



NER

COUPLER

Northeastern Region, National Model Railroad Association, Inc.

Fall 1991, Number 167

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NER COUPLER

167, Fall 1991

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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 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 Winter 91 issue is January 20, 1992. The issue will be mailed First Class approximately February 20.

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 9 of this NER COUPLER



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

Jim Heidt, NER President

Welcome back to model railroading weather, friends! During the month or so before the holidays, you'll probably stop by one or more of the many train shows in the NER area and check out the vast array of merchandise covering all the popular scales.

When you do, keep in mind the impact that the NMRA has had on the hobby which has allowed the interchange of manufactured goods within a scale, the development and marketing of new scales with standard implementation and module proportion, and more.

Take your eyes off the brass models and structure kits for a minute, and look at the interaction of modelers around you. As a species, we are social animals... and the model railroader is no less one than anyone else. When I go to a show as I did the HUB Division show early in November, I have just as much fun watching the friendliness of the modelers...dealers, buyers, lookers, modules operators, little kids, everyone...as I do in looking for those bargain kits myself.

If you think about it while passing the tables, don't you agree that it is "payback time" to the NMRA for the enjoyment you feel and see at the show? I have consistently said that the real strength of the NER is its people and I like to get out when I can to our various Divisions and other modeling groups to gently beat the drum for the fun and fellowship that is the NMRA and our own NER.

You can do that, too! All active NER Divisions have special events or meetings, and all you have to do is quietly whisper your willingness to help by either hosting a meeting at your home or

church or somewhere, or help out at the membership booth, or help judge a contest, and so on. I'm talking about a quiet kind of personal promotion that I believe is far more effective (and self-satisfying) than the major, brass-band efforts and events.

Our NER is full of these little promotional success stories all the time that we are well known in stronger enclave Division areas. But I'm so excited that the word is getting out in, say, the new Green Mountain Division. Also, NER members Tom Matthews, Joe Lacaroz and one or two others took it upon themselves to get some NMRA and NER materials and a table at the Poughkeepsie show, and started promoting the NER and the revitalization of the Mid-Hudson Division. And to think that we're planning a convention (May 8-10, 1992) in Montreal next Spring to visit with the Alouette Division.

"The word" in our meaning is that the NER and NMRA, in its most basic forms, are fun...and I'm having such a great time with that concept.

In addition to my recent visit to the Hub Division and to the Sunrise Trail last Spring, I can also report our NER involvement with the National Association of S Gaugers 1991 National Convention in Syracuse this past summer. The host S Scalpers looked to the local Central New York Division for some help, including registration, judging, clinics etc. While the immediate result of this cooperation was a very successful and enjoyable convention, I think the real benefit lies in the growing sense of helpfulness between organizations that only can promote our hobby in the best ways possible.

As you personally enjoy the social and material fruits of this organization during the approaching holiday season, think about "payback" a bit. Your area division, the NER, NMRA and especially you will be the better for it.

Photo Contest Winners at Binghamton

The Tri-Region "Funshine Express" at Binghamton saw a good turnout for the photo contest. There were 47 entries of which over a third were from the NER.

The Best In Show ribbon went to NER's James Kennedy for his prototype slide "East Wind Special," a dramatic head-on view of a Chinese built steam locomotive crossing a bridge. Other winners were:



Model	Color Slide	Third	Gary Lynch
Prototype	Color Print	Second	Charles Bettinger
Prototype	Color Print	Third (tie)	Charles Bettinger
Prototype	Color Slide	Second	Kenneth May
Prototype	Color Slide	Hon. Men.	Pat Lecaroz

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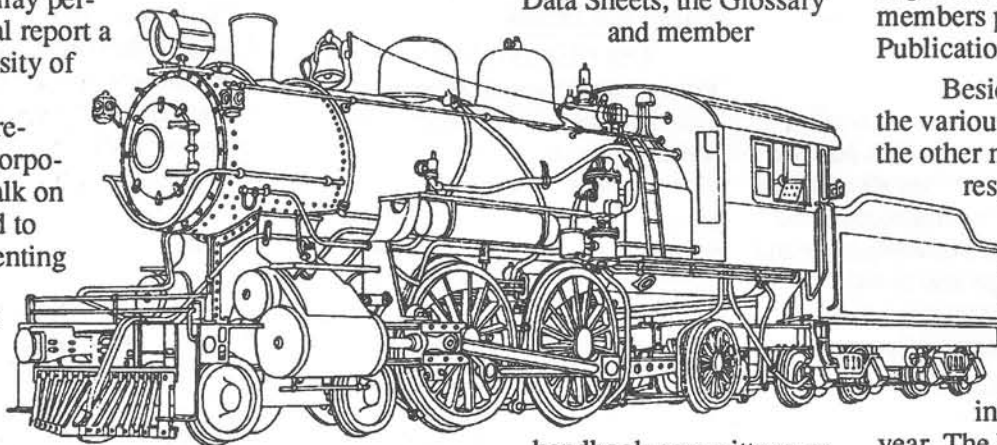
The Shortline – An Irregularly Scheduled Column

by Brian Kampschroer, Eastern Vice President

Every year the officers, trustees and department chairmen of the NMRA are required to present an annual report. Many of you may perceive an annual report as a boring necessity of the legal and political requirements of our corporation, a pep talk on paper designed to make the presenting officer look good. You are right! There is a real value, however, to the members and the board, to annual reports. The very act of writing the report forces the writer to evaluate his performance over the prior year and project his objectives for the next year. If he is doing the job for which he was elected or appointed, his annual report will delineate solutions worked out to solve problems identified over the year, review existing programs that are working well and will introduce new programs as needed. The combination of all the annual reports serves to inform all the board members on all aspects of the management of the NMRA, and to let the membership know the progress being made toward the short-term and long-term goals of the organization as well as, ultimately, the quality and value of their leader-

ship.

Since the NMRA has an approximate turnover of 20% every year, about 5,000 of you



are new members who may have no idea how we, the board, do our jobs. Although much of what follows may change with the implementation of the streamlined Long-Range Plan which you have been reading about, as it is now each region elects a trustee who, serving on the Board of Trustees, sets the policies of the NMRA. The president, executive vice president and area vice presidents are elected to the Executive Council to carry out those policies, with the help of the appointed secretary and treasurer. The members of the Executive Council each head a department of the NMRA and one or more committees and are responsible for their performance, direction and adherence to the policies of the NMRA.

As the Eastern Vice President, I am responsible for the Publications Department, which includes The Bulletin, the Data Sheets, the Glossary and member

handbook committees, as well as the publications of other departments. Thanks to the able and energetic leadership of Publications Chairman Bob Moskal, the department as a whole is running very well. Revised and updated Data Sheets are now available from the home office and Data Sheets will continue to be revised, updated and developed. The Glossary is on a continuing and regular schedule of maintenance and publication, thanks to a large and hardworking committee of volunteers. A member handbook is projected for publication in the coming year. Publications are produced for other departments regularly as they may require.

Mike Carlson, editor of The Bulletin, continues to do a creative and enthusiastic job on the NMRA's official magazine. Department Chair-

man Moskal is working closely with Mr. Carlson to clearly define the function of both the magazine and its editor. In addition, Mr. Moskal, his assistant Dave Cichy and I are working together to ascertain the type of publications the organization needs and to improve the services to members provided by the Publications Department.

Besides overseeing the various departments, the other major area of responsibility for the Executive Council is to implement the Long-Range Plan, which was accepted in Pittsburgh last

year. The Long-Range Plan redefined the purpose and the goals of the NMRA and proposed a reorganization to streamline operations and provide better, more responsive leadership for ongoing programs. Part of the reorganization was the creation of several Board Committees composed of trustees with Area Vice Presidents as their chairmen.

The Finance Committee, responsible for financial policies, long-term budgeting and developing new sources of funding for programs is composed of Trustees John Roberts, Stew Marshall and Bob Sherlock, with Executive Vice President Allen Pollack and Treasurer John Draper as working advisors and the Eastern Vice President as chair-

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How to build models that win contests – Part I

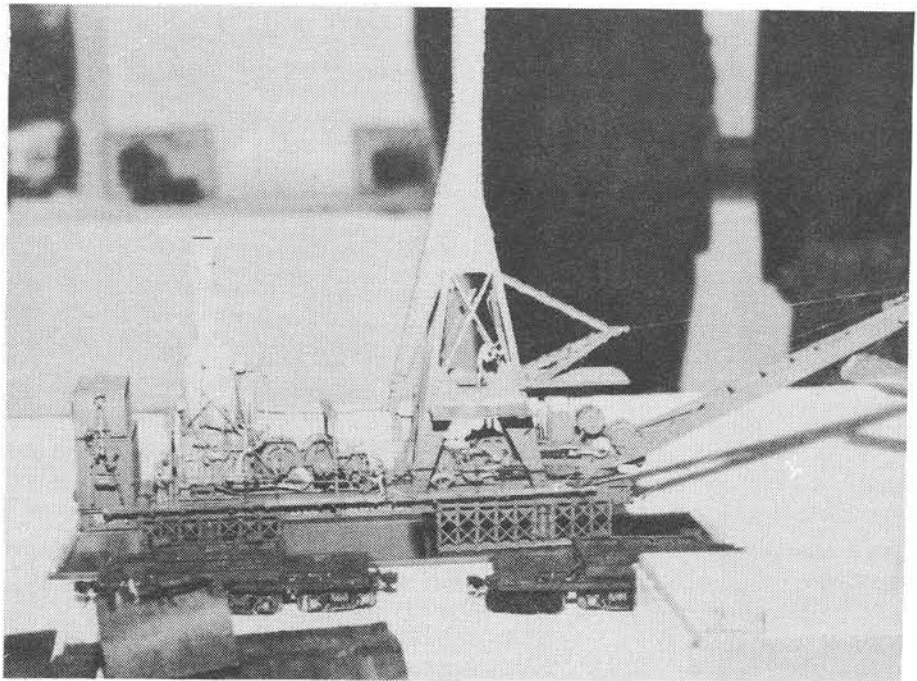
A clinic by Brian Whiton

Have you ever wanted to enter your model in a contest, but aren't sure why. Well perhaps it is the ultimate test of both your modeling ability and the merit of the subject. Perhaps you have deduced that by associating with contest entrants, your modeling will be exposed to improvements offered by the competitive atmosphere. Maybe you would just like to see the model get its just reward after so many hours of research and work. There is no shortage of reasons nor fun. Competing is fun and challenging.

One thing is certain, your model will demonstrate your techniques, both successful and unsuccessful to others who participate in modeling and competition. In so doing you do more to improve state of the art of the hobby than you can imagine. Simultaneously, in the interest of competing successfully, you will adopt the most successful of the modeling techniques and see in competing models or seek out more effective techniques and materials to further your effort. Satisfaction can be the only ultimate result.

I've been entering and judging for 20 years and the value of the experience is uncalculatable. My modeling has improved greatly, my layout benefits for the appearance of the entries and I've made many new friends. I encourage you to share the experience.

Winning is nice. If you are going to enter you might as well do it with the intent of placing as well as possible. Most of this is a matter of how well you build the model and how much of it you build. The effectiveness of the end model is next in the pecking order. Last is your knowledge of what the judges



First place for Non-Revenue Cars, Master, at the Tri-Region Convention in Binghamton went to Bob Bird of Parlin, NJ for this model of a 70' Tower Skidder/Log Loader. We also know from the last issue of the COUPLER that Bob is planning to build a Jordan Spreader, which we hope to see in a contest very soon.

are looking for and how to tell them it is there.

Unfortunately, the least significant item is the most disastrous in point loss. After all, a loss of 20 points sacrificed unnecessarily will knock a high, say 114 point model to 94 or typically from first to third. Why do it.

Lets first put ourselves in a wining posture. To do so, we will need to know what makes a good model and how the judges are trained to determine which models are the best. Then we will look at the related forms and how best to communicate your hard work to the judges using the forms.

JUDGING

Model contest judges, if they are doing their job, are measuring the amount of modeling done by the builder and the quality of the

modeling. Quantity falls into two areas of consideration, those being construction and detail. You will hear the term "FACTORS" used in reference to the way in which judges measure models. Here are the factors used at National. I believe not all regions are identical due to several changes in the National scale which were not adopted by the regions, however, this is a matter of point weight, not judging criteria.

JUDGING FACTORS:

CONSTRUCTION	0-40 POINTS
DETAIL	0-40 POINTS
CONFORMITY	0-10 POINTS
FINISH & LETTERING	0-25 POINTS
SCRATCH BUILDING	0-25 POINTS

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Building Models that win contestsfrom page 5

CONSTRUCTION, DETAIL AND SCRATCH BUILDING

These are very interrelated subjects so let's consider them that way.

Construction is a measure of the magnitude and quality of the task at hand. Detail is quantitative only, meaning is all of the detail present that can be present. Scratch building is a matter of who built the detail.

First is the area of model size or complexity. A simple model, all else being equal, will loose to a complex model. It is seldom that easy, however. A simple model super detailed with a great amount of scratch building, executed beautifully can displace a complex model displaying only average quality and using a lot of commercial parts.

Scratch building is unavoidably the other major issue. After all, if you did not make it, then maybe Irving Athern should get your points. The more of the model you can make without sacrificing overall appearance and effectiveness, the greater the number of well earned points the judges can give the model. Go for it.

Make all you can. When you get to a part you can't make well enough to be visually effective and prototypically accurate, then buy it.

You kit bashers have a hard row to hoe, if you leave too much of the

original work intact. Be sure the judges know how much effort it took to alter the starting kit and how impossible it was to achieve the results by any other means.

Leave nothing off that you can make or buy. Quantity of detail is the third most major factor. Detail the interior, exterior, top, sides, bottom and the forth dimension if you can find it.

EXAMPLE: Flawlessly made steam locomotive model could justifiably have necessary sacrifices to detail on the underside of the engine where running gear considerations controlled the amount of detail possible. Yet the tender, where no sacrifice need be made to running gear has no bottom detail, no brake rigging or frame details.

That is absurd! Any modeler capable of flawlessly detailing a locomotive can easily do the underside of a tender.

EXAMPLE: Great structure model with lots of interior detail, yet the removable roof has crude, unfinished bracing on the inside rather than the prototype beams and braces.

Foolish. Stopping short like that is a throw-away of points. If the judges can see it, the item will be judged.

EXAMPLE: Great freight car model with ugly unprototypical coupler pockets and couplers. Yes NMRA

allows this, but if someone else has entered a model with disguised or prototypical draft gear you will lose to that model.

I build better, if not prototypical draftgear boxes with correct to prototype couplers and attach with just enough glue to get through judging. Operating couplers can be ex-

changed for contest couplers when the model is placed in service.

Don't forget the air hoses, even if you elect to have a KD coupler with its glad hand present. That glad hand is excused as a necessary evil, while the missing hoses are a point loss.

Getting the idea?
You must submit a model

continued on page 11

Modeling Tips

by Bruce Alcock

from the Hub Headlight, Fall 1991

Model railroaders are always building something and one of the essential tools is the modeler's knife. Most have replaceable blades and buying the blades in quantity is an economical idea. If you buy the 100-pack, you will not only save money, but you will be much more apt to change the blade more often. A sharp blade is essential – well, not always. Don't throw those old blades away – read on.

The modern modeler uses many different glue compounds, including epoxy. With any glue, direct application can be hazardous. Put the glue onto a piece of scrap wood and, from there, apply it to the model using a tool of some kind. Depending on the consistency of the glue and the surface to which it is applied, you may want to use a round or flat toothpick (keep a supply on your worktable) or that dull knife blade. The blade is not only useful for applying some glues, but is also great for removing excess.

Track and truck performance are important functions of good car performance and so is the proper weight of the car. Most plastic cars out of the box require additional weight – in fact, so do most metal and wood cars. Buy some sheet lead roof flashing from your local hardware or lumber company. Back at the worktable, the lead sheet must be cut to proper size and fit. Using a sharp knife blade to cut it will quickly dull the blade, so get out those dull blades again. Using a steel straight edge, make a number of passes with the dull blade and you will quickly cut through the lead sheet. A good way to attach the weight to the car floor is to use silicon (tub and tile) adhesive. In this way, if the car floor is flexed for any reason, the lead won't pop off. The silicon will let it flex with the floor.

The NMRA Achievement Program

by Bob Boudreau, NER Achievement Program Chairman

The NMRA Bulletin has been running an excellent series called "The Masters." I hope this series will encourage some of you to at least try for one or more of the categories. I've sent out quite a few sets of regulations to NER members in the past while, and I'm looking forward to getting some applications back.

Most of the AP categories require certification by another member who holds the same certificate. Our Region is a large one geographically, and our members are spread quite thin in some areas. This can pose problems when trying to find another member to help in processing an Achievement Program application. A few requests I received have asked for names of AP holders in their areas. With my master list of AP holders, I can usually find

RECENT NER ACHIEVEMENT AWARDS

Association Official
Norman C. Guinard,
Edmundston, N.B.,
Canada

Achievement Program
Service Award

(A special service award
given for exceptional
service to the AP)
-Don Buckley
Salisbury, CT
-Michael J. Collins, MMR
Floral Park, NY



National Model Railroad
Association, Inc.

GOLDEN SPIKE AWARD

This Achievement Program Certificate has been awarded to
NER Member

*in Recognition for Completing the Requirements
Established by the AP for the Construction of a Model Railroad.*

1 January 1992

Date

Bob Boudreau

Achievement Program Chairman

someone in the applicant's area to help.

If there is no one in the immediate area, assistance can always be found at NER's semi-annual conventions. Since home layouts are not portable, work done on them can often be appraised by the use of diagrams and photos. Of course modeling done on modular layouts can be viewed when they are operated at conventions. Lacking any of the above situations, all is not lost! NMRA members who do not have any AP awards can also certify applications, or I can do them myself by mail as a last resort.

As I mentioned in my last column, the "Golden Spike" Award is a relatively simple award to qualify for, and I am surprised I haven't heard from more of you. If you're doing ANY modeling, please consider applying for this "starter" award. Just think how nice a framed copy of the award would look on your layout room wall! See reduced copy of the Gold Spike Award reproduced nearby. The full size one is 8 1/2" by 11." Keep those letters coming!
Bob Boudreau
P.O. Box 7122, Station A
SAINT JOHN, N.B.
Canada E2L 4S5

As I mentioned in

my last column, the following is a listing of AP resource people:

Division AP Superintendents

Sunrise Trail

John MacGown
32 Liberty Blvd.
Valley Stream, NY 11580

Nutmeg

Robert Van Cleef
Merrow Road
RR # Box 250
Coventry, CT 06238

Central New York

Walter Scholz
RD #2 Box 449
Norwich, NY 13815

Hub

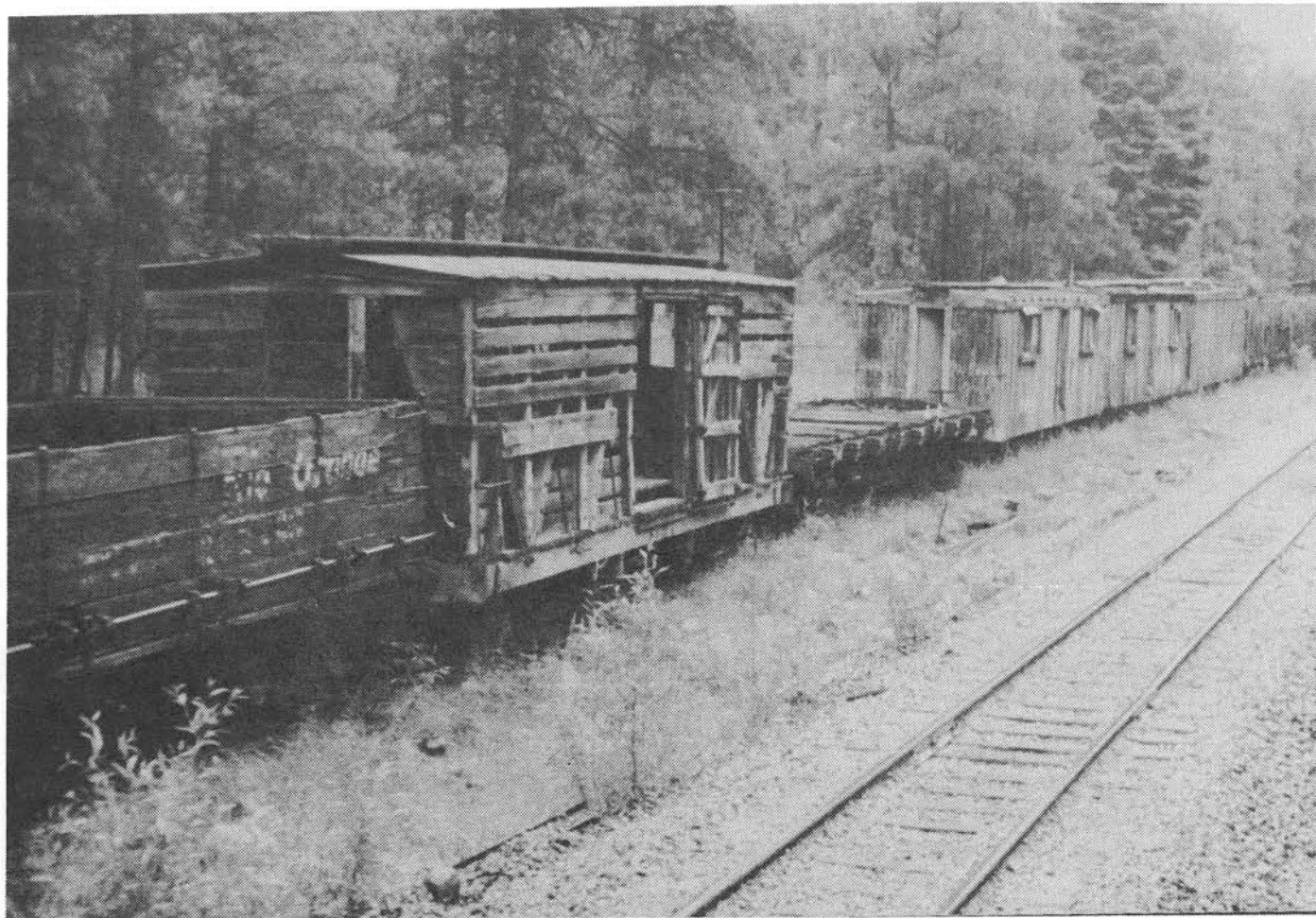
Don Howd
32 Adams Street
Lawrence, MA 01843

Maritimes

Bob Boudreau

1990 NMRA National Convention in Colorado provided a once in a lifetime opportunity for railroad fan from the East

by Ken May



Charlie Bettinger's other photo entry in the Photo Contest at Binghamton was entitled "End of the Line." Charlie took both photographs on July 8, 1991 on the Durango & Silverton Railroad during the 1990 NMRA National Convention. This photograph and the one on page one were taken with a Yashica Electro 35 Camera using Kodak 400 film, with an F11, 125 shutter speed outdoor exposure setting. This photo received a third place finish in the Color Print - Prototype category.

Our trip to the NMRA National Convention in Denver, Colorado was the fulfillment of a year of dreaming and hoping and planning, as well as my opportunity to see many of those railroad and scenic sights that we've all read about, or seen in videos or on television and wished we could see in person.

To start of was something I'd wanted to do for a long time — a long distance trip by train. That's right, we went to Denver on

AMTRAK. We left Springfield at 7:05 P.M. on Friday on the Shore Line Limited. It was interesting watching the western Massachusetts sights flow by — sights we had seen while driving both Route 20 and the Mass Pike toward Albany many times. And then, to pull into the Rensselaer AMTRAK Station we had visited last Fall as part of the convention — that was something special. The ride west of Albany was very smooth and quite fast. We were on time or ahead of schedule most of the way. It was

interesting to see the landscape change, to see the different types of trees, to see the way cities and towns are laid out differently in the Midwest. We finally arrived into Chicago about 1:00 P.M. (Chicago time), slightly ahead of schedule. We had a two and a half hour layover in Chicago, during which we checked our bags for Denver and walked to the Sears Tower to find a place to have lunch.

The train to Denver left on time. The Superliner equipment is quite a bit nicer than the older

Amfleet equipment we rode on to Chicago. The highlight of the afternoon was crossing the Mississippi at Burlington, Iowa. My son, however, became a true blue BN convert due to the four thousand (or so it seemed) BN freight trains that we passed in both directions. It's quite a sight, believe me, when a freight train traveling 50 - 60 mph passes your train raveling 60 - 80 mph less than four feet away. It's such a blur the only type of car I could identify were the auto-racks; you could see through them!

Passing through Iowa and Nebraska and Eastern Colorado, the train was really moving. We approached Denver early; we could see the mountains rising up in the distance beginning shortly after 7:00 A.M. We were in Denver about 8:00 A.M., but the "back-in" station meant a much slower approach than other stations along the way. Still, we arrived in Denver slightly early, nothing like the disaster I had been warned about.

The convention was a blast! The layouts were excellent; the clinic schedule was outstanding; attendance (about 3,000) was

fantastic; the train show was excellent. Denver is a beautiful city, located in a spectacular part of the country. Those mountains have to be seen with the naked eye to be believed. We took many photographs throughout the vacation, most of which came out very well. But the most notable feature when looking at the photographs is how hard it is to judge scale and proportion! You have to see it with the naked eye.

Well, we weren't going all the way to Colorado for just one week! At the end of the week we took the train from Denver to Grand Junction - over the Rockies and through the Moffatt Tunnel. Wow, what a spectacular ride up the eastern slope! Down the other side wasn't too bad either - kind of like a two hundred mile Swift River (in New Hampshire). We saw ski resorts and lots of rafters on the Colorado River. From Grand Junction we drove to Durango to ride the Durango and Silverton. There is about 50 miles of highway there on U.S. 550 that will take you about two hours to drive. It's unbelievable - the road climbs nearly six thou-

sand feet through switchback curves posted at 20 mph - and they're not kidding! No guardrails - just five hundred to three thousand feet of nothing but 45 - 50 degree dropoff! After you reach the top, you're not done yet. Then you have to go down the other side. You do his four or five times until you get to Durango. Beautiful, Spectacular, Scary!

The ride on the Durango and Silverton is all it's cracked up to be. It was a very nice ride. Though I haven't come home convinced that the only "real" railroading is narrow gauge like some people I know, I know I appreciated the trip. The only sad part about it, I suppose, is the fact that without the tourist trade, Silverton would probably be a falling-down ghost town by now.

The rest of our vacation was spent working our way west, seeing sights that were spectacular, but had little to do with railroading other than the occasional chance meeting with the Santa Fe mainline here or there. I think I now have a better appreciation for the grandeur of the west, having seen some of it myself.

NER Membership Application / Renewal

NAME _____
 ADDRESS _____

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)

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

Reglements Pour Le Concours De Photographie Du RNE

Cher membre de la DAQ,

Permettez-moi de vous encourager à participer au concours de photographie de la RNE qui se déroulera au mois de mai 1992 à Montréal.

Les règlements du concours sont publiés dans le présent bulletin du Signal et vous permettront de vous familiariser avec l'approche photographique qu'il faut prendre vis-à-vis une photo prototypique ou de modèle.

Dans le cas des photographies du prototype, vous devez utiliser un film extérieur et ce que je fais normalement dans mon cas j'utilise le "flash" afin d'éliminer les ombrages.

Pour les photographies de modèles, si vous photographier à l'extérieur, utilisez la méthode que je viens de décrire pour le prototype. J'utilise de préférence un film 100ASA à cause de la texture et la finesse du film qui semble bien capter les détails.

Pour les photographies de modèles à l'intérieur, c'est l'éclairage qui fait foi de tout. Dans mon cas j'utilise jusqu'à 1300 watts de lumières (ma lumière vidéo au dessus du sujet qui dégage 300 watts) en plus de deux lumières de 500 watts placés de chaque côté de la caméra monté sur trépied afin d'éliminer tous les ombrages, surtout sur le fond de scène.

J'expose 1 seconde pour les films couleurs et 1/2 seconde pour les films diapos. L'ouverture de la lentille est à f22 afin d'obtenir la clarté du champ de profondeur.

Espérant que plusieurs d'entre-vous participeront au concours de photographie de la RNE, il m'a été agréable de vous soumettre quelques points importants pour ce genre de concours.

Cordialement,
Denis Fortier
Membre DAQ 014

Etant donné que les règlements du concours de photographie du RNE n'ont pas été publiés récemment, les voici dans ce texte. La formule de participation a été révisée afin de la rendre plus compatible avec les formules de la RNE. D'autres procédures sont également révisés afin d'assurer un concours de photographie bien tenu.

Reglements:

A. CLASSES – Il y aura deux classes, les Maîtres et les Artisans.

- La classe des Maîtres comprendra toute personne ayant déjà remporté une première place dans les catégories mentionnées en B.
- La classe des Artisans comprendra toute personne qui n'a pas remporté un premier prix dans les catégories mentionnées en B.

B. CATEGORIES – Les épreuves photographiques soumises seront divisées dans les catégories suivantes:

- Prototype Blanc et Noir
- Modèle Blanc et Noir
- Prototype Couleurs
- Modèle Couleurs
- Prototype Diapositives Couleurs
- Modèle Diapositives Couleurs

C. REGLEMENTS POUR SOUMETTRE DES EPREUVES PHOTOGRAPHIQUES

- Aucune épreuve photographique ou diapositive couleurs qui a déjà remporté un prix ne sera éligible.
- Toute épreuve photographique soumise doit avoir été photographiée par le participant, excepté si l'épreuve photographique est soumise par un mandataire.
- Les épreuves photographiques ne doivent pas être plus petites que 5 x 7 pouces, ou plus larges que 8 x

10 pouces. Toutes les épreuves doivent être soumises avec une monture photographique, genre carton de photographe. La grandeur maximale du carton doit être de 11 x 14 pouces.

4. Les diapositives couleurs de chaque catégorie doivent être soumises dans les montures en carton, plastique ou toute monture similaire qui permettront un visionnement facile sans toucher à la diapositive elle-même.

D. LE JUGEMENT – Le jugement se déroulera selon le tableau suivant:

- Effet global 30 points
- Composition 25 points
- Eclairage 15 points
- Fini 10 points
- Effets spéciaux 5 points

E. PRIX

- Des certificats de première, deuxième et troisième place seront attribués pour chaque catégorie excepté s'il y a six participants ou moins dans une catégorie, les juges décideront d'attribuer les certificats qu'ils jugeront appropriés.
- La présentation des certificats se fera lors du banquet ou la cérémonie d'attribution suivant le concours. Les certificats peuvent être postés ou livrés par le mandataire si le participant ou la participante n'est pas présent(e) au banquet.

Mr. Edward C. Scott, Président,
Comité du Concours
photographique de la RNE, ANMF,
112 Glen Road South,
Rome, New York 13440

*NB: Les présents règlements du concours photographique de la RNE ont été publiés dans le NER Coupler, page 10, ETE 1991
Ed – Please forgive any typo errors!*

Building Models that win contestsfrom page 5

that has all the detail you can pack in or which the prototype would have had and you must build all that you can. Choosing wisely as to what to build and what to buy is tough. I try to make the part in question, and only if I fail do I buy the part. The line at which visual impact is lost to a slightly more crude hand made object vs. an injection molded beauty is only defined by experience. Don't expect the gold the first time out, but don't shoot for less.

FINISH: This is a tricky subject, so let's look over the battlefield. If you tell the judges in the write-up that the freight car you are modeling is new right out the shop then it should be consistently finished, with little if any weathering. Did you forget to use metal wheels and polish the surfaces to a bright shine? Even a car new out of the shop has this. And those gleaming Delrin trucks will not simulate the deeply pitted, albeit bright black, castings used in the prototype. Paint them flat black then overcoat with a thin wash of semigloss. Did you forget to paint the axles?

It is very hard to model a new piece of equipment, as the smoother finishes show modeling flaws. Weathered equipment, either as normally scene in service or totally George Selios is more forgiving of modeling flaws. With weather, however, comes the change to do it well or not

so well. Look at the prototype or in the event of a free lance car, look at a car in similar service. If the model is a structure, look at one in the area and of the same vintages. Copy what you see into the model.

Make sure all surfaces have the appropriate finish. Unfinished surfaces that can be discovered by the judges will be and the resultant point loss is avoidable. Be intelligent about the choice of finish vs durability too. Remember your model is going to travel to the show in your suitcase and is subject to a bit of mild abuse. Shiny spots where they should not be area a common problem resulting from the mild abrasions of handling and shipment.

EXAMPLE: Grab irons should be etched with Blackenit or a similar product to give maximum durability to the dull black finish. Paint might chafe off before the model is judged, particularly on corners.

Lettering is a killer. If the prototype or the typical prototype had the lettering in the case of a freelance model, then you should have it on your model. This is not confined to rolling stock. It means signs, too. If you use decals, you must hide the edges by what ever means is effective for you. If the lettering would be weathered and low in contrast to be consistent with the state of the remainder of the model,

then you must achieve this. Don't forget things like repack dates on the brake cylinders, end number, cast lettering on wheels, inside numbers on box cars and stock cars, labels on jars, faces on clocks. It is all possible. Get all you can on the model and do it well.

Moving right along, let's consider CONFORMITY. This is an area of least point weight, just 10 points in the NER. If you must sacrifice points to conformity to keep the truss rods from striking the wide swing of the wheels in the HO model, a problem not faced by the prototype, so be it. A

point or two at the most. Focus your attention on quantity, quality, scratch building and finish.

If you have the opportunity, however, to meet prototype with only a little extra effort, then do for all of those conformity points.

There is an area where judging over laps. related to what is a construction error and what is a lack of conformity, or both. I'd say if the model is deliberately nonconforming you should say so. This will avoid losing construction points for an item you felt it impossible or undesirable to model.

In the winter issue of the COUPLER, Part II will examine the important but often overlooked details of the paperwork involved.

Model Contest Winners

Fall 1991

Binghamton, NY

Baldwin Trophy (Best in Show – NER)

Bill Hoffman, Westport, CT

Passenger Coach – “Braoquemonde”

This is Bill's 4th Baldwin Trophy award.

Hub Award

Robert E. Bird, Parlin, NJ

Tower Skidder/Log Loader

Non-Revenue Cars – Master

Robert E. Bird, Parlin, NJ

Tower Skidder/Log Loader

Passenger Cars – Master

Bill Hoffman, Westport, CT

Passenger Coach – “Braoquemonde”

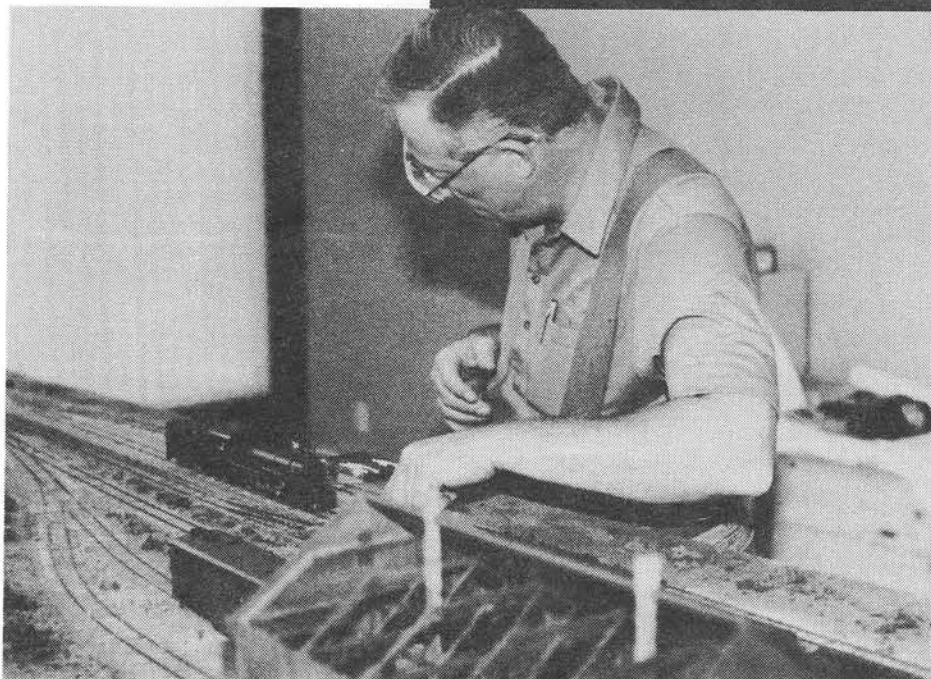
Traction – Master

Bill Hoffman, Westport, CT

Napa Valley #45



Right: Getting to Binghamton proved to be at least one-third the fun, as a stop at the Kenwood Yard in Albany yielded a blue SD-40-2 lettered for GATX, just the view that Rick Towle needed to complete his plans to model the modern D & H. For those of us who have trouble identifying deisels, or steam locomotives with more than 10 drivers, the railroad was nice enough to help us out.



Left: Operating this S-Scale module in the raffle room during the entire convention took much concentration and a lot of effort.

Below: Introducing the NMRA's first female Master Model Railroader was the highlight of the banquet. Mary Miller accepts the award from Allen Phillips, MER president, flanked by her fellow MMR's.



Photos from the Funshine Express

NER, NFR, MER Fall Convention

Binghamton, NY

11 - 13 October 1991





Left: How did they get there? These GG-1's lettered for AMTRAK were discovered in Cooperstown Jct, NY on our way home from Binghamton. They are marked for the Leatherstocking Railroad, NRHS and have obviously been there awhile. If any of our members know their background, I bet it would make good reading for a future COUPLER issue.



Right: Like duck hunters in a blind, we sat and waited for a couple of hours to catch and photograph this E-8 freshly painted in Erie Lackawanna colors pulling a fan trip of Susquehanna dome coaches to Chenango Bridge, NY. As we were about to give up, the train appeared like a spirit from the past, out of a misty Sunday morning.



Left: Lead unit on this coal drag was an ex-UP SD-40 painted in armor yellow and lettered for the GATX. The four unit MU set also included CP red & black and PL&M blue and gold to make up a fall foliage color spectacular of our own.

Photos by Phil Ackerman

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

man. The committee, while still defining its role, is researching various avenues of fund-raising, with a goal of avoiding asking the membership for any more money. We are also becoming more familiar with the budgeting process and working with the Budget Committee to identify those areas where expenditures can be cut, analyzing the expenditures in direct relation to the impact on the stated purpose and goals of the NMRA. It is a difficult and complex task and will

take several years at a minimum to accomplish and then will become a continuing process, especially given that the Long-Range Plan is still evolving, based in part upon your comments. Before being elected Eastern Vice President, I was a member of the Long-Range Planning Committee and I continue to sit on the committee, finding it one of the more challenging roles of my term.

Progress is being made, albeit sometimes at the pace of a geared

locomotive on a 5% grade, and eventually we will have an NMRA that is more responsive and better able to serve its members, the model railroading industry and the general public.

Parker to run for NMRA Eastern VP

William S. (Bill) Parker, past president of the NER announced that he is a candidate for NMRA Eastern Vice President and is looking for support from NER members in the coming elections. In a brochure distributed at Binghamton, Bill emphasized that his years of service as a trustee of the NMRA, president of the NER, general chairman of Minuteman '86 and an officer in the Hub Division gave him a grassroots appreciation for the needs of the NMRA in the 1990's.

Welcome On Board

New NER Members (since July 26, 1991)

Connecticut

Justin Light	Suffield
Mark Matto	Fairfield
S. Keith McSpadden	Weston
Ralph Ragette	Brookfield

Maine

Frank J. Knight	New Gloucester
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Massachusetts

Dana A. Brock	Athol
Ray Costello	Salem
Glen Hartzler	Reading
Joseph Kargol	Ware
John L. Koukol, Jr.	N. Attleboro
Joshua Loring	Wrentham
Kenneth R. O'Hara	Abington
William H. O'Hara, III	Abington

New Hampshire

Carl H. Hamberger	Gilford
John Harapulos	Manchester
Edgar Holcomb	Somersworth
Raymond F. McClary	Keene

New Jersey

Nicholas A. Ferrant, Jr.	Cream Ridge
Ralph A. Heiss	Rockaway

New York

Robert A. Gerstacker	Bellrose Manor
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Quebec

Alastair Lindsay	Pointe Claire
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Member Services

Club Members Wanted

Smithtown Model Railroad Club (HO - HOn3)

Meets Tuesday Nights

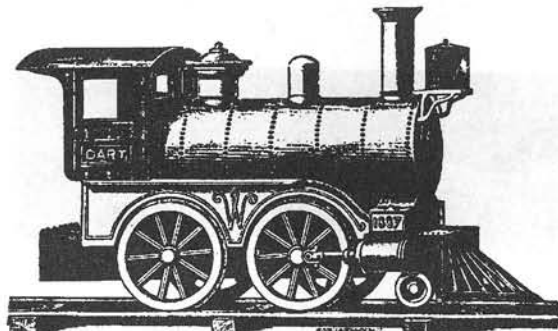
Located in the St. James L.I. Gyrodyne Industrial Complex

Contact: Fred Hirte
228 Hudson Ave.
Lake Grove, NY 11755
(516) 585-1635

Decals Wanted

Obsolete HO Champ Decals HT69, Barrett Tarvia tank car and or HT235 Koppers Coal Tar Products tank car. I need these for my recently completed kit-bashed 10,000 gallon insulated tank cars. Upcoming highway construction projects on the Northern Vermont Railway are awaiting tank car loads of paving materials.

Dwight Smith,
PO Box 218, Intervale Crossroad
Kearsage, NH 03847



Merry Christmas and Happy Chanukah from the NER COUPLER and your friends in the NER

On The Schedule



National Conventions

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

Northeastern Region

Spring 1992: Montreal, Canada
Fall 1992: Plymouth, Massachusetts
Spring 1993: Burlington, Vermont
Fall 1993: North Conway, New Hampshire

Above listings are subject to change. Watch this space for details



Vermont Rails 92

Northwestern Vermont Model Railroad Society 5th Annual Model Railroad Show

Saturday, March 7, 1992

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

South Burlington Middle School

Exit 14E, I-89, Dorset Street, 1/2 mile beyond University Mall

Admission: Adults \$2.00
Children (6-12) \$1.00

Info: Michael G. Saunders
84 Aldis Street
St. Albans, VT 05478-1913
(802) 524-4429 evenings except Wednesday

Montreal convention plans indefinite; Syracuse convention possible

The NER Board will meet in December to discuss the plans for the Spring convention, now scheduled to be held in Montreal. Although details were to have been presented at the Fall convention, there was not enough information at the time for the board to act.

In a related matter, a possible joint convention with the Niagara Frontier Region in Syracuse is under consideration, and will also be a topic at the December NER Board meeting.

NER COUPLER Publication Schedule

Issue	Publication Month
Winter	February
Spring	June
Summer	August
Fall	November

Material may be accepted up to publication month. Efforts will be made to include all material received.

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.

NER Office Manager

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Framingham, MA 01701

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