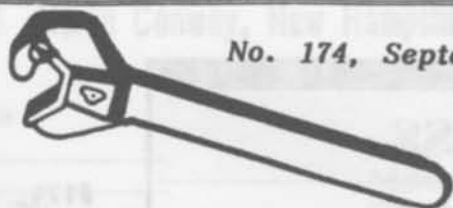


NER



No. 174, September 1993

Coupler

A Publication of the Northeastern Region, National Model Railroad Association

GETTING THERE

North Conway, NH

Northbound on Route 16, pass thru Conway Village, go four miles and take the right at the second traffic light after the junction of Route 16 and Route 302. Proceed one hundred yards to a T-junction and take a left. Follow the road around until you see the hotel on the right. Take the first right turn into the hotel.

Southbound on Route 16, pass through North Conway Village (the distinctive North Conway Railroad station will be on the right) and go two miles to a series of three traffic lights. Pass thru the first, a flashing light, and take a left at the second. A shopping center will be on your right as you make the turn. Go one hundred yards to a T-junction and turn left. Follow the road around until you see the hotel on the right. Take the first right into the hotel.

> p. 3 Reservation

White Mountain Flyer NER FALL CONVENTION 22-24 October 1993

The North Conway Model Railroad Club invites you to North Conway, New Hampshire for the "White Mountain Flyer", the NER 1993 Fall Convention. The Committee has planned an action-packed weekend. Some of the things it will feature are: a special Railfan Trip on the Conway Scenic Railroad behind live steam, layouts, clinics, and even a Friday evening photo session, as well as the usual activities of model, photo and crafts contests, railroad videos, hospitality room and banquet.

Headquarters for the weekend will be the Sheraton Inn North Conway, located at Settler's Green. This recently constructed facility includes two hundred spacious rooms and eleven suites accommodating the non-smoker and the handicapped. There is a restaurant and lounge, as well indoor and outdoor pools, tennis courts and other recreational facilities. It is located in the heart of the Mount Washington Valley and provides spectacular views of the mountains. There are many activities available in the valley even late in the season.

The convention agenda includes an attractive **NON-RAIL PROGRAM**. There will be two clinics on Friday evening, one on doll making and one on the Mount Washington Observatory. Activities on Saturday start with lunch on the Conway Scenic Railroad's dining car, "Chocorua" as it runs on the train down the valley to Conway. Following lunch, the group will board a motor coach for a guided tour of New Hampshire's mountains. During free time throughout the weekend there will be opportunities to "shop till you drop."

> p. 3 Schedule of Events

NER BRASS

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#174, September 1993

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Joseph T. Popecki, Editor

33 Woodridge Drive
Burlington, VT 05401
(802) 863-4121

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 & 1.4meg 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 medium contrast prints. *Enclose a stamped, self-addressed envelope for photos to be returned.*

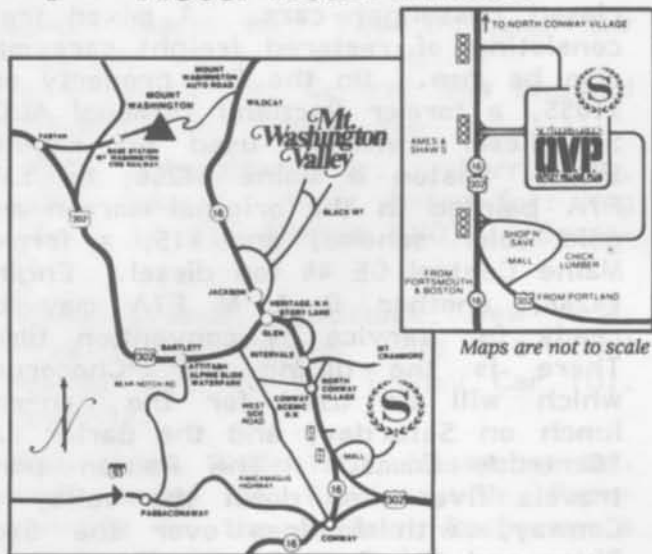
Letters to the editor, and editorial opinions are welcome; however, criticism should be professional in nature, not personally directed at any individual.

DEADLINE FOR THE NEXT ISSUE IS NOVEMBER 15, 1993

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.



1→ Hotel Reservations



Maps are not to scale

Your hotel reservations should be made as early as possible using the form on page 11. If you choose to make reservations by telephone, please call the Sheraton Inn North Conway direct at 603-356-9300, or outside of New Hampshire at 1-800-648-4397. Be sure to let them know that the reservation is for the Model Railroad Convention. Rooms have been blocked at \$79 per room, single or double occupancy, and suites are \$139. All rooms are subject to 8% New Hampshire State Room Tax.

While you're on that page, make your railfan trip reservations and convention preregistration at the same time.

New Members

(06/16/93 to 09/02/93)

Connecticut: Art Dutra (Wallingford); Sean Pratt (Westport). **Massachusetts:** Leonard Gold (Stoughton); Jerome A. Jozak (Lawrence). **Maine:** Andrew Blanchard (Cushing); Wendell L. Blanchard, Jr. (Cushing). **New Jersey:** Harold H. Carstens (Newton); Bob Gaydosh (North Plainfield). **New York:** Fred Bernhard (Yonkers); Charles Files (Westbury); Leo Hallen (Chatham); Malcolm Laughlin (White Plains); Robert L. Zolto (Bronxville). **Rhode Island:** Donovan J. Lewis (Providence). **Vermont:** Richard Getty (Rutland).

p. 1→ Schedule of Events

Each convention registration packet will contain a map and list of specialty shops and factory outlets, many within walking distance of the hotel.

Schedule of Events

FRIDAY

Friday activities begin with the opening of the Registration Desk at 3 PM; it will remain open until 9 PM. Early arrivals can pick up their registration packets before the evening activities begin.

Following the dinner hour, there will be seven layouts open for your enjoyment (see the list below). Maps and directions will be found in your registration package. As a special treat for photographers, there will be a **free** night photo session at the Conway Scenic Railroad yard. If you ever wanted to take railroad pictures at night, here is your chance. Bring your camera, cable release, appropriate film for night photography, and a small flashlight.

At the hotel there will be a slide show on B & M steam for those railfans not interested in the night photo session or layouts. Slides will be those of Bob Allen, a long-time B & M fan, whose layout will be on the tour schedule. There will be two non-rail clinics during the evening.

SATURDAY

Saturday will be a very busy day. The Registration Desk and the contest rooms will be open at 8 AM. During the morning there will be seven clinics, and the hospitality room and video theater will be open. The Non-Rail Trip will depart about 11 AM. The Registration Desk will close at Noon. A train show will run during the day at the hotel. Modular layouts by The Bedford Boomers, Northeast NTRAK, Bill Driscoll's 0 Scale, and others will be set up at the John Fuller School, about a five minute walk from the Conway Scenic Railroad Station. Directions will be provided.

> p. 4

p. 3> Convention Schedule

In the afternoon, those going on the Railfan Trip can drive to the distinctive North Conway Railroad Station in North Conway Village, two miles north of the hotel. There they will board a special train with steam power. Meets with the regularly scheduled train will take place, and a mixed train is a possibility.

In the evening there will be a Happy Hour at 6:30 PM and a Banquet at 7 PM. The banquet will feature an entree of breast of chicken stuffed with smoked mozzarella and basil sauce. The banquet speaker will be Dwight Smith, retired President and General Manager of the Conway Scenic Railroad. His topic will be, "Modeling in 12 inch to the foot scale."

SUNDAY

The convention will end Sunday morning with the NER Annual Meeting. Members will have the opportunity to hear and ask questions about the upcoming plans and activities of the Region. Following the meeting, layouts will be open throughout the area for member viewing pleasure.

CONVENTION HIGHLIGHTS

Night Photo Session

On Friday evening, Les MacDonald will run a special night photography session at the Conway Scenic Railroad. Les is a local professional photographer who's railroad pictures have been seen in Railfan and Railroad, Railpace, Trains, and the Steam Passenger Directory. He has been recognized locally for his photography and has done assignments for the Conway Scenic Railroad, the Hartmann Model Railroad Museum, and the North Conway Model Railroad Club.

Railfan Trip

The Conway Scenic Railroad will provide the railfan trip using steam

engine #7470, a former Canadian National 0-6-0 switcher, and several open and closed passenger cars. A mixed train consisting of restored freight cars may also be run. On the CSR property are #1055, a former Portland Terminal ALCO S4 diesel switcher used on regular trains; Boston & Maine #4266; an EMD F7A painted in the original maroon and gold color scheme; and #15, a former Maine Central GE 44 ton diesel. Engine #4268, another B & M F7A may be ready for service by convention time. There is the dining car "Chocorua" which will be used for the non-rail lunch on Saturday, and the parlor car "Gertrude Emma." The Railfan train travels five miles down the valley to Conway, with bridges over the Saco River and the Swift River. These were once covered railroad bridges. There are views of Mount Washington, Mount Chocorua, and other natural features along the line.

Hartmann Model Railroad Museum

Located in the Carroll Reed Building, in sight of the North Conway Railroad Station, this museum provides ten operating layouts in G scale, Lionel 027 gauge, Märklin H0, standard 2-rail H0, and N scale. There are static displays of model and toy trains of all eras, soldiers, vehicles and fire apparatus. Started in 1992 by Roger and Nelly Hartmann of Basil, Switzerland and Jackson, New Hampshire, the museum has become a big attraction in North Conway.

Non-Rail Clinics

1. Doll-Making, by Susan Kuemmerie
Friday, 8 PM.

Susan Kuemmerie constructs one-of-a-kind artist dolls. Each one is individually sculpted in a poly resin clay over a copper armature. The eyes are blown glass, the hair from Angora goats, and the beautiful costuming is done in natural fibers.

2. Mount Washington Observatory,
Friday at 9PM.

This clinic will feature a weather observer from the Mount Washington Observa-

tory on top of the northeast's tallest mountain. The 6,288 ft. peak hosts what is often termed, "The World's Worst Weather." The highest velocity wind ever recorded, over 200 mph, was measured back in 1934. Find out what life is like at the Observatory, which is manned 24 hours a day, every day of the year.

Non-Rail Trip

A luxury motor coach will pick you up at the front door of the hotel and deliver you to the historic railroad station in North Conway where you will board the sumptuous dining car, "Chocorua." You will be served a delightful luncheon as the Conway Scenic Railroad takes you down the Saco River Valley to Conway. Upon the train's return to North Conway, you will have a short time to browse through the station's gift shop and museum before boarding the motor coach again for a drive through some of New Hampshire's most beautiful "notches". A tour guide will be aboard the motor coach to describe the sights with background history and anecdotes. The coach will return to the hotel about 4 PM. Maximum capacity for the Saturday tour is forty.

CLINICS

Clinics are scheduled for **Saturday**; there is a good selection appealing to everyone.

1. **Basic Model Railroad Photography- Part I**
by Dennis Adams, 8:30 AM

Dennis, a professional photographer and photo lab technician, will show you how to photograph your models and layout using very simple equipment. A layout will be used to demonstrate his techniques. If you are unsatisfied with your present model photography, or if you want to get started, don't miss this clinic.

2. **Model Railroad Photography- Part II, Special Effects**
by Dennis Adams, 9:30 AM

This clinic by Dennis will be on the

more advanced nature of photography and procedures. Learn how to get creative and produce special effects. Dennis will show you how to get those really special photos.

3. **Railroad Stations of Northern New England and Eastern Canada**
by Ben English, Jr., 11:30 AM

Ben, a local author, historian and rail enthusiast, will give a slide presentation of an era gone by. Ben's knowledge of the subject will be refreshing. A very informative clinic.

4. **Building Contest Quality Structures from Kits**
by Paul F. Saulenas, 10:30 AM

Paul is a master model builder. He has built a number of dioramas for the Fine Scale Miniatures ads which have appeared in Model Railroader. You will learn first hand how to build craftsman type kits. Paul will go into all the details and answer all your questions. Don't miss it.

5. **Weathering**
by Pete Davis, 11:30 AM

Pete, who is President of the North Conway Model Railroad Club, will show you some of his many skills with his weathering techniques on rolling stock, structures and scenery. Pete will use a number of different media to achieve some outstanding results. Although this type of clinic has been done before, there is much to learn from Pete.

6. **The Hobby: from Tom Thumb to Thomas the Tank Engine**
by Ben Merry, 10:30 AM

Ben is a retired Electrical Construction Engineer, Professor, and Chairman of the Department of Industrial Sciences at North Shore Community College in Beverly, Massachusetts. Ben will take you on a history trip of this beloved hobby, from its start to the present day. Ben's sixty-plus years in the hobby will come alive as he presents this clinic with models from his collection. If you like model trains, you'll love this clinic.

7. **Simple, Dependable Detection with Electronics**
by Ed Pierce, 9:30 AM

5> Clinics

A recently retired thirty-year television engineer, Ed will demonstrate simple electronic devices that will add sparkle and life to your layout. If you have ever thought of getting into simple electronics, or want to expand your present knowledge, this is a "must" clinic. Ed will answer all your questions.

LAYOUTS TO VISIT

1. HO Swift River Railroad

by Wayne Allen, North Conway, NH.
Sunday, 10-4:30

This railroad is especially unique in that it is housed in a full-size railroad car, MeC 1123, an antique wooden framed snow flanger car. The Swift River is a modern diesel era freight railroad with 30 locomotives and 170 cars. Trackage, including a 70 foot mainline, is 99% complete, scenery about 80%.

2. HO Old Colony Division, NYNH&H Railroad

by Ron Barber, North Conway.
Friday, 7-11 PM; Sunday, 10-4:30

This 12 ft. x 27 ft. layout encompasses the New Haven's line from Onset to Monument Beach, Massachusetts via Buzzard's Bay. The vertical lift bridge across the Cape Cod Canal is modeled, all 957 scale feet of it! The twin towers are 290 scale feet above the water. Trains of various eras are modeled, from the New Haven in the 1960s through the Penn Central and Conrail days to today's Amtrak, Bay Colony, and Cape Cod Scenic railroads. This railroad is operated on Atlas track with minimum radius of 20" and maximum 3% grades.

Hartmann Model Railroad and Toy Museum, North Conway.

Friday, 7-11 PM; Sunday, 10-4:30

This impressive museum encompasses eleven different operating layouts, from N to G scales, including Lionel and Märklin. In addition, there are static displays of antique tinsplate, scale and

live steam locomotives and trains, fire engines, toy soldiers and more. The normal admission charge to the Museum is \$3, but the price will be reduced to \$2 if you wear your convention badge.

4. N Scale [No name], by Ben Merry, North Conway. Friday, 7-11 PM

This N scale operating layout is 99% complete. The 3 ft. x 6 ft. double track layout will be running two trains in opposite directions. The real novelty of this layout is that it is housed in Mr. and Mrs. Merry's weekend retreat, genuine Bangor & Aroostook 1914 caboose No. C-42. Interesting displays of railroadiana and HO and O gauge rolling stock are on exhibit inside the caboose.

5. HO North Conway and Crawford Notch Railroad, by the North Conway Railroad Club. Friday 7-11 PM; Sunday, 10-4:30.

A12 ft. x 24 ft. folded dogbone layout features replicas of the North Conway Scenic Railroad's yard and station in North Conway, and portions of Crawford Notch including the Frankenstein Trestle. A logging branchline and a busy paper mill complete this 75% scened layout. Trains and motive power represent both the late steam and current diesel eras.

6. HO Northern Vermont Railway, by Dwight Smith, North Conway. Friday, 7-11 PM; Sunday, 10-4:30.

This is a 136 square foot L-shaped layout. Code 70 trackage is 90% complete, scenery 65% finished. The railroad is set in 1949, with 100% steam power, serving the dairy and granite industries. The main town of Caledonia has the railroad's shops and service facilities, as well as sidings with hand-thrown turnouts serving thirty industries. The Caledonia switcher is a busy job, spotting and pulling cars according to waybill instructions.

7. N Carter Notch and Wildcat Railroad, by Armand Wood, Jackson, New Hampshire. Friday, 7-11 PM.

This generic line has mixed steam and diesel power on a 42 square foot lay-

p. 6> LAYOUTS

out. Scenery and structures represent the White Mountains area of New Hampshire and are 80% complete. Passenger and freight trains are both operated over maximum 3% grades.

8. HO Stiny River Division, Boston & Maine Railroad, by Robert Allen, Epping, New Hampshire. Sunday, 10-4:30

This is a 1940s era B & M Railroad layout situated in the Maine and New Hampshire area. There are 20 B & M steam locomotives and some B & M diesel switchers, 450 freight cars, 43 passenger and milk cars. There is over 200 ft. of mainline trackage with 28" minimum radius curves and is 100% complete; scenery is 30% complete. Operation of the layout has walkaround control with memory.

9. HO Concord Division, Concord & Claremont MRR Club, by Charles Dunbar, Concord. Sunday, 10-4:30.

This a 10 ft. x 27 ft dog bone layout with modeling patterned after local New Hampshire scenes. There is lots of detail in figures, industries, structures and scenery, including hundreds of trees in a fall setting. Impressive hand-painted backdrops.

10. HO [No name], by Hollis Emmons, Littleton, New Hampshire. Sunday, 10-4:30.

Layout size is 21 ft. x 38 ft. with two main lines and a branch line with 32" minimum radius curves. Steam and diesel patterned after MeC, B & M, CP, BAR, NYHH&H, and StJ & LC prototypes run on the layout. There are 100 locomotives, 400 freight cars, and 50 passenger cars. This layout is 40% complete.

11. HO Mt. Hope & Southern Railroad, by Joseph Flagg, Lincoln, New Hampshire. Sunday, 10-4:30.

This is an 8 ft. x 12 ft. generic railroad on the 1920-30s era. The highly detailed and scened layout is 60% complete.

12. HO Cedar Valley Central Railroad,

by John Kelleher, Ashland, New Hampshire. Sunday, 10-4:30.

This layout is located in its own 24 ft. x 24 ft. building. It is a generic 1950-60s railroad with first generation diesels and occasional steam. Seventy-five turnouts are already in place, with thirty-five more to be installed. There is 225 ft. of mainline with timetable operation.

13. HO and N Klickety Klack Railroad, by Richard Parshley, Wolfboro Falls, New Hampshire. Sunday, 10-4:30.

This commercial model railroad is housed in its own 30 ft. x 76 ft. building and runs twenty-two trains, eleven of which can be operated by viewers. 1,000 ft. of track, 150 locomotives, 400 freight and passenger cars, and 300 structures make up this completed layout. There are many animated accessories and details. Normal entrance fee is \$4, marked down to \$3 if you show your convention badge.

14. HO Greenland Valley Railroad, by David Kotsonis, Greenland, New Hampshire. Sunday, 10-4:30.

This layout has 160 ft. of mainline in an 18 ft. x 24 ft. room and represents MeC/B & M prototype 1940-50s era. Equipment includes steam and first generation diesel locomotives, 100 freight cars, and 20 passenger cars. Trackwork is 75% complete and scenery 20%. It features a custom built granite quarry and paper mill.

15. HO New England North Railroad, by Carlo Orciari, East Burke, Vermont. Sunday, 10-4:30.

This layout occupies a 16 ft. x 16 ft. room, with a trackplan that permits point to point operation or continuous running. It is modeled on a B & M prototype in the 1930-55 time period, with steam and first generation diesel power. Scenic work includes a free-lanced city of Boston with detailed structures, figures and vehicles.

16. HO_{n3} Port Caribou & Western Navigation Company, by Dick Patterson, Concord, New Hampshire. Sunday, 10-4:30.

> p. 8

p. 7> LAYOUTS

The Port Caribou and Western Navigation Company is a 200 square foot, 1900 era railroad with running water, operating ferry, lift bridge, pile driver, etc. All locomotives are scratch-built steam. Scenery is 99.9% complete. Also includes the Dolly Varden Mines Railroad, which occupies 45 square feet, and represents British Columbia in the 1920 era. The layout is scratch-built with scenery complete. Under construction is the On30 Waterford, Bear Mountain and Caribou Railroad. Power includes a scratch-built Forney and Mogul. The layout is point to point in 50 square feet, and represents Maine in the 1920-30 era. It includes a sawmill, turntable and wharf area which is now complete.

17. HO [No name], by John Phillips, Kezar Falls, Maine. Sunday, 10-4:30.

This layout has steam, diesel and traction, and has about 120 ft. of trackage, 80% complete. Maine Central first generation diesels predominate, and there are twenty severe curves, while the main railroad has 18 inch radius curves.

18. HO Hiram & Maine, by Ed Pierce, Hiram, Maine. Sunday, 10-4:30.

Layout occupies a 24 ft. x 35 ft. room and has approximately 3.5 miles of track. It has steam and diesel power, operating lights and signals, automatic switchback line, and other electronic surprises. Over 30 locomotives, 100 freight cars, and 50 passenger cars make up the roster. The layout is fully scened.

19. HO Monks Mountain Railway and Timber Company, by Paul Saulenas, St. Johnsbury, Vermont. Sunday, 10-4:30.

The layout is located in a 9 ft. x 18 ft. room. All other rooms in the apartment have railroad related atmosphere and artifacts. All locomotives are geared steamers. Benchwork is complete, trackage is in early stages of construction. Track is Code 70 mainline and Code 55 on spurs and sidings.

20. HO Squamscot and Weston Railroad,

by Phil Stockbridge, Seabrook, New Hampshire. Sunday, 10-4:30.

Patterned after upstate New Hampshire in the mid 50s, the motive power is late steam and early diesel with B & M, MeC, CP, CN and Rutland prototypes. The point to point layout operates 300 freight cars and ten passenger cars.



NER NATIONAL MERIT AWARDS

Rick Shoup, Chairman of the Achievement Program Department of NMRA, gives us the following list of Merit Awards as reported by Dr. Chair, Head of the National Contest. These are the NER members. Master Modeler awards are included in this issue.

Bob Mitchell, Weston, Connecticut. Badger Air Brush Special Award for: Silverbound & Smiley Abandoned Factory (HO). Score-95. Also, Second Place in Show.

Harvey B. Schenker, Island Park, New York. RMC-Carstens Award for: The Brooklyn Bridge and Surrounding Areas (N). Score-88.

Roy A. Colella, South Weymouth, Massachusetts. Northeastern Scale Models Award for: Fifty Foot Wood Express Reefer (HO). Score-75.

Bob Bird, Parlin, New Jersey. Best in Show/Gold Award for: Tower Log Skidder (HO). Score-110. Also Merit Award for: Marion Steam Shovel (HO). Score-94.

Hank Force, Absecon, New Jersey. Dunham Studios Special Award for: Steam Engine Facilities (HO). Score-88.

Fred Miller, Parsippany, New Jersey. Merit Award for: Z Scale Layout. Score- 88.

Don Buckley, Salisbury, Connecticut.

p. 8> MERIT AWARDS

Merit Award for: PRR Business Car #100 (N). Score- 88. Also, Merit Award for: Central New England Baggage/RPO. Score- 97.

Justin Maguire, Jr., Barrington, Rhode Island. Merit Award for: Hog Island 12 ft. Module (H0). Score- 90.

William Brandt, Woodstock, New York. First Place, Popular Vote (no merit award) for: PE 984 Trolley Car (O). Score-78.

Stan Ames, Chelmsford, Massachusetts. Merit Award for: Brockwayville, Pennsylvania on the Buffalo, Rochester & Pittsburgh RR. Score- 109.

There were many NER Members who scored just under the 87.5 points needed for the Merit Award. We'll be hearing from them in subsequent contests.

Bob Bird, NER Best in Show Award Winner at Valley Forge



Bob Bird won two Merit Awards at the National meeting in Valley Forge, both with high scores. Best of all, the judges gave him the plaque acknowledging one of his entries, "Best in Show- the Gold Award".

The recognition was for his Tower Log Skidder, the same model which took first place at the Binghamton, New York convention in October 1991. Bob first won at an NER convention in Hartford, Connecticut, April 1952.

(Thanks for the story and picture, Lillian. JTP)

Walter Neumen MMR #205

Rick Shoup, Achievement Program Chairman, has sent a "Welcome Aboard Letter" to a new Master Modeler:

Walter Neumen, NER, MMR 205, Massapequa, New York, who with his wife June, has long been active in NER/-NMRA affairs. We'll run a full bio and picture of Walt in the December issue.

Don Buckley, MMR 199, Wins Two Merit Awards

Don Buckley was afflicted with the model railroader virus about the time the first issue of Model Railroader hit the stands. He and his father traded their Standard Gauge Ives and Lionel equipment for a mix of scale and tin-plate in 0 size.

The hobby was set aside for some time as Don pursued a career playing sax and clarinet with the big bands, and then came college and service in the Pacific with Navy Air in World War II. Home from the conflict, he settled in Wilmington Delaware as a copywriter to start both a family and his first H0 pike, the Edgemoor and Potomac. Strapped for cash, his first loco was kitbashed from a Gilbert Hudson using tin cans and scrap brass.

Don was destined for a Madison Avenue career which took him to Baltimore and Cincinnati on the way to New York. Railroading was on the back burner as he worked to become an award-winning creative director, but he managed to build a fold-down 027 layout for his son on the wall of a playroom.

p. 9> DON BUCKLEY



Don packed it in one morning in 1970, moving to Connecticut to start an organic farm. In 1976, Don and his

wife Gloria founded a partnership, Buckley & Buckley, dealing in 18th Century antiques. When, as a Fellow of the International Guild of Miniatures, and while teaching a course in miniature cabinet-making, Don saw an N-scale Pacific in a shop window, the virus was back for good.

Don first joined NTRAK and then NMRA. He got involved with its Achievement Program by assisting Chairman Rick Shoup with public relations and promotions. He's been a regular contributor to several model railroading magazines and holds certificates in Scenery, Structures, Cars, Electrical, Author, Volunteer, and Prototype categories.

His Podunk Valley N-Pike is on hold while he plays with the big stuff, helping the Iron Yankees revive the fallen flag of the Central New England Railway which used to run through his backyard. He is also busy being a grandfather, singing bass with a barbershop chorus, and chairing the Board of Deacons for the Congregational Church of Salisbury, Connecticut.



REGISTRATION FORM

WHITE MOUNTAIN FLYER North Conway, New Hampshire

22, 23, 24 October 1993

Name 1

Name: _____
 Address: _____
 City/St: _____ Zip: _____

Name 2

Name: _____
 Address: _____
 City/St: _____ Zip: _____

Name 3

Name: _____
 Address: _____
 City/St: _____ Zip: _____

Name 4

Name: _____
 Address: _____
 City/St: _____ Zip: _____

EVENT	PRICE prereg	1	Person 2	3	4	PRICE at door
Registration (Member)	\$12					\$14
Registration (Non-member)	\$14					\$16
Registration (Youth)	\$6					\$8
Banquet	\$14					\$16
Fan Trip (Adults)	\$7					\$9
Fan Trip (Child 4 - 12)	\$4					\$6
Non-Rail Trip	\$20					\$22

Totals

Please make checks payable to "NER CONVENTIONS" and mail this form to:

Pat & Charlie Bettinger
 NER Convention Registration
 29 Foster Drive
 Vernon, CT 06066

(for office use only)

P Preregistered W Walkin

Paid by: C Check M Cash

Amount enclosed: _____

NER HOTEL RESERVATION FORM

Sheraton Inn North Conway

(603) 356-9300

Rates: \$79 - Single \$79 - Double \$139 - Suite

Plus 8% New Hampshire State Room Tax

Arrival Date and Time: _____ Departure Date: _____ # Persons per room: _____

Name: _____

Address: _____

Telephone: _____ Today's Date: _____

Check Enclosed: _____ Credit Card: AE MC VI Card # _____

Exp. Date: _____

Please complete and mail to:

Sheraton Inn North Conway

P. O. Box 3189

North Conway, NH 03860

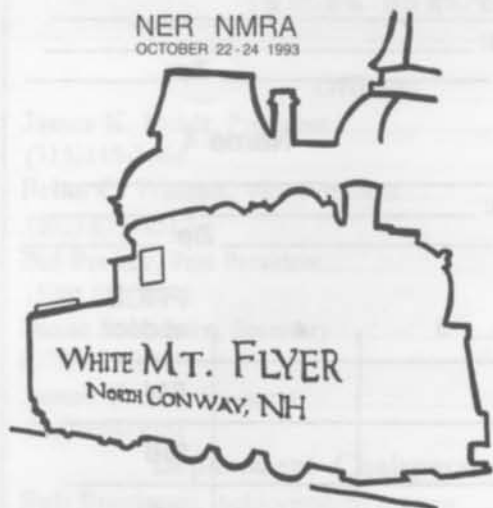
Attn: Reservations

R & E Brown Office Managers
79 Hemenway Road
Framingham, MA 01701

BURLINGTON, VT
SEP 23
1993
FIRST CLASS



NER NMRA
OCTOBER 22-24 1993



Soot and Cinders

By Richard M. Hanschka

About thirty years ago, the Vermont Railroad ran steam excursions when it began operations. The Rutland's shops were still there, but the area has long since changed into a shopping center. Number 97 (see photo on page 10), a 2-8-0, went to Hartford, and later Essex Connecticut. It originally came from the Burlington Southern. The Rutland turntable was moved to Steamtown (Riverside) at Bellow's Falls, Vermont, and no longer used. The Bellow's Falls turntable is now buried at Chester, Vermont, just west of the station and caboose display.

The photograph shows many details: railfans with cameras, old heralds and spare wheels in the yard and on flat cars. The highway bridge was a great place from which to take photos. Around a bend, the D&H line came into Rutland from Whitehall, New

York. The line to Bellows Falls was dormant while the Green Mountain Railroad was forming. Steamtown was running from Keene, New Hampshire to Bellows Falls. Coaling, sand and water facilities have disappeared. Now the diesels refuel from a tank truck and get water from a hydrant.

At this time, passenger cars were made available to fan groups. The B&O ran into Jersey City; a special would often run out of Grand Central to New England via New York Central, and on to Albany. The B&M would take off for Greenfield, Massachusetts, and there were various B&M and CV trackage agreements to Bellows Falls. If we had ridden the train from New York City to Burlington, Vermont, we would have gotten off at Essex Junction. There we would see a crazy-quilt of B&M, CV, Rutland, New York Central and New Haven cars. This would be an excuse for a modeler to run a mixture of passenger cars, even CNR cars. A fan special could include B&O, Reading and CNJ cars as well. What a good excuse to use those odd cars we accumulate.