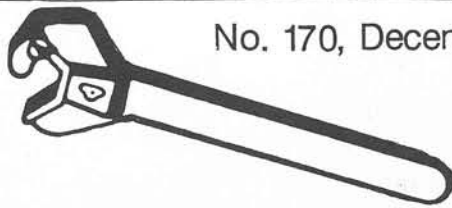


NER



No. 170, December 1992

Coupler

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Railfans ride a string of cars pulled by an E8 in Lackawanna dress

Syracuse Joint Meeting Program Provided Variety and Fun

By Brian C. Whiton

Those who were able to attend the NER Regional Convention in Syracuse were treated to plenty of fun and a solid dose of information exchange.

Commencing on Friday, there were so many clinics at the hotel, you couldn't attend all of them. For the adventurous there were layouts to be seen. I rarely have the opportunity on Friday night, but some Vermonters captured me for a really enjoyable evening. We saw the Skaneateles Model Railroad Club, wow, no shortage of scenery there. On to the Loomis household for a club size personal pike. Phenomenal track work dominated the scene. My hat is off to the map maker who kept us mostly out of trouble. A scheduling hiccup prevented the opening and our viewing of the Syracuse Club pike, but we adjourned to the bar to discuss all the new ideas collected during the evening.

The hotel convention facility was very spacious and comfortable, making clinicians and attendee's feel right at home. My thanks to the Sheraton for a good job on setups. Saturday clinics seemed to

draw a healthy crowd in spite of competing events. I had a schedule duplication on my detailing clinic, so we gave it twice and had all the more fun. This, followed by participation in the contest room events, is the biggest attraction to me.

Model contest entries were dominated in numbers and awards by NFR. Since the model contest administered by Walt Neumen and super supported by NFR was in good hands, I judged in photo for a change. What a joy to work with Ellen Pyszczek and Ed Scott as we team-judged some very competitive photos. Point spreads were narrow as skill levels were high. I've just got to enter more photo contests and I urge you to as well.

More clinics were available in the afternoon. However, large numbers of attendees enjoyed a fan trip spiced with fallen trees and doubling of hills. Lunch survived a 2 hour delay and was enjoyed all the more. There was a rare mileage on the Mohawk, Adirondack and Northern, behind even more rare locos, an Erie Lackawana painted E8 and an Alco C425. After arriving in Lyons' Falls, a further trip

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1→ Syracuse

to the Lowville and Beaver River for equipment displays capped the event.

Back at the hotel, the contest results were evident while we prepared for an excellent banquet. A gorilla of known, but seldom admitted origin, talked me into 10 bucks worth of raffle tickets much of which went against the FA-2 engines and the brass freight cars, with no fruit for the effort. There were smiles elsewhere as the winners carried off the loot. Region business was brief and informative and we got to meet the contest winners both in the banquet and after in the contest room.

Since two regions and a national had great future conventions to brag about, we all came away hoping to attend them all. I participated in the planning for the up-coming Burlington Vermont convention for NER, so I was particularly proud of the quality and quantity of events in the package presented by Glenn and Mike and of the presentation as well. There will be so much to do at Burlington you can't do it all. But, I'm going to try!

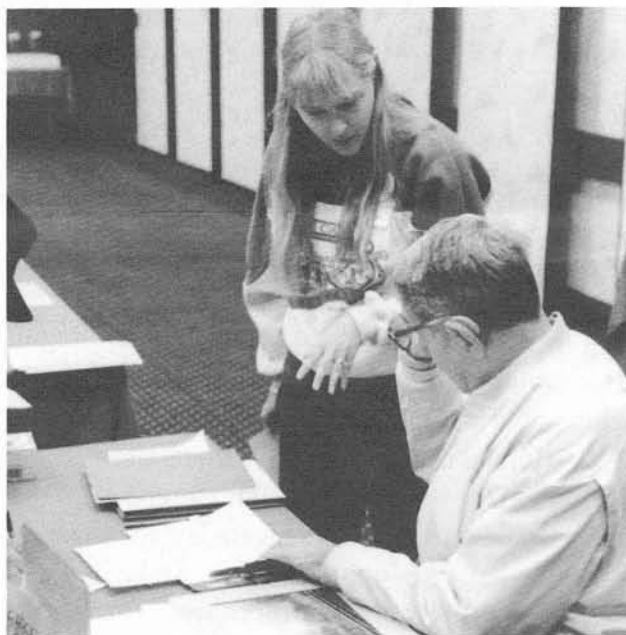
Sunday produced some informative meetings followed by outstanding layouts. I learned so much about TT gauge from Ed Scott, I nearly caught the bug. I got a dose of meter gauge HO at the same location. Then it was off to Germany for a ride on Bill Swain's layout. Fully scened and highly operational, this pike was really top shelf. There were others to see, but it was a long trip home. Besides I might see a train that needed chasing. For me, the "go in home" layouts on Sunday and a bit of scenery on the trip home are a great way to end a fun convention. Syracuse was no exception.

Even the weather mostly cooperated. I've included a collage of photos taken by my camera operated by who ever had it at the time. Gosh, we have to wait six months for Burlington. Well, I'll spend the time building some models for the model contest and shooting photos or the photo contests. That will stretch the fun quite adequately. BCW

Word has been received of the death in Dover, New Hampshire, on 27 November 1992, of **Fred Driscoll**. Fred was president of NER from 1978 to 1980.



Walter Neumen talks with contest entrants while Diane Salvatore presides over the Craft Contest.



Ellen Pyszczyk and Ed Scott debate picture quality in the Photo Contest.

Exciting Burlington Program Takes Shape

The Green Mountain Express, the NER Spring '93 Convention, is high-balling your way. Hop aboard for what is shaping up to be a great convention on the West Coast of New England in Burlington, Vermont. The Timetable calls for arrival at the Raddison Hotel in downtown →

Burlington, just a stones throw from the former Burlington Union Station, on May 14. By the time the Express pulls out on May 16, you will have had the opportunity to choose from more railroading both model and prototype, than can fit into one weekend.

At this time there are seventeen home and Club pikes on the schedule. Two of these are live steam! One is 1 1/2" scale the other a full size Heisler on what is probably the largest home garden layout you'll ever see. There will be 2 tours and one fan trip. The tours on Saturday morning will be to the Bombardier Rail Car Facility (LIMIT 45), and a tour of The Rock of Ages Granite Quarry. The Saturday Afternoon fan trip will be aboard the Lamoille Valley Railroad.

There are seventeen hours of clinics planned. Some of the highlights are authors Bob Jones and Whitney Maxfield on Vermont Railroads. Also Bob Durkin will demonstrate how he can keep twenty of his friends busy operating his model railroad with a 400 foot mainline, which is on the layout tour. As a special treat Jim Murphy, an employee (dispatcher) of the Central Vermont Railway, will present an animated tableau depicting a station agents duties complete with operating telegraph.

For the Ladies there will be craft clinics, bingo and tour to Isabel's on the Waterfront, for a cooking class and lunch featuring "Light Summer Meals", then its off to the Shelburne Museum with its world famous collection of Americana. There will still be time left for a shopping or browsing at the many shops and stores on the Church Street Market Place and Burlington Square Mall, just a few blocks from the Raddison Hotel.

All this and more, including model contests, video theater, banquet, meeting old friends and making new ones. Mark your Calendar today, May 14, 15, 16, 1993. You will not want to miss this one.

Bombardier tour is limited to 45 sign up early.

Advance registration forms available from:

Pat and Charlie Bettinger

29 Foster Drive

Vernon, CT 06066

Enclose a SASE

Special Model Contest

The Central Vermont Railway Historical Society is sponsoring a special contest category at the Green Mt. Express Spring 93 May 14, 15, 16, 1993.

The best Central Vermont Railway Model be it rolling stock or structure to be judged by the officers of the Central Vermont Railway Historical Society.

"New Modeler" Category Added to Contest Classes

by Brian C. Whiton

After much discussion and input from fellow modelers, Walter Neumen, the outgoing contest chairman, has developed a new model contest classification. Refreshing your memory, classification refers to the modeler's skill level, not the model type. Presently there are Craftsman and Master classifications or levels of competition. Our new classification would be called New Modeler. Great idea Walter!

It is directed at those modelers who don't enter because they feel they can't compete against the super modelers and models that inhabit the upper classes. Now New Modelers need not fear.

Just as Craftsman modelers do not compete with Master Modelers, there will be a contest within the contest for the New Modeler. Just check off that classification on the entry form and fill the remainder out as usual. Give all the information about the model, prototype, how it was built and with what materials and techniques. List the items you made and the items you altered and those you just bought and added to the model. You want to give the judges all the ammunition you can, so they can give you all the points they can.

Categories are the same for all classifications as is the point scale. New Modelers will likely gain fewer points, but so will their immediate competition. First, second, third and honorable mention awards will be given as in the upper classifications, except no point minimums will be

3→ New Modeler Class

applied. You can still compete against the full field for best in show and against yourself for NMRA Merit awards as always. If the model is able to compete with your fellow New Modeler, you should see some results.

To be eligible you and your model will have to meet two simple requirements. You must not have won any award at Craftsman or Master level in any NMRA, NER or Division contest in the category in question if you wish to compete in New Modeler Classification. Furthermore the model will not be eligible for any award equal to or less than it has won if previously entered in NER New Modeler Classification.

If, however, you have won previously in New Modeler classification in the category in question, but not a first place, and you tell us, you could compete for a higher award than previously won by that model in that category. This is especially likely if you listened to the judge's comments the first time and felt compelled to improve the model and try again. You don't have to start fresh to stay in competition.

Of course as in the upper levels, if you win a first, you will become a Craftsman modeler in that category. Graduation in any classification comes with a first, but it applies category by category. You can be at different levels of competition in different categories.

Remember that categories are pertinent to the model type not the level of competition. They are directed at keeping similar model types in related competition. Our categories combine several types found separately at larger events. "Loco-other" includes electrics, diesels, gas-electrics, speeders etc. "Loco steam" is obvious, as are most of the other categories.

"Non-revenue" combines cabooses with maintenance of way (unpowered) rolling stock.

"Structures" can be on bases, but if unrelated scenery is included, then it is a "Diorama".

NMRA Merit awards are judged on the national scale and are awarded to all models regardless of classification or category if they gain more than 87.5 points. You compete against the scale, or in fact, yourself for Merit

awards.

We will display the New Modeler entries together when conditions permit, so the judges will not become jaded by the upper class models and murder the New Modeler entries.

There are still 25 scratch points to be had, folks, so if kit-bashing is your game, we solicit some serious modeling effort. Someone will, you know, so if you wish to be competitive, there is no substitute for effort. With the big guns competing amongst themselves, you will have some brisk but equitable competition with your fellow New Modelers.

Lets see 50 models at the Spring Convention in Burlington, Vermont on May 14,15,16 of '93. Remember that the Sunrise Trail Division sponsors an award for the first time entrant who gets the most points regardless of other awards won. Now there is an added incentive to get modeling. Need more? My firm, the New England Railway Consortium will award a 25 dollar check to the New Modeler runner up, that is the second highest point score for a model in New Modeler Classification. *se ya there*

Brian C. Whiton MMR

Model Contest Chairman (again)

Nine Prizes Awarded in NER Achievement Program

It has been a while since my last report on the Achievement Program in the NER, so I'll start with the good news.

The following AP Awards have been or will be presented shortly:

- Walt Scholz, Norwich, NY
 - Master Builder, Structures
- Paul Allard, Milton, VT
 - Model Railroad Engineer, Electrical
- Don Buckley, Salisbury, CT
 - Master Builder, Cars
- Ludwig Riemenschneider, Seaford, NY
 - Association Volunteer
- Hermann Botzow, Tuxedo, NY
 - Master Builder, Scenery
- Ronald Parisi, Ridgewood, NJ
 - Prototype Modeler.



The following Golden Spike Awards have also been presented:

- Allan Speight, Westfield, N.B., Canada
- Bob Alder, Kenilworth, NJ
- Peter Eaton, Derby Line, VT

While these numbers are encouraging, there are very many NER members who have yet to become involved in the Achievement Program. The AP is an excellent way to really participate in our chosen hobby, and it can help you get more out of it by making you a better modeler. If you enter a model in a contest and don't do very well, you can check the score sheet to see where you lost points, and hopefully do better next time. As I have stated previously, the Golden Spike Award is an excellent way to first get into the Program.

Don't forget there are varied certificates to apply for, so if you're a scenery expert, apply for the Master Builder Scenery award. Later you can hone your skills by applying for building awards such as Cars, Structure, Locomotives, etc. Awards are also presented for service to the hobby and the NMRA Volunteer, Official and Author. Ludwig Reimenschneider's Volunteer Award was for his work as a Boy Scout counselor in model railroading.

HELP! I have had several AP applications from members in lower New York State, who need to have their layout work judged in their homes. The AP regs prefer such judging be done by members who already hold the Award to be judged. If no such members are nearby, any NMRA member can do the judging. It's not all that hard, as I will supply judges with checkoff lists to assist them. If any of you feel you can volunteer for such help, I would appreciate hearing from you as soon as possible.

Please feel free to write (or Phone) if there is any way I can help you in the Achievement Program - that's why I'm here. If you wish to participate, please specify which award you're working toward so I can send you the proper check off forms. Please keep in mind the Achievement Program is a NMRA Program, you must be a member of the NMRA to participate.

I plan to attend the 1993 NER Convention in Burlington, VT and North Conway, NH, so look me up if you'd like some advice in person. If I don't

know the answer to your questions, I'll find out and get back to you.

Bob Bourdreau, NER AP Chairman
P. O. Box 7122, Station A
Saint John, N.B., Canada E2L 4S5
(506)672-2374 Evenings & Weekends

Syracuse '92 Contest Winners MODELS

BALDWIN TROPHY

— Bill Hoffman, Westport, CT
Pacific Electric "023" Delux Car

HUB AWARD

— Bill Hoffman, Westport, CT
Pacific Electric-Electric Locomotive

SUNRISE TRAIL NEW MODELER AWARD

— Dan Dossert,
B&O Wagon Top Box Car

MOTIVE POWER - OTHER

Master

1st

— Bill Hoffman, Westport, CT
Pacific Electric "203" Delux Car

2nd

— Bill Hoffman, Westport CT
Pacific Electric - Electric Locomotive

STRUCTURES

Master

2nd

— Walter Scholz, Norwich, NY
Branch Line Water Tower

Craftsman Merit

— Lenn Amrhein, Rome, NY
Louisville & Black River Station

PASSENGER CARS

Master

2nd

— Walter Scholz, Norwich, NY
1906 Canadian Pacific Dome Car

FREIGHT CARS

Craftsman 2nd

— Glen Salvatore, Woodstown, NJ
D&H Outside Braced Box Car

NER BRASS

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Joseph T. Popecki, Editor

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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 IBM 360K, 720K, 1.2 & 1.4 meg 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 NEXT ISSUE IS FEBRUARY 28, 1993.

The issue will be mailed in March. 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.



5→ Syracuse Contest

NON-RAIL

BEST IN SHOW

- Elizabeth Brown - Needlework Sampler

NER DONNA SCAFE AWARD

- Dorothy Pick - Knitted Socks

RAILROADIANA

-1st Prize

- Margot Klein - Apron

NEEDLEWORK

-1st Prize

- Elizabeth Brown, Needlework Sampler

-2nd Prize

- Dorothy Pick - Knitted socks

- Florence Monohan - Counted Cross Stitch
Lighthouses

-3rd Prize

- Elizabeth Brown - Needlework Box

- Valerie McCready - Knitted Sweater

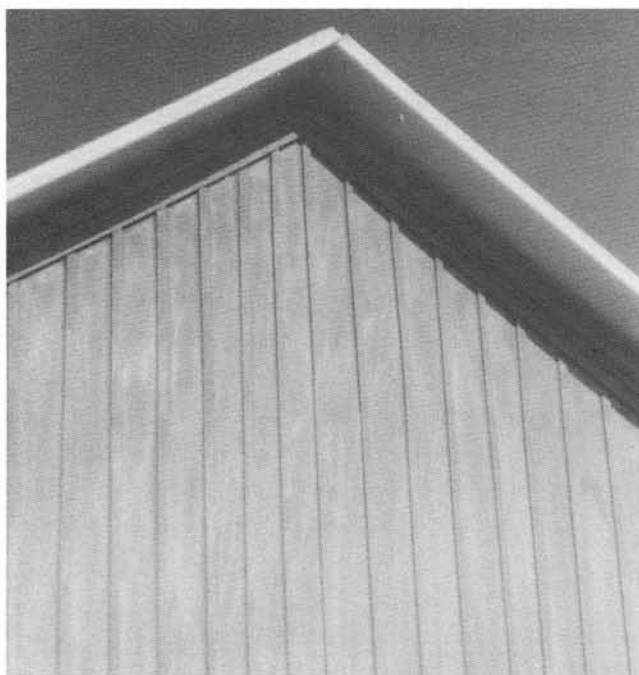
Board and Batten Buildings Part 2

By Brian C. Whiton

Since my last column, I've had a chance to get most of the way through the station building which pioneered the board and batten over scribe and snap styrene technique. Some comments on work handling are in order.

I prefer to carry small components to the final location on the end of a no. 11 blade in my Exacto knife. It was a life saver on this model. I found, however, that the precut battens were subject to much tolerance when they had to be placed between, say, a top trim and a waist board. The short battens running between, say, a top trim and a window were easily cut to length in place, before bonding. The long battens needed to be cut over length, tack bonded at the upper end then stretched a bit, cut and bonded over the remaining length.

To do the latter, I used the tip of the no. 11 to pull gently on the tacked batten, chopped the end with the straight edge razor blade at the bottom limit, then while the batten is still held at the desired



location, I bonded the entire remaining length with 10X.

I use 10X to bond the batten, as it is the fastest wicking cement, and does the least to craze the surface of the surrounding styrene. I dip my small brush (.25" long bristles making a bundle about .06" dia) in the solvent cement full depth of the bristles, then wipe once on the bottle rim. Moving at express speed to the work is vital as the remaining solvent will quickly evaporate off the brush. If you haven't moved the other hand holding the batten in place with the knife blade, one quick full length swipe will bond the batten. If you have moved, reposition the batten and reload the brush.

I'm not good enough to cut the battens before the abutting trim, and I don't recommend the method to you either. I put down the trim then bring up the battens.

All this bonding, windows, battens, doors, and scribe-snap joints will cause the work to gradually warp in the direction of the most bonds. I found strip stock to have a limited effect in straightening out the sides, however, the floor sections did the job well. I therefore recommend no strip stock in the horizontal except as needed to guide and reinforce the floor locations.

Vertical strip reinforcing did not seem to be much of an issue since most bonds contributed to warping in the horizontal, however, I did use 1/8th

7→ Board & Batten

square styrene braces in the corners and occasionally along the wall length where the window interval permitted. I did not find it necessary to brace across the 1st/2nd floor joint, but I did have to work hard to keep its edges straight during assembly. I used a mill file to dress the edge just before bonding the two floors together. You might not need to split your floors as I did, if your upper floor windows line up on your lower floor windows.

I have not addressed the roof covering, as Glenn and I are not sure if a tin roof is usable. It is the preferred roof material for ease of construction. Bonding Campbell's shingles to the styrene roof looks unlikely. Diamond shingles cut with pinking shears from .005 thick styrene would be an alternative.

The photos demonstrate the technique has merit, even if the modeling is less than perfect. Have fun.

NEW MEMBERS

03/09/92 thru 11/01/92

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FIRST CLASS

SEASON'S
GREETINGS!

TO

