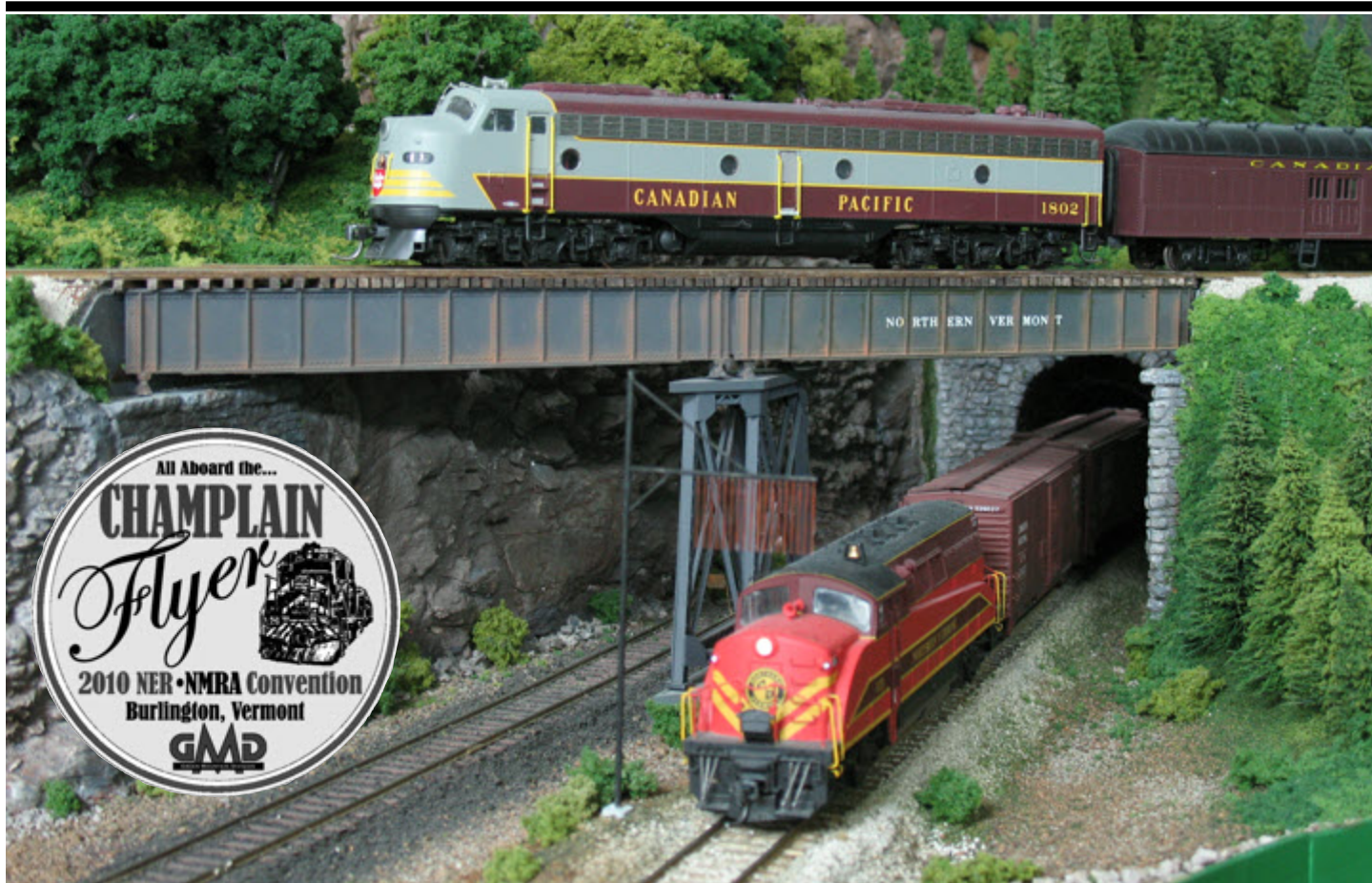


# THE COUPLER

A PUBLICATION OF THE NORTHEASTERN REGION NATIONAL MODEL RAILROAD ASSOCIATION

ISSUE NO. 238 • APRIL - JUNE, 2010



Northern Vermont BL-2 pulls a local into Lincoln as a Canadian Pacific E-8 takes passengers north to Canada. The scene was taken on Paul Allard's NVR layout which will be open for operations and a tour during the NER Champlain Flyer Convention in September in Burlington VT. (Photo by Paul Allard)

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[www.nernmra.org](http://www.nernmra.org)

## THE COUPLER

The official publication of  
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the National Model Railroad  
Association

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**DIVISION ALOUETTE**

**SUBMISSION DEADLINE FOR COUPLER #239 IS MAY 14**

**We want to hear from you — Contact Editor Phil Monat at [phil@philmonat.com](mailto:phil@philmonat.com)**



Greetings! I am so grateful that Spring is on the way, as I am very tired of Winter. At the Great Railroad Hobby Show in West Springfield, MA at the end of January several members of our NER membership

helped man the promotion table in the Better Living Center to present the face of the organization. I wish to offer my thanks to all who helped our and talked to people and offered membership materials.

In late May I will be making my way to St. John, NB to attend the "Tracks and Tides" Convention with the Maritime Federation of Model Railroaders. This activity is a joint effort of the MFMR and the NER. I am looking forward to an outstanding time. I hope to join with other NER members in Maine to share in the travel. It will also provide some fellowship to get through the many miles of travel. The registration form

was available in the last issue of the Coupler; dig yours out, fill it out and send it in (cutoff date is April 23). I'll see you there!

I have been working with several folks trying to upgrade the content on the NER Web Site. I am in the process of scanning all the back issues of the NER Coupler. It is my intention to post all of the issues on the web site. They aren't doing any of you any good sitting in a box in my basement; once on the web site anyone of you can access any issue to see what the Region was doing years ago, or look up some of the material presented a much as a half-century ago. Other content I am preparing includes the history of the first two quarter-centuries of the NER that was published for the 50th Anniversary, as well as the History of the Delaware/Baldwin Trophy (Best in Show in the Model Contest) as well as our organizational documents.

If you read Phil's editorial elsewhere in this issue regarding a roster of NMRA members in the NER, you will note that we are moving

toward the necessity of having 'member content' on the web site as well as 'generally available' content. If you have an opinion regarding what material should be restricted, please contact your NER Director, or the President or Vice-President, to express your views.

The next issue of the NER Coupler will contain the Election information and the Ballot. This issue will be sent to all NMRA members residing within the Northeastern Region. It will be due in your mailbox by July 1. Ballots must be returned no later than August 15, 2010 to be counted. The results of the election will be posted about September 1, 2010 and the new Officers and Directors will be installed at the banquet at the Burlington, VT Convention on September 11, 2010. Please exercise your right to vote!

Happy Model Railroading,  
Ken

## FROM THE EDITOR

# Birds of a feather...

By PHIL MONAT

I remember that little saying - *Birds of a feather flock together* - from my distant youth. I never really gave it much thought, other than acknowledging that it was generally true, I suppose. But recently, while working with a new NMRA member, it came rushing back to me in all it's glorious immediacy.

This fellow had just joined our group and was trying to reach out to other like-minded birds in his neck of the woods. He was simply asking for a roster of nearby NMRA members, a service both the NMRA and the NER once provided. But that practice stopped after an NER roster fell into the hands of a hobby shop or two, with the resulting mass mailings to all members becoming a bone of contention. In addition, today's heightened concern over identity theft makes it difficult to publish ANY list at all!

But this current state of affairs means that the NER cannot effectively help modelers get together at the grass-roots level. I believe that the heart of any volunteer organization is the passionate and dedicated commitment of its members and if we cannot help them meet and connect with others then we have failed. Model

railroading is a social activity and the NMRA should be about helping to make that happen.

To that end, I have proposed to NER President Ken May and our region's hardworking board that we post the NER membership roster on our Web site. The roster would include only the name, e-mail address and town with zip code of all members who choose to participate. The list would be protected by a password, available only to our members, and changed every quarter. The new password would be printed on the Brass Page of each Coupler (in the print version only, not the online version, which is available on our Web site).

Any member could opt-out of this program if they wished to protect their privacy. If the NER board deems this program worthwhile, look for a letter explaining the details and requesting an update of your e-mail address, along with your choice of participation, in the upcoming election ballot. Who knows? You might find that expert on structures or electrical help you've been looking for in the same town! Or you might receive a call from a new member, just getting started, trying to learn about the hobby. Isn't that what model railroading and the NMRA is all about? ☒



## GREEN MOUNTAIN DIVISION

- **2010 NER Convention: Burlington VT.** – The Champlain Flyer, NER Fall Regional Convention, Sept. 9-12. This will be the first NER convention in Vermont in more than 10 years – Don't miss it! See info in this issue. Contact Glenn Glasstetter at [cenorwy@gmavt.net](mailto:cenorwy@gmavt.net).

## GARDEN STATE DIVISION

- April 25 – Union, New Jersey. Spring Meet: The Model Railroad Club, Inc., Route 22 in Union, NJ (behind the Home Depot on Jefferson Avenue). 12 Noon, light lunch, clinics, contest, White Elephant, Q&A table, plus home layout visits.
- June 27 – Annual Railroad Day at Maywood Station, Noon to 3pm. Located at 269 Maywood Ave, Maywood, NJ.

At recent meetings, GSD members passed a by-law revision, elected Tom Piccirillo and Chuck Dijak to the staff of the GSD, and have finalized the rules for the Malory Award, which is open to all GSD members for excellence in modeling.

## METRO NORTH DIVISION

- April 17, General Meeting using a new format – Members will visit layouts in Central and Eastern Connecticut and Rhode Island, allowing them to observe, photograph and operate on layouts outside the Metro North area. For more information, contact Carl Liba at [cjbhliba@optonline.net](mailto:cjbhliba@optonline.net).

## SEACOAST DIVISION

- April 17 - Seacoast Division quarterly meetings for 2010 will be held in Rochester, NH; Auburn, ME (July 31); Concord, NH (October 9); and Portland, ME (January 8, 2011).

*The Introduction to Model Railroad* course will be offered in March at Timberlane High School, Plaistow, NH,

spring semester March 2 – April 20. For more information, contact Bruce Robinson, (603)887-5922 or [brobinson85@comcast.net](mailto:brobinson85@comcast.net). Registration: Timberlane Regional High School, 36 Greenough Road, Plaistow, NH 03865, Robert Dawson (603)382-6541 ex232, [robert.dawson@timberlane.net](mailto:robert.dawson@timberlane.net).

## SPATE PUBLIC SERVICE AWARD NOMINATIONS

Nominations for the Robert W. Spate Award are solicited at this time, due no later than July 1, 2010. Nominations should be directed to the selection committee chairman, Terry King [tpking@roadrunner.com](mailto:tpking@roadrunner.com).

The award is for an NER member, or organization among the members, or organizations who or which best exemplify the promotion of the hobby of model railroading. Preference is that the service to the hobby be in a public forum, open to young people and/or others who normally are not exposed to the hobby.

Nominations may be made by active Division boards or directors or trustees and by the Area NER director for those members or organizations not represented by an active Division. In the event of a vacancy for area director, another area director or the Region President may submit the nomination for a member or organization not represented by an active Division.

This is a unique award to recognize deserving modelers and organizations that continue to work to offer our hobby to young people and newcomers in general. Nominations do not have to be limited to those within your own Division or area. Please help select the next deserving recipient.

## NUTMEG DIVISION

- March 13, Division Meeting, Community Room of Wethersfield Police Station, 250 Silas Deane Highway, Wethersfield, CT.

- April 10, Division Meeting, Community Room of Wethersfield Police Station, 250 Silas Deane Highway, Wethersfield, CT.
- May 8, Division Meeting, Community Room of Wethersfield Police Station, 250 Silas Deane Highway, Wethersfield, CT. The Nutmeg Division website [www.nutmegdivision.org](http://www.nutmegdivision.org) is going to be sending out all meeting notices individually to all email capable members if we have your correct email address. If you are not receiving your monthly notices via email please notify Ronald J. Pelletier @ [nmrnutmegmembership@comcast.net](mailto:nmrnutmegmembership@comcast.net) of your exact address. He is now the division communications manager.

## HUB DIVISION EVENTS

- Apr 16 (Fri) – HUB Railfun Meeting 8:00 PM, Cambridge School of Weston, Weston, MA. Topic: "Rocks & Docks," presented by Scott Jewell. A presentation with photos, maps and models of railroad waterfront facilities, with focus on the Port of Boston in the 1920's. Topics include car floats, buildings, piers and transfer sheds.
- May 14 (Fri) – HUB Railfun Meeting 8:00 PM, Cambridge School of Weston, Weston, MA. Topic: "Module Masters Part 3: Newton Jct. & Brockway and The Ames," presented by Dick Johannes and Stan & Debbie Ames. An "up close and personal" look at these award-winning modules, with discussion and Q&A with the module creators.
- May 20-23 (Thur-Sun) – HUB Modular Railroad display at the 2010 Tracks and Tides Convention, in Saint John, NB, Canada.

- Jun 18 (Fri) – HUB Railfun Meeting 8:00 PM, Cambridge School of Weston, Weston, MA. Topic: "Communication Connections for Modelers," presented by Shack. A hands-on clinic covering the basics of wiring, soldering, crimping, with soldering equipment, tools and wire provided at the clinic. Topics include wire selection and tips on wiring communication buses for DCC and signals.

*Continued on next page*

### SUNRISE TRAIL DIVISION

- April 10 – Massapequa Park. General Membership meeting, St. David's Lutheran Church, 20 Clark Blvd., Massapequa Park, NY. 10:00 AM to 4:30 PM. Modeling Clinics, Model Contest, NMRA Merit Award Judging, White Elephant Table, induction of New Officers And Directors. \$2.00 for NMRA/STD Members. Others \$3.00. For information contact John Mac Gown, 32 Liberty Blvd., Valley Stream, NY 11580. 516-285-0876  
E-mail: [burlyjohn@verizon.net](mailto:burlyjohn@verizon.net)

### CENTRAL NEW YORK

- April 11 (2-4 PM) – Don Dennis, Baldwinsville, NY.
- May 8 (2-4 PM) – Dewitt Yards, Central Tractor Supply parking lot, East Syracuse, NY. Enjoy some train watching and maybe a cookout.
- June 13 (2-4 PM) – Bill Loran, Central Square, NY. Garden railroading and plan selection is the topic for this meeting.

### HUDSON VALLEY DIVISION

When two local model railroad oriented organizations were approached by the Dutchess County Fair administration to exhibit at the Fair in August, 2009, they declined. The Division stepped in and prepared one, which was well received and we have been invited to return in 2010.

The Dutchess County Fair takes place in Rhinebeck NY Tuesday through Sunday of the last full week in August. It is the largest fair in New York, except for the State Fair, drawing 300,000 to 400,000 or more visitors each year. It is a golden opportunity to promote NMRA and the hobby of model railroading.

Our plans for this year's exhibit are already under way. The committee met on February 13 to settle on a plan. It will meet again on March 13 at the restored NYC station in Hyde Park NY at 10:00 AM. We are planning to increase our interaction over last year with the public, especially with children. We were assisted by Kalmbach Publishing Co. and a few members of the aforementioned organizations.

At our Division meeting in January, we decided to increase the number of meetings to every other month, starting in August. Our next meeting will be on

March 20 at the Fountains in Millbrook. Division members will receive a copy of the Headlight about ten days before. The Fair Committee will be looking for input from the members.

### LITTLE RHODY DIVISION

The Little Rhody Division had several members among the exhibitors at the Amherst Belt Railway show (Jan 30-31). Included from the Div. were the Narragansett Bay Navigation and Railway Co. – Our On30 group set up its 40-foot module. NBR&N members operating the layout were Justin Maguire, Rolf Johnson, Andy Small, Jacob Small, Mr. & Mrs. David Dekonski, Bob Foley, Anthony Person. Don Irace divided his time between working the 'Train Tek' booth and the Coastal Mountain layout. Gordon Carlson was there with his collectors booth (Lionel

pm. We are located at the German American Club, 78 Carter Ave, Pawtucket, RI. Other than announcements, the meetings include speakers, clinics, workshops, and contests. A schedule for "Golden Spike" workshops is being planned. New members (men & women) and friends are always welcome. For information, contact Henry Pierce 401-821-4256, [jhp341@cox.net](mailto:jhp341@cox.net).

### AREA EVENTS

- Coastal Mountain R.R. group will set-up for March 6-7 at Norfolk Library, Norfolk MA. (10-4 Sat, 12-5 Sun); and Oct. 16-17 at St. Joseph Church in Hope Valley, RI (9-4 Sat, 12-4 Sun).
- Cape Cod Model Railroad Club annual show is being held this year on Sunday, April 25, at the Cape Cod Community



A shay towing some logging buggies eases across a trestle on its way to Coaltown, on Bob Durkin's Pennsylvania, Maryland & Chesapeake Railroad. Bob's layout will be open for tours and operations at the upcoming Champlain Flyer NER Convention.  
(Photo by Gustav W. Verderber / [www.Railscenics.com](http://www.Railscenics.com))

etc.). Warren Riccatelli manned the booth for the Northeast Railcar Assoc. Mike Tylick is also a member of the group (Chester & Becket R.R.) that won the BEST OF SHOW AWARD. Mike also presented a clinic for Bar Mills. Jay Chatterton, Leo Hamel, Don Mcra, and Leo Hamel (all with Old colony & Fall River R.R. Museum); and Joanne and John Sweeney, attracted all the kids (including big kids) with their "Thomas the Tank Engine" layout.

The LRD meetings take place on the second Wednesday of the month at 7

College gym, Rt. 132, West Barnstable, MA. [exit 6 off Route 6] from 10 AM to 4 PM. There will be model train and railroad artifact dealers from around New England as well as the Cape Cod Model Railroad Club's modular HO scale layout and a food concession. Admission donation is \$5.00 Adults, teens [12-18] and seniors \$3.00. Children under age 12 accompanied by an adult are free. Family maximum is \$9.00. The West Barnstable Railroad Station will also be open for tours that day. Show coordinator; Rich Houghtaling 508-432-2287. Further info: Doug Scott, [Deraildh2@aol.com](mailto:Deraildh2@aol.com). ☒



## TRACKS AND TIDES 2010: EXPERIENCE MARITIME HOSPITALITY!

*May 20–23, 2010 — Saint John, New Brunswick*

As we have mentioned in issues past, NER members are invited to experience a great weekend of Canadian Maritime hospitality during the "Tracks and Tides 2010" Model Railroad Convention in Saint John, New Brunswick. The joint convention for both NER members and members of the Maritime Federation of Model Railroaders should be the largest model railroad event ever held in Atlantic Canada – a great opportunity for people from both sides of the border to meet one another and enjoy a weekend of prototype and model railroad activities.

To help NER members in United States who do not have experience crossing the border, we are pleased to offer the following advice taken from an article by Canadian modeler Paul Ullrich.

# Welcome to Canada!

By PAUL ULLRICH

Don't be scared - It's only Canada!

Nine out of 10 times, customs officials on either side of the border will simply ask you for your identification and wave you through. This article concerns the 10th time. Let's get to the bottom line. You'll need a passport or a Nexus card (or an enhanced drivers license, where offered, to get back into the US.—*Ed.*) to cross the border. A Nexus card costs \$50, and it is less expensive than a passport. You can use it for cross border traveling on land, sea or air.

You can apply for a Nexus card online at [www.cbp.gov](http://www.cbp.gov), but you will also have to go for a personal interview and have a photograph taken. The only places you can do this are at the ports of entry. Unless you live close to the border, applying for a passport would be the more convenient option.

Now for the rules and regulations. If you do not cross the border very often, please don't be scared off by this. Canadian cross border travel is much more frequent than Americans, and Americans entering Canada have a far easier time than Canadians entering the USA. Any person under the age of 18 and traveling alone should carry a letter from his/her parent or guardian authorizing the trip. Anyone with a criminal record (including a drunk driving conviction) may be excluded from entering Canada. Alien permanent residents of the US must present their "Green Card."

You can bring certain goods into Canada for your own use during your stay. This includes clothing, camping equipment, sports equipment, personal computers, cameras, and items for business use. You may wish to declare goods such as cameras and laptops when you arrive. If you kept the receipt, it would be handy to bring it with you. You may be required to fill out a Customs Declaration Card. In extremely rare cases, the

customs inspector may request a security deposit on your goods and may issue a Temporary Admission Permit. Present the goods to Customs when you leave Canada and your deposit will be refunded. Unless you can prove that you had them with you when you left with documents that fully describe the item, US Customs may require you to pay duty on items you've carried out of the country and are bringing back with you. Sales receipts, insurance policies, or jeweler's appraisals are acceptable forms of proof. You may register your items with US Customs at the border as you are leaving. Request a Certificate of Registration – CBP Form 4457. Inspectors must see the item you are registering in order to certify the certificate of registration. Keep the certificate for future trips.

If there is an auction or swap meet/flea market being offered, I would strongly advise that Americans entering Canada do not bring any items for sale. If you declare to customs that you have items for sale, you will be charged a 12% tax on the estimated value of the items. Unless you have a price guide to prove their worth, estimating the value of a bunch of junker boxcars you want to unload isn't worth the bother. Judging by past experience, bringing model contest entries across the border shouldn't be any problem. It would help to download the contest form and fill it out before you cross the border, however.

You can buy quite a bit of stuff when you're in Canada, and bring it home tax and duty free. If you've been in Canada for more than 48 hours, you are allowed to bring \$800 worth of goods back home per person. If you've been in Canada for less than 48 hours, the exemption is \$200.

We're on the metric system here, which you only need to know about when you're driving or checking the weather. 100 km/hr is *NOT* the same as 100 mph!. My brother-in-law found that out the hard way. Divide everything by two-thirds. 100 km/hr (the highway speed limit) is 65 mph; 50 km/hr (the lowest posted city speed limit) is 33 mph. When Canadians say, "Boy, it's gonna be a hot one! It'll be 30 degrees today!", don't be alarmed. It's in centigrade. We're using the metric system.

Check with your health insurance provider to see if you are covered in Canada. If not, you should buy travel health insurance for every day you're here. It doesn't cost very much.



When you reach the border, you will be asked about your reason for entering Canada. All you have to say is, "I'm attending a model railroad convention." Knowing what a peaceful, harmless bunch we are, they'll most likely pat you on the head and let you through. But bring your paperwork anyway. Enjoy! ☺



## Time to register for **TRACKS and TIDES** 2010

Registrations are arriving and plans are in place for a great "Tracks and Tides 2010" NER/MFMR joint convention in Saint John, New Brunswick in May. The convention will be held at the Fort Howe Hotel and Convention Centre (1-800-943-0033 for reservations) and at the adjacent Lord Beaverbrook Arena. Clinics, layout tours in both Saint John and Fredericton, operating sessions, a rail excursion, a self-guided prototype tour, a banquet, and a public show are planned for May 20-23.

Several modular layouts will be part of the public show at the Lord Beaverbrook Rink (which is free for convention registrants).



The New Brunswick Museum, located in Saint John's nearby "Market Square" complex, has scheduled a special railway exhibit

during the convention that will focus on the railway stations that have been part of Saint John's history.

Thanks to some generous sponsors, the costs of the convention are very reasonable, with a registration fee of \$25, a banquet cost of \$25 per person, and a convention hotel room rate of \$89.00 that includes breakfast.

Updated information about the convention, including the registration form, hotel information, and directions to Saint John, can be found at [www.tracksandtides2010.org](http://www.tracksandtides2010.org). The registration form was also included in the last issue of *The Coupler*. The complete convention schedule will be added to the Web site soon.

Members of the Saint John Society of Model Railroaders who are organizing the convention are looking forward to welcoming many NER members to our city and to providing you with a great convention experience. With members of both the NER and the Maritime Federation of Model Railroaders meeting together, it will likely be the largest model railroad event ever held in Atlantic Canada. ☒

# Step up and lead the NER!

My name is Tom Wortmann, President of the Garden State Division and currently I'm your Regional Nomination Chairperson. And that is what I would like to speak to you about. As many of you know, elections are coming up, and all but a few of the current office members are leaving office, choosing not to run for re-election. This team has led the NER for many years and it's time for some new blood. My job is to find people who are willing to step forward and lead our Region.

Over the years, I have heard good and bad things about the current leadership with many of you having made comments and suggestions about the effectiveness of their work. While it is not my place to comment on any of that, it is my place to remind each and every one of you that *now* is the time to step up and show us how good those ideas, comments and suggestions I've heard really are!

A region is run by people – people like you and me. There is no pay, no kickbacks, nothing of the kind. But the rewards can be great to know that you are doing your part to keep this great hobby of ours moving forward to the next generation by leading and representing our region, division, or area. In addition, you can make sure the leadership keeps in touch with the membership and its needs; answers your questions; and presents events and offerings that are helpful to you and your fellow hobbyists.

There are no real qualifications for the job; be it President, VP or Director. Just the willingness to do the job and do the very best you can at it. No one is asking you to forget your families, your obligations or anything of the kind. But you will be asked to help, to look into, and to follow through on any and all problems, suggestions and issues that may come up from time to time.

Those of you who hold or have held Division office know of what I speak, and I thank you for your service. Perhaps now is the time to move up and make a run for regional office. Those of you not currently holding (or have held) a division office – maybe you can step



up and hold a regional office. No one is too young or too old to hold any position within the NER so please consider throwing your name in the hat. The rewards can be great while earning the respect and gratitude of your fellow modelers.

Any volunteer group is only as good as those who run it. So stop complaining and getting upset. Step up for election! There is no guarantee that you will win, of course, but at least you took the first step and that is a great thing. The process is easy. Call me at 718-494-0388 and tell me you want to run, or email me at [miskyrails@msn.com](mailto:miskyrails@msn.com). I will add your name to those who have already stepped up.



In time, you will need to send me a short biography and a campaign statement, along with a simple digital photograph of yourself, which will be printed in this newsletter along with the ballot. I need your biography and nomination statement by April 19. Nominations close on May 1.

No petitions, no door-to-door signing. Both Ken May and I would really like to see two names on every office so we can hold a real election. But should there be only one intrepid person running as your rep, please vote for him or her – if for no other reason – as vote of confidence.

So please step up, give voice and action to all of those things you have been thinking or saying in the past. Run for office! Besides Region President, the office of Vice President and every director position are up for election. Give me a call, or drop me an email. If you have any questions or interest, I would love to speak with you. Thank you! Remember, together we can make a great future for the NER.

Tom Wortmann

# “CHAMPLAIN FLYER” organizers on track with exciting programs

The Green Mountain Division continues to prepare an exciting program for you as they get ready to host the Champlain Flyer 2010 NER Convention, September 9-12. As with any active convention, things are being added and updated constantly. So, please check out its informative Web site at [www.greenmountainnmra.com/champlainflyer/champlainflyerhome](http://www.greenmountainnmra.com/champlainflyer/champlainflyerhome). In addition, if you would like to present a clinic please contact Paul Allard at [pallard@wildblue.net](mailto:pallard@wildblue.net), or 802-893-2228. Below are two highlights — information on the banquet speaker and the non-rail program.



## ‘Steam at Midnight’ with Dave Mcleod

Dave Mcleod has always been captivated with steam engines, so much so that he has been chasing and documenting working steam around the world for the past 20 years. The operative word here is *working* steam. Working steam, as opposed to tourist steam, is steam locomotives that are still producing freight revenue miles and transporting people as they go about their daily life. While he enjoys tourist steam, Dave says that it “is like a tiger in a zoo, instead of one roaming free in the wild.” He says the clock is ticking toward that Midnight Hour, when working steam locos will cease to be a part of the landscape on our planet.

Dave, along with his wife Diana, own Tradewinds Imports, on the Church Street Market Place in Burlington, Vermont. They travel around the world seeking gems, jewelry, indigenous artisan crafts and antiques for their emporium. Dave and Diana’s wanderlust and interest in railroading goes back several decades. In the 1970’s and 1980’s, they traveled out west, hopping freight trains from Denver to California and back.

In 1990, while traveling in Nepal, they found themselves caught in the revolution against the monarchy. Since most of Katmandu was shut down and very dangerous, they were limited to the tourist district where they met a silver jeweler, who started them on their current line of business. In addition to documenting working steam in the US, Canada, China, Burma and Indonesia, he has actually operated steam locos in India, Indonesia, and Cuba.

Following our banquet, we will see some of Dave’s documentation in a multimedia presentation, “Steam at Midnight.” Dave is an accomplished photographer and raconteur who will keep everyone fascinated with his dramatic and evocative photographs, videos and entertaining narration. We will view aspects of steam not often seen from around the globe – two-foot gauge 0-4-0s to double headed 2-10-2s, dramatic shots of steam at night, in below zero weather, moving hot slag in a steel mill and much more. We will ride along in a Jordan Spreader in China and with livestock in a passenger car in southern China. Dave’s presentation will showcase rapidly disappearing working steam railroading with local color from many countries that you would be hard pressed to find anywhere else.

Check out some of Dave’s photos on the convention Web site under the “Banquet” link. ☒



## Non-Rail programs focus on Vermont

After attending our last NER convention in Syracuse NY, Pat Godburn came away very enthused to host this year’s Champlain Flyer Non-Rail Program. (Pat’s husband Art is chairing our Prototype Tour Program.) She has a great line up of events planned for the weekend and is honing the details for this active and interesting program giving participants a flavor of Vermont.

The program will begin on Thursday evening with a “Welcome to Vermont” in a sweet way. Carolyn Branagan, one of our State Representatives, will speak about the “Many Faces of Maple,” one of the state’s premier agricultural products. She will explain how the watery sap from maple trees is turned into the sweet maple syrup we all enjoy. You will hear how it is produced and graded for sale by color and taste. She will also have samples and recipes, even a surprise for those attending.

In a state that is fast becoming known for its specialty food products, Lake Champlain Chocolates is one of the best and oldest purveyors of truffles and other chocolate delights. Friday, a short trip will bring us to the chocolate factory to taste and see manufacture of the company’s many delicious products. From there, some may join a prototype tour; others will head to the beautiful Church Street Market Place for lunch and shopping.

The evening has us creating a special keepsake framed collage from the weekend with Paula Paquette, followed by a book club discussion of

*The Edge* by Dick Francis.

Saturday morning, a short drive to the country takes participants to The Birds of Vermont Museum in Huntington. We will see the work of Bob Spear, an award winning carver of more than 70 years. The collection currently includes more than 470 life-sized bird carvings – Bob’s most recent large bird is a tom turkey, which took him 1300 hours over two years to carve. The museum adjoins the Vermont Audubon Center with easy walking nature trails through a variety of beautiful wildlife habitats.

Saturday afternoon, Andrea Sharp will show us how to create special decorative boxes, perhaps for some of the chocolates you bought the day before. After all this activity, a little TLC is in order with manicures provided by local beauty schools.

The convention Web site has links to these and other area attractions available to visit during the week. ☒







A pair of CNR RS-3s pass a Vermont sugar house in the early fall of 1954. It will be nearly six months before the activity picks up at the little sugar house in the woods. The scene was photographed on Paul Allard's HO scale Northern Vermont Railway, one of the many layouts open during the NER Champlain Flyer Convention to be held in September in Burlington VT. (Photo by Paul Allard)

## RPM revs up at NMRA 75

It started 75 years ago in Milwaukee. A group of model railroaders intent in setting interchangeability standards for motive power, rolling stock, and track formed the National Model Railroad Association or NMRA. Years later, at the 50th Anniversary NMRA convention in Milwaukee, another passionate group of model railroaders interested in the contemporary scene formed The Modern Prototype Modelers. Over the years the emphasis changed to prototype modeling from all eras. As a result the name changed too, and the group became known as Railroad Prototype Modelers or RPM.


Over the years, both the NMRA and the RPM continued to grow. Now 25 years later, both are meeting once again in Milwaukee. The event is NMRA 75, the National Model Railroad Association's 75th anniversary convention. From July 11-16, RPM modelers and NMRA members from all over the world will join together to celebrate the accomplishments of two great organizations.



Just as NMRA standards spawned innovations that have changed the hobby, so too has the innovative modeling of RPM members. In fact, the level of detail and the technical excellence of today's models owe much of their origins to the NMRA and the RPM. No doubt about it. There is much to celebrate, which is why you should come to this party!

An entire room will be devoted to RPM models from all over the world and you're invited to bring yours to display as well. The room will be open from Wednesday to Friday during convention week. In addition to the RPM exhibit, NMRA 75 will offer a huge

array of tours, clinics, and special events designed for model railroaders and their non-modeling family members. That means NMRA 75 makes an ideal family vacation this summer!

Get all the details by visiting our Web site at [www.nmra75.org](http://www.nmra75.org). You can even register online. So join the party. Come celebrate 75 years of model railroading this summer at NMRA '75! 

# Model railroaders ante up \$2 thousand

By JIM HEIDT  
CNY Division

What do model trains have to do with relief for Haiti? It is a fair question.

In the real world, when the magnitude of the disaster is brought home to us on our television screens, we can't help but being affected. Whether the tsunami of several years ago, or Hurricane Katrina later, or the Haitian earthquake disaster early this year, the overwhelming suffering of so many gets to us in fundamental ways.

Yet, it is through our hobby that we very often "escape" the reality of the hard world around us by adapting our creativity into creating illusions in miniature. Those illusions on our layouts sometimes can reveal a sense of the "outside" gritty realism through references such as the "Red Light District" structure kit, or the extraordinary artistic detail of urban decay as currently modeled by George Sellios and others or marketed by Downtown Deco. But, generally speaking, while trying to convey a sense of realism in our modeling, we tend to err more on the side of an illusion of realism leaning more toward beauty of scenery, societal order, and economic prosperity to justify freight movements, instead of leaning away.

When was the last time you saw a layout modeling a civil rights march or some other evidence of unrest, an entire mountain range devastated by forest fire, or blocks and blocks of urban destruction like the Watts neighborhood in Los Angeles or downtown Detroit in the late 1960's? We don't do that.

So, again, what do model trains have to do with relief for Haiti, when they currently represent such polar opposites?

Well, when faced with the news and televised images of each of these terrible occasions, good old regular Joe Blow or Jane Doe, as your next door neighbors, became quickly anxious to do something to help. Going to the location to clear rubble and bodies was out, so the next best thing was to send financial help as soon as possible. Cut a check and mail it off to the Red Cross, or to some other charitable or faith-based organization with a parallel track toward relief.

Newer technology allows for the more technologically hip contributors to transact their donations digitally by texting "Haiti" on their cell-phone or I-Pod or Blackberry, automatically making a donation and getting billed for it later.

That is all great and absolutely necessary. A global response worth the millions upon millions donated by generous and caring people is proper for the global nature of the disaster in lives and homes and financial value lost.

But, in getting all emotionally charged up and invested into the soul-wrenching images on television from Haiti night after night, it was difficult to somehow or sometimes find satisfaction by just cutting that check or texting "Haiti". Besides that emotional disconnect, there was also the sense of having my personal contribution "lost" in the great human wave of disaster response, as though my relatively small eyedropper of water was being discharged into the cataracts above Niagara Falls so I could watch it all go over the edge to wherever.

In other words, there was *more* that could be done in relief, and done here. Also, in matching with the more deliberate pace and nature of our hobby, it also seemed as that "more" could also be done without the emphasis on speed and convenience, but with the emphasis on the emotional return we model railroaders more often realize within the process itself of the "doing." In coming up with a deeper meaning of "doing," I wanted to focus on a more definite need to pinpoint the attention of a relief effort.

**The Society of St. Margaret** ([www.smbos.com](http://www.smbos.com)) is a holy religious order of women in the Episcopal Church USA. While its headquarters and main convent is in Boston, the order maintained a ministry and convent in the Utica, New York, area for almost a hundred years until August 2009, generating a close and supportive relationship with the Episcopal parishes in Central New York state.

The Society has also had a strong presence

in Haiti, maintaining a convent and two separate schools there; one for handicapped children. When the earthquake hit, we learned that while the people were unharmed, the convent and one of the schools were destroyed, and the handicapped children's school was severely damaged. The cathedral for the Episcopal Diocese of Haiti, and the bishop's residence were also destroyed. At the time of this writing, the Haitian sisters are still living with the people they serve in tents set up in a nearby soccer field.

I have a strong emotional relationship with the Society locally, developed during the



Participants watch as Jim Heidt demonstrates scenery techniques during clinic at "Model Trains for Haiti Relief" on Feb. 13. (Photo courtesy Oneida Daily Dispatch)

period when their convent and conference center served as a primary location for me and others in discernment toward ordained ministry in the church. So shortly after the earthquake, I first thought "fund raiser" for the Society. But again, where's the fun in just writing a check?

Then it came to me. Model trains and Haiti relief!

After a few phone calls and emails, it all came together in concept, followed by a couple of weeks of planning details and getting the word out. Saturday, February 13, 2010, was scheduled as an event we called "Model Trains for Haiti Relief" at St. John's Episcopal Church in Oneida, a half hour east of Syracuse.

# for Haiti relief... And have fun doing it!

At first, I called my great friends in the Central New York Division, NER, for their help. As an idea and concept, it was not a train show for vendors or operating module displays in the traditional sense, but rather an opportunity for an educational experience. We had agreed that there is a very real perceived need to encourage the “newbies” in the hobby, or those who are “armchair” modelers and needed some guidance toward getting their hands dirty with plaster and glued up with ground scenic foam.

This event focused on that hobby demographic group and we only asked for

screen, closed-circuit camera, projector, and professional portable audio so that everyone could see and hear about the fine, detailed subjects demonstrated at the front.

Second, the annexed parish hall at St. John’s has a dining area, raised stage on the end wall, and a large attached kitchen. For this location, I got the welcomed offers by friends to volunteer live, “how to” clinics on various model railroading subjects; some participatory with the guests. These also ran between 8:00 and 5:00 in hourly sessions, even across lunch, and ran the span of subjects from “*How to build and improve your blue box freight car kit*” to “*DCC*

fantastic way to promote both the NMRA and the hobby.

Following Ken, I spent the entire afternoon with a generalized demonstration of basic scenery techniques, often asking and getting volunteers from the audience to assist as participants. This took days of preparation and work, but was worth it. We demonstrated making rubber molds for rock castings, making plaster rock castings from those molds, making a foam sub-base for scenery and covering it with plaster, making our own scenery ground foam for quantity use, making deciduous and coniferous trees from mostly natural materials commonly found in our area, building up shrubs and other “undergrowth,” planting all of that along with a modeled forest floor “debris,” and finally, showing the process of how to scenic the railroad roadbed and side contour areas with layers of dirt, cinders, and ballast.

We had a fourth area that we used just for displays. Here, modelers were invited to bring their projects as a “show and tell,” some with printed explanations of highlighted techniques or detail.

It was a full, *full* day!

It was a “win-win” for everyone! Hobbyists get to share what they love; other hobbyists get to learn from the experience of others; and everyone gathered for a day of fun while raising more than \$2,000 (and counting) for the Society. The need, of course, continues. If you want to help, please forward your check payable to “Sisters of St. Margaret,” with “*Haiti Relief*” on the memo line, and mail to St. John’s Episcopal Church, 341 Main Street, Oneida, NY 13421. We’ll forward it on to the Society.

The CNY Division officers were so impressed by the experience that they are considering this concept as an on-going annual event – that with proper advance notice and publicity, the Division can host and staff a similar, purely educational event at different locations with proceeds going to a charity with a local connection. Education and fun in the hobby, while helping others – together a “win-win” your local Division can try in your area. ☒



At left, CNY Division member Charlie Albee discusses pier structure during “show and tell” in display room. Participants get their hands “dirty,” at right, during a scenery clinic. Topics during the day covered everything from making scenery materials to improving model kits. (Photos courtesy Oneida Daily Dispatch)

their pre-registration with a check in the amount of \$25.00 (or more) as a donation payable to the Society of the St. Margaret. The parish also provided a hot lunch, organized by my wife, Suzanne, at no cost to the registrants.

In preparation, we put together a program that fit the assets of that part of the church building where it would be held.

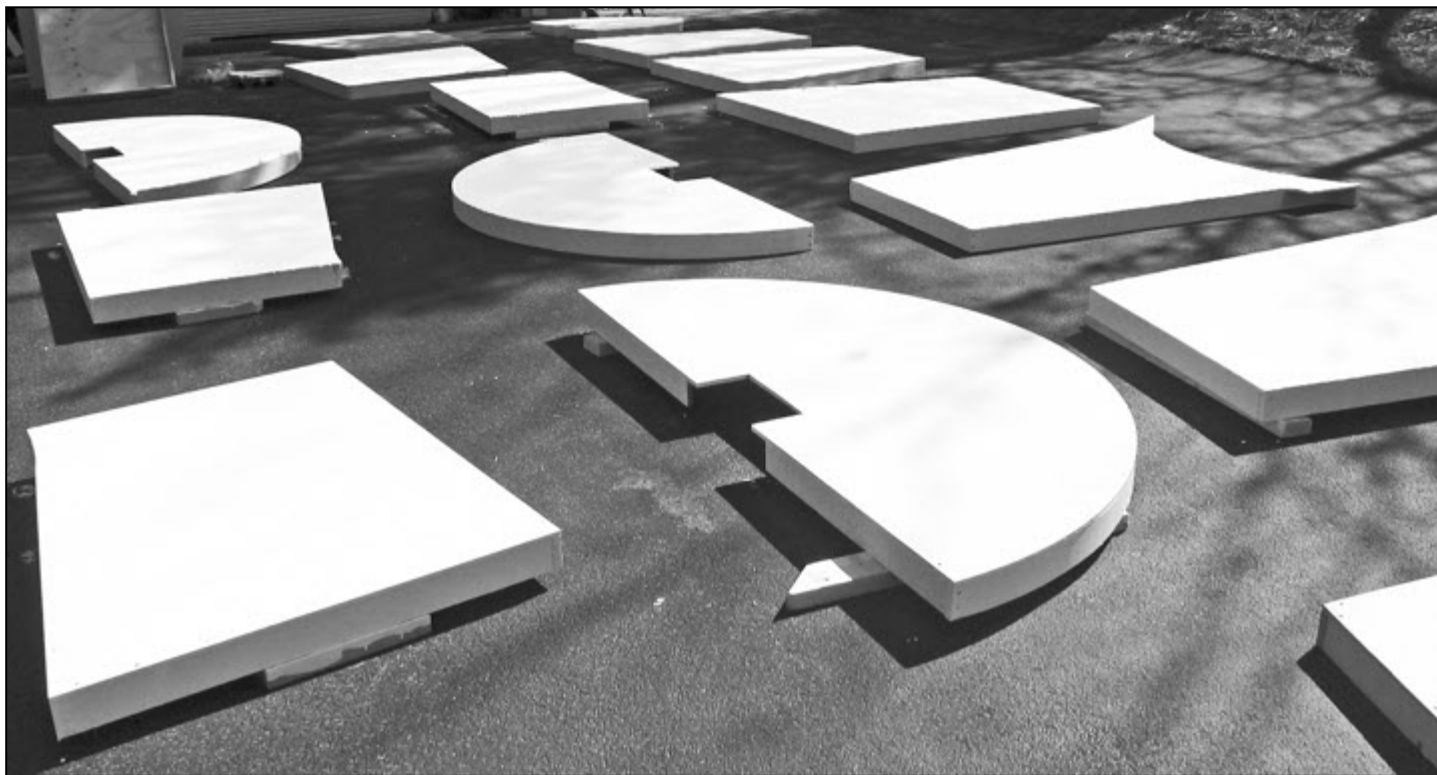
First, there is a large, suspended screen for back-projected video and a new sound system in the sanctuary of the church. We designed a detailed down-to-the-minute schedule of video “how to” techniques from Kalmbach and other publishers to run from 8:00 am to 5:00 PM with a break for lunch. Division members George “Scooter” Youst and Charlie Albee provided technical support and equipment – a large portable

basics” to “*Making and carving plaster walls and abutments.*”

Finally, in a separate room, we divided the day into morning and afternoon for a smaller, more intensive interaction. In the morning, Division member Ken Cameron provided a terrific and valuable service in providing a DCC decoder diagnostic session. Using his laptop computer and small programming track with moveable settings to engage locomotives of any driver configuration, he could diagnose any HO scale, standard gauge locomotive with DCC decoder and follow up with CV adjustments to suit the particular modeler/owner. If your NMRA Division has anyone with similar interest, skill, and equipment willing to help provide this service at your next divisional public event, I can’t urge you enough to promote it in advance and try it out as a



# Paul Hoffman's precision engineering yields layout that's a marvel of design



The modules being primed on Paul's driveway. They are constructed from 1/2" cabinet grade plywood (sandply). The sides of each "box" are either 3/4" x 3" strips of sandply plywood cut to length or a laminate made from 4 strips of 1/4" x 3" luan plywood. Any place you see a curve was constructed with the laminate.

*(Photos by Paul Hoffman)*

Paul Hoffman of the Empire State is truly an Empire Builder with the skills – and friends to help him – build a 12' x 29' HO layout based on the ATSF in the 1960's from Zuni, NM, to Ash Fork, AZ. The layout was started in September 2008 and is a marvel of precision design and construction beyond the norm of legs, girders and risers. It is not up and running yet, but its concept and construction is worthy unto itself.

Before we get into the construction techniques that Paul used, let's first look at the numbers: 39" radius, #8 mainline turnouts, 3 decks (staging at 72", middle at

54" for heavy industry switching and engine facilities, lower deck at 36" for the open scenery of transcon running), a 9 turn 6' double track helix, a 4' Canyon Diablo, bridge, sidings to hold 23-car trains, code 83 and code 70, no duckunders and aisles 30" to 60" wide. I'd say, "pretty impressive," but then again it's Santa Fe country with long trains and wide open spaces.

How can Paul attain the look of wide open spaces with three decks in a 12 x 29 space? If you look at the photos of the layout under construction, the answer can be found in his approach to construction. His overall goal is very flowing organic bench work with select viewing areas and lots of scenery. The layout

is built using custom designed and shaped modules (36 in total) suspended off the wall using custom made steel shelf brackets. The modules, which you can see in the photo laying in his driveway, are constructed of 1/2" cabinet grade plywood. Each "box" side is constructed of laminated plywood with each curved piece glued and bent to shape using a jig. Each module is light weight and very strong, primed inside and out using oil-based primer.

A key element in his design is the construction of the 6' diameter helix. Each turn is made up of two pieces of 2.5 mm luan plywood cut in a semicircle – 90 pieces in total. These are enclosed by helix walls constructed from 4 x 8 sheets of Masonite cut to six foot lengths and laid end to end.

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E-mail Editor Phil Monat: [phil@philmonat.com](mailto:phil@philmonat.com)

They are all glued together to form one continuous sheet 18' long by 4' wide. There is precise calculating to get the clearances between turns, but the benefits of this method are light weight, automatic alignment with no need for rods or other adjustments, no interior support needed and since the whole thing is glued together, it really becomes one piece. As such, it is dimensionally very stable.

When the Masonite sheets were flat, very precise lines were drawn reflecting the 1.9% grade and once the "cylinder" was put together, a "million" holes were drilled for the 1" sheet rock screws that actually hold the roadbed to the sides of the cylinder. As the pictures show, one unique element to the helix is its outside sheathing to disguise the helix as a water tank. The slats for the outside serve two purposes – to cover the screws on the sides and extra strength running perpendicular to the stress forces. The roof is purely for show. A camera is mounted inside the helix for operators to see, on monitors, the train movements inside the dry "water tank."

I think you will all agree that Paul put a great deal of thought and skill into his empire building. Once his NCE system is installed and those Santa Fe freights roll across those graceful curves, it will be a layout worthy of a visit. ☒



Photo above shows the first deck going up on shelf brackets. You can see the laser line on the wall at left that we used to keep the whole thing level. On the wall, the supermarket stanchions are lag bolted through the paneling into studs in three places. This view is east bound; the helix is to your right.

Below, you see a view from the back of the layout looking Eastbound. Visible to your right is the helix (disguised as a giant water tank) and you can see the entry/exit points on the 1st and 2nd decks. The decks are numbered from bottom to top – 1, 2, 3 staging. To your left on the 1st deck is the location of the Navajo ordinance facility in Bellemont, AZ, near Flagstaff. The layout entry is to your right beyond the helix, out of sight. The space between the helix and the lolly pole is the tightest point on aisle at 30" at the center of photo.



### Paul Hoffman's ATSF railroad

Scale: HO  
Time: 1960-1970  
Prototype: ATSF  
Style: 3 deck walk-in  
Minimum radius: 35 1/2"  
(34" in helix)  
Mainline radius: 39"  
Mainline run: 300 feet  
Turnouts: #8 main line,  
#6 elsewhere  
Maximum grade: 2%  
(mine branch);  
1.92% in helix  
Height: Staging at 72"  
2nd deck at 54"  
1st deck at 36"  
Roadbed: California Road-  
bed (homabed) subroad-  
bed 1" extruded foam  
Track: Code 83;  
Sidings – code 70  
Control: NCE DCC

# MADE IN THE NER: VALLEY MODEL TRAINS

By **BARRY ABISCH**  
MetroNorth Division

From time to time, *Made in the NER* steps back from the manufacturing side of the hobby-product industry to take a look at some of the retailers who put those products into the hands of modelers. Pat Hennebery, who operates Valley Model Trains in New York's Hudson River valley, has been one of those retailers since 1982.

As might be expected, in the nearly three decades Hennebery has been selling to model railroaders, he's had to adapt to changes. The hobby has changed, and so has the model railroad business. Hennebery has seen his own business morph from a large retail shop to a mail-order business to an enterprise which today makes most of its sales through the Internet.

Not only has the Internet changed the way model railroaders make their purchases, but it also poses a special challenge for retailers. Today, a hobbyist can quite literally shop the world without leaving home. The way to meet that challenge, Hennebery says, is to develop a niche business and specialize. "I've always liked the structure part and the scenery part of model railroading," Hennebery said. "So I've always specialized in building and structure kits. There are tons of mail order places, but none really specialize in structures."

Another competitive challenge these days comes from manufacturers, many of whom sell directly, also via the Internet. But what a shop such as VMT offers, Hennebery said, is the opportunity for a modeler to purchase kits to structures from several different manufacturers, all in a single order. Hennebery said his customers can select from products produced by 20 or 30 manufacturers while visiting only one Web site. Hennebery said that VMT also is a bit different because it offers a wide selection of structures in O scale. "What I found years ago was that structure kits and detail parts were really lacking in O scale." Now, his sales are evenly divided between HO and O,

something else he said seems to be unusual in the retail end of model railroading where HO dominates. In fact, his best-selling item is an O/On3/On30 branch line water tank made by Evergreen Hill Models. He also stocks N and S scale products, as well as items in even more obscure scales, such as 1:20.3. To meet the demand for variety of products and scale, VMT maintains an inventory of some 10,000 items.



Pat Hennebery with some of the 10,000 items he stocks at Valley Model Trains.  
(Barry Abisch photo)

Hennebery, who models in On30, said his personal favorite is an O scale model of a 1930's gas station. "The kit was built by my friend Dave Cwirko for my layout," Hennebery said. Cwirko is a custom builder who runs the DCC Train Shop in Omaha. The gas station is available as a laser-cut kit by Evergreen Hill Models.

The gas station model partly reflects Hennebery's other hobby interest — cars. When it comes to trains, however, he has other favorites as well. "I really like 1920's-1960's backwoods and logging railroading, so my favorites would be kits in that genre," he said. "I really like the models we sell by AMB (American Model Builders), BMW (Banta Model Works), Crow River Models, BTS (Bills Train Shop), BarMills Models and EHD (Evergreen Hill Designs.)" Hennebery has featured structures and buildings since he first entered the business. In 1982, after 10 years operating an auto machine shop, he opened his first model railroad store in Wappingers Falls, where

Valley Model Trains remains. At one time, he had a 3,000 square foot showroom. It was a full line model railroad shop, selling engines, cars and tracks in addition to buildings, structures, detail parts and finishing supplies. The sales floor had a large On30 layout, and was a Thursday night gathering spot for an informal modeling group. That is one aspect of the "bricks-and-mortar" business that Hennebery said he does in fact miss. (He is less nostalgic for the 6-day work weeks.)

When an attempt to relocate in 2001 was thwarted by the costs of complying with local regulations and other considerations, Hennebery decided to close the store and focus on what was then the mail order side of the business. He made the change just as the Internet was taking off.

In addition to changes in the way model railroaders make purchases, Hennebery has seen other changes as well. The emergence and evolution of laser cut kits is perhaps the most obvious.

"Anyone can buy a laser cutter — they are not that expensive — and start a model company," Hennebery said.

He's also seen a change in the modeling community. "There are fewer craftsman modelers now and more ready-to-run modelers," Hennebery said. "Building kits takes time, so you have to have leisure time to do it," he said. Hennebery has gotten away from model building in the last few years. His own leisure-time attention is focused on racing the 1968 Camaro he purchased new.

But he has not gotten away from trains. "I do have two layouts at home that I enjoy running," he said. One is an 8 x 12 On30 layout. The other is a 3-rail tinplate layout, originally intended as a Christmas tree layout, but now resting on a tabletop. The trains he runs there are older even than his Camaro. "I run the same trains I had as a kid in the '40s," he said. ☒

## MADE IN THE NER

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845-297-3866 [www.valleymodeltrains.com](http://www.valleymodeltrains.com)



# NER AP Roundup

Twice a year The Coupler recognizes the accomplishments of our fellow NER Members in the NMRA Achievement Program from Golden Spike to Master Model Railroader!

BY PAUL ALLARD, MMR Advancement Program Manager

As the winter months progress, I am sure that you are busy "Working on the Railroad." Are you also working on the NMRA Achievement Program?

Your structure, rolling stock, motive power models and scenery could earn a Merit Award for you. We all need these items for our model railroad empire. As we built them, we learn



new skills and improve our model making ability. It is a learning process. The NMRA Achievement Program is a part of the Education Department. The idea is to develop your skills and be recognized for that accomplishment. Ask

your Division AP Manager to take a look at your recent projects. Are they Merit Award candidates? You could enter your models in a Division contest or simply have them judged for a Merit Award. The judging guidelines are the same either way. Let's see those great models so we all can learn from your model building work.

Since my last AP Round Up, there have been 24 Merit Awards issued. Many of these were issued as the results of the National Model Contest held in Hartford. It took a while for the results to work their way through the Achievement Program Staff. I think that the documentation must have been placed in a bad order car that was set out on an abandoned spur. The shipping department finally located

the car and completed the documentation transfer. The awards have been issued and properly logged in the data base.

Here is a list of the latest Merit Award winners. The Motive Power category had the largest number of awards. Twelve out of 13 awards were given to the same NMRA member. **Alex Conta** earned 12 Merit Awards with his large locomotives. His models were: U50 UP #42, U50C UP #5026, SD 70 MAC CSX #4760, DD35B SP #9902, SD 70 MAC Alaska #4321, DD 35B UP #93, SD70M #5148, SD70M UP #3884, SD70M UP #3792, SD70M UP #4845, SD70M #5203, and SD70M NS #2634. **Rudy Slovacek** earned a Motive Power Merit Award for his D&H early RS-3. There were three Car Merit Awards: **Hiram Graves** earned one for his Barre and Chester Baggage Coach. **Joseph Kavanagh** earned two for his Rutland box cars #7158 and #7467. There were seven structure Merit Awards. **Earl Smallshaw** earned one for his Middletown Firehouse. **Paul Lessard** earned two – one for Miles Cobb Connected Farm and one for Keniston Covered Bridge. **Thomas Hirsh** earned one for his NYC ferry boat "Albany." **Norman Frowley** earned one for his Black Stone paper mill. **Leonard Amrhein** earned one for his Karasko Express Agency. **Matthew Rorke** earned one for his transition era gas station. **Ed O'Rourke** earned a Merit Award for his Scenery.

The AP Staff issued 17 Golden Spike Awards at the National Convention in Hartford. The recipients were **Coleman**

**Clark, Timothy Sweeny, Elroy Davis, Michael Ripley, Steve Doerner, Eric Kingsley, Steve Brown, Bryan McGraw, Andrew Rezsnyak, Rolland Kelley, Alan Grabsch, Robert Gatland, James Mayo, Bill Ponton, Raymond Frick, Arthur Frankforter and Joseph Comeau.**

If you are building a layout or module check the Golden Spike Award requirements on the NMRA web page. In the last report, there was a lucky set of 13 Golden Spike recipients. This time there were 17. Is it your time to receive the award? I would be happy to list your name in the next AP Round Up.

NER members earned seven AP Certificates across five categories. The Cars Certificate was earned by **Joseph Kavanagh**. The Scenery Certificate was earned by **Edward O'Rourke**. **Mike Evans** earned the Official Certificate. **Howard Dwyer** earned the Volunteer certificate. Three members earned the Author certificate. They are **Leonard Amrhein, Jeff Hanke, and Scott Dunlap**. Whenever you see these folks, be sure to encourage them on their journey towards that biggest AP Award of them all: Master Model Railroader.

How is your model railroad empire progressing? Have you been advancing your model railroad skills? Why not give the NMRA Achievement Program a try. Receive recognition for your good work. I look forward to seeing your models and adding your name to the next AP Round Up. ☒

# NER New Members

List of new members joining the Northeastern Region NMRA. Lists are updated quarterly. Please send all membership corrections and additions to the Office Manager, c/o Mark Harlow.

COMPILED BY MARK HARLOW NER Office Manager

As of 2/15/2010

## CONNECTICUT

Van Fehr  
Lang Johnson  
Alan Treiber  
Raymond Vigeant

## MASSACHUSETTS

James Cage  
Adam Ferrano  
Mike King  
Blake Powell  
Bill Schmidt  
Joseph Sinko  
Douglas Wynne

Richard Ludwig  
Lawrence Beach  
Larry Copeland

Arthur Giles  
Dave Gosselin  
John Hatch  
Peter Holleran  
James Kubat  
James Lincoln  
Robert MacKendrick  
David Mollica  
Theodore Shoemaker  
Ernie Stone  
Tom Tellier  
Peter Thompson

Steve Vieira  
Karen Walrath

## MAINE

Gordon Draper  
James Gaffney  
Gregory Ouellette  
Elliott Thomas  
Robert Willard  
Michael Lachapelle

## NEW HAMPSHIRE

Linda Matheson  
John Silander  
Andre St Pierre

Holly Whitney

## NEW JERSEY

David Barabas  
Douglas Hummer

## NEW YORK

Michael Scanlon  
Brian Dow  
Arthur Krass  
John Gallagher  
Mark Tulip  
Michael Demisay  
Robert Dennis  
Dominick Amedio

Rick Nash  
William Sinnott  
Paul Werschler  
Jouce Berube  
Bill Bibby  
Curtis Brueske  
Jean Insley  
Herbert Finger  
Martin Miller  
Milo Tsukroff

## VERMONT

Michael Fitzpatrick  
Jonathan Martel  
Perry Martel

NEW BRUNSWICK  
Kevin Daley

NOVA SCOTIA  
David Renny

QUEBEC  
Pierre Carriere  
Laurent Charette  
E. Eric  
Stephane Lord

**THE NORTHEASTERN REGION**  
**National Model Railroad Association**  
N.E.R. OFFICE MANAGER  
280 S. MAIN STREET  
HOPEDALE, MA 01747

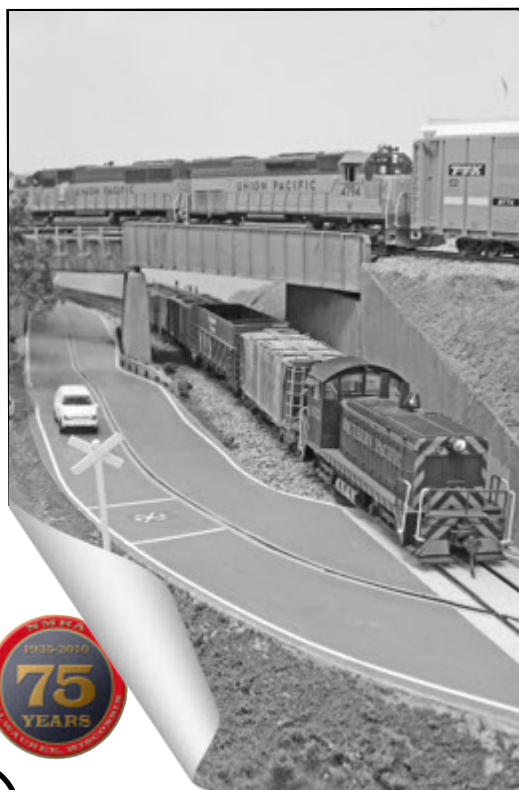
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## NMRA 75th Anniversary Photo Contest

### Click The Shutter and Win A Steam Cab Ride!



With the single click of a shutter, you could find yourself riding for a full day in the cab of an historic mainline steam locomotive operated by the Union Pacific! It can happen if your photo is the winner of the National Model Railroad Association's 75th Anniversary Photo Contest.

Your day-long cab ride will begin in Cheyenne, WY in May, 2010, behind some mighty big steam power on its first leg of an excursion. And we'll make sure you're there when the conductor yells "All aboard!" because the winner will also receive airfare (up to \$500), two nights in a hotel, plus transportation to and from the excursion.

If you're an NMRA member in good standing, all you have to do is submit a photograph depicting one or more models of UP equipment and/or structures in a realistic scene. Your photo will be judged for prototype fidelity of both the modeling and the scene, as well as for photographic art. You can submit color prints, color slides, or digital files on CD.

To be eligible, your photo must be postmarked by April 15, 2010 (or originated in transit by a third party service such as FedEx or UPS), and received no later than April 20. Only one photograph may be submitted per envelope, but there's no limit to the number of photos you can submit. All photos become the property of the NMRA, which may use the photo in any manner it chooses. In addition, participants agree to provide the NMRA with the original medium of the photo (negative, transparency, or digital file) if requested.

Send your entries to: Robert J. Amsler, Jr., 514 Dover Place, St. Louis, MO 63111. And if you send a print, be sure to protect it from bending! So get modeling and shooting right away. Because this May you may be behind a few horses in Wyoming!