



NER

COUPLER

Northeastern Region, National Model Railroad Association, Inc.

Summer 1991, Number 166



North Conway, New Hampshire, August 1991

Back on track!!!

Just like Number 4266 above, it's great to be working again with a new coat of paint.

After a short absence for a long overdue servicing of its editor, the NER COUPLER appears to be back on track. Like most of the railroads in times of trouble, I deferred maintenance of my own body for about 10 years, and it caught up to me in March. Too many doughnuts at NER board meetings, I guess. I thank all of my friends in the NER who sent cards and well-wishes.

In this issue we look forward to the events at the Tri - Region Convention in Binghamton, NY

which should be great. One note of warning, however. The registration fee is a *flat rate*, which includes your choice of one of three fan trips or the excellent clinics and contests planned at the convention center. For those of you planning to take one of the fan trips, I suggest you get your registration in early, since each is limited to 88 people. The registration package can be found in a special insert in the center of the COUPLER.

Like most issues, we have a number of regular contributors, but this paper should be by and for all of you. So I'm still looking for those articles and photographs and

modeling tips that you want to share with your fellow NER modelers. That's what the region is all about.

Another item in the issue to look for is a form from Dave Collinge, NER Northern New England Director and publisher of Railroad Information. The form will be the basis of a data base listing all model rail clubs in the area, so those of you can plan your vacations around some special scenery. Those who are club members or know of clubs in your area, fill out the form and send it to Dave. And be sure to let me know of any special club events or special activities you would like to see in the COUPLER.

I hope most of you will get to Binghamton. It's an excellent opportunity to expand your model railroading experience beyond our region, at a cost below the national convention fare.

Interior Detail

Loose Spikes	3
Shore Line Express	4
Soot & Cinders	5
Convention Contests	6
Club Registration Form	7
Soldering Brass	8
Achievement Program	9
Photo Contest Rules	10
Welcome On Board	11
On the Schedule	12

Special

Funshine Express Insert

NER BRASS

Officers

James K. HeidtPresident
PO Box 195
Camden, NY 13316
(315) 245-3664

Brian C. Whiton ...Vice President
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

Diane SalvatoreSecretary
33 Elm Street
Woodstown, NJ 08098
(609) 769-3065

James TruaxTreasurer
33 University Terrace
Burlington, VT 05401
(802) 864-5052

NER Office Managers

Rod and Elizabeth Brown
79 Hemenway Road
Framingham, MA., 01701
(508) 877-1827

Department Chairpersons

Achievement Program

Bob Boudreau
PO Box 7122, Station A
Saint John NB E2L 4S5
(506)672-2374

Convention

Brian C. Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

Model Contest

Walter J. Neuman
149 Clark Blvd
Massapequa, NY 11762
(516) 798-0575

Photo Contest

Edward C. Scott
112 Glen Road, South
Rome, NY 13440
(315) 337-9357

Non Rail & Crafts Coordinators

Diane Salvatore (address above)
June Neuman
149 Clark Blvd
Massapequa, NY 11762
(516) 798-0575

Directors

Canada

Norman C. Guinard
9 Dube Street
Edmundston, NB E3V2G1
(506) 735-6084

Connecticut & Rhode Island

Joseph F. Sokol
213 Regan Rd #12
Vernon, CT 06066
(203) 872-2240

Long Island & New York City

John A. MacIntosh
150 Kildare Road
Garden City, NY 11530
(516) 746-6288

Massachusetts

Wayne R. Craigue
26 Thurman Park
Everett, MA 02149
(617) 389-3194

New Jersey

Jon S. Sem
271 F. Englishtown Rd.
Old Bridge, NJ 08857
(201) 251-4297

New York State

Frank A. Deitz
38 Sandra Ave.
Plattsburgh, NY 12901
(518) 562-8058

Northern New England

David Collinge
RR-2, Box 500
Wolfeboro, NH 03894
(603) 569-4876

Past President

Bill Parker
65 Coweaset Dr.
Brockton, MA 02401
(508) 586-0271

Coupler Editor

Phil Ackerman
PO Box 6461
Nashua, NH 03063-6461
(603) 886-6430

NER COUPLER

166, Summer 1991

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

Phil Ackerman, Coupler Editor
c/o Images and Ideas, Inc.
P.O. Box 6461
Nashua, NH 03063-6461
(603) 886-6430

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

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

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

DEADLINE for the Fall 91 issue is August 31, 1991. The issue will be mailed First Class approximately September 15.

Membership in the NER is open to all members of the NMRA, regardless of scale modeling preference or experience. Dues are \$6.00 per year and can be paid to the NER Office Manager, 79 Hemenway Road, Framingham, MA 01701. A membership application is found on page 11 of this NER COUPLER



"L.O.O.S.E S.P.I.K.E.S"

Jim Heidt

In welcoming warm weather to our region, I hope that your summer has been brighter with some leisure time well spent in modeling pursuits. Few of us have the kind of time that we would like to spend in our hobby, and there are times that each one of us gets frustrated with the lack of apparent progress because of the lack of quality modeling time. Well I'm going to suggest a bit of heresy: budget and discipline your time to allow for your leisure.

"Wait a minute!" you say. "I punch a time clock at work and I'll be darned if I do it for my fun as well!" I'd agree that such structure could detract from the fun of model railroading, but increasing time pressures are facts of our hectic world. Instead of getting disgusted at getting nothing done on the contest model or the corner of the layout, try to get into the habit of setting some minimal time for your own enjoyment.

For example, after dinner and dishes, instead of dropping your body in front of the tube, try to dedicate an hour (or two) an evening during certain days of the week. In my mind, it's like dieting (with which I am not too successful either)... It takes some time to notice the results but, if you stick to it, you'll be surprised with the results. And with yardwork, etc., beckoning to you in warmer weather, your budgeted time will arrive just in time. Try it!

Speaking of warmer weather, it wasn't (warmer, that is) in Orlando the half week I was there



NER Board members pose for a group portrait at the winter meeting in Sturbridge, Massachusetts. Shown left to right are Jon Sem, Bill Parker, Dave Collinge, Wayne Craigue, Frank Deitz, Diane Salvatore, Jack MacIntosh, Rod Brown, Jim Heidt, Ed Scott, Brian Whiton, Jim Truax, Elizabeth Brown and Walter Neuman.

in February for the NMRA mid-winter board meetings, as it got down below freezing a couple of nights. But I can report that we didn't get to leave the hotel very often anyway because a lot of work got done, including reports and plans of a national organization in transition.

The NMRA is moving toward a more centralized and efficient basis by which to provide all members with greatly expanding services. The debate over unified dues goes on, as do means of promotion and methods of service, and far more will be accomplished by Denver which I'll report later. One point I'd like to raise is the direction by the Trustees to the Service Department to formulate a comprehensive educational (and promotional) program to introduce the hobby and NMRA to all ages, including youth. This emphasis has been to slow in coming...pass your ideas to me.

This issue of the NER Coupler

contains a report on the New London convention. Really, if you haven't been to an NER convention, or haven't in quite sometime, I can say that you are really missing what's between the lines: a good time, plain and simple, and a chance to become close friends with some wonderful people who live in this region.

If you didn't make the New London convention, be sure to plan on Binghamton in October when our neighboring brother of the Niagara Frontier Region play host to us and the Mid-Eastern Region. NER Trustee and noted modeler Pete Moffet will pay us a visit at New London to share the secrets waiting in Binghamton! My own "Ashpit" (model railroading hideout) will be the subject of clinic at Binghamton, and you can judge the benefits of my imperfect application of the time budget idea listed above.

So, I'll be looking forward to seeing you in Binghamton in October.

Shore Line Express Report

The Shore Line Express Convention was held at the Radisson Hotel in New London, Connecticut on the weekend of May 3-5, 1991. More than one hundred seventy-five NER members attended and had an enjoyable weekend.

Friday evening started out with home layouts. Ted Bossert and John Roy were open, and many visited their condominiums. Entering Ted's condo is an experience for anyone, but maybe particularly so for a housewife. Immediately after entering the doorway, you must duck under the railroad. Ted's layout goes around the walls of most of the apartment and fills the spare bedroom. It represents a line that interchanges with the Canadian Pacific, and is intended for operation. John Roy's N scale railroad occupies the spare bedroom in their apartment and is on the New Haven Railroad. John has done a very nice job with the scenery, producing a very believable model railroad.

John Kennedy opened his railroad, the Western Central, showing the large strides he had made on the layout in the past year. All of the trackage was operational, with mock-ups made of cardstock to indicate where some of the industries would be placed. A mixture of late steam and early diesel locomotives pulled the trains.

Art Ferguson opened his new layout in Essex. Since Art moved into his new house only two years ago, the layout is still in an early formative stage. The mainline is completed and operating and shows that this will be an excellent operating layout. It should be quite interesting to visit again in a few years when more has been completed.

Back at the hotel the train show was setting up with a few dealers ready to sell, while the

Mohegan & Pequot Model Railroad Club set up their modular layout. Canned clinics and videos were run to fill in the blanks, and the hospitality room provided a fine opportunity to snack (who doesn't like that!) and greet old friends.

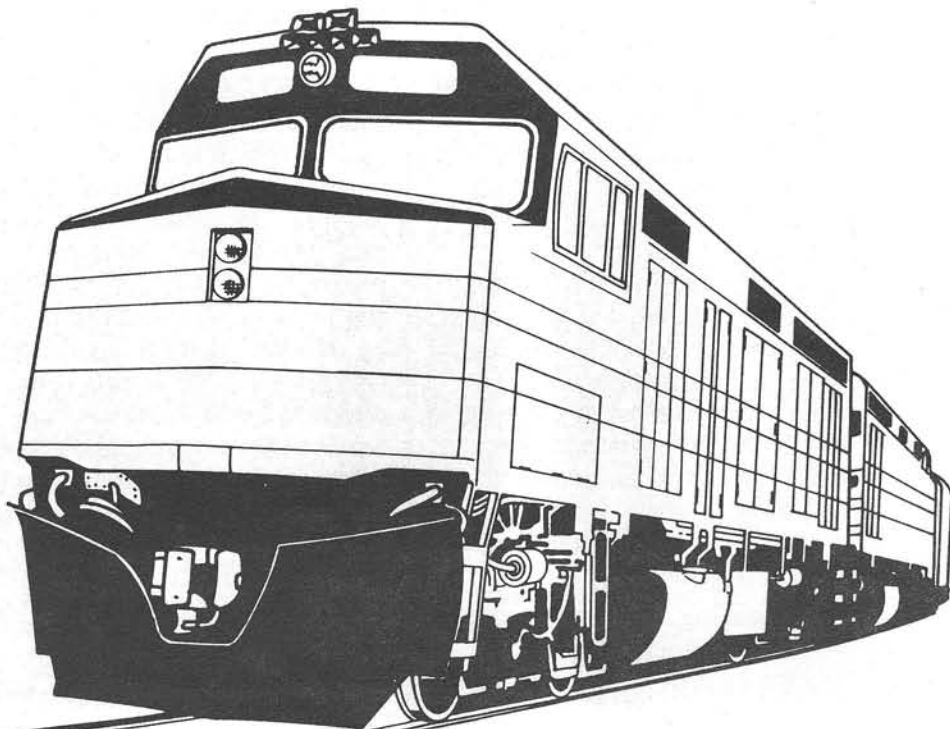
Saturday morning was beautiful with clear blue skies and warm temperatures. The train show, with most dealers now in attendance, opened at 9 AM. The clinic schedule featuring live clinics by Bob Dowe, Dick Joyce, John Roy, Earl Smallshaw, and Brian Whiton played to large audiences, and when a clinic was finished the train show was suddenly filled with people buying hobby supplies. At 10:00 the non-rail tour to the Coast Guard Academy, USS Nautilus museum and Olde Mystic Village left with nearly thirty people. At noon the rail fan trip began their bus trip to Essex and Valley Railroad with nearly two full busloads. At Essex they rode the steam train behind the Valley's new Chinese-built steam locomotive. They also took part in a Civil War re-enactment that was

part of the Valley Railroad's opening day festivities.

Saturday evening's banquet was a very nice time. The hotel provided a very nice meal, and the region was honored to have NFR Trustee Pete Moffatt in attendance. The normal comedy routine surrounding door prizes was performed, and the contest awards were announced, a special presentation of Master Model Railroader was made to Brian Whiton, and Pete Moffatt presented a preview of the fall convention, the FUNSHINE EXPRESS.

Ken May then introduced Dr. Tom Lewis. Dr. Lewis presented a very interesting program on the history of the South Manchester Railroad. A large portion of the group stayed for the program; all seemed to enjoy it.

On Sunday, there were nearly a dozen layouts throughout the state of Connecticut to visit on the way home. Shore Line Express was an enjoyable convention. If you missed it, we hope we'll see you at the Fall convention in Binghamton.



Soot & Cinders

The Connecticut Electric Railway

by Richard M. Hanschka, Bloomfield, Connecticut

The Connecticut Electric Railway is fifty years old. It has been in operation about twice as long as the original car line that failed some fifty years ago. About one and one half miles of the track is laid. The right of way has been cleared to Broad Brook, or about twice that distance. A state park is planned at the Broad Brook end.

Broad Brook was on the Armory Branch of the NYNH & H, and ran from East Hartford to Springfield. The rails are in place on that stretch of railroad, but are out of service and have been all but forgotten for some years.

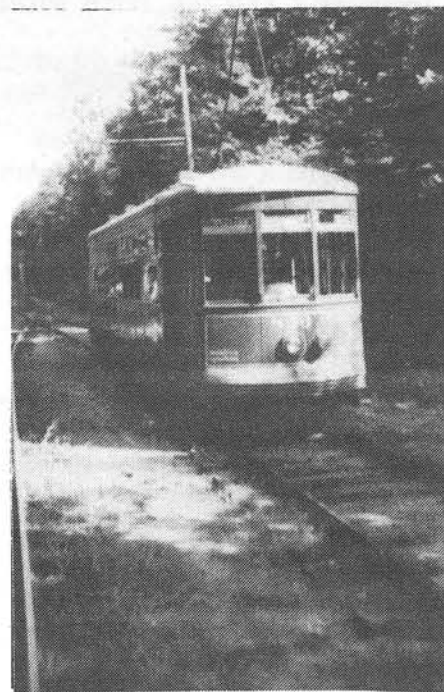
There are some modelers who only model trolley systems. But, more often, they are a part of another scene. This is usually another railroad, in a city setting, where they are used as streetcars.

The urban trolley often went into rural areas. In their day they were often run from one city to another, as from Hartford to Spring-

field (Mass.). For example, Connecticut Co. car number 840 ran from the New Haven railroad station out to the Yale Bowl and football games. When number 840 retired from serving football fans it went right on to running at CERY with no overhaul and a second 40 years of regular service.

Number 830 is a New Orleans Car of the Desire line. It was the camera car for "A Streetcar Named Desire." It was in work service. The roof leaked and it was in need of repairs. It has since been restored completely.

Third rail rather than overhead wire was used as the power source. Hence, in a city scene, the third rail can be a slot in the city pavement, or even a black painted line on concrete. The slot depth only appears as you look down. In Chicago, the third rail ran outside the roadbed on the Chicago Aurora & Elgin, and the Chicago, North Shore and Milwaukee. The Roaring



Elgin changed over to overhead wire at Wheaton, Illinois (Wheaton College). At one time, this was out in the country.

Trolleys also ran on batteries. These were often recharged by a D.C. generator run by an AC motor. Recharging took place between runs and when the car stayed in the barn overnight. The battery car could be run on regular two rail tracks. Trolley rail was usually light, but the right of way was often shared by steam rail lines.

Cable cars ran on an endless circle of wire rope. The grip had to be replaced and certain points and the car rolled by inertia onto the next cable or belt. The cable cars are especially good in hilly terrain. Again there were no visible wires, the third rail, et cetera. The grip passed down through a slot in the pavement between rails.

The trolley has come alive
continued on page 8



Convention contests to provide variety, interest as well as prizes

by Mike Pyszczek, NFR Model Contest Chairman

The Fall 1991 Tri-Region Convention in Binghamton, NY will bring together modelers from the NFR, NER and MER along with visitors from other NMRA regions. The convention committee with the help of the participating regions has developed a full compliment of contests for the enjoyment of the convention attendees. Each region will be offering their own special awards as well as several convention prizes and special contests. Among the events are:

Model Contest: This is a convention wide, NMRA judged contest typical of most regional events with all regions participating in the judging. NFR guidelines will be used, and these include separate categories for kit and scratchbuilt models. As a special attraction, a framed railroad print by W. Folkins will be awarded to the highest scoring model entered at the convention. Please contact your

regional contest chairman for additional information.

Display Area: Everyone enjoys seeing good models at their convention. Since we have such a large number of fine modelers within the regions involved, we've dedicated a special area for those who would like to display their models but not compete in regular contests. This would present an excellent opportunity for previous contest winners to share their work with members of the other regions. We also plan to increase the time that the contest room is open for viewing to give convention attendees more of an opportunity to exchange ideas with the participants. The display area will be located in the contest room so proper security for the models can be maintained.

Special Contests: Several special contests have been arranged for the enjoyment of registrants:

Atlas locomotive appearance contest – This event, sponsored by the Atlas Model Railroad Co., will be for both N and HO scale Atlas engines. If you've superdetailed, kitbashed or custom painted an Atlas engine, bring it along to enter. An N scale or HO scale locomotive will be presented by Atlas to the winners in each category.

Private Road Name Contest: Perhaps you have developed your own road name and herald for your home pike. If so, enter one of your custom lettered cars in this popular choice contest. This should prove to be a lot of fun, and a good source of ideas for those of us considering doing the same for our own road. Remember to bring extra decal sets to trade with others.

Favorite Train Contest: This event, traditionally held in the MER and sponsored by the Maryland Central Model Railroad Club, will be open to all convention registrants. Voting is by popular choice and a trophy will be presented to the winner.

Levity Contest: If you're a model railroader with a sense of humor, this contest is for you. As the name implies, entries in this popular choice contest, sponsored by Rick Shoup, NMRA Achievement Program chairman will display the lighter of our hobby.. Let your imagination run wild and bring in an entry for this entertaining contest.

As you can see, there will be plenty of fine models to be seen at the Funshine Express. The only thing that could make it better would be to have your model there too. Consider entering your work in one of the contests, or share it with us in the display area.

Non – Rail Contest Results

1991 Spring Convention, New London, Connecticut

Best In Show Elizabeth H. Brown, Framingham, MA
15 Needlework Christmas Ornaments

Railroadiana

1st Dorothy Collinge, Wolfeboro, NH
"The Railroad Town"

Needlework

1st Elizabeth H. Brown, Framingham, MA
Christmas Ornaments
2nd Elizabeth H. Brown
Needlepoint Box

Counted Cross Stitch

1st Florence Monahan, Orient, N.Y.
Lighthouses of the East Coast
2nd Dorothy Collinge
Marriage Sampler
3rd Marge Fredlund, Herkimer, N.Y.
Raindeer Sweatshirt

RAILROAD INFORMATION MODEL RAILROAD CLUB INFORMATION FORMAT

RAILROAD INFORMATION is compiling a list of Model Railroad Clubs for the Northeastern Region of the National Model Railroad Association. Please fill out the questionnaire below. If you are not in the Northeastern Region, send it in anyway. RAILROAD INFORMATION will make the information available to folks interested in your area.

Name of Club: _____

Scale(s): _____

Location of Club: _____

Operating Times: _____

Mailing Address: _____

Club Telephone No.: _____

Name of Contact Person: _____

Telephone No: _____

Return to:

RAILROAD INFORMATION
RR 2, BOX 500
WOLFEBORO, NH 03894-9625

Soldering Brass

by Richard Yungclas

Reprinted from the *Caboose Kibitzer*, Mid-Continent Region, NMRA

Many articles have been written about soldering electrical connections. You always hear "clean the parts, use rosin core solder and other things." We are talking about brass, so put the previous item back in the file for future reference.

When soldering intricate parts, first tin the part with a thin film of solder and apply liquid flux to the

joint, then put a dab of solder on the tip of the iron and touch the tip to the joint. The solder on the tip is an added heat mass that envelopes the joint and instantly solders it.

The liquid flux is usually a zinc chloride solution. Different brands though have different degrees of acidity. Tix flux has a fairly mild level of acidity while Staybright has a hotter acid level. I

have had good luck with both by neutralizing them with water. Don't neutralize them too much, as it is the acid that etches the brass for a stronger bond. After making the joint, dunk a Q-tip in some water and wash the joint. This will neutralize the leftover acid. If not, you'll have green brass, super glue won't stick and your paint will curdle on contact. the cup of water is also handy for cooling fingers that you have soldered or toasted by picking up hot parts.

Generally speaking, the higher the melting point of the solder, the stronger the joint. Silver bearing solder (5%) melts at 430 degrees and is stronger than Tix which melts at 275 degrees. To apply multiple details on the same area, start with one area and work down to the other end. The first part shouldn't get hot enough to fall off before you get the second one down and so on. Remove the iron as soon as you see the solder flow as not to bring the rest of the piece up to the melting point. Watch the part carefully. When the solder starts to look bright silver you're about 2 seconds from the solder flowing.

Ersin multicore is the best of the cored solders. It has excellent flow characteristics and doesn't eat up soldering tips like some of the cheaper solders. I prefer solid wire solder obtainable at most electrical supply stores.

Use the biggest soldering iron you can comfortably handle. The size of the pieces you can solder is determined by the size of the tip. A large piece of brass will cool a small tip because the brass acts as a heat sink and dissipates the heat. By the time it heats up the brass to the melting point, everything around it will also heat up and eventually suffer terminal meltdown.

continued on page 10

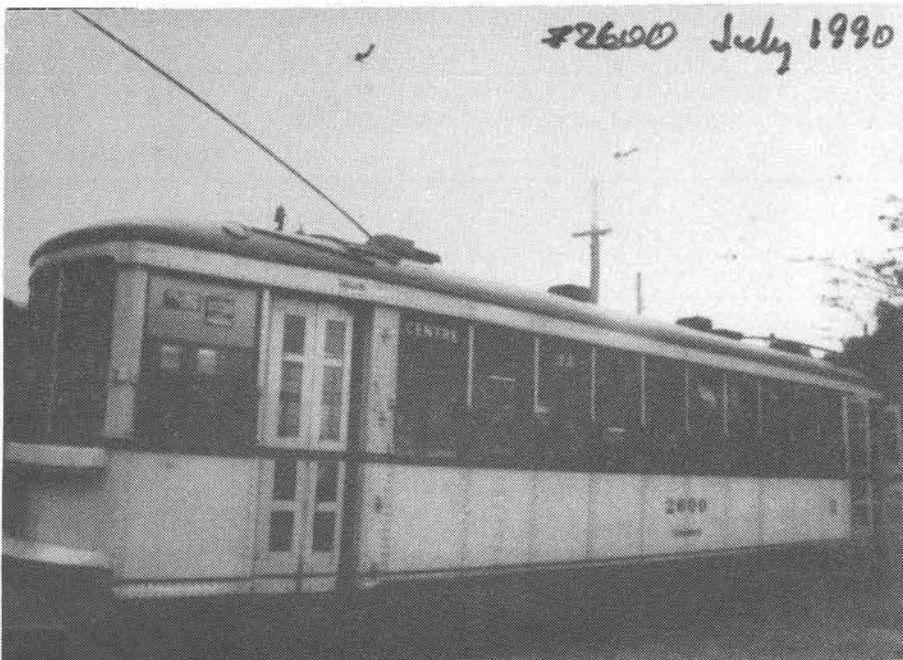
Soot & Cinders

continued from page 5

again in recent years. Most are standard gauge like the railroads. However, there were broad gauge cars, to prevent freight interchange, as in New Orleans. There were also narrow, three foot gauge trolleys in places like Denver. So the choice is up to the modeler. Again the car can be a tiny four wheeler or a large passenger coach-like car. City cars tended to be small and short to turn sharp corners.

The electric cars ran at speeds

comparable to train service for interurban service. In cities, they replaced horses which helped to cut some pollution. Buses can hardly compare on this aspect. Running speed and capacity of loading determine the size of the motor. Of course, in 100 yard start to stop runs cars do not go very fast. In the city, walk if you're in a hurry. Even buses and cars do not go very quickly in rush hours. I used to walk and beat the bus home in Newark. Trolleys were blamed for traffic jams in the past, but we aren't doing any better without them.



The NMRA Achievement Program

by Bob Boudreau, NER Achievement Program Chairman

I have recently accepted the position of NER Achievement Program Chairman. I hope to promote the Program, and to get more NER members participating.

1991 is the 30th year of the NMRA Achievement Program (AP). It was designed to recognize members who have exhibited superior craftsmanship and for those who have contributed superior service to the hobby and the NMRA.

There 2611 NMRA members in the North Eastern Region; only 43 of these hold one or more AP certificates. Where are the rest of you? We sometimes lose track of what this hobby is all about - MODELING railroads.

The basic achievement categories recognize modelling ability in Motive Power, Cars, Structures, scenery, and Prototype Models. If we can call ourselves model railroaders, we must be doing something in one or more of these categories. The way to get started in these categories is very basic- by entering NMRA/NER sponsored model contests! Many members don't think their models are "good enough" for the contests - so they never even try.

We all have modelling abilities that can be improved by displaying and competing in model contests. Even if you don't win, the experience can be beneficial, as you can learn of your weak areas and hopefully do better the next time. Most top modelers of today learned this way, by building progressively better models.

And you don't have to actually win in a contest to begin your participation in the Achievement Program! Model Contests award up to 125 points; if you earned at least 87 1/2 points, you will earn a Merit

Award. You need several Merit Awards for different categories. So you can see it's not all that hard!

Other AP categories require a bit more effort - Model Railroad Engineer, Civil and Electrical, and Chief Dispatcher. For those doing service to the hobby and the NMRA, there are categories for them too- Association Official & Volunteer, and Model Railroad Author.

The newest AP award doesn't qualify you for greater ones, but does "get you in the door" of the Program. It's the "Golden Spike" Award. I'll bet many NER members can qualify for this one. The requirements were listed in a recent NMRA Bulletin, but I'll list them again for you:

1. Display 6 units of rolling stock (scratchbuilt, craftsman, or detailed commercial kits.)
2. Construct a minimum of 8 square feet of layout. Construct 5 structures (scratchbuilt, craftsman

or detailed commercial kits).

3. Three types of trackage required (turnout, crossing, etc.). All must be properly ballasted and installed on proper road bed. Commercial trackage may be used.

All installed trackage must be wired so two trains can be operated simultaneously.

Provide one additional electrical feature such as power turnouts, signaling, lighted buildings, etc.

You'll note all of the above could be accomplished by a modeler building a section of a modular layout.

If you'd like to try for the Golden Spike Award, drop me a line for an application form, or copy the one in the Bulletin. I can be reached at:

P.O. Box 7122, Station A
Saint John, N.B., Canada E2L 4S5

More on the AP next issue, including a listing of Divisional AP Superintendents - let's get those applications in!

Recent NER Achievement Awards

ASSOCIATION VOLUNTEER AND MASTER MODEL RAILROADER

Brian Whiton, Windsor Locks, CT

MASTER BUILDER- SCENERY

Warren Eckler, Baldwin, NY

Bob Boudreau Saint John, N.B. Canada

GOLDEN SPIKE AWARDS

James Brown, Saint John, N.B, Canada

Norman Guinard, Edmundston, N.B., Canada

Warren Eckler, Baldwin, NY

June 21, 1991

Phil,

I'll try to make this short - I know you have a busy schedule as Coupler Editor - with no pay to boot.

In the Winter Issue of the Coupler there was a good, clear picture of a Jordan Spreader. I plan to build one some day soon - and a couple of shots like this in color would be a real help. Could you help me out with the name and address of the photographer - so I could get in touch with him? Also, congratulations are in order for your receiving "The President's Award" - you certainly deserve it!! Keep up the good work.

Thanks for your help,
Bob Bird
Parlin, NJ

Dear Bob,

Thanks for the kind words; I'll remember them when it comes time to renegotiate my salary with the NER Board.

As far as the photographer of the Jordan Spreader goes, you've already been in touch with him. I took the photograph myself, on the way back to Albany from seeing the Adirondack Live Steam Club in Saratoga. Unfortunately, I took the photo in black and white strictly for this publication. However, Wayne Craigue, Bill Parker, Dick Towle and Rick Towle were with me and I believe they had color film in their cameras. I'm sure one of them has a suitable print or slide they would be willing to send you a copy.

You can reach them at the addresses listed on Page 2 of the COUPLER (previous issue for Dick).

It just proves that NER conventions are valuable sources of information for the modeler.

It has been some time since the NER Photo Contest Rules have been publicized, so they are being presented here. The entry form has been revised to make it more compatible with the model contest form. Other procedures are being reviewed to insure a well run contest.

Rules

A. Divisions

There shall be two divisions, Master and Craftsman.

a. The Master's Division shall include anyone who has previously won a first place in any category.

b. Craftsman shall include anyone who has not won a first place in any category.

B. Categories

Photographs submitted shall be broken down into the following categories:

- a. Black and White Prototype
- b. Black and White Model
- c. Color Print Prototype
- d. Color Print Model
- e. Color Slide Prototype
- f. Color Slide Model

C. Regulations for Submission

1. No photograph that has won a previous NER Photo Award shall be eligible to compete in the photo contest.

2. Any photograph submitted must have been taken by the person who is submitting it except in the case of a proxy entry.

3. Prints may not be smaller than 5 x 7 inches, nor larger than 8 x 10 inches. All prints must be mounted on a rigid mount such as mounting board. The size of the mount may not be over 11 x 14 inches.

4. Color slides in both categories must be submitted in cardboard, plastic or other similar mount that will permit easy viewing without touching the actual transparency.

D. Judging

Judging will be done according

to the following schedule:

- a. Overall effect30 points
- b. Composition25 points
- c. Lighting15 points
- d. Finishing10 points
- e. Special effects5 points

E. Awards

1. Awards of first, second, and third place will be given in each category except where there are six or fewer entries in a given category. In the event that there are less than six entries in any category, the judges may elect to give only those awards they deem appropriate.

2. Presentation of awards shall be at the banquet or award ceremony following the contest for those present. Awards may be mailed or delivered by a proxy to the recipient in the event he/she is unable to attend.

Soldering Brass

continued from page 8

A controlled heat industrial iron is a wise investment. It is built to hold its temperature to very close tolerances and to do it constantly. You get consistent results and don't have to replace the iron or tip for many years. My small iron is a 60 watt unit. A Weller W60P costs about \$55.00 and there are other comparable irons on the market.

Torches are great for taking things apart and filling joints in brass plates, but they are expensive. A good torch will cost about \$450.00 with tanks. I once tried one of those \$39.00 mini outfits.

Resistance soldering units are the least known method. They use electric current and the resistance of the metal being soldered to create heat. The heat is intense and quick so it stays localized and prevents meltdown of larger pieces. Resistance units will vaporize detail parts if you're not careful and they require some practice. The two I'm familiar with are in the \$200.00 range. If you are going to do quite a bit of brass work they are worth every penny of it.



Welcome On Board

New NER Members (since January 16, 1991)

Connecticut		Carl H. Senffleben	Saugus	Wayne C. Kams	Brewster
Henry F. Curtis	Waterford	Thomas P. Stark	Andover	Kevin Katta	Brentwood
Walter P. Evans, Jr.	Wethersfield	New Brunswick			
Alan R. Grabsch	E. Hartford	H. Lloyd Thome	Saint John	William G. MacIntosh	W. Hempstead
Per-Erik Johansson	Hamden	New Hampshire			
Paul Mangini	Middletown	Bruce Alcock	Nashua	William J. McCormick	Waterford
Omer H. Norton, Jr.	Storrs	Neil O. Fitch	Exeter	Erik Metzger	Huntington
James W. Ramey	Brookfield	John E. Provencher	Rye	Christopher Nelson	Pelham Manor
Alan Smith	New London	Dwight A. Smith	Kearsage	Bob O'Brien	Minerva
Jeff B. Ward	Norwalk	New Jersey			
Maine		Philip D. Francis	Ridgewood	Quebec	
Harry E. Anschutz, Jr.	Bridgton	Steve Radecki	Somerville	Robert Guenard	St. Lambert
Bob Korhonen	Bath	Diane Schindle	Carteret	Rhode Island	
Massachusetts		John M. Vickers	New Vernon	Robert L. Leyare	Warren
Milton Burge	Brockton	New York			
John P. Coiner	Marlboro	Vincent D. Amoia	Hunter	Frank W. Snow	West Warwick
Joseph J. Cote	Longmeadow	Stephen Bart	Bay Shore	Vermont	
Frederick Farrar	Westford	James W. Beliveau	Merrick	Edmond L. Cross	St. Albans
David J. Ferreira	Rochester	Warren W. Eckler	Baldwin	Wayne L. Foster	Montpelier
Malcolm Frazier	Medfield	Jeffrey Friedus	New York	George Sporzynski	S. Burlington
John M. Gaca	Shrewsbury	Shawn Hull	Valley Cottage		
Raymond J. Haberstroh	Seekonk				

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

August 1 - 8, 1992, Columbus, OH.
1993 - Valley Forge, PA.

Northeastern Region

October 11-13, 1991: Tri Region (NER, MER, NFR) Convention, Binghamton, NY. Details inside this COUPLER.

Spring 1992: Montreal, Canada

Fall 1992: Plymouth, Massachusetts

Spring 1993: Burlington, Vermont

Fall 1993: North Conway, New Hampshire

For a complete listing of all known railroad shows and events in the Northeast, subscribe to **Railroad Information**. Write Dave Collinge, RR2, Box 500, Wolfeboro, NH 03894.



The HUB Division Annual Fall Show

Saturday, November 9, 1991

**Best Western Royal Plaza
Trade Center**

Marlboro, Massachusetts
1 mile west of Rt 495 on Rt 20
10:00 a.m. to 4:00 p.m.

Adults \$4.00

Children \$2.00

Hub members \$3.00

Family max \$12.00

Dealers, displays, operating layouts,
movies, videos, etc.

Contact: Rod Brown
79 Hemenway Rd.
Framingham, MA 01701
Tel. (508) 877-1827



Champlain Valley Model Railroad Club

presents

**Gateway to the Adirondacks
Train Show**

Saturday, October 19, 1991

10:00 a.m. to 4:00 p.m.

**Crete Memorial Civic Center
Plattsburgh, NY**

Intersection of US 9 & NY 314
Exit 39E off I-87

Grand Isle Ferry from Vermont

Adults \$2.00 Children \$1.00

Info: (518) 562-8058 or 297-6493

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

FIRST CLASS
U.S. POSTAGE
PAID
NASHUA, NH
PERMIT #716

