



NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

COUPLER

Summer '85

PENNSYLVANIA JCT 85

A Report

By: Jon Sem and Kenneth May

My wife Maggie and I arrived at the Americana Host Inn on Thursday May 2nd for the Quad Regional Convention we call Pennsylvania Jct 85. We had made advance reservations to the dinner/theatre production of "Sound of Music" so we checked in and immediately went to the Marriot Registration area to pick up our folder of information for the weekend. One surprise was that the convention patch was a separate purchased item (\$3, I believe). This might be a good money saving idea since not everyone uses their patches and those that wish them (we did) will buy them.

The dinner theatre that evening was absolutely excellent, food and show both.

Friday morning was a cold, rainy, windy affair, but we got up, ate breakfast and boarded the very comfortable, roomy buses to Strasburg. The train to Paradise was fun and I think everyone forgot about the weather. Upon return to Strasburg, the 'Non-Railers' boarded the first group of buses to the firehouse (Maggies bus got lost and drove past the firehouse without even seeing it) for a super home made lunch of hot chicken soup (cures everything), baked beans, salad, sloppy joe, apple sauce and a terrific apple pie. After lunch Maggie and the other 'Non-Railer' (lots of Railers too) reboarded the buses to tour the Amish countryside. Also included was a crash course about the Amish people and their customs which proved to be very interesting. Those homes with windmills and waterwheels are true Amish. Also of note - the additional wings added to many of these homes are for the expanding families as responsibility is handed down from the elders. Older members are never pushed out to nursing homes, etc. They remain as respected, revered members of the family.

Next stop was the Farmer's Market in Intercourse. There, if you wished, you could purchase all manner of delicious fruit, vegetables, etc. Next on our journey was the Village Mall and Country Store. All manner of works of art and crafts such as woodcarving, pewter, pottery, needlework and quilts were available. Many of us left with arms loaded with purchased treasures. To end a grand morning and afternoon, the buses headed back to the hotels.

In the meantime, the 'Railers' who stayed at Strasburg while the 'Non-Railers' were having lunch, got busy exploring the fine facilities at Strasburg. We walked to the machine shop/paint shop building and were treated to a lecture of sorts on the machinery at hand and some of the work they were involved in. A substantial 2-10-0 was being overhauled when we arrived. They explained the workings of a drive wheel turner and puller. The original Plymouth gasoline switch engine they started with

was also in the shop. In the paint shop they were cleaning up and rehabilitating ten Jersey Transit steel coaches for a Conrail main line excursion scheduled in July. It seems wooden coaches are not permitted on main lines anymore. Also, two Pennsy K-4 Pacifics were being repainted for this same outing. I must say the Strasburg shop personnel were most gracious and accomodating.

At about this time the next shift of lunch shuttles were available so I jumped on the first available bus. As was said before, lunch was terrific and the fare perfect considering the cool damp weather.

After lunch we returned to the Strasburg RR to continue exploring. This time I headed for the Pennsylvania Railroad Museum. The collection at this facility is amazing in its scope and sheer numbers. Even John Bull was fired up and moving back and forth on it's track.

Next on my agenda was the local hobby shop. We have to leave some of our money here - you'll understand I'm sure. Also available was a shuttle to the toy train museum nearby. This interesting facility concentrates more on the tinplate origins of the hobby than on the more recently developed smaller scales. Yet, for the modeler who really hasn't seen much of the early model trains from the thirties and forties, it should be considered an important stop.

About this time, 4:00 P.M., I joined others who were about walked out and boarded the next bus returning us to the hotels.

By the way, I must say the bus arrangements were first class. Shuttles between lunch and the exhibits and the hotels were timed so that anyone could do whatever and as much or as little as he/she wished, return early or late. It was excellent.

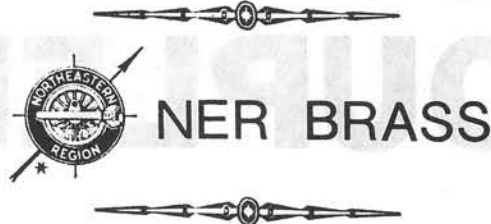
Back at the hotel, I entered some items in the evening auction, browsed through the module layout room, (these layouts were excellent, the operators accomodating, willing to talk and answer any and all questions cheerfully), and the dealer area. During this time I renewed many acquaintances as well as gained some new friends. This is the part I like best, the comraderie! It's fantastic!

Next I found my wife again, we had dinner and finished off the day at the Charles/Miller Auction. What a combo! This may very well be the hit of the convention.

Saturday, up early again, breakfasted and boarded those super Trailways buses for 'Chocolate World' in Hersey, PA. This time the weather was great. Ralph Oxhandler 'drafted' me to be 'tour guide' on my bus. Head counter would be a better description of my duties. Our bus driver (a model railroader yet) turned out to be very knowledgeable and performed the tour guide duties admirably. After two hours at Hersey we headed out to Mount Hope Winery and Estate. A tour of the old house ended with what we all came for, the wine sampling episode. It was fairly good wine, so many of us bought some. After that we returned to our hotels to get ready for the evening banquet.

Pennsylvania Jct '85

Go to Page 4



DEADLINE

for the next issue, #145, Fall 1985 is September 1, 1985. The issue will be mailed approximately one month after this date.

Other deadlines:

146, Winter 1985 - November 1, 1985

147, Spring 1986 - March 1, 1986

148, Summer 1986 - June 1, 1986

In This Issue:

Pennsylvania Jct '85: A Report ... Page 1,4
 From the Editor's Desk ... Page 2
 From The President's Pen ... Page 3
 The Eastern Area Report ... Page 3
 Pennsylvania Jct '85: Contest Results ... Page 4
 Shop Talk ... Page 5
 Promotion & Membership ... Page 6
 Soot & Cinders ... Page 6
 Off The Mainline ... Page 7
 NER-MIG ... Page 8
 Railroadiana ... Page 9
 For The Railettes ... Page 10
 RailBooks ... Page 10
 On The Schdule ... Page 11
 From The Divisions ... Page 11,12

Officers

President:

William S. Parker
65 Coweaset Drive
Brockton, MA 02401

Vice President:

William Mischler
1564 Regent Street
Schenectady, NY 12309

Secretary:

John MacGown
32 Liberty Road
Valley Stream, NY 11580

Treasurer:

Peter Barney
567 Rockdale Avenue
New Bedford, MA 02740

Office Manager: Membership

R. Roderick Brown
79 Hemenway Road
Framingham, MA 01701

Achievement Program:

Don Howd
10 Old Randolph Street
Canton, MA 02021

Perm. Conv. Chairman:

Jack Alexander
111 South Street
East Bridgewater, MA 02333

Model Contest Chairman:

Brian C. Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096

Photo Contest Chairman:

Peter A. Watson
65 Branch Road
East Bridgewater, MA 02333

Directors

Canada:

Norman Guinard
9 Dube Street
Edmunston, NB

Connecticut & Rhode Island:

Brian C. Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096

Long Island & NY City:

John A. MacIntosh
150 Kildare Road
Garden City, NY 11530

Massachusetts:

Wayne R. Craigie
26 Thurman Park
Everett, MA 02149

New Jersey:

Richard C. Laube
13 Yorktown Road
East Brunswick, NJ 08816

New York State:

James Heidt
20 Fourth Street
Camden, NY 13316

Northern New England:

Edwin R. Permon
385 Donald Street
Bedford, NH 03102

Past President:

David W. Messer
12 Hillview Court
Wyantskill, NY 12198

From The EDITOR'S DESK

By Kenneth May

When I presented the comments of Charlie Reynolds in the last issue of the **Coupler**, I thought I might stir up some comments from the membership. In actuality, the overwhelming sound of snoring has resounded throughout the hills and dales of Stafford, Connecticut. Do any of you out there care at all?

Since April 15th many things have been happening to me - both with regard to the hobby and my family. First, most of the arrangements for our moving into a larger house are almost complete. This should be taking place about September. This will make the fall season very busy, but will also provide a large basement for a future model railroad. The spring was very busy with an excellent convention in Harrisburg. I would like to thank Jon Sem from the Sunrise Trial Division for his excellent write-up on Harrisburg. It turned out that Jon and his wife went to several different activities from those I attended. Happily, that allows me to add coverage of those other events. I would like to note, however, that most of the report is Jon's. Thank you again Jon.

In Harrisburg I also had the pleasure of a face-to-face with Rick Shoup, our Eastern Vice-President. He had some very nice things to say about the NER and the **Coupler**. I hope I remembered to invite him to come up to Providence this fall. There are some nice model railroads north of Baltimore, Rick!

President Bill Parker's comments elsewhere in this issue concern ways in which the NMRA is attempting to address the issue of 'what do I get for my membership fee'? The searching for answers to that question is not restricted to just the National

NER COUPLER

#144, Summer 1985

Official Publication of the Northeastern Region, National Model Railroad Association. Published four times a year.

Kenneth May, Editor
77 Wales Road
Stafford Springs, CT 06076
(203) 684-2570

Address changes should be sent to the Office Manager. All other material should be sent to the Editor.

From The President's Pen

By Bill Parker

A considerable amount of time has been spent at recent NMRA Board of Trustees meetings concerning the subject of membership. How can we reverse the trend of declining membership? What can we do to bring new people into the organization while simultaneously maintaining the present enrollment to achieve an overall increase in total membership?

There is no singular or simple answer to these questions. In fact, there may be as many answers as there are members. The problem can be broken down into a manageable number of segments for consideration and analysis. The answers lie in the results from the implementation of the plans devised by the Board of Trustees for guidance and the membership's acceptance of those ideas.

The answer to the NMRA's membership problems would seem to lie in a combination of three basic considerations - Promotion, Participation and Pride.

Promotional activities have already been planned and implemented at the National level under the leadership of Jim Hammer. New membership brochures and membership questionnaires have been printed and distributed to all Region Presidents. (These were distributed to your area representatives at the NER Board of Directors' meeting on May 19th.) Additional promotional material will be produced and distributed by the NMRA in the near future.

Now comes the important part of this activity - you have in hand what the NMRA can do for you, now what can you do with that material to aid the NMRA? The material in a box is no good! You have to take the initiative on an individual basis and see that the promotional material gets into the hands of prospective new members. The secret of success of any promotional campaign really lies with you - you the individual member. The National can and will supply the material, you provide the promotion using that material and your enthusiasm!

Participation is the second key consideration in achieving an increase in membership. Participation by the entire membership in all functions and activities sponsored by the NMRA. Don't be a cellar dweller - get out and become active in the organization. Attend the NMRA National Conventions, Region Conventions, division activities and club shows. Participate in the NMRA achievement program. Volunteer to judge or put on a clinic at conventions. Partake of the fellowship, information, activities and recreation available at all levels of NMRA functions.

The Northeastern Region currently has approximately 1,000 dues paying members. Only 20 - 30% of this membership generally support the NER by attending Region conventions. Remember, the benefit you receive from membership in the NMRA and its subdivisions is directly proportional to your participation. The various elected and appointed officials can plan the functions, provide a place and prepare a program - its up to you to participate. Your participation will encourage others to join the organization and partake of the benefits available to the membership. There is strength in numbers.

Pride in the NMRA and its subdivisions, the regions and divisions, is the third major consideration in the size of membership. Pride in the organization comes from pride in yourself and your fellow members based on your accomplishments and sharing of fellowship with other model railroaders. You should be proud of your talents and proud of your hobby - why not tell others about it.

Remember, the National Model Railroad Association is the parent organization. Regions, divisions, model railroad clubs and special interest groups (SIGS) are the offspring of the parent

organization. If you are proud of your own layout, club, division and/or region, you should be proud of the parent organization.

Pick the things you really like about the NMRA and stress those points when talking with others concerning the organization.

The NMRA is not a group of politicians and committee members, the NMRA is you! The organization is what you make it. Promote the ideals and activities of the organization, participate in the individual and group activities and take pride in what you and your fellow members are doing.

The Eastern Area Report

by: Rick Shoup, Eastern VP

The Phoenix EC/BOT Conference

Thirty of the NMRA's finest volunteers (The EC/BOT) met at Phoenix AZ for the 1985 Mid Year Management Conference. President Paul Shimada called this meeting a day earlier than in the past in order to have enough time for everything to be talked out and all decisions made without having to work into the wee small hours of each morning. As you can see, his idea was correct and this allowed us to relax a bit, enjoy a little sunlight and travel around the fair town of Scottsdale. Tom Draper had rented Jetney buses for the two days and had enlisted two very nice modelers to drive us around. They also provided rides to and from the airport which saved \$8.00 per person each way.

The photo was taken at a small public park that featured **TRAINS** as its theme. Only Elaine Jones, Trustee from PNR is missing. Yours truly is standing directly in front of that vertical column. Bill Parker is on the stairs wearing the white cowboy hat. Bill Becker is kneeling in the front row (with camera hanging from his neck). President Paul Shimada is behind Bill Becker's left shoulder. Bob Dupont is behind him with the sunglasses on. Eric Lundberg took the photo using my camera.

At the start of the combined meeting, each of us stood up and gave our name, region and occupation. I was impressed with the wealth of knowledge and management experience contained within this EC/BOT. It sure showed during the conference. Much was accomplished with little or no complaining, as had been the norm in years gone by. Notice also that we are all within a few



The Eastern Area Report (Con't)

years of each other in age. Mike Carlson, Sue Briggs and Larry Smith are the 'youngsters' while the rest of us are in our late forties or fifties. So we've all had time to calm down and be mature about our decisions.

By now, Bill has written an article for your newsletter about this meeting. My impressions are of a group of dedicated people really trying to work together, of Tom Draper giving the clearest and very best Treasurer's report I've ever seen and of very nice dinners and visitations to three model railroad clubs. Thanks to each for opening their doors for us.

Pennsylvania Jct '85 (Con't)

Others on Saturday chose to go on the Conrail tours in and around Harrisburg. Our group started out at the Harrisburg freight yards and shops. After being broken down into several groups, we received guided tours, lead by Conrail personnel, through the yard facilities. There we were able to see the hump yard in operation, a large quantity of older motive power in storage, and some of the repair facilities. Of particular interest were the wheel turning shop where wheels are re-contoured right on the equipment, the supplies storage facilities, and the locomotive repair facility. It was the first time I had been inside a repair facility with a multitude of equipment actively in all stages of repair. We were even able to examine locomotives manufactured by both GM and GE with their prime movers opened up for repair and overhaul.

Next we were bused across the river to the through yards and refueling facilities. Harrisburg has facilities for refueling trains either on the main line, or when breaking them down into major sections. Also adjacent to this facility is one of Conrail's welded rail facilities. We were given an escorted tour that covered the operation of this plant from the beginning to the end. It is quite a fascinating operation, which demonstrates the ways in which the railroad reuses much old sectional rail from abandoned rights-of-way. While we were at the control tower near the fueling pads a steam excursion train passed through Harrisburg being pulled by a Pacific. All the steam buffs felt that had made their day.

Another group took the all day trip to East Broad Top. Here they had the usual EBT trip up the valley to the wye and back. The EBT did everything right for the group, including photo run-bys. After return, the group was allowed to roam the shops and facilities to photo much of the equipment. Others walked across the street to enjoy riding the Shade Gap trolleys

The banquet that evening was preceded by a cash bar and then we all made that mad dash to reserve a table for our friends. Unfortunately the tables are not large enough to seat all those you would like to sit with, so you are forced to make unpleasant choices. The food and service was better than most banquets my wife Maggie and I have attended. The Americana Host did a wonderful job. The speeches and awards were brief and well done.

As if all this activity wasn't enough to keep us all jumping, there were clinics and videos all four days of the convention. Many nationally known people gave clinics, most twice so more attendees would have a chance to see them. Those I attended were done with the customary level of excellence one becomes accustomed to at National Conventions.

So as you can see, this was a wonderful convention. If you were there, I hope I have presented a fair description of the convention you attended. If you were not there, I hope you have the flavor of what you missed. The next NER Convention will be November 1 thru 3, 1985. BE THERE!

Pennsylvania Jct '85

Contest Report:

by Brian Whiton, NER Contest Chairman
Rima Carver, Pass Contest Chairperson

At Pennsylvania Jct '85 the model contest and photo contest contained many entries. It was quite a challenge to be a part of the judging of all those models.

Considering all the categories and awards given, I decided to report those awards won by NER members in the contest.

Steam Locomotive:

3rd Place - Alex Zelkine - Sn3 Shay #21

Structures:

1st Place - Jean LeBlanc - Deck Truss Bridge

Model Contest Best In Show:

Jean LeBlanc - Deck Truss Bridge

In the photo contest the following NER members were given awards.

Black & White General:

2nd Place - Paul DeLauniere

Color Steam:

2nd Place - Dan Monahan

Color Diesel:

2nd Place - James W. Hoffman

In the non-rail craft contest there were no region listings available. There were three categories: non-rail related crafts, rail related crafts, and art. A best in show was also awarded.

Best In Show:

Karen Miskel - Hand carved wooden doll

Non-Rail Related Craft:

1st Place - Karen Miskel - Hand carved wooden doll
2nd Place - Sandy Gruber - Counted Cross Stitch
3rd Place - Helen Reed - Hand Knit Sweater
HM - Virginia Wiman - Counted Cross Stitch Sampler

Rail Related Craft:

1st Place - Louise Colburn - Counted Cross Stitch
2nd Place - Diane Salvatore - Cross Stitch Apron
3rd Place - Lee Alexander - Counted Cross Stitch
HM - Michael Taylor - Hand Hooked Rug

Art:

1st Place - Marian MacDonald - Pastel Wolf's Head
2nd Place - Donald Adams - Maine 2' Locomotive
3rd Place - Jon Linz - Pen & Ink Boston bound #3106

A Pass Contest was also held at the Pennsylvania Jct '85 convention.

Pass Contest:

HM - R. Wohlgemuth

SHOP TALK

by Brian Whiton

Let's discuss the infamous words "Typical Prototype Practice." This is the key phrase in analyzing conformity on models submitted without prototype documentation. A model submitted without documentation of its prototype usually results from it being a "free lance" model. It could be that the builder has a specific prototype for his model but, for some reason, has not submitted the plans or photos to corroborate the construction details. This is extremely unwise. Always give us, at least, some overall photo views or general plans to check the model against. Without them the judges may make assumptions that will hurt your point total.

Typical prototype practice is the measuring stick used to judge freelance models. If your model is a bridge, for example, the trusses should be constructed and assembled in a manner generally used on similar structures. I once had a close call here. I built a model of a covered bridge. I intended to furnish pictures of the outside of the bridge to support judging while dismissing the trusses as typical prototype practice. I might have succeeded, too, if I had submitted the model since I assembled the typical trusses with the cross beams, the beams which support the deck, clustered near the intersections of the truss beams. That is typical practice. Had a sharp-eyed judge noticed, however, the beam arrangement barely visible in the prototype pictures, he would have seen that the prototype was atypical. The cross beams were incorrectly evenly spaced between truss intersection on the prototype. My model was totally incorrect. I was heartbroken. I could have, of course, submitted the model as typical prototype practice and have been technically correct, taking care to omit the photos. Or submitted with photos accepting the point loss. I did neither. My ego would not allow the latter and my conscience would not allow the former. Instead, I have a pretty but incorrect bridge to use on my layout until I can build its proper replacement.

Had I built the bridge exactly to prototype and submitted it without photos to corroborate the atypical feature, the judges would have been justified in withholding points for conformity.

That same bridge, by the way, had several incorrectly spaced rafters which, if modeled but uncorroborated, would likely have been viewed as a construction error in addition to not conforming.

You can see the need for plans and photos, or close adherence to normal practice.

Now I'd like to talk about typical prototype practice as it relates to the apparent alive appearance of the model. This is mostly directed at structures and dioramas, but rolling stock can also be included.

So as not to overlook rolling stock, let's look there first. On a locomotive which is in service, there are telltale signs of life even if the engine is spotless and parked on the ready track. There should be coal in the tender if the engine is indeed spotless. How much coal? Well, we are on the ready track so it should be mounded full height. If we were on the arrival track it should be well down on the backboards

with a distinct pocket where coal has been removed. Once on the A & A we decided to use all the coal in the tender to get the old crud out of the bottom. Fortunately, our needs were small on any given trip so we could almost scrape the bottom. It seemed almost silly seeing the coal bunker virtually empty. Another sign of life on locos is the lube oil cans on the shelf over the firebox door. If you are modeling a full backhead, as is often the case today, these should be present. Many engineers did not where gloves but kept a rag hung on the upper trycock to insulate their grip should they choose to adjust any hot valves. Of course, the firman's shovel would be shoved under the mound of coal in front of the tender opening when not in use. Putting the hot fire rake back over the cab arch was a pain so it spent most of its time laying on top of the coal pile. And, of course, we should not forget the engine crew which, by the way, usually included the swing breakman half of the time. Try not to leave off the apron if you can live with it mechanically speaking. It adds a lot to the appearance of the model.

On freight cars with visible loads, such as gons and flats, leftover donage and banding is common. For Hoppers and rock gons, some traces of the load would be evident even if not loaded. Grain boards on some of your box cars are a nice touch or a leftover pallet or two remaining inside.

On cabooses, we can have a field day, if there is an interior. Crew, food and utensils, trip reports, boots, marker lamps being cleaned, sundries in the Head, coats, slickers, all can imply that the scene is truly alive.

With respect to structures and dioramas, a lot can be accomplished with figures alone. These should be placed in a manner which will not annoy the viewer with "frozen motion." I've covered frozen motion before, but it is very important. What we wish to achieve is implication of motion or life in a static display. If we see a man directing the movement of a crane, we can accept his frozen state, but we expect to see the crane move. If, however, he is obviously giving a stop motion while looking over his shoulder as he consults his foreman for instructions, we have a static scene which implies that motion will resume as soon as we look away. A figure frozen in midstride on his way to the outhouse is both obviously frozen and in considerable discomfort.

Autos can be just as convincing or unconvincing, depending on their placement. Stopped in the middle of the road seems irregular. Stopped in the middle of the road adjacent to another auto coming the opposite way with the drivers obviously engaged in conversation is much more acceptable. Autos stopped at a grade crossing only look correct while the train is passing but, add a flagman who obviously knows of another train soon to pass and the lack of motion is explained. Ever put a lineman on a pole. Did you forget poles?

Little things can go a long way, too. Wash on the line, a window open with curtains drawn out by the wind, open door on an auto, cat napping on a window ledge, water puddled under the spout of the tank, welding arc emanating from the shadows of the engine house, tools spread about, a ladder at the side of a partially painted structure, "men working" signs; these all add life to a scene.

Shop Talk (Con't)

If you have sound on your layout, be it the natural whine of a Hobbytown or more sophisticated synchronous sound, then add it to other sources, too. Bill Sproull and Bill Kennedy both have "the other side of the tracks" modeled with appropriate honky-tonk music. How about sounds of an air hammer and other tool noises at the engine house, not to mention airpumps on those standing engines. What about general background noise like crickets?

If you have a crossing flasher, why not flashing lights on that tall smoke stack? Try black light and appropriate paints to put headlights and taillights on the autos as did John Allen and others. Does your crossing flasher have a bell? Does your windmill have a squeak? Does your oil well pump? Do the lights in your structures wink on and off according to the time of day?

It is not inconceivable to do all of these on a contest model.

PROMOTION & MEMBERSHIP

By Jim Heidt

Hello from the NER Promotion and Membership Committee! Sure, it's an 'impressive' title but we're just the 'new kid' on the block, having been revitalized by President Bill Parker. As the newly appointed chairman, I look forward to the enjoyment of promoting our Region right along with you!

Some of the prior efforts and services that you and I might consider basically 'promotional' in nature were performed by various NER interests and members. That will remain the case, but our committee will try to help out by providing assistance in order to unify those efforts a bit.

Don't get me wrong! We are not and don't want to become a slick 'Madison Avenue' operation that screams 'Buy, Buy, Buy the NMRA!'. At all costs, our very first priority is to keep ours a grass-roots effort by all NER members throughout the Region. Also, our main emphasis will be without a lot of hype, but will reflect to all modelers in our Region our enthusiasm for what the NER really is: a great group of modeling friends that have a lot of fun together with model railroading. We will help by providing the tools and energy and support if you help out with your ideas and personal promotional effort. So, what's the committee agenda?

Our first focus will be to get increased participation from present NER members. You know, if you think about it, our excellent **NER Coupler** is almost entirely a promotional tool in and of itself. But just reading the **NER Coupler** as the sole benefit of your NER membership is not enough...really folks, NER conventions and contests and clinics and programs and services are a **LOT OF FUN!!**

It's our job to encourage you to 'test the water'. Attend a Region convention near you and you may get 'hooked'. Enter a model contest under our Region's innovative and progressive contest program by taking advantage of the new kitbashing category. Now that the NER photo contest mirrors that of the NMRA national, try that

contest also. Take some notes and learn from your buddies at NER clinics. Build an NER/Modu-Rail II module for our module displays. Plan on helping/attending/enjoying what should be a super NMRA national convention: **Minute-man '86** in Boston. Develop your modeling skills within the newly reorganized achievement program under the chairmanship of Don Howd. Get the idea?

Our other focus is to make the non-member modeler in our Region aware of the real benefits that the NMRA on the local NER and Divisional levels has for him or her. At the bottom of all the above-listed services and programs and more not even mentioned is this: the fun and fellowship of getting to know a lot of very good people through model trains!!

Sure, we have our problems and, in one way or another, every NER member projects an 'image' of our Region... and that makes every one of us a 'member' of this committee. Sit down and objectively consider the value that the NER offers to the hobby. Hopefully, you'll not only remain a member but also trade in your passive membership for an **active** one as NER committees and services gear up to improve their quality and quantity.

In closing, the next issue of the **NER Coupler** will outline some of our specific plans. But we need you to help out! Do you have any membership or promotional ideas or services in mind? How about volunteering to help out when the time comes? Simply drop a line to me at P. O. Box 195, Camden, NY 13316. Thanks!

SOOT & CINDERS

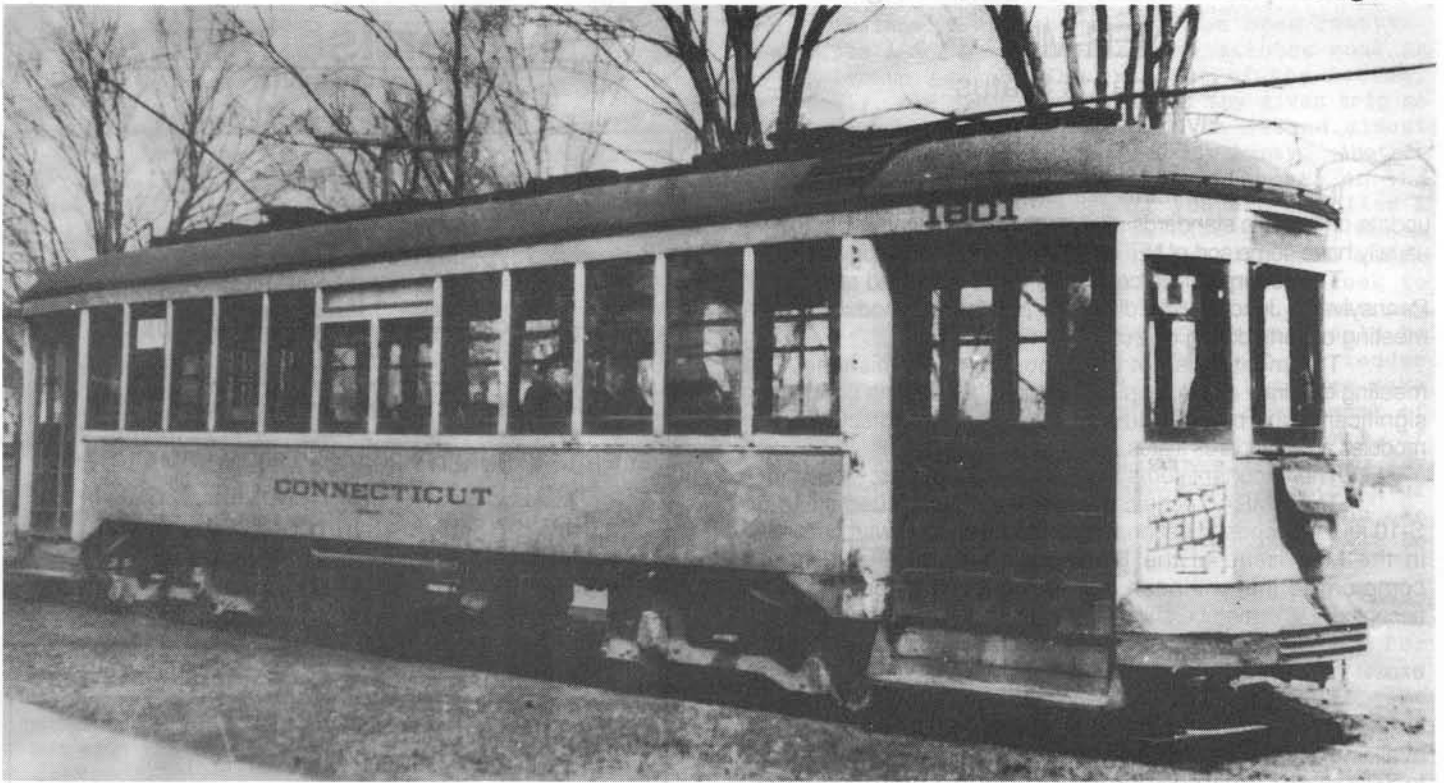
by Richard M. Hanschka

Mass transit is discussed, studied and in some cases redeveloped as a form of the old trolley car. The electric car was efficient as it required about 1 HP per person to operate a loaded street car. Most lawn mowers are several horsepower. Some of us have ridder cars powered by such a moter, but it hardly qualified for automobile transportation.

At one time the Connecticut Company was part of the New York, New Haven & Hartford RR. It operated separately with much lower comparable salaries. Street car and interurban service spread out like a spider web over the northeast. In modeling a street car or interurban line remember that it was built usually to serve people and goods moving to a city center. It carried workman to city jobs. During the day it might carry local freight like newspapers, mail order catalogs, U. S. Mail, or small packages to the suburbs. Trolley lines swept the streets and plowed the snow.

I can remember trolleys lined up to meet trains in Newark. Then the street cars left on various routes only to re-assemble for the next train at the station. This could work out fine with a large city scene. It would be a great excuse for a small hidden loop to run lots of trains, freight or passenger, and have your trolley meet them. For example at Newark, NJ the DL&W ran over fifty passenger trains in an eight hour shift. There were six to a dozen freight trains passing also with an endless trail of various colors indicated different routes. Later only the route number differentiated them so you could use one car or many as you prefer.

The trolley lines have passed on for many of the same reasons railroads in general are having a difficult time. The cost of maintaining equipment and right-of-way and paying taxes, combined with the popularity of the automobile forced most trolley lines to cease operation. Yet trolleys offer the opportunity to pack a lot of activity into a small area. Don't forget to consider trolleys on your layout.



OFF the MAINLINE

by Bob VanCleef

Most model railroaders, even those who are new to the hobby, are modelers, not electronics experts. As such, model railroaders are usually quite familiar with the wide variety of car kits, buildings, details and a host of materials peculiar to the model building phase of the hobby as well as their cost and availability.

Model railroaders who venture into the realm of electronics, however, are often faced with the lack of knowledge of available electronic components, data sheets on how to use them, and sources to obtain them. A simple light emitting diode (LED) that could be used for signals might cost 3 for \$5 at the local hobby shop, 75¢ each at a radio store such as Radio Shack, or as little as 12¢ or less thru mail order houses. With this in mind, I would like to suggest a few ideas that might save a bit of time and a lot of money for those starting electrical projects for the first time.

A quick and general knowledge can be gained by ordering a couple of 'data' books listing the generic type of devices commonly available. The first book would be on 'gates'. Title variations would be "TTL Logic", "7400 Series Logic Circuits", or "Digital Circuits". These titles are different names for the same general type of circuit contained in the IC chips listed in most magazine articles. They will give information as to what the component is, how it operates and cross reference to part numbers that will do the same function. The second book I would suggest is a book on 'linear circuits' that has a chapter on 'voltage regulators' and a chapter on 'comparitors'. Both of these types of circuits are usually found in the same book and may be listed under 'MOS' and/or 'CMOS' circuits. Both of these books should also contain a cross-reference section as many manufacturers often build

EXACT replacements that have completely interchangeable characteristics. Another section of the book should also give a two or three page summary of how to use the components listed. Just a few minutes of reading these pages can often take most of the mystery out of using the parts.

Obtaining electronics parts is often best done thru mail order for reasons of both cost and quality. Most have toll free numbers for ordering parts and will accept credit cards. Delivery is anywhere from 10 to 20 days. Here are a few sources that should be considered.

ACTIVE, P. O. Box 9100, Westborough, MA, 01581, 1-800-343-0874; Most complete overall stock of all sources. Prices are moderate to high.

RADIO SHACK, (see your phone book for nearest store); Inexpensive hardware, some bargains but usually expensive. Often second quality or specific part type discontinued, limited selection.

EDLIE ELECTRONICS, 2700 Hempstead Turnpike, Levittown, NY, 11756, 1-800-645-4722; Best buy for instruments and printed circuit board materials. Also has a good selection of transistors, heat sinks, tubes.

JAMECO ELECTRONICS, 1355 Shoreway Road, Belmont, CA, 94002, 415-592-8097; Best buy for most IC chips, hardware and some components. Also good computer supplies and LEDs.

DIGI-KEY, Highway 32 South, P. O. Box 677, Thief River Falls, MN, 56701, 1-800-334-4539; Best buy for some IC chips, LEDs, transformers, wire, relays and some hardware.

JDR MICRODEVICES, 1224 S. Bascom Avenue, San Jose, CA, 95128, 1-800-662-6279; Very limited inventory but often lowest cost for commonly used parts. (See advertisements in current radio/electronics magazines).

NER-MIG

Standards Status

By: Edwin R. Permon

It has become rather standard for me to provide some update on module standards after each of NER's conventions. We usually have some sort of NER-MIG meeting at each convention.

The recent spring convention was the quad regional at Pennsylvania Junction 85. I did manage to have a module interest meeting of sorts during one of the clinic times.

The meeting is not the important news this time. The meeting did draw a few people from the other regions but nothing significant took place. It turned into a general discussion of modules and standards status.

The important items this time are as follows:

The NMRA Technical Department has issued standard S-10 as the proposed national module standard. It was published in the May issue of the **Bulletin** if you missed it. It is a compromise that will need review feedback before it can be accepted by the membership.

I have already heard various comments and critiques. I expect that the Tech Department will get much feedback.

I have come to realize that local group standards are shaped by what the group wants to do with modules and the available components for the interfacing. This will have to extend to S-10 as well. What does the NMRA want to do with modules??

The other important news this time concerns the NER MODU-RAIL II standard. MODU-RAIL II was ratified by the NER Board of Directors at the mid-May meeting. There are still some outstanding critique items to be resolved, but the core dimensions and philosophy remain intact. The BOD was able to act on this since the core is unchanged.

The Board's actions on HO and N scale standards passed as follows:

The SP (specification) pages of MODU-RAIL II were accepted as THE NER HO module standard (with some minor changes still to be done).

MODU-RAIL II is accepted as the recommended NER HO module document.

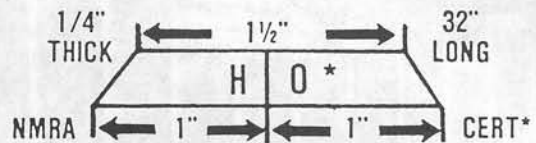
NTrak is accepted as the NER N scale module standard.

Updated copies of MODU-RAIL II should be available for distribution by the end of the summer (August - September). Actual availability will be announced in the **Coupler**. There currently exists the potential for multiple distribution channels. Watch this space for further announcements!

Advertisements

NEW PRICES

HOMA-BED®



- HO-S-O QUALITY ROADBED FROM HOMASOTE®
- FOR ALL TRACK - FLEX. HANDLAID. SECTIONAL
- CURVE TO 15" RAD. IN HO - HOLDS SPIKES
- 48' HO BOX \$17.50 - 72' HO BOX \$25.00
- SAME PRICE EAST OR WEST
- UPS INC. IN PRICE - N.Y. RES. ADD 7% TAX
- 32" UPS SAMP./DET. HO \$2.50 - S AND O \$3.00
- SUB-ROADBED SSAE FOR INFO./PRICE

BO MANUFACTURING

RD 3 BOX 357-B, KINGSTON, N.Y. 12401

See Your Hobby Shop - Look For Display Sign

Dealer Inquiry Welcome

8 FOOT PACK AVAILABLE IN HOBBY SHOPS

MEMBER N.E.R.

HISTORY — PRESERVATION WORK

READ THE



Railroadiana

Railroad To The Presidency by Stan Bradley

Throughout the years many railroads have transported the President of the United States back and forth across the length and breadth of the nation in connection with their various affairs of State, but only one of them attained that office while riding a train. The story appears to have been overlooked throughout the years, but it had a most exciting ending nevertheless.

It was way back in 1901, and President McKinley was on a speaking tour. In those days there were no radio or TV, and dignitaries had to go direct to the people with their message. It was at Buffalo, N.Y. that disaster struck. A shot was fired from amidst the assembled throng, and the President fell mortally wounded.

Vice President Teddy Roosevelt was on a "camping trip" in the remote Adirondack forests on Mount Marcy. It was midnight when a local woodsman brought him the news of the assassination. Far below in the valley lay the tiny hamlet of North Creek, a station on the Delaware & Hudson R.R. A guide was immediately dispatched there to rouse the station master, with instructions to order a train made up immediately for the emergency run to Albany.

In front of the Ranger's cabin on present day State Highway 28-N you can still see a marker reading:

NEAR THIS POINT WHILE DRIVING HASTILY
FROM THE TAHAWAS CLUB TO NORTH CREEK
STATION AT 2:15 A.M. ON SEPT. 14, 1901
THEODORE ROOSEVELT BECAME PRESIDENT
OF THE UNITED STATES AS WILLIAM
MCKINLEY EXPIRED IN BUFFALO.

It must have been quite a sight to see the entire entourage galloping madly down the wooded mountain trails of the Adirondacks in the middle of the night. When they stopped to change horses at Alden Lodge, its proprietor, Mike Cronin took over to drive the final lap of the journey to the head of the rails. The story is told of how, in later years, Mike would enthral the tourists with the story of that rugged night ride, only to sell them the shoes that his horses were wearing -- several barrels of them, in fact!

Upon arriving at North Creek station, they found that the D & H had somehow been able to gather an engine and several cars. This special train was waiting for them, with steam already up, and it took off immediately with rights over everything on the road (which was not very much at the time). The little toy-like train with its unexpected load of dignitaries rocked and jolted as it careened its way through the dense forests of Upper New York State, on its way to Albany. There it made a connection with the New York Central main line, bringing the new President to his swearing-in ceremonies, thus preserving the continuity of the national administration.

We can imagine the scene of bedlam and frantic confusion which must have existed during the progress of that little train on a strictly improvised schedule. The fact remains that in those days the railroads were our only means of anything more than local transportation. They had to be ready for just about everything, and were frequently called upon to do the difficult, if not the impossible. The amazing part of it is that they usually succeeded, and this was a prime example of what they could do in a sudden emergency.

Highway 28-N has been paved since the Bull Moose battled the little mountain trails on his way to fame, but most of the surrounding countryside has seen little change since that time, except for having been heavily logged out. The area is now part of the 5 million acre national park (largest in the nation), called the **Adirondack Forest Preserve**, destined to remain forever wild. Teddy would have liked it that way, just as he enjoyed the wild train ride which became part of history.

RAIL BOOKS

by Kenneth May

CTC-16e: A model railroad command control system you can build; Keith Gutierrez, Kalmbach Publishing Co.

When the original series on CTC-16 was published in **Model Railroader** magazine in 1979 - 1980, I became very excited over the concept. Personally, I feel command control is the best way to go.

For those who like to tinker, or are interested in saving money, the CTC-16e system is an affordable alternative. And the CTC-16e contains two significant improvements over the original system. They are:

- the T-Bus; a facility which allows the multiplexing of sixteen throttles thru a three wire cable
- a new receiver with a long thin PC board to fit into an HO scale diesel unit

The book contains an overview of the system and how it works. But you don't have to be an electrical wizard to assemble this command control system. The construction is laid out in an item by item, step by step fashion. All parts lists are included, and there are checkpoints along the way at which testing will help reduce the chance of a serious construction error. Also included are some suggested suppliers of the parts for the system. However, if you don't want to chase after parts on your own, complete kits may be purchased from Mr. Gutierrez.

The book also contains some information on enhancements to the system that have been developed by others. These take the form of more elaborate throttles, signal systems and the potential for computer interfacing. An Appendix provides some technically oriented trouble-shooting information.

The couple of times I have seen a CTC-16 system running I have been very impressed. I am beginning construction of my own CTC-16e, and will be happy to report the results.

HO Narrow Gauge Railroad You Can Build; Malcolm Furlow, Kalmbach Publishing Co.

Somewhere deep in the hearts of most model railroaders, there lies a hidden interest in narrow-gauge railroading. Malcolm Furlow has taken a very seductive approach to opening up that interest by building the "San Juan Central", an HO_{n3} model railroad that fits in an 8' by 10' space, and then describing the step by step process he used to build it. This delightful little railroad has already caused two model railroaders I know to rip up portions of their standard gauge to put in narrow gauge.

Well, anyway, Malcolm is a superb modeler who has done a fine job with this railroad. Yet he uses techniques and materials that are applicable to all styles and scales of model railroading. The book contains excellent commentary written in a warm, friendly style. Malcolm is a professional photographer, so the 120 black-and-white photos and 32 full-color photos give the reader an excellent idea of what the model railroad looks like.

For The RAILETTES

By: Rosella Nash, National Railette Co-ordinator

The following article is taken from the Los Angeles Division of the Pacific Southwest Region - NMRA, **The Coupler**, 1963. I received permission to reprint the article from the Editor, Bruce Metcalf.

Now, I would like to give you a bit of background on the author, Murial R. Vander Veen. Murial was a modeler first and foremost. Some say she was a better modeler than her first husband, Harvey J. Vander Veen, with whom she built the Vodka & Rocky RR and Thumb Butte Lumber Co. Active in the Los Angeles Division for many years, Muriel was elected Chief Clerk in 1957, serving during Whit Towers term as Superintendent. Though she no longer lives in the Los Angeles Division, has remarried and taken a new name, Muriel's interest in model railroading continues unabated, and her appearance in the Division is not an unknown occurrence.

I plan to continue with other articles that Railettes have written. In this way the new members will learn more about the organization. It will also refresh the memories of the older members and spur them on to become more active.

WOMENSTOUCH

Not all people enjoy model railroading, but it is amazing how many women are interested. That doesn't mean that they are involved in every facet of the hobby. Many women are interested in knitting, sewing, painting or ceramics and think nothing of their husbands lack of interest in it. They usually confine their work on these to the hours their husbands are not at home, but it is almost impossible for a man to work on any hobby when his wife isn't about, at least part of the time. The reaction of individual women to railroading varies greatly. Some are very active in all phases and others violently oppose any time their husbands give to railroading.

There are many things a woman can do that do not involve active participation; a kind word on the subject, or a cup of coffee, or a suggestion of something she has seen recently that would fit into a certain corner of the layout. Quite a few women seem to have the knack of noticing the things, like the little extra touches, such as people and clutter that make a certain spot seem more real. Painting scenery or landscaping is very interesting and doesn't take experience. All it takes is the will to try, observation and sometimes a picture of ideas. If the scenery isn't right, it can be changed without any damage to the operation of the layout.

I have met several women who are actively involved in model railroading, whose husbands couldn't care less for the hobby. Quite often they started because Junior wanted a train for Christmas and Dad couldn't be bothered. They have stayed interested after Junior's interest wained. These women you never hear about unless you are in the hobby shop when they are asking for advice. Then there is the woman who likes to build and does a pretty good job of it. A friend of mine (non-railroader) came over not long ago with a locomotive she had made for me. She was learning to decorate cakes and made it from cookies, candy and icing (even had cotton for smoke). It was very near complete, considering her lack of knowledge; about all that was missing were the drive rods. Another woman I know collects her own brand of railroadiana, jewelry, ceramics, and material from which she makes shirts for her husband and dresses for herself.

If your wife wants to try and do something on your layout, for heavens sake don't laugh or discourage her, but then again, don't try to force her into an interest she doesn't have. When did she last give you a pair of knitting needles so you could

join her in her hobby?

Author: Murial R. Vander Veen

There will be other articles from other Railettes and we hope to hear from some of the newer members and also the older members.

SEE YOU IN MILWAUKEE AT THE GOIN' HOME '85 CONVENTION.

Since Malcolm designed the San Juan Central taking ideas from several Colorado railroads, the flavor of Rocky Mountain railroading is present in his model. Malcolm also attempted to use readily available and inexpensive materials in his construction, including many plastic model kits.

This would be an excellent starter reference for anyone who feels bitten by the narrow gauge bug. Just stay away from me, it might be contagious.

On The SCHEDULE

National

July 21 - 28, 1986, Boston, MA.



July 28 - August 1, 1987, Eugene, OR.

July 18 - 24, 1988, Birmingham, AL.

Northeastern Region

November 1 - 3, 1985, Providence, RI

NER DIVISIONS

August 17-18, 1985; Seacoast Division/Wolfeboro Branch Railroad Club Show, Masonic Hall, Glendon St., Wolfeboro, NH. 10 A.M. - 4 P.M. Admission: Adults \$1.50, Child (5-11) \$.50, MAX \$4. Contact: David Collinge, 77 Horne Street, Dover, NH 03820

September 14, 1985; Sunrise Trail Division Fall Meet, St. David's Episcopal Church, Clark Blvd, Massapequa, NY. 10 A.M. to 5 P.M. Meet will feature videos, slides, clinics, contests. Contact Bob Gatland, Box 174, Old Westbury, NY. 11568.

September 15, 1985; Central New York Division Meet, Plainview Fire Station #2, Memphis, NY; 2 P.M. - 4 P.M., "Scenery Day". Contact: Jim Heidt, P. O. Box 195, Camden, NY13316.

October 20, 1985, Central New York Division Meet, Bill Swain's home in Rome, NY; 2 - 4 P.M. Enjoy a fine model railroad, and participate in **Diorama** contest. Contact: Jim Heidt, P. O. Box 195, Camden, NY13316.

October 27, 1985; Nutmeg Division Annual Train Show, Rockville High School, Vernon, CT. 10 A.M. - 4 P.M. Admission: Adults \$1.50, Child \$.75, MAX \$5. Contact: Joe Sokol, 12 Regan Rd #12, Vernon, CT 06066.

November 2, 1985; Seacoast Division Fall Show, Hasty Community Center, Pettingill Park, Auburn, ME. 9:30 A.M. - 4:30 P.M. Admission: Adults \$1.50, Child (<16) \$.50, MAX \$4. Contact: Allan R. Thurston, 367 Center St., Auburn, ME 04210.

November 16, 1985; Hub Division Fall Show, Minuteman Vocational Tech High School, Marrett Rd (Rt 2A), Lexington, MA., 10 A.M. - 5 P.M. Admission: Adults \$2, Child \$.75, MAX \$5.50. Contact: R. Roderick Brown, 79 Hemenway Road, Framingham, MA. 01701.

OTHER EVENTS

Due to space restrictions the **Coupler** is unable to list the many railroad and model railroad events taking place in the Northeast. A very complete listing of all events is produced by:

Railroad Information

77 Horne Street

Dover, NH 03820

For the subscription price of \$5 you will receive at least two listing per year.

level, however. On May 19th, the NER BOD meet again for about six hours to try to focus in on the activities of the Region. Many, many items were discussed at length. I will try to cover a couple of them for you here.

One of the first questions was, "What does the NER offer a member for his membership dues"? Researching this in the NER Constitution, the answer is: four issues of the **Coupler** and two social conventions a year. The BOD would like to provide other services to the membership, but is restricted to what can be afforded with the limited funds available and the small amount of manpower that has been volunteered to date. A lot depends on you! One of the areas in which the BOD is working very hard is the revitalization of the achievement program. Efforts are under way under Don Howd to make the program more accessible to you. But it will take your effort to become involved. Another way in which the NER is trying to offer something to the members is with MODU-RAIL II. The NER is bucking the national a little, perhaps, since the NMRA hasn't yet accepted a module standard. NER is going ahead with MODU-RAIL II as the system that will be used at Boston '86. Hopefully, copies will be available this fall - watch this space for the announcement.

There are other areas of concern in interest in the area. Yet until they are defined to the BOD, it is very difficult for them to be addressed. If you have something you'd like brought up, feel free to let me know, and I'll raise it at the BOD meeting.

By the way, anyone who would like to assist with production of the **Coupler**, please get in touch with me. Some help could be used to speed up the production of this newsletter.

See you next time!

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

First Class
Postage Paid
Permit # 30
Stafford Springs
CT 06076

Robert Strobel
1203 89th St
N Bergen NJ 07047

From The Divisions

DIVISION ALOUETTE QUEBEC (English)

Members of MODU-RAIL with members of SMFQ (Société de Modélisme Ferroviare de Québec) and Univers du Rail were invited by the famous Quebec Winter Carnival to put on a show during the nine (9) consecutive days during February 1985 at "Le Vieux Port de Québec". Almost 50,000 people witnessed this presentation which included among other things a 1 1/2" scale Mogul and a CN wooden caboose plus a display of MODU-RAIL modules 12' by 28": We called ourselves "Les Compagnons du Rail" for this occasion.

March 23rd saw a meeting of DAQ's BOD (of Directors) at the same Vieux-Port organizing the annual meeting which was held at Three Rivers on April 27-28. Norman Quinard, the Canadian NER director, was present.

Friday April 26th saw the modules at Le Vieux Port dismantled and mounted on racks three at a time, and loaded onto a truck and carried to Three Rivers the next Saturday morning.

Two thousand people witnessed the show in Three Rivers during Saturday and Sunday. With the modules from Three Rivers the display was 28' by 48' in size. This was good practice for Boston 1986.

It was interesting to note the guys in Three Rivers got some sponsors, a Pub and a Transport company and made up these structures in HO scale for \$50.00. Good idea!!

Dennis Fortier, Secretary

DIVISION ALOUETTE QUEBEC (French)

Les membres de MODU-RAIL de la Capitale et les membres de la SMFQ (Société de Modélisme ferroviare de Québec) avec ceux de l'Univers du Rail ont été invités par le célèbre Carnival d'Hiver de Québec à mettre sur pied une présentation sur le modélisme ferroviare durant neuf journées consécutives en février 1985 au Vieux-Port de Québec. Près de 50,000 personnes ont visité les lieux et ils ont vu une locomotive Mogul et un wagon de queue du CN en bois à l'échelle 1 1/2" incluant également les modules de MODU-RAIL qui occupaient une superficie de 12' x 28'. La présentation s'est faite sur le regroupement des "Compagnons du Rail".

Le 23 mars 1985, le conseil d'administration de la DAQ s'est réuni au Vieux-Port de Québec pour préparer le congrès annuel qui avait lieu cette année à Trois-Rivières les 27-28

avril 1985. Norman Quinard, le directeur canadien RNE était présent.

Le vendredi 25 avril les modules au Vieux-Port de Québec ont été démontés et placés sur des supports spéciaux, trois à la fois et chargés à bord d'un camion pour être dirigés à Trois-Rivières le samedi matin.

2,000 personnes ont visité l'exposition annuelle à Trois-Rivières durant le samedi et le dimanche. Avec les modules de Trois-Rivières le réseau modulaire occupait une superficie de 28' x 48'. Ceci était une bonne pratique pour Boston 1986.

Il est intéressant de noter que les membres de Trois-Rivières se sont trouvés des commanditaires, un Pub et une compagnie de transport par exemple et ont construit les structures de ces commanditaires à l'échelle HO pour 50.0\$ l'unité. Bonne idée!!

Denis Fortier, Secrétaire

NUTMEG DIVISION

Nutmeg Division has had a quiet spring. In March we met at the home of Dick Joyce in Wilbraham. There we had an opportunity to see the progress he has made on his layout, and we also had an open slide/movie show. Dick presented slides from some of his railfanning in the Mid-Eastern states, and Bruce Meulendyke showed movies he had taken at the Valley Railroad. Also available was one of the Kalmbach videos.

In June we met at the home of Bob Richardson in Manchester. This railroad was featured at the Vernon NER convention, and it was good to get another chance to visit. Some of the fellows even had a chance to get their hands on a throttle.

There is little activity planned for the summer. We will resume activity in September. The details are not yet firmed up as two alternatives are being worked on.

Due to a conflict in dates plus the difficulty of being in two places at the same time for many Nutmeg members, we have moved our annual Train Show ahead a week. It will now be held October 27, while the NER Fall Convention in Providence will take place the following weekend, November 1-3. All Nutmeg members are requested to contact Joe Sokol to confirm plans to help out with the Train Show. It will be held again at the Rockville High School in Vernon, CT in conjunction with the High School Band.

Kenneth May

NER Fall Convention - Providence RI

Our program will feature a railroad fan trip on the little known and rarely open to the public "Seaview Railroad" at Quonset Point, Rhode Island. Inspect and photograph some of the interesting old coaches and equipment. Trains will be operating for your pleasure on Sunday 9 A.M. - 3 P.M. You will see an old Vulcan, an ancient Alco switcher and an 80 ton GE switcher in operating condition. A special feature will be a ride on one of the "Roger Williams" units built by Budd for the New Haven Railroad. This power unit seating sixty people has been recently renovated by the Flying Cloud Partnership and has once again come back to life. The veteran switchers will pull vintage cars.

Your headquarters will be the Marriott Inn, centrally located near the State Capitol Building in downtown Providence. The hotel features an indoor heated pool, health club, sauna, whirlpool, and steam bath, even a game room for the kids. Check in time is 3 P.M. Charge cards accepted for American Express, Visa, Master Card, Diners Club and Carte Blanche. Very ample free parking is available on site. Reservations should be made with the enclosed reservation card. We have been given a substantially discounted rate of \$60 per room. The hotel must receive your reservation by October 18, 1985, to honor this room rate. Come and enjoy.

Remember to invite your wife and family. There will be ladies clinics Friday Evening and Saturday morning, and a special tour is planned on Saturday afternoon on a "trolley" bus to include a guided trip through the California Artificial Flower Company and the famous Slaters Mill Historic Site and also a handcraft shop. Space is limited so you'll want to pre-register for this escorted tour. Also, she'll not want to miss the great shopping spots in Providence such as the renowned "Arcade" which is a national landmark and unique shopping experience, or the new Davol Square Market place with multitudes of shops and eating places.

Your registration will be held for you at the hotel. It will be necessary for you to provide transportation from the Marriott Hotel to the Seaview Railroad at Quonset Point. This is scheduled for Sunday on your way home. Those without autos should check with the Registration Desk for car pooling arrangements. Please wear your identification badge for admission to all convention events.

Directions to the Marriott: From the North on I-95: Take exit 23; several feet up the road, turn left around the liquor store, continue to the Marriott which will be on your right. From the South on I-95: take exit 23 and follow the signs toward State Offices; at Stop sign, turn left, continue to the Marriott which will be on your left.

The Seaview Railroad

Welcome aboard Rhode Island's youngest railroad, the Seaview Transportation Company. Here, at various times during the year, you may see such pieces of railway equipment that are sure to delight and brighten any railfan's heart. The property, normally off limits, becomes the temporary home for cars of all shapes and sizes. But first, let us begin with a short history.

The railroad began in 1941 when the United States entered World War II. Prior to this time, the Navy had developed a site at Quonset Point for a seaplane base which in a short time was expanded into a full-fledged air base. With the air base came a siding near the "main line" at Davisville to provide for the unloading of supplies and material. In 1941, the War Department contracted with the firm of Merritt, Chapman & Scott to construct a railroad from the New York, New Haven & Hartford Railroad at Davisville to Quonset Point. Soon thereafter, the Navy's Construction Battalion established a base north of the Point and the railroad was subsequently added to until the entire trackage totalled 29.37 miles including yards at both Davisville and Quonset Point.

Motive power consisted of two steamers, one known to be an 0-6-0, plus occasional switchers of the 2300 class leased from the New Haven when needed. The steamers lasted only until the diesels came in the mid-forties.

Operations, while being essentially freight oriented, also included local passenger service and several troop trains. The line's heyday was of course during the second World War. At that time a factory was located at West Davisville for the manufacture of the famous Quonset Hut, those round roofed corrugated metal buildings used by the armed forces wherever they went.

Enter the Seaview Company which was formed in February 1974 by our good friend J. Peter Verges to continue operation of the railroad. The first train under private control traversed the line the following month using locomotive #42, a leased 44-tonner from the Narragansett Pier Railroad.

Today, the Seaview Company hauls nearly all the steel used in the construction of submarines and also serves several other companies. The line has three locomotives, three pieces of track equipment and three employees. You won't want to miss this unusual opportunity to inspect the property and ride the rails of the Seaview.

Convention Schedule

Friday, November 1st:

Registration at Marriott Inn	3-5; 7-9 P.M.
Layout Visitation	7-10 P.M.
Men's Clinics	
Ladies Fun & Games with Ellie Groth	

Saturday, November 2nd:

Registration at Marriott Inn	9 A.M. - Noon
Model Contest Room	9 A.M. - Noon
Railroad Oriented Clinics	9 A.M. - 5 P.M.
Ladies Clinics	9 A.M. - Noon
Giant Train Show in Ballroom	9:30 A.M. - 3 P.M.
Ladies Special Tour (Limited to 38)	1 P.M. - 4 P.M.
Banquet	6 P.M.
Bingo	After Banquet

Sunday, November 3rd:

Seaview Railroad Open House (You Drive)	9 A.M. - 3 P.M.
Annual Meeting	9:30 A.M.

Home Layouts !

There are three home layouts open for visitation on Friday evening.

1. **North Cellar Lines**, owned and operated by William Robertson is a point-to-point railroad of the 1930's era. The main-line is approximately 200 feet long and is about 80% complete. A Dynatrol command control system is used.
2. **Neponset Ridge Shortline**, owned and operated by Ray Schofield, is a large railroad in the form of a bent oval. The main-line stretches nearly 200 feet with large yards and even has a mountain branch line.
3. **Pequot Northern**, owned and operated by Greg Pion, is being built in stages. As Greg completes one section, he goes on to the next. The main switching yard is complete and operating.

Live Clinics !

Friday Night and Saturday Day there will be live clinics at the hotel. Here is a description of some of the clinics scheduled.

1. Peter Barney - Maine 2 foot narrow gauge yards and structures. Peter is an excellent modeler, and he'll give you lot's of good pointers about modeling Maine narrow gauge.
2. Fred Love - Providence Union Station. Fred will present a look at the past, present and future of Providence Union station.
3. Donovan Lewis - "Track Detailing and Weathering". Donovan will give a lot of hints about how to make your track much more realistic.
4. Peter Watson - "Rocks n' Stones". Pete will take a look at early New England stone foundations, walls and abutments. You'll find out how they were made and how to recreate them on your layout.

Providence Convention Registration

Please Print Clearly

Preregistration Deadline October 25, 1985

Name: _____		<u>Quantity</u>	<u>Advance</u>	<u>Total</u>	<u>At Door</u>
Street: _____	Registration	_____	\$ 7.00	\$ _____	\$ 7.00
City: _____	Seaview RR	_____	10.00	_____	12.00
State: _____ Zip: _____	Ladies Tour	_____	5.00	_____	6.00
Names of others in your party	Banquet	_____	16.00	_____	18.00
Name: _____	Total Enclosed		\$ _____		
Name: _____	Make Checks payable to "NER Conventions"				
Name: _____	Is this your first NER Convention? _____				

Mail to: Charles & Pat Bettinger
29 Foster Drive
Vernon, CT 06066

A separate Hotel Reservation Card is enclosed -
Hotel Deadline is October 18th - try to be as close
as possible. Phone reservations are not accepted.