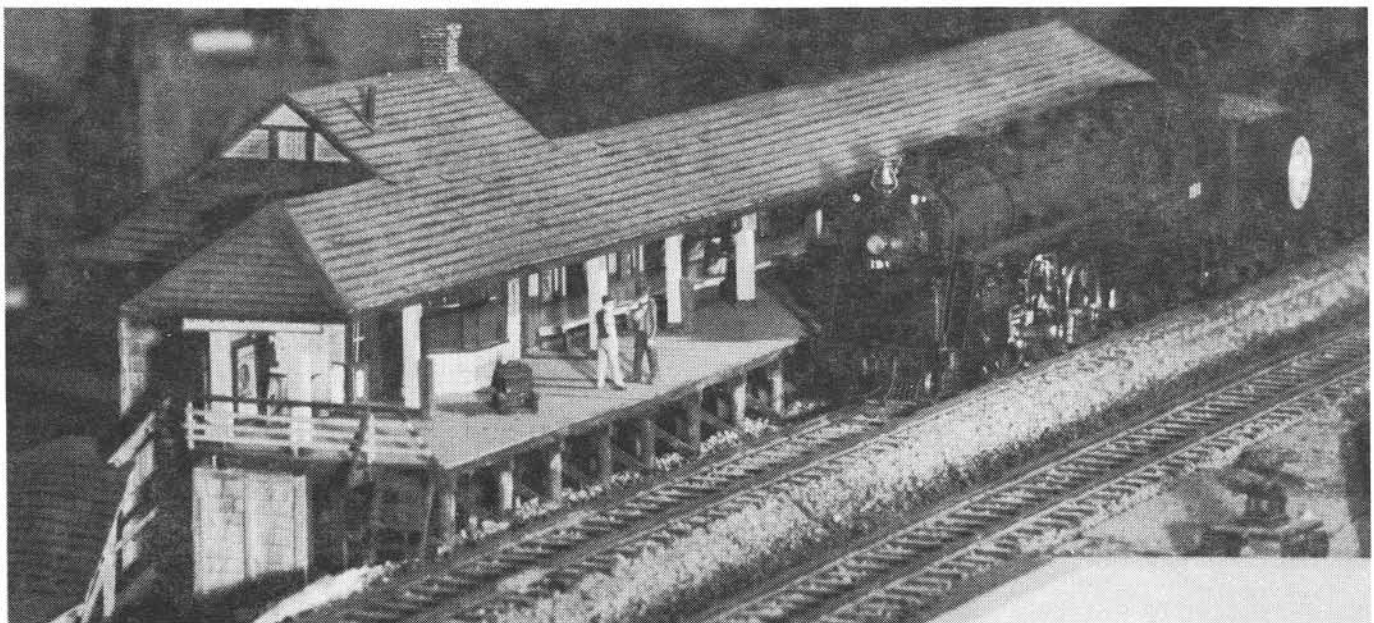
HOTRAK —

Uses NER approved standards
Bob Spohn
87-48 259th Street
Floral Park, NY 11001
(718) 343-4562

ZTRACK — Adam Scull
200 Mercer Street, Apt. 2E
New York, NY 10012
(212) 598-0015

STRACK — Hiram Graves
1849 Park Place
Brooklyn, NY 11233
(718) 498-0495

Four large modern classrooms have been reserved for other activities, including live clinics and contests. The display area and contest room will be open on Friday evening at 6:00 PM for module set-



A PFM Milwaukee pulling Sheepshead Connecting Lines varnish arrives at Brooklyn Manor on the Rockville Centre Model Railroad. John MacGowan's scratchbuilt station duplicates the prototype which was located on the Long Island Railroad. The layout will be on tour during "Rails to the Sunrise Trail" Convention. (Photo by Conrad Obregon)

up and contest registration.

Rails to the Sunrise Trail" will feature a full schedule of live clinics. Featured clinician will be Art Curran of Model Railroader magazine. He will present two clinics, "Kitmingling Plastic Structures" and "Scenery As I See It". Other clinics will cover subjects such as: Pennsy Steam - A to Z; Grade Crossing Detection; Scenery - Western Style; Freight Car Loads; Smoke Generator for Models; Diesel Loco Lighting; Trees and Scenery; and Building N-Scale Structures.

The Convention will offer the full range of NER sponsored contests with Model, photo and craft contests in evidence. Contest areas will be open for entries both Friday evening and Saturday morning. Rules and entry forms are available from the respective contest chairmen (see Coupler masthead for names and addresses) in advance. With ample time before the convention, plan on bringing your favorite model, photo or craft.

Highlighting Saturdays activities will be a fan trip on the Long Island Railroad and visit to Morris Park Yards. This vintage facility, with roundhouse and transfer table will be replaced shortly by new facilities at Hillside, so this may be your last chance to see them. Don't miss this one!

Long Island has some of the finest club and home layouts in the Northeast. Sixteen of these home and club layouts are now being prepared for your visit. Eight will be open Friday evening, and the other eight will be open Sunday.

And finally, on Saturday evening, the Convention Banquet will be held at Hofstra University. There will be several choices of entree to satisfy every convention attendee. The program will feature the presentation of awards to the contest winners, and after an after dinner program "The D & H Railroad from 1960 to Date" presented by Tom Nemeth and Denis Connell of Railpace News magazine.

The next issue of the Coupler will include more details and registration forms. However, registration packages will be provided to NER Convention Registrars Pat and Charlie Bettinger as they are completed. Send a SASE to them at 29 Foster Drive, Vernon, CT 06066 to register early.

Be sure to mark October 27-29, 1989 on your calendar now for the premier model railroad event of this year ... "Rails To The Sunrise Trail!"



Convention Attendance Questionnaire

Please help us provide better member services by taking the time to answer these few questions and mailing them in to the COUPLER at the address on Page 2.. If you don't want to cut your newsletter, then make a copy or send a separate sheet with the information requested. Your name and address is optional, but it would help if you can fill in the lines provided.

1. I attend NER Conventions...

- at least one per year,
- once every two or three years
- only once or twice
- never

2. The reason I do not attend more is...

- costs are too high.
- I don't have the time off.
- The distance is too far.
- The events don't interest me.
- Other reason

3. The things I enjoy (or would enjoy) about conventions are...

- Layouts
- Fantrip
- Banquet
- Contests
- Meeting People
- Other

4. I would like to see the following activity (ies) added to the convention, if possible

Name _____

Address _____

City, State, Zip _____

NER Module Interest Group

Let's start this issue's column with some good news.

HUB DIVISION MODULE GROUP

The recent HUB Division Spring convention and show had a new element.

I'm going to steal from a letter I received from Mike Marsh.

"We did it!!!! In less than four months, the HUB Division put together a running module layout in HO scale and put it up for the 30th Anniversary Show in Lexington, MA on April 1."

"In October of 1987, the JOB BOD voted unanimously to sponsor a HUB module layout. The Division itself would build the four corners... also buy the controls..."

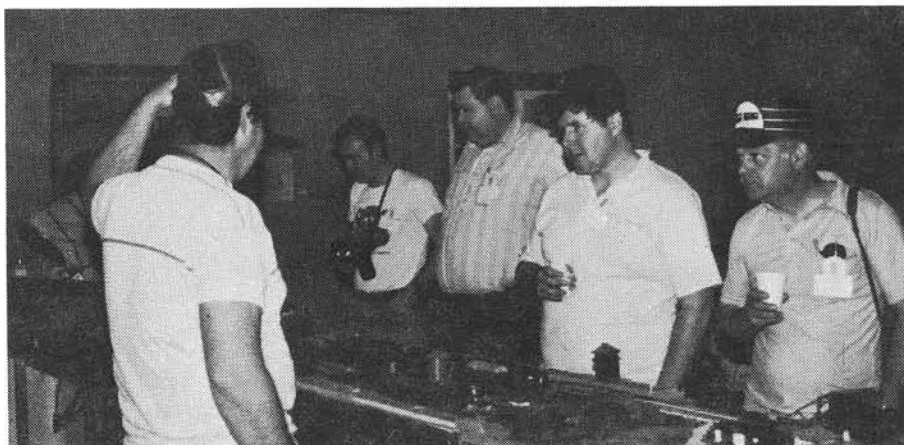
"The first meeting of the group took place in April of 1988..."

"Eighteen people showed up for (a November 88) meeting,... Glen Owens and Mike Marsh had put together a handbook of specifications... diagrams and suggestions."

"Larry Madson was named Module Coordinator."

"When April 1st came, no one knew how things would go. After all, we had met only once, and had no idea if it would work."

"IT WORKED GREAT!!!! Twelve modules went together, the power went on and everything worked right. It was a classic omen that as the first train completed its first lap on the outside mainline, one of the



Asbury Park, NJ— Model Railroad Module occupy the fascination of Spring Convention Guests

cars derailed on the inside mainline. From then on, everything went well."

I would like to be more specific in giving credit for this next idea, but I don't have the details right at hand. It comes from an electronic conference that I have access to. The suggestion was entered by Herb Devins of the Slim Gauge Guild of Colorado if my memory is correct.

SMALL CHILD STEP

How many of you have noticed at a public show those two eyes just above the module fronts. They usually are wide in wonder and attached to a citizen about six to eight years old. Without going into the physiology of why, they love to watch and follow the trains.

Well, now think about all those parents that have to hold those children up where they can SEE those trains. What if they had some steps or stands out front?

The idea here is to build those steps from some reasonable mate-

rial. Try a design with half inch thick plywood. Build it about two by three feet and about one foot deep. Cut some hand holds into the ends. Make sure that the "top" is securely attached.

Because... here is the versatility of those steps. Turn them over and you have a sturdy box to carry all those miscellaneous supplies that you need to set up the show... power supplies, radios, small tool boxes, etc.

Now it's easier to justify carrying those "steps" if they can do extra duty in transporting the show items.

NEXT ISSUE

That's all for now. I already have a couple of more ideas to pass on next time. But how about some more "news" type items? Send them in.

Edwin Permon
NER-MIG Co-ordinator
385 Donald Street
Bedford, NH, 03102

Non-Rail & Crafts Department

Two Non-rail Crafts Awards for the Novice class were handed out at the Spring NER Convention. The award for First Place in the Novice Class General Pattern category and Best in Show went to Linda Bender for her "Miss Peaches" doll. First Place in the Novice Class for Railroadiana Pattern went to Florence Monahan for her Counted Cross Stitch, "Train on Trestle". There were not enough entries in the advanced categories to permit judging.

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

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



Linda Bender (center) accepts her Best in Show award from Linda Craigue at the Edison, NJ NER Convention. On the left is her prize winning entry.

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

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

4. Anyone may enter the Advanced Class.

5. An item that has won first place or Best in Show in the Advanced Class may not be entered again.

6. If there are less than three items in a sub-category, it may be combined with another to make a contest at the discretion of the committee/judges.

Below- Clinics on Map Reading and Stained Glass highlighted the Non-Rail & Crafts Activities



The Last Superintendent

People are what have shaped our railroads. Those operating, office personnel, dispatchers, area business owners, associated haulers, townspeople, and sojourners feuds, strikers, and bankruptcy all give added color. It is however unfortunate that a death should rekindle the memory.

Recognizing that all within the crew photo were deceased was too much to bear. Tears filled his eyes but he continued on his course. Clearly understood was the mans love for his work, his fellow employees, and his railroad. Gordon Cutler will always remain the last acting superintendent of the Rutland Railroad.

The Rutland Railroad suffered terribly in its' late years. Alternate intermodal systems depleted the rail service. Routing on the Rutland was poor going from minor connections to places of obscurity. Unstable labor conditions lead to strikes. Abandonment ultimately occurred in 1964.

But, there were happier times. The Cutler home embellishes those moments. Adoring the walls is a vast array of memorabilia with one room devoted entirely to the Rutland. The abundance of photographs is striking. An object which can not be missed is a pendulum clock which stands at the top of a set of stairs leading to the Rutland Room. The clock was a gift given to Cutler's father by the railroad.

Railroading had been his life. From a family of railroaders, Gordon joined his father, William, when he was twelve years old. His first day was the polishing the engines, which familiarized his with the engines. At 16, he became a machinist helper doing repairs on

the majority of Pacifics, Consolidations, and 10 wheelers. His favorite engines were Pacific #82 and 10-Wheeler #76.

Realizing the days of steam engines were quickly coming to a close, Mr. Cutler attended school in Schnectady to study diesel mechanics. He became responsible for teaching diesel mechanics to the staff in Rutland; something he enjoyed. Even so, he was heartsick when #81, Rutland's last steam engine, was sold to a steam plant in New York.

His next position was that of general foreman. During this period, he encountered many usual happenings. A favorite story involved an episode with three elephants.

Circus trains frequented Rutland each summer for shows at the Fairgrounds. It appears that during one of these shows, the elephants were not satisfied with the fairgrounds, so they decided to take a 2 am stroll through the railyard. A distress call came over the airwaves from a frantic engineer on an incoming freight. "I'm not switchin' till you get the elephants off the tracks". Thinking the engineer has lost his mind, Mr. Cutler ventured into the railyard. Sure enough, the elephants were there and were not going to budge for any old train! One of the beasts was setting down for a nap! Knowing each of the elephants name helped to get them moving.

Prankster as he was, Mr. Cutler decided to make use of his friendship with the animals. The following morning he paraded them first past and then up to the window of a local beauty salon! Supposedly many a perm was ruined that day.

By the late 1950's, Mr. Cutler has moved through the ranks to the position of operating superintendent. Already the company has begun its downward trend, and with the onset of the strike came grueling work assignments far from home. He spent the winter at the grain elevators in Augensburg, NY, flying home only on weekends. Certainly, far from a positive way to end a 47 year career.

The strike also had an adverse effect on friendships cultivated during the years. Employees near to his home who were now unemployed as a result of the strike no longer talked to him or his family. The loss of these friends was always a source of anxiety.

During the strike and ;the period of layoff that followed, Mr. Cutler kept active in railroading. He spend one summer employed at Steamtown. He was later a member of the Board of Directors. He was also active on the Board of Directors for the Green Mountain Railroad. His proudest accomplishment was in receiving the first Gold Pass issued by Steamtown.

From the Rutland's demise in 1964 until his death in 1987, Mr. Cutler kept alive the memory of his beloved railroad through unheralded cooperation with those interested in the details of the Rutland. He always maintained a professional attitude towards all that had come to pass and was always willing to relate his knowledge of the working of the line to whom-ever was interested, be it R. M. Nimke, author of the book series "The Rutland: Sixty Years of Trying", or the college student doing a thesis on rail transportation. His desire was to preserve the

railroad, his railroad.

The opportunity to interview Gordon Cutler in 1986 was a pleasant and memorable experience. Has it not been for individuals such as Mr. Cutler, noting formidable on railroad history could ever be written. We owe him our gratitude and respect. It was the people and its patrons which gave this railroad life. Mr. Cutler's contributions will never be forgotten.

This well written, informative article originally appeared in the "The Local," Mid East Region, July August Issue. Since it was written by MER and NER member, Diane Salvatore and concerns a Northeast Region prototype railroad, we feel it is most appropriate that it also be published in the NER Coupler.

Convention

(Continued from Pg 3)

Several members also did not receive their issue of the COUPLER with the registration forms in time, due to delays in the mails caused by bulk mailing. The Fall Coupler will be sent first class, and the convention committee is preparing a special mailer to be sent to previous convention attendees. Registration forms are also available directly from the Registrar.

The convention banquet, usually a necessary evil with cold

food and dry talk, turned out to be another of the enjoyable events. Over 90 door prizes were given out, and everyone went home with something, except for Wayne Craigie. Your COUPLER editor went home with a Mantua CNJ Camelback locomotive, which just happens to be the Soot & Cinders topic of the month — nice planning!

The banquet guests also were treated to a professional preview of Hofstra (Fall 1989) and Albany (Fall 1990) convention sites, complete with slides of Long Island Railroad equipment and the Jay Gould Estate (a swell place to build a layout—or two).

It is most unfortunate that the group in St. Johnsbury (Spring 1990) withdrew their bid. We hope the NER Conventions Committee can come up with a suitable substitute in time.

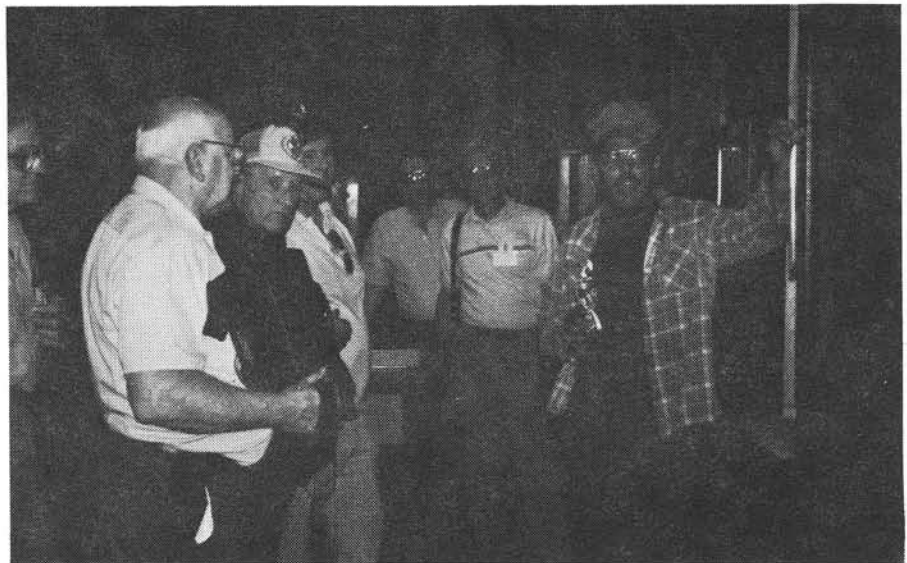
Since this was my first NER Convention — I, had planned to be at

others, but never made it — I most enjoyed the social aspect of the events. This included meeting new people and listening to stories of conventions past, and model railroads planned. The theme of the NER is "Discover the World of Model Railroading Just Beyond the Horizon," and through the efforts of the small group of hardworking Garden State 89 volunteers, we sure did!

Here's to meeting more of you on Long Island.

Phil

To resolve the problem caused by relying solely on the COUPLER to promoting the NER Conventions, the PCC has been budgeted for increased advertising in the Bulletin and National magazines, as well as a direct mailing to those who have attended conventions in past years. The COUPLER will still be your best source for details about the costs and schedules.



Allaire Park — Inside the restoration shop, convention visitors are briefed by the foreman on the activities of the museum.

News Briefs

Convention Update

Spring, 1990

The host group for the Spring 1990 NER Convention in St. Johnsbury, Vt., has withdrawn the bid. Alternate sites are being investigated by the NER Conventions Committee.

Fall 1990

Plans have been accepted to hold the Fall 1990 Convention, *Empire State Express*, October 19-21, in Albany, NY, at the Sheraton Airport Inn, conveniently located near major interstate highways with several fast food and moderate restaurants in the area. Featured will be a number of first class layouts including the RPI Club and Tony Steele's layout as well as tours of the AMTRAK shops and passenger facilities in nearby Rensselaer and the Conrail classification yard in Selkirk.

The banquet will feature a talk by Dick Barrett, Albany Parks Commissioner on the New York Central in the Albany area. A tour of the New York State Museum containing an original IRT Subway Car (*I remember those*) and a Hudson River cruise will also be featured.

NER Historian

Peter Watson has been appointed NER Historian and is in the process of compiling historical files about the NER. He has information from the late Dr. Diaz, but is interested in any information members may have (photos, meeting minutes, programs). Write to Peter at 65 Branch Road, East Bridgewater, MA 02333.

Roster Available

The NER membership roster is still available from the Office Manager for a price of \$2.00 members and \$3.00 for non-members. Send Check or Money Order to :

NER Office Manager
79 Hemenway Rd.
Framingham, MA 01701

NER Constitution

The final version of the proposed NER Constitution will appear in the Winter (January) issue of the COUPLER. Major issues addressed include changing the term of officers from two years to four years, and moving the dues from the constitution to

Dave Messer to Leave Region

Dave Messer, NER Secretary and Past NER President notified the NER Board that he would be moving out of the region due to job commitments, and a replacement would be required. In addition to his secretarial responsibilities, Dave also played a key role in bidding and setting up the Fall 1990 Convention in Albany. His duties there have been assumed by Co-Chairman Bill Mischler.

Vermont Division

A few signatures and establishment of a specific geographic area remain before the acceptance of a petition for a new NMRA Division in Northern Vermont can be a reality. Interested individuals can contact Ed Permon for details.

CURRENT MEMBERSHIP STATISTICS

Paid Members*	612
Life Members	94
Honorary Members	2
Total	708

*Membership decreased by 6 since the last issue.

New Members (since Mar 10, 1989)

Connecticut

James D. Kennedy New Milford

Maine

Emery W. Stephens Portland

Massachusetts

William E. Bowen Hopkinton

John C. Conner Chelmsford

Oliver J. Gaudette Lowell

James M. McConnell No. Adams

Aaron Spilka Watertown

Henry Van Leer Woburn

Alan VanTol Millis

New Hampshire

Bruno Canzano Chester

New Jersey

Lawrence G. Fobes Atlantic Hnds

Leonard Kaplonski Edison

Gary M. Pess, MD Wayside

Paul S. Stephanus Wayne

New York

John J. Hardiman Lake Placid

Michael Holtzman Melville

Harold E. Miller Freeport

Jeff Zaves Fallsburg

Pennsylvania

Walter S. Marr Clymer

Rhode Island

William J. Burke N. Providence

Canada

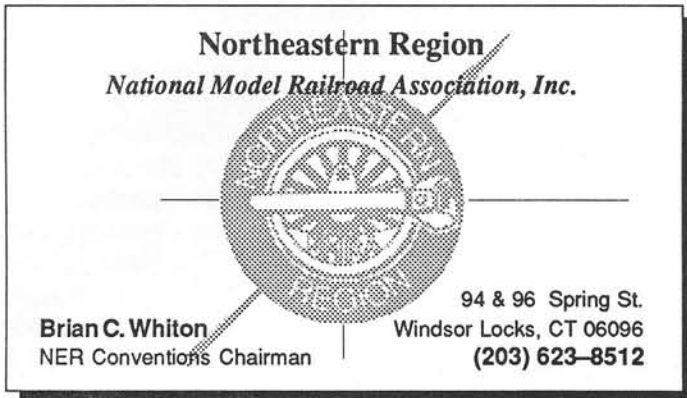
Quebec

J. Andre Simard Mont-Royal

Help Wanted

Dedicated, hard working, enthusiastic model railroader; resident of northern New Jersey needed as nominee for NJ area director and corporate agent. No exp required. Contact Bill Parker, (508) 586-0271.

NER Business Cards Available for Officers and Members



An NER Business Card has been designed, and is available for board members and officers. The card, shown above, is printed on bright white paper in red, raised ink. These business cards are useful for officers who contact the public and members frequently. The cost is \$24.20 for 500 cards (including postage), and they are paid for by the individual officer, not by the region. Any title not included in the listing of officers on Page 2 of the COUPLER must be approved by the NER President.

Members may also order similar cards with their name (no title), address and phone number, printed in black raised ink for the same price.

Send check or money order to NER COUPLER, c/o Images and Ideas, PO Box 6461, Nashua, NH 03061-6461. Allow 4-6 weeks for delivery.

Member Service Center

Use the space below or a blank sheet of paper to write your classified ad. Ads should be limited to four lines, no more than 36 characters per line, not including your name and address. You may advertise items for sale (model railroad related), services such as repair, painting, detailing or events. This service is FREE to NER Members (NO DEALERS PLEASE).

Include your name & address and mail to the COUPLER — Deadline 20 August

NER Membership Application / Renewal

NAME _____
 ADDRESS _____

Please remit in **U.S. FUNDS**
 Make checks/postal orders payable to **NER-NMRA**

Mail to: R R Brown
 NER Office Manager
 79 Hemenway Road
 Framingham MA 01701

NORTHEASTERN REGION, NMRA

RENEWAL NEW MEMBER

\$6.00 for 1 year membership
 \$15.00 for 3 year membership
 \$110.00 for life membership
 (only if you are an NMRA life member)

Office Use Only			
#	Xp	New	
Chk	Csh	File	Card

On The Schedule

National Conventions

July 31 - August 6, 1989, Houston, TX.
July 30 - August 5, 1990, Pittsburgh, PA.
June 30 - July 6, 1991, Denver, CO.
August 1 - 8, 1992, Columbus, OH.
1993 - Valley Forge, PA.

Northeastern Region

October 27 - 29, 1989: Fall Convention
Hofstra University, Long Island, NY
Long Island Marriot,
See Pages 7-8 for details

October 1990: Fall Convention
Albany, NY
Sheraton Airport Inn

Hub Division: New Location

November 4, 1989: Fall Show
Best Western Royal Plaza Trade Center
1 mile west of I-495 on Rte. 20
Marlboro, MA; 10:00 am to 4:00 pm
Contact: Rod Brown
79 Hemenway Rd.
Framingham, MA 01701
(508) 877-1827

This is a new and improved version of the annual Fall Show in a much larger facility. Activities will include dealers, displays, operating layouts, movies, videos etc.

Summer Trip Tip

If you're looking for a good way to combine railroading and a family vacation this summer, then try a visit to the COUPLER's home state of New Hampshire. On August 19 - 20, the Wolfeboro Branch Railroad Club, American Legion Post 18 and the Seacoast Division, NER, NMRA hold their summer railfest and Model RR Show at the Kingswood Junior High, Rte 28, Wolfeboro, on the east side of Lake Winnepesaukee. For information about the show and where to stay in the area, write David Collinge, RR2, Box 500, Wolfeboro, NH 03894 or call (603) 569-4876.

From the show you can travel one hour north to North Conway and ride the Conway Scenic Railroad, or further to Mt. Washington and visit the Cog Railroad. All the while, your family can enjoy the beautiful scenery of the Granite State, antique bargains, excellent restaurants.

Or continue around the lake to Meredith, for dinner at Hart's Turkey Farm, a New Hampshire tradition. Just south of Meredith are several antique stores, where you

might find a bargain in a brass locomotive.

If your vacation lasts until September, visit Annual Railfan's Day at North Conway on Sep. 16. There will be steam and 1st generation diesel on passenger, mixed and freight trains. Photo opportunities include 3.25% grade, mailbag pickup, four-way meet, night photo session; ride on a 1898 Pullman Observation Car. A Model RR open house and handcar rides are just some more of the events offered.

North Conway offers many good antique shops and factory outlets for the wives, the Attitash Mountain Sled and Water Slides for the kids, and Storytown USA and Heritage New Hampshire theme parks.

For information, send SSAE to Conway Scenic Railroad, PO Box 1947, North Conway, NH 03860-1947 or call (603) 356-5251. All events run rain or shine.

And if you get a chance to stop by Nashua on your way, give us a call.

Next Issue (God willing)

- The much awaited updated NER Division Point of Contact and Newsletter Editors List.
- Registration Forms for the 1989 Fall Convention.
- A discussion with Bill Borrelli on operating a layout for enjoyment.
- What I did on my summer vacation.

Photo Credits

New Jersey Phil Ackerman
Page 5 Dick Hanschka
Page 8 C.J. Obregon

NER Office Manager

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