

NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Spring '85

Extra I Extra I Quad-Regional Convention

Niagara Frontier Region
Northeastern Region
Mid-Central Region
Mid-Eastern Region



All join together for a SUPER Spring Convention

PENNSYLVANIA JUNCTION '85 represents the first recorded NMRA joint quad-regional model railroad convention. As host of this convention, the Mid Eastern Region will join with the Niagara Frontier, the Northeastern and the Mid Central regions, as co-sponsors.

PENNSYLVANIA JUNCTION '85 will be held in Harrisburg, Pennsylvania, a hotbed of railroad activity from the early days of smoke belching locomotives to the fuming diesels and whining electric engines of today. Harrisburg was and still is a major railroad hub for both the old Pennsylvania and Reading Railroads (now Conrail), with lines fanning in all directions to major rail centers of this country. As a result of all this activity, there is quite a lot to see in this area, and you'll see it all at PENNSYLVANIA JUNCTION '85.

Harrisburg, the capitol of the Commonwealth of Pennsylvania, is located on the banks of the scenic and beautiful Susquehanna River some 110 miles west of Philadelphia and 225 miles east of Pittsburg and is nestled in the Great Valley of the Ridge Region of the Appalachian Mountains.

Our convention hotels, the Harrisburg Marriott Hotel (CONVENTION REGISTRATION CENTER) and the Americana Host Inn, are located east of Harrisburg and are only ten miles west of Hershey, 'Chocolatetown', USA. In this verdant farmland is some of the most productive acreage in the world. To the south is the famous Pennsylvania Dutch country and to the southwest is the renowned Civil War Battlefield at Gettysburg. These and many other attractions will be featured in the four days of PENNSYLVANIA JUNCTION '85.

The beauty of burgeoning spring in this farm country will enhance your trip. By the time of your arrival in May, forsythia, daffodils, tulips, azaleas and their companions will have emerged from their long winter hiatus with a blaze of color highlighted by the greens of the rolling ridges and freshly planted fields. It's lovely. DON'T MISS IT!

The Hotels

PENNSYLVANIA JUNCTION '85 is a great occasion for the entire family. The convention hotels, the luxurious Harrisburg Marriott and the deluxe Americana Host

Inn were selected. Situated on a hilltop east of Harrisburg (Lindle Road, Rt 441) they are both complete resort facilities with indoor and outdoor pools, whirlpool, steam and sauna baths, tennis courts, miniature golf and all the amenities. Each has one of the finest restaurants and nightclubs in the area. The Host Inn features a regionally renowned dinner-theater.

In the immediate vicinity are a number of fine restaurants and some of the finest shopping in the Capitol City. You will find the hotels to be all you could ask for in terms of sumptuous accommodations, so be sure to get your reservation in prior to the CUT OFF DATE OF APRIL 1, 1985. Make your hotel reservation by filling out the reverse side of the Convention Registration Form and mail it to the convention registrar. Include your hotel deposit in the Convention Registration Check!

Rates are an economical \$50.00 per night, double occupancy. Children's accommodations are at no charge. Bring the entire family and have an enjoyable time at PENNSYLVANIA JUNCTION '85.

Transportation for ALL TOURS at PENNSYLVANIA JUNCTION '85 will be in the riding comfort of Deluxe Trailways Coaches.

Friday Rail Tour

Strasburg Railroad / Pennsylvania Railroad Museum / Toy Train Museum

For the railfan, this is like a pilgrimage to 'Mecca'. If you have never been to Strasburg, you will want to be sure to be aboard your Trailways Coach on Friday morning, when we depart for a FULL DAY of fun at the railroad. The Strasburg Railroad is the oldest continuously operating short line in the country. Our private train will make the run with old time steam and equipment dating as far back as the last century.

Strasburg has an enormous collection of restored vintage equipment from the Pennsylvania and other railroads and has it all in top operating condition. This is a steam railroad as it used to be! We will ride the famous train and observation car used by Barbra Streisand in the movie "Hello Dolly".

(Con't on Page 5)



143

Deadline

for the next issue, # 144, Summer 1985 is June 1, 1985. The issue will be mailed approximately one month after this date.

Other deadlines:

- # 145, Fall 1985 - August 1, 1985
- # 146, Winter 1985 - November 1, 1985
- # 147, Spring 1986 - March 1, 1986

In This Issue:

- Spring Convention Preview ... Pages 1,5 - 12
- The Eastern Area Report ... Page 3
- From The Editor's Desk ... Pages 3 - 4

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MEMBER N.E.R.

The Eastern Area Report **by Rick Shoup, Eastern Vice President**

1985 promises to be a good year for Paul Shimada's Executive Council Team and the Board of Trustees. The EC gathered at Houston, TX January 11, 12 and 13, 1985. Southern Area VP Ed Quin and Dr. Bob Ellis set up the motel meeting room and dinner for us Friday and Saturday at two excellent restaurants.

All of the EC was there except Bob Dupont who was still sick in bed with the flu or whatever this years terrible cold is called. Additionally, Jim Williams (Conventions), Eric Lundberg (Publications), Mike Carlson (Bulletin Editor), Bruce Walthers (Industry Liaison), Bob Ellis (Building Coordinator), Allen Pollock (Assistant Secretary), Jim Monroe (Technical) and Jim Hammer (BOT Representative) were officially invited to attend. "Officially Invited" means the NMRA will pay their airfare to attend. Sometimes the attendee chooses not to submit his airfare bills. At this meeting, two attendees turned back their payment as contributions to the Building Fund! Terry Stewart, Advertising Executive, came at his own expense to give the EC another presentation concerning membership retention, which was well received. During the discussion, President Paul announced that Jim Hammer had accepted the position of 410-Promotion/Membership General Chairman.

The purpose of this EC meeting was to initiate the coordination needed between the EC and the BOT. You see, the EC formally proposes specific motions to the BOT for their consideration and passage. The BOT, in turn, has the authority and power to accept or reject these proposals, in addition to enacting motions of their own. A rough analogy would be to consider the EC as the British House of Lords and the BOT as the House of Commons. After the BOT acts, the EC has the responsibility to implement its directions in the best interest of the NMRA.

The reason for the above explanation is because I suspect most of the NMRA members do not have the foggiest idea of how policy is formulated and implemented. Sure, it's 'politics' but no matter how much a few of you vocally object to it, some meetings must be held each year to keep the organization running. There is not a single company in this country that just runs without direction and decision making at all levels within it. Decision making equals 'politics', and that's the truth.

The key motions recommended to the BOT for action are:

- Delete references to the X2F coupler from the by-laws. It has NEVER been the NMRA's coupler and we want to eliminate it from our records.
- Reinstate the concept of 100% NMRA clubs, including awards. The idea is to have it much the same as it was in 1971.
- Compel all NMRA accredited SIG members to also become NMRA members. I was the only person who voted against this motion. In my opinion, the NMRA stands to lose a lot more of its current members in addition to opening the door to more bad-mouthing of the NMRA. SIG's are another way to gain members as they become familiar with our organization. Forcing folks, in today's world, is ill advised.

- Create a 'Teen Membership'. All young people between 13 and 20 will be able to buy a full membership for \$12 a year. (That is a dollar a month.)
- There were several internal housekeeping motions pertaining to legally cleaning up the Constitution and By-Laws. They all passed. And, I've saved the best for last ---
- Allow the **Bulletin** to accept advertising.

Mike Carlson had a well thought out presentation for our evaluation. He really demonstrated, to me at least, that he has a savvy head on his shoulders. He provided a way to cut the proposed dues increase in half! Good for you, Mike. I hope the BOT accepts your proposal.

From The EDITOR'S DESK

by Kenneth May

There have been a lot of things happening over the last few months. I would like to cover some of them in my column; included in this expose will be the **Minuteman '86** and **From the President's Pen**, since this information was obtained on the telephone two days before this issue was delivered to the printer. So let's get on with the words of wisdom from Prexy Bill Parker.

Minuteman '86

Plans for **Minuteman '86** are proceeding on schedule. There have been many meetings involving more people working on the convention as the time grows shorter. This issue I'd like to focus on the activities of some of our Connecticut workers. First of all comes our Registration crew headed by **Irwin Lloyd**. The registration costs are being nailed down right now, and the Committee hopes to have registration forms available by the Milwaukee National convention. Also in the registration area, **Bob VanCleeef** has headed up the project to develop a computer program to process registration data. By the way, they are still looking for commitments from individuals who have an Apple IIe computer with two disk drives and a printer. Anyone who can make this equipment available for the week of the **Minuteman '86** convention please get in contact with Irwin Lloyd, 44 Lincoln Drive, Glastonbury, CT 06033. Also in Connecticut, **Charlie Bettinger** is chairman of the **CONN-RAILS** committee, which is organizing a layout tour of the finest model railroads in Connecticut for **Minuteman '86**. Included in this tour will be the layouts of the **Hartford Workshop**. In addition **Brian Whiton** is active in organizing the **Clinics** for the **Minuteman '86** convention. So, as you can see, progress is being made toward having the biggest and best National Convention ever.

From The President's Pen

I have just returned from an intensive weekend with the National BOT. This began Thursday evening with informal caucuses and then began in earnest at 8 A.M. Friday. The meeting finally finished about 5:30 Saturday. Items that were decided were:

- Dues will be increased to \$20 per year. Inflation and the general increase of other expenses forced the BOT to take this action. We could have gone up to \$17.50, but then in two or three years we'd just be going up again. It is our intention to provide some **real** services for the money, however.

NER Coupler: Spring 1985 - Page 4

- o The **Bulletin** will accept commercial advertising. However, all ads will be screened and only railroad or model railroad related advertising will be accepted.
- o A new **Youth** membership has been instituted with a membership fee at 2/3rds the full rate. This should help bring in new young people.
- o The recognition of 100% NMRA clubs will be re-instated. The lower limit has been reduced to allow a club to be defined as a group of four or more modelers joined together for common enjoyment.
- o The **Kalmbach Library** was voted in by the BOT. In addition, the library will be staffed by a full time librarian. All services such as Tape/Slide Clinics will operate out of the library. In addition, a service of copies of reference material in the library will be available to the membership on a fee = cost basis.
- o **Modu-Rail II** was discussed at length. The Technical Chairman will present a report on modular standards at the May BOT meeting. If a proposal is not made then, as promised, **Modu-Rail II** may be adopted by the NMRA.

While not in the form of actual motions passed by the BOT, action is moving forward in the services area. In the works are an Achievement Program for Railettes, conversion of Tape/Slide Clinics to Video-cassette (including professional narration and the retirement of older, tired T/S clinics). The BOT has decided to purchase a top quality video-tape unit and then to tape an average of fifteen clinics a year, most from each years National Convention. In this way fresh material can be circulated and possibly revive this program.

Editor's Comments

I would like to say that I am encouraged by my talk with Bill Parker. Many of the comments he made about the National Leadership made me feel that things may be turning around.

I sometimes receive mail - not all of it complimentary. Though I, as probably do most of you, like to be encouraged, that is not always appropriate. In regards to the timeliness of the Winter issue, the most I can say is 'I got it out a month earlier than last year'. If you do have negative comments about the job I'm doing, please tell me and not someone else. Second hand criticism is much harder to accept at face value.

Now, on to my main topic. I did receive a letter from one of our members reflecting upon some of the aspects of the way our organization and members promote our hobby. I feel that Charlie Reynolds, of Medford, MA has some very good points, and I'm going to give him an opportunity to make them to you, too.

"I am presently involved with a small group, meeting mostly at my house, which includes four young men 14 - 15 years old. Am presently psyching them up for the 1986 Boston Convention, and I know the money problems they face, starting with NMRA membership, plus convention expenses, plus supporting their own participation in the hobby while still in high school. Has there been any thought given to NMRA members, living in

and/or close to Boston, providing Bed & Breakfast and maybe transportation from the member's home to the convention? This would be for one or two teenagers (youth - ED) at most, maybe for members of the TAMR only, or any teenage member of the NMRA. Tentatively, if there is no drastic change in my present state by convention time, I could, or should, be able to provide a twin bed and a folding cot (new mattress, quite comfortable, twin bed size) in our spare room. A little crowded, but for sleeping only, no problem. Could supply breakfast (nothing gourmet, but filling and edible, hasn't killed me in 54 years), shower or tub, washer and dryer facilities. Maybe also a roll or two of MBTA (rapid transit - ED) tokens. I intend to drive to Wellington MBTA station, take transit from there. Bus to and from Wellington station is two minute walk from house; bus to Malden Center MBTA station is three minute walk from house; Malden Center MBTA station is 15/20 minute walk from house. This would reduce two kids Convention expenses to Registration fees, extra fare fan trips and two meals a day. Might be able to help on meals, if our convention schedules coincided."

"Maybe I'm going off half-cocked, but maybe there are others around who might feel the same way. I realize there are certain problems about doing this, but where there are problems there are solutions. In my case, one of the solutions is boarding two, not one; and of the same sex, not co-ed. Perhaps this could be done on a Regional basis, although I realize that finding people close to a regional site with room to spare is a lot more problematical."

Charlie has a lot more to say, and I might get around to some more of it next time. Right now I'd like to concentrate on his comments about promoting the hobby to our youth. I challenge many more of you in the Boston area to consider doing what Charlie is considering. Maybe through NER we can address some of those concerns that Charlie mentions. As I've said before, I feel that something must be done on the Regional level also to try to bring the youth in. Youth membership in the NMRA is a start; we should follow it up with some youth incentives on the regional and divisional levels. The Divisions must be the seed bed, the recruiters. The Divisions should try to point members toward joining and participating in the Region and the National. The NMRA will never grow from the top down, only from the bottom up. I should state that I don't feel that Divisions should compel their members to join the Region and National; but, they should encourage them to. Our strength and our enjoyment is increased proportionally by our size. We can all learn from each other. I am glad to see the National revitalizing services like the Tape/Slide/Video Programs. I would love to see, as an example, Earl Smallshaw's clinic on signs videotaped. That way I could see it over and over again, and all of you across the country who were not in Vernon when he first presented it could also see his wonderful ideas and technique.

A vocal few are always complaining about what the NMRA and NER should be, but when I offer the pages of the **Coupler** for their suggestions, all I get is an empty mailbox. Charlie Reynolds had the strength of his convictions enough to send me a letter, and I've given him his say. How about the rest of you? Don't you have anything to say? Are you really satisfied with the way things are going? Isn't there something you'd like to suggest to NMRA or NER leadership? Well, here's your chance, and all it will cost you is some time, a piece of paper, an envelope and a 22¢ stamp. Do your part to help guide the NMRA and NER to better health.

Till next time, and see you all in Harrisburg.

Spring Convention Preview (Con't)

Tour the fine steam locomotive shop that has the complete capability to restore and maintain all the equipment they have. Take all of the pictures you want.

Noontime will bring a fabulous FREE Pennsylvania Dutch lunch of chicken corn soup and barbeque prepared exclusively for us by the auxiliary of the Strasburg Fire Department. They'll say 'Kum Esse' and we'll be 'feinschmeckers' by the time we leave.

After lunch, we will tour the Railroad Museum of Pennsylvania, located directly across the street from the Strasburg Railroad. The museum houses the famous Northumberland collection of PRR equipment as well as equipment from other roads and much memorabilia. Among the more notable relic locomotives housed is PRR #4800, 'Old Rivets', the original GG-1 electric locomotive which was the prototype for the mighty Pennsy electric fleet.

The 'John Bull', on loan from the Smithsonian Institution, will be steamed up for our visit and we may have an opportunity to ride behind her. The 'Friends of the Railroad Museum' will be on hand at many of the exhibits to explain the significance and history of the equipment. These talks are prepared especially for **PENNSYLVANIA JUNCTION '85**. As always, bring plenty of film as there will be much to photograph.

During the afternoon, we will be running shuttle buses to the nearby Toy Train Museum. The home of the Train Collectors Association of America, this museum houses a large operating display of collectables, including rare Lionel, American Flyer, Ives and others. After this tour, you can visit the famous Caboose Motel, the Dining Car Restaurant and the gift shop before returning to the hotel.

Obviously, this tour promises to be a full day of culture, learning and enjoyment in a total transportation museum setting.

SATURDAY BRINGS A SELECTION OF TOURS. YOU WILL WANT TO TAKE THEM ALL, BUT YOU MUST CHOOSE ONE AND ONLY ONE.

Friday Non-Rail Tour

Strasburg Railroad / Pennsylvania Dutch Tour

On Friday morning, the entire family will board the buses for Strasburg. Everyone attending the convention, who purchases a FULL RAIL/FULL NON-RAIL package will ride the Strasburg Railroad. (See the Strasburg Rail Tour explanation for the description.)

After the train ride, the NON-RAIL TOUR continues by immediately boarding the buses so that we can take you to a FREE Pennsylvania Dutch Chicken Corn Soup and Barbeque lunch.

After lunch, the NON-RAILs will depart on a full three hour guided tour of the Amish Country. We will get off the beaten track to show you what the area is really like and make an acquaintance with the customs and beliefs of the old world Amish, who eschew modern conveniences such as electricity, automobiles, telephones and other conveniences we consider commonplace.

In the Amish Country, the land is farmed by horses and mules; cows are milked by hand and transportation is provided by horse and buggy. We will see the Amish

as they live; we will not visit the typical tourist traps many have come to expect. You will certainly learn their culture and skills.

Saturday Rail Tours

Pennsylvania Railroad / Conrail

From the days of wagons, ferrys and canal boats, Harrisburg has been a transportation center. With the arrival of the Pennsylvania Railroad in the mid-1800's, and later the Reading Railroad, Harrisburg became a rail junction of gargantuan proportions. From here, the rails were laid to all points of the compass.

This tour will take us to many local railroad landmarks, old and new. We will have a guided tour of Conrail's ultra-modern welded rail shop at Lucknow Yards and see first hand the creation of the ribbon rail that has taken the familiar 'clickity-clack' out of riding the rails.

We will visit the recently completed high speed fueling facility, the Harrisburg Enginehouse, and the Harrisburg Station, now a National Landmark and presently undergoing extensive renovation. Harrisburg is noted for being the meeting place where eastern electrics change to western diesel, where overhead catenary meets an amazing jumble of switching tracks.

We will visit and photograph the incredible Rockville Bridge, the longest stone arch bridge in the world. The Rockville Bridge carries three mainline tracks across the wide Susquehanna River to points west and north and to the famous Enola Yards to the south.

The Enola Yards, until recently, were the world's largest rail classification yards. We may be the first non-railroad employee group to actually tour the yard. We expect to visit the engine repair shed and the car maintenance shop and other sites of interest. A firm itinerary of the tour is not known at this time.

Gettysburg Layouts / Hobby Shops

This Gettysburg tour will take us to two of the finest home layouts in the Gettysburg area. We will visit Hal Bartolic's "Apple Valley Railroad" which is an HO scale, extremely scenic layout representing the era of the mid 50's. Hal's railroad fills the basement area of 20' by 25', includes kit bashed and scratch built structures and operates late steam and early diesel motive power under cab control.

Tom Brown's HO scale railroad fills an area about 20' by 20'. Modeling the late steam/early diesel era of the mid 50's, Tom's completely scened railroad is switching operational and controlled by Zero-One Carrier Control.

Gilberts and Paul's, two nationally known hobby dealers in the Gettysburg area, will be visited. Gilberts is enormous in size and contains almost everything. Paul's of New Oxford is the national distributor for the European AMRO line of equipment and is located in two former B&O passenger cars. Both shops provide the avid modeler the opportunity to pick up many of the 'hard to find' items they have been searching for.

East Broad Top Railroad / Shade Gap Trolleys

NER Coupler: Spring 1985 - Page 6

This 'ALL DAY' extra fare tour is substantially more expensive than the other 'half day' tours on the Saturday schedule. The East Broad Top trip includes transportation, a box lunch and exclusive rides on both railroads. Accordingly, this is the only extra fare tour and the cost is \$15 per person. **PENNSYLVANIA JUNCTION '85** feels that the fare is quite reasonable so get your registration in early for this tour since seats are limited.

The East Broad Top is unique and is the last of the three foot gauge railroads in the East still operating in its original location, Orbisonia, Pennsylvania. In its heyday, the EBT handled the movement of coal from the Broad Top mines of central Pennsylvania through the many mountains and valleys to Mount Union, where the EBT interchanged with the Pennsylvania Railroad.

Here, the finest semi-bituminous coal in cars were transferred from the narrow gauge EBT to standard-gauge by changing over the trucks, for shipment over the Pennsy. The EBT survived until 1956 as a coal hauler and is now a designated National Landmark by the U.S. Park Service.

We will board our private EBT train for a one hour ride through the picturesque Aughwick Valley and return. The steaming up of the EBT equipment is just for **PENNSYLVANIA JUNCTION '85**, well before EBT's usual tourist season. Photo runbys have been arranged, so here is a golden opportunity to take pictures of yesterday's railroads today.

You will be able to roam through the shop and the roundhouse area where much of the EBT equipment is stored. The 'Friends of the EBT' will be on hand to explain the significance of early EBT railroading and various pieces of equipment and to answer any questions you may have.

As if that isn't enough, the Shade Gap Electric Railway will be in operation. Operated by Railways to Yesterday, Inc., the trolley museum is adjacent to the EBT and includes some two dozen trolleys of diverse heritage, most of which are in operating condition. We will ride the trolleys over the dual gauge track they share with the EBT to Shade Gap and return.

If Strasburg is 'mecca' for the standard-gauge railfan, then surely the EBT is 'mecca' for the narrow-gauge or trolley fan. Incidentally, both organizations have gift shops for browsing.

Saturday Non-Rail Tours

State Capitol / William Penn Museum / Strawberry Square

One of several non-rail tours will give us the opportunity to visit the State Capitol complex and see the operation of the government of the Commonwealth of Pennsylvania. You will also get a look at the restoration work being done in the magnificent rotunda on its priceless and irreplaceable murals depicting the state's heritage.

Adjacent to the capitol grounds is the William Penn Museum of Pennsylvania Life which houses an extensive collection tracing the development of the state from its earliest times to the present. Indian artifacts and colonial pieces are just a few of the many items on display. The museum also plays host to many exhibitions

each year. What we will see has not been announced as of yet. After these tours, you will be free to shop in the nearby Strawberry Square complex, part of the downtown Harrisburg renewal project.

Gettysburg Battlefield

Gettysburg is justifiably famous as the 'high tide' of the Confederacy in the Civil War. It was here that the Southerners fought and lost the key battle of the war, a defeat from which they were never to recover. The tour will begin with a visit to the Visitor Center's Electric Map, which details the flow of the battle, why it was fought at Gettysburg, and what actually happened during three days of battle during the summer of 1863.

Housed with the Electric Map is a sizable collection of Civil War artifacts, guns, shells, uniforms and a full field tent. Next will be a riding tour of the battlefields with National Park Service guides who will give us an insight of the battle and point out significant anecdotes to illustrate what it must have been like to be there.

Hershey's Chocolate World / Mount Hope Winery

Hershey is world famous as 'Chocolatetown, USA'. We will tour the Chocolate World Exhibit and see how the ubiquitous Hershey Bar is made and packaged. A word of warning: there is a model train in the exhibit!

Following the Hershey tour, we will ride to Lebanon County's Mount Hope Winery for a taste of a different kind. We will tour the old Victorian Mansion and attend a wine tasting session with the opportunity to purchase any selection you wish to make. The hungry and thirsty will definitely love this tour.

Bethlehem Steel / Steelton & Highspire Railroad (Contest Judges Tour Only)

The judges will tour the rail rolling mill and the 'in-house' Steelton & Highspire Railroad of the Bethlehem Steel Corporation. The **PENNSYLVANIA JUNCTION '85** convention committee feels that the judges deserve special consideration for not being able to enjoy the tours since they have work to do. The Contest Chairman must certify attendees for this tour.

Home Layouts

PENNSYLVANIA JUNCTION '85 will feature approximately twenty home layout tours which will all be self-guided 'on your own'. The layouts will include all scales as well as tinsplate and trolleys constructed by a wide range of talent. Full information and directions to these layouts will be available at the Convention Registration Center and in your Convention Packet.

Some layouts will be open on Thursday evening, on Saturday afternoon and on Sunday, so plan to arrive on Thursday afternoon so you can see them all.

Space does not allow us to print every home layout description. However, what follows is a sample, a teaser if you will, of the home layouts that are waiting for

your inspection at **PENNSYLVANIA JUNCTION '85**.

WALLY BRANCH'S "Western & Bemedji" railroad is an around the wall layout with a large peninsula. The scenery is superb and compliments a continuous run of about 250 feet of mainline.

Wally's concept of the W&B is a connecting line in Montana, interchanging with the Union Pacific and Santa Fe railroads. The line hauls coal and heavy freight locally and to the various points in between.

FRED & GLENN RICCUPEO'S American Flyer Hi-Rail layout is a must for the collector as well as the operation buff. The pike completely engulfs an entire 30' by 40' basement. There are eight switching tracks and three mainlines running through the center, and it's not unusual to see four Geeps pulling a 60 foot freight drag over the mainline. Fast passenger service with express trains hi-balling and four trains operating at once can make a dispatcher's life harrowing.

This pike has to qualify as the largest American Flyer Hi-Rail layout in central Pennsylvania, if not in the entire East.

TOM O'CONNOR'S 'Winchester & Reading Railroad' showcases his skill at building structures. The S scale layout starts at an industrial yard in a room 13' by 20' and is now expanding into another 13' by 45' space. The W&R has 400 feet of mainline and another 1120 feet of branch line.

The operation is point to point and the powerful scratch-built 'Consolidations' pull over 50 feet of coal hoppers. Tom is a Master Builder/Structures. His buildings have won many awards at various NMRA and NAGS conventions. You will be fascinated at his buildings and his stable of S scale brass locomotives.

JACK KENNEDY started building his 'Mount Holly & Mechanicsburg Railroad' HO scale layout in 1977. Jack has a continuous running, folded dogbone operation of about 300 feet. There is a large engine servicing facility featuring a six stall roundhouse, many industrial sidings, and a version of downtown Mechanicsburg that made all the local newspapers and television shows.

The layout is powered by Zero-One and is 95% completed. The era modeled is the mid 50's. Jack's kit built Pennsy power shows off when they are pulling loads up heavy grades and through the valleys.

CHICK SIEBERT'S O scale trolley layout is a 1950's style railroad which takes up most of his basement. It is a trolley empire, with most of the buildings scratch-built and the scenery complete.

Chick is a Master Model Railroader who operates by an automatic relay system. Chick has scratchbuilt one of his trolleys, complete with an operating electric wire armature, from tin cans.

In-House Activities

One third of the 70' by 30' main ballroom of the Marriott has been reserved for operational modular layouts in scales of N, S, HO and On3. We will have some of the finest modular railroads running and some of the finest display dioramas ever built. You must take the opportunity to discuss the ins and outs of this outstanding modular

construction.

Swap Meet and Dealer Tables

The Mid Eastern Region's policy has been and will continue to be to discourage selling from hotel rooms. The convention committee has been instructed to remove all 'selling out of the room' advertisements from the walls and elevators.

Dealers are encouraged to purchase tables and set up shop in the designated selling area. A 50' by 30' area has been set up in the Marriott's ballroom to accommodate this function so that the dealers will have ample room to set up the tables they wish to purchase.

Tables will cost \$10 each and should be reserved by making the proper entry on the Convention Registration Form. We will do our best to meet your requirements. Bear in mind that the space is on a first come, first serve basis. Space is limited. Order your tables(s) EARLY!

Live Auction

One of the highlights of an MER spring convention is the live auction, traditionally conducted into the wee hours of the morning, to the dismay of the early risers. To help alleviate this problem, the auction will start early on Friday evening so that everyone can participate even as an spectator, or seller or buyer.

To encourage multi-item sales groupings and high ticket single items, we will charge the usual 10% commission on all sales and set a minimum commission of 50¢ per item to a maximum commission of \$5 per item. This means that any items selling over \$50 will have no commission charged beyond the \$50 amount. Batching items in small quantities is encouraged.

Consequently, we hope to bring you some of the 'goodies' that seem to have been missing from many auctions in recent years. Sellers are also encouraged to provide a good description of the sales items so that the auctioneer can explain to the buyers what they want to know.

Auction Forms and Instruction Sheets will be available at the Convention Registration Center. We hope you will like this format of the auction and support it by digging around for those unwanted or excess items and bring them to **PENNSYLVANIA JUNCTION '85**. The entire Host Inn Ballroom has been reserved for the auction. If you have never attended, we promise you that you will have a rare evening of free, relaxing and often hilarious entertainment.

Banquet / Awards Dinner

The only opportunity for the entire convention to assemble as a group will be on Saturday evening at the Host Inn Ballroom and pipe lubrication (cash bar) and awards banquet. The mouth watering dinner will include: French Onion Soup with Croutons, Roast Top Sirloin of Beef with Mushroom Sauce, Green Beans Almondine, Parslied Buttered Potatoes, Tossed Green Salad with Bleu Cheese or French Dressing, and scrumptious Ice Cream Roll Chantilly for desert.

NER Coupler: Spring 1985 - Page 8

As a special feature, slides of the photo and model contest winners will be shown as their owners are presented their awards, so that you can see which favorites took prizes. The **PENNSYLVANIA JUNCTION '85** banquet promises to be a treat and is, of course, included in the FULL RAIL/FULL NON-RAIL PACKAGE.

Registration for the Convention and Hotels

We have planned **PENNSYLVANIA JUNCTION '85** as an action packed vacation for the entire family. We expect it to be popular, so please send in your Registration Form **NOW** and get the tours you want.

REMEMBER TO DEDUCT \$3 for each person registering before April 1, 1985. This early registration provides the time the committee needs to plan effectively. Won't you help us?

All registrants 19 years old and under may deduct \$10 from the registration fee in addition to the \$3 early registration fee. Please be sure to check the appropriate NMRA Region 'Box' which you are a member of.

To help us keep track of the rooms sold in the hotels, please make your hotel registrations with us and place this information on the reverse side of the Convention Registration Form. You should include your hotel room deposit in your Convention Registration Check or assign the deposit to your credit card to guarantee your late arrival. You will receive a Hotel Confirmation. Just send one check, payable to **PENNSYLVANIA JUNCTION '85** with your completed Registration and Hotel Reservation Form.

We'll be waiting for you with a Warm 'Willkommen'.

How Do I Get There ?

Getting to PENNSYLVANIA JUNCTION '85 from any direction is easy. By rail of air, Amtrak or any of the four major airlines which fly into Harrisburg International Airport will leave you with a short taxi or airport limousine ride to the hotels. By auto, all roads lead to Harrisburg. Consult the map we have furnished.

From the South - Rt 15 north, follow the signs to I-83 north and Harrisburg to Exit 27, I-283; south past the airport signs to Exit 1, Rt 441

Or, from I-81 north to I-83 south to I-283 south to Exit 1, Rt 441

Or, from I-83 north to Exit 27, I-283 south to Exit 1, Rt 441.

From the North - south on Rts 11 & 15 to I-81 east to Harrisburg, to I-83 south and to I-283 south to Exit 1, Rt 441

Or, south on I-81 and I-78 to I-83 south to I-283 south to Exit 1, Rt 441.

From the East and West - on the Pennsylvania Turnpike to Exit 19, (Harrisburg East) to I-283 south to Exit 1, Rt 441.

FROM ALL DIRECTIONS TO EXIT 1, RT 441, on I-283 to the top of the ramp, turn LEFT and cross over I-283 to the Marriott on the left or the Host Inn on the right.

Convention Contests

by Bill Hopkins - General Contest Chairman

This first ever Quad-Regional promises to be the best ever convention! With that premise as a guideline each Regional President and their contest committees deliberated for hours and came up with what we believe are some outstanding and innovative awards. The rest is going to be up to YOU -- Participate -- Build, photograph, knit -- you make it, and chances are there will be a category for you to enter. If you don't feel you have the talent to scratch build a model -- we have a kit contest.

If you have never entered a model, we have a new modelers award. If you feel you are the worst modeler in the world, we even have the "Thumbs" award. If you are a teen, you have not been forgotten. If exchanging passes, making slides, switching, or testing your locomotive's performance is important to you, you will find it at this convention. If you prefer a craft to the traditional railroad contests, there are awards for you, as well. And, of course, there are, as usual, the traditional model and photography contests we all know and love. So this time, take it out of the box, dust it off, and Enter Your Creation -- Who knows, it could be a prize winner.

All contests will be judged primarily by NMRA rules with the exceptions noted in the following paragraphs for each specific contest. You will be requested to provide the name of your Region and your regional number, as well.

THE EASIEST METHOD OF IDENTIFICATION WOULD BE TO FURNISH YOUR MEMBERSHIP CARD.

Model Contest

The categories for the Model Contest event include: Steam Locomotives, Diesel Locomotives, Passenger Cars, Freight Cars, Caboose, Non-Revenue (Maintenance-of-Way), Structures, Displays and Dioramas, and Traction. Awards will include a First Place, Second Place, Third Place and Honorable Mention in each of these categories. A Best-of-Show will also be awarded to the best model in the entire Model Contest and will be presented by the Mid Eastern Region.

Photo Contest

The categories for the Photo Contest Event include: Models and Prototype Subjects. Under each category are: Steam, Diesel and General Subjects in the form of both Black & White Prints and Color Prints. All prints must be mounted on an 11" x 17" rigid mount of any color. Only those prints in 8" x 10" (also the new Kodak 8" x 12" prints) will be accepted. Photo image area must be between 35 sq. in. and 176 sq. in. Odd shapes are allowed by keep in mind that judges tend to think in

conventional sizes and shapes.

No more than 3 photos per entrant will be accepted. NO FRAMES! Framed photos will be disqualified. Masks and matting are allowable. Be sure the photo and matting are securely fastened together. If your photo falls off the mounting board, we cannot be held responsible.

Take care to use only new, clean mounting boards for your photos. Smudges, finger prints or coffee stains will cause your photo to lose many points. Awards will include a First Place, Second Place, Third Place and Honorable Mention in each of the sub-categories; a total of 24 awards in all. Transparencies (slides) will not be accepted as part of THIS contest.

Pass Contest

The pass contest can be entered in one of two ways, either in person at the convention, or by mail prior to the convention. Pass exchangers and collectors, in any of the four participating Regions, are invited to participate. The contest will be conducted according to NMRA rules.

If passes are presented in person, four copies of the subject pass must be provided to the contest committee. Two will be used for judging and two for display so that both sides of the pass may be displayed. Entries may be printed, handlettered, typed, stamped or reproduced by other suitable means. The entrant may not have won a first, second or third place in a National Convention Competition with the pass being entered. The entrant must be a NMRA member in good standing. Entries can be submitted by mail as follows:

- Your pass must be signed but not issued to anyone.
- Passes with rules on the reverse side, please send four, two to be attached to the entry and two for the display board. Without rules, please send only two passes.
- A short description of your pass can be included and will be typed on the entry form by the chairman.
- Please include your NMRA number, your region and your division name. This will enable your passes to be easily returned to you after the convention.
- Please mail your entries to: RIMA CARVER, 80 Wellington Street, East Brampton, Ontario, L6W 1Y5, CANADA

"Out of the Box" Contest

This is a contest for beginners and those who may have entered before but not in the official contest. Models should consist of kit parts only with the exception of purchased trucks and couplers, if the kit had none to add.

The box and the instructions must accompany the model. Modelers can paint, weather or letter (decal) the model and this will be part of the judging. Judging will be by the official contest judges. A best in kit award will be presented to one modeler.

Arts and Crafts Contest

This contest is open to all members of the participating Regions including their non-member spouse and family (children) regardless of their affiliation in that particular Region. The contest is closed to anyone who builds crafts commercially and to commercially built crafts. All entries must be properly entered and exhibited at the contest prior to the entry closing time of 11 PM, Friday. No entries will be accepted after the judging has begun, although late entries may be displayed.

Crafts may be entered by proxy, but the builder or artist's name must be identified in the appropriate space on the entry form. Crafts may be original, from a pattern or commercially available kit. The following categories will be used for grouping entries during exhibition and judging. Any questions concerning an entry's category will be resolved by the judges before judging begins.

TRAIN RELATED -- Railroad subject matter accepted.
NON-TRAIN RELATED -- Any subject matter accepted.
DISPLAY -- A non-judging category.
SPECIAL -- Subject matter as determined by the Contest Chairperson.

A certificate will be given to all winners of First, Second, Third and Honorable Mention. The certificates will be accompanied by an appropriate ribbon. Certificates and ribbons are retained by the winners. A Best of Show Ribbon and Certificate will be awarded to the entry most deserving as determined by the judges. There is a total of 36 awards -- PLEASE NOTE: This contest is open to both men and women.

Switching and Locomotive Performance Contest

These contests are sponsored by the host convention committee. The equipment used at the National Conventions for locomotive testing will be utilized. Certificates will be given to first, second and third place winners.

Special Contests

In addition to the above contests, there will be special contests, each sponsored by a specific Region. These contests are open to all members of the participating Regions.

Mid-Central Region - Slides

The MCR slide contest will follow the National rules except that only three slides per entrant will be allowed. The categories will be:

Prototype Subjects
Model Subjects

All slides must be in 2" by 2" standard mounts and be identified with the owner's name. Two First Place awards will be given, one in each category.

Niagara Frontier Region - "Thumbs" Award

The NFR will sponsor the 'Thumbs' Contest for all those models which didn't quite turn out like the plan or photo. Entrance is open to ALL convention attendees regardless of age, sex, experience or skill (lack of skill could be an asset). Models of any material or origin, kit or scratch, any scale or subject matter will be accepted. All entries will be in the same 'Butchered' category. Please feel free to enter 'honest' foulups or models you botched just for the convention. A unique and distinctive trophy will be awarded to the worst effort.

Northeastern Region - New Modelers Award

The NER will sponsor a New Modelers award. The only qualification is that the modeler be a first time Regional entrant. If you have entered a Regional Contest before, use that experience to enter in one of the other contests. Entrance is open to any modeler in a participating region. There is a trophy as well as a cash award.

Mid-Eastern Region - Teen Kit Contest

This contest is open to all youths under 20 years of age. The subject may be a structure, model or motive power of any kind. The original box and instructions for the kit must accompany the model and must be displayed. This contest is open to every youth in any participating Region, boy and girl, member or non-member. Entrants are limited to two entries. Since the kit will receive no points for scratch building, regardless of the amount of supplementary work done, the beginner will have a fair chance to compete. If a kit comes without trucks and couplers, they may be purchased separately and placed on the kit. In order that structures be judged fairly, please do not mount them on a base.

Anyone in this age group who has entered a regular contest and who has won and gained achievement credits for their effort is disqualified from this contest. Only 'Firsttimers' or those who have failed to reach achievement program point levels in all previous attempts can enter.

A trophy will be awarded to the first prize winner and certificates will be given to the second place, third place and honorable mention winners.

ALL entrants WILL come away from the contest as a winner of a model kit of some kind just for entering. Now isn't that fair enough for just showing us what you can do in the model hobby?

Clinics

PENNSYLVANIA JUNCTION '85 has solicited a full line of rail and non-rail clinics from several Nationally known Model Railroad experts from the local area and around the country. In all, we have gathered over twenty excellent clinics, representing the very best and covering

the full spectrum of the Model Railroading hobby. A short sampling of these clinicians is outlined below.

- William Schaumburg, Editor of **Railroad Model Craftsman**
- Robert Mohowski, Projects Editor, **Railroad Model Craftsman**
- Richard Christianson, Managing Editor, **Model Railroader**
- Tony Koester
- Tom Busack
- Tom Tarcy
- Pete Moffett
- Ed van Leer
- Mary Miller and many others.

The subjects to be covered (not in order of presentors above) include • Progress on the Allegheny Midland • Electronic Circuits for Interfacing a Computer to Your Model Railroad • Kit-Bashing Athearn Diesels • Weathering Techniques • Elementary Signals • Paint a Model Railroad Backdrop • and many others.

For the NON-RAILS, our line up includes subjects on • The Beginner's Introduction to Photography • Understanding the Use of Herbs • Managing Personal Finance • The Use of Cosmetics • and others. Bertha Reppert, a renowned Herbalist, Donald Eyer, and Bob Morrow of Letts Camera Shop and many others are heading up the list for the non-rail clinicians.

Schedule of Events

SCHEDULE OF EVENTS

Thursday, May 2, 1985

Registration (Marriott Hotel)	3 P.M. - 11 P.M.
Dealer / Exhibit Setup	3 P.M. - 11 P.M.
Contest Registration	3 P.M. - 11 P.M.
Auction Check-in	3 P.M. - 11 P.M.
Company Store	3 P.M. - 11 P.M.
Video Tapes / Slides	3 P.M. - 11 P.M.
Hospitality Rooms	3 P.M. - 11 P.M.
Switching Contest	7 P.M. - 11 P.M.
Locomotive Performance Contest	7 P.M. - 11 P.M.
Clinics	7 P.M. - 11 P.M.
Layout Tours	7 P.M. - 11 P.M.

Friday, May 3, 1985

Registration (Marriott Hotel)	7 A.M. - 11 P.M.
Contest Registration	7 A.M. - 11 P.M.
Auction Check-in	7 A.M. - 7 P.M.
Strasburg Tour	8 A.M. - 5 P.M.
Hospitality Rooms	10 A.M. - 11 P.M.
Video Tapes / Slides	10 A.M. - 11 P.M.
Company Store	10 A.M. - 11 P.M.
Dealers / Exhibits	10 A.M. - 3 P.M.
Clinics	10 A.M. - 12 Noon
Switching Contest	10 A.M. - 12 Noon
Locomotive Performance Contest	10 A.M. - 12 Noon
Clinics	1 P.M. - 4 P.M.
Switching Contest	1 P.M. - 5 P.M.
Locomotive Performance Contest	1 P.M. - 5 P.M.
Dealers / Exhibits	5 P.M. - 7 P.M.
Auction	7 P.M. - ???
Clinics: Non-Rail	8 P.M. - 11 P.M.

Saturday, May 4, 1985

Judges Tour	7 A.M. - 9 A.M.
Registration (Marriott Hotel)	7 A.M. - 11 A.M.
Tours: Conrail, Hershey, Capitol	8 A.M. - 1 P.M.
Gettysburg Tours	8 A.M. - 2 P.M.
East Broad Top Tour	8 A.M. - 5 P.M.

Judging (Contest Room Closed)	9 A.M. - 5 P.M.
Switching Contest	10 A.M. - 12 Noon
Locomotive Performance Contest	10 A.M. - 12 Noon
Clinics	10 A.M. - 12 Noon
Company Store	10 A.M. - 5 P.M.
Dealers / Exhibits	10 A.M. - 5 P.M.
Hospitality Rooms	10 A.M. - 5 P.M.
Video Tapes / Slides	10 A.M. - 11 P.M.
Switching Contest	1 P.M. - 4 P.M.
Locomotive Performance Contest	1 P.M. - 4 P.M.
Clinics	2 P.M. - 5 P.M.
Auction Pick-up	2 P.M. - 5 P.M.
Valve and Pipe Lubrication (Happy Hour)	5 P.M. - 7 P.M.
Banquet / Awards Presentation	7 P.M. - 10 P.M.
Dealers / Exhibits	10 P.M. - 12 Mid
Company Store	10 P.M. - 12 Mid
Contest Room Open	10 P.M. - 12 Mid
Clinics	10 P.M. - 12 Mid

Sunday, May 5, 1985

Contest Pick-up	9 A.M. - 12 Noon
Auction Pick-up	9 A.M. - 12 Noon
Region Meetings	9 A.M. - 12 Noon
Dealers / Exhibits	9 A.M. - 12 Noon
Company Store	9 A.M. - 12 Noon
Clinics	9 A.M. - 12 Noon
Layout tours	12 Noon - 5 P.M.

HISTORY — PRESERVATION WORK



-2-
CONVENTION REGISTRATION FORM

PENNSYLVANIA JUNCTION '85
3962 BROOKRIDGE DRIVE, MECHANICSBURG, PA 17055

NAME OF ADDITIONAL REGISTRANT AT SAME ADDRESS _____

or INDIVIDUAL TICKETS

COMPLETE PACKAGE	[] \$70.00
FULL RAIL TICKET	[] \$18.00
FULL NON-RAIL TICKET	[] \$18.00
SATURDAY TOUR (Included with complete package; please indicate choice with # from side-1.)	[] \$10.00
EBT SATURDAY TOUR	[] \$25.00
EXTRA FARE EBT TOUR	[] \$17.50
SUBTOTAL	\$ _____

\$ SUBTOTAL

NAME OF ADDITIONAL REGISTRANT AT SAME ADDRESS _____

or INDIVIDUAL TICKETS

COMPLETE PACKAGE	[] \$20.00
FULL RAIL TICKET	[] \$18.00
FULL NON-RAIL TICKET	[] \$18.00
SATURDAY TOUR (Included with complete package; please indicate choice with # from side-1.)	[] \$10.00
EBT SATURDAY TOUR	[] \$25.00
EXTRA FARE EBT TOUR	[] \$17.50
SUBTOTAL	\$ _____

\$ SUBTOTAL

TOTAL (Please enter on reverse side)

***** HOTEL RESERVATION *****

The Pennsylvania Junction '85 hotel rooms will be released for sale to the general public after April 1, 1985. RESERVATIONS RECEIVED AFTER APRIL 1, 1985, WILL BE ACCEPTED ON A SPACE AVAILABLE BASIS.

Reservations will be held no later than 6:00pm on the arrival date unless guaranteed by a deposit of \$50.00 or by a credit card. Please include any deposit amount in your convention registration check.

SINGLE [] \$50.00 DOUBLE [] \$50.00 TRIPLE [] \$60.00 QUADRUPLE [] \$60.00

ARRIVAL DATE _____ DEPARTURE DATE _____
CHECK IN: 3:00pm CHECK OUT: 12:00 Noon

ROOM GUARANTEE DEPOSIT [] \$50.00 (Please enter on reverse side)

or

AMEX [] MC [] VISA [] DC [] CREDIT CARD NUMBER _____ EXP. DATE _____

Please be sure to enter all dollar amounts at right on the reverse side of the form!

First Class
Postage Paid
Permit # 30
Stafford Springs
CT 06076

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

Robert Strobel
1203 89th St
N Bergen NJ 07047



PENNSYLVANIA JUNCTION '85
3962 BROOKRIDGE DRIVE, MECHANICSBURG, PA 17055

CONVENTION REGISTRATION FORM

-1-

FULL RAIL TICKET
Includes Registration, Layout Tours, Strasburg R.R. and Museums Tour with Lunch, One Saturday Tour (Except East Broad Top Tour), Banquet, Exhibits, and Clinics

FULL NON-RAIL TICKET
Includes Registration, Layout Tours, Strasburg R.R. and Pennsylvania Dutch Country Guided Tour with Lunch, One Saturday Tour (Except East Broad Top Tour), Banquet, Exhibits, and Clinics

SATURDAY TOURS (ONE TOUR PER PERSON)
Please write the number of the tour desired in the appropriate bracket below.

- [1] Gettysburg Rail
- [2] Gettysburg Non-Rail
- [3] Capitol/Museum/Strawberry Square
- [4] Hershey/Mount Hope Winery
- [5] Conrail/Welded Rail

EXTRA FARE SATURDAY TOUR to East Broad Top R.R. and Shade Gap Trolleys (Includes Lunch)

NAME _____ NER [] NER [] MCR [] MER []
REGION _____

ADDRESS _____

COMPLETE PACKAGE	or	INDIVIDUAL TICKETS
FULL RAIL TICKET [] \$57.50	REGISTRATION	[] \$20.00
FULL NON-RAIL TICKET [] \$57.50	STRASBURG RAIL TOUR	[] \$18.00
	STRASBURG NON-RAIL TOUR	[] \$18.00
	SATURDAY TOUR (Except EBT) Please	[] \$10.00
	indicate choice with # from above.	[]
	EBT SATURDAY TOUR	[] \$25.00
	BANQUET	[] \$17.50
EXTRA FARE EBT TOUR [] \$15.00	SUBTOTAL	\$ _____
SUBTOTAL	SUBTOTAL	\$ _____

NAME OF ADDITIONAL REGISTRANT AT SAME ADDRESS _____

COMPLETE PACKAGE	or	INDIVIDUAL TICKETS
FULL RAIL TICKET [] \$57.50	REGISTRATION	[] \$20.00
FULL NON-RAIL TICKET [] \$57.50	STRASBURG RAIL TOUR	[] \$18.00
	STRASBURG NON-RAIL TOUR	[] \$18.00
	SATURDAY TOUR (Except EBT) Please	[] \$10.00
	indicate choice with # from above.	[]
	EBT SATURDAY TOUR	[] \$25.00
	BANQUET	[] \$17.00
EXTRA FARE EBT TOUR [] \$15.00	SUBTOTAL	\$ _____
SUBTOTAL	SUBTOTAL	\$ _____

ADDITIONAL REGISTRANTS (From reverse side)

EARLY REGISTRATION DISCOUNT (Before March 30) Number _____ x \$ 3.00 = -\$ _____

TEEN DISCOUNT (19 years old and under) Number _____ x \$10.00 = -\$ _____

TABLE RENTAL Number _____ x \$10.00 = \$ _____

HOTEL DEPOSIT (From reverse side) \$ _____

TOTAL..... \$ _____

TOTAL **\$** _____

Please enclose check payable to PA. JCT. '85 and return with your completed form to PA. JCT. '85 Registrar, 3962 Brookridge Drive, Mechanicsburg, PA 17055-2103.