

# **NER** **COUPLER**

Northeastern Region, National Model Railroad Association, Inc.

January, 1989, Number 157

## Coupler Gets A New Look

Beginning with this issue, the NER COUPLER is taking on a new, streamlined look, thanks in part to desktop publishing and the combination of the new editor's two hobbies, model railroading and the Macintosh Computer. With the help of the "Mac", a laser printer, and some page layout software, we plan to improve the readability of the newsletter and include some up-to-date publishing techniques.

In addition to the changes in format, we are also looking to improve the newsletter's content and style. The COUPLER will still present excellent articles written by area modelers; however, the goal of each issue will be to show the members the railroad modeling enjoyment they can find just beyond the horizon.

The COUPLER will emphasize the activities of the Region's

(cont. on page 6)

## Interior Detail

Spring Convention Preview

Rails To Rochester

Shop Talk (Drainage Detail)

The President's Pen

New Region Officers & Staff

*Happy New Year*

*Ken May*

## Rails To Rochester

On a beautiful weekend in mid-October, three-hundred model railroaders and families joined together for a weekend of fun, friendship, and railroading (both model and prototype) in Rochester, NY. Since the NER did not have a bid for a fall convention, arrangements were made to share in the NER Fall Convention being hosted by the Rochester Model Railroad Club.

Seventeen layouts were open for the convention. We were able to see four of them the first evening, the Edgerton Model Railroad Club, Gary Cox's Great Lakes Central, Ed VanLeer's Eastern Valley Lines, and Ron Mowrey's M.V. Railroad Co.

The Edgerton Model Railroad Club - a city-owned O-gauge tinsplate layout that is really four separate layouts. Viewable as four separate scenes, each scene depicts one of the four seasons. The vast amount of equipment included many classic Lionel pieces that would make the average Lionel Collector drool.

Gary Cox's Great Lakes Central - displayed in a room full of HO locomotives and cars accumulated over a thirty year period. Everything was tied together well, and a most interesting feature was the operating trackless trolley. Gary is retired from Eastman Kodak and has seen many years of railroading activity there.

(continued on page 3)



Four year old railfan Peter Strang, son of Mr. & Mrs Lionel Strang of Barrie, Ontario, enjoys his Sixth Train Convention at Kodak Park.

# NER BRASS

## Officers

**William S. Parker** .....President  
65 Cowesett Drive  
Brockton, MA 02401  
(508) 586-0271

**Brian C. Whiton** ... Vice President  
94 & 96 Spring Street  
Windsor Locks, CT 06096  
(203) 623-8512

**David Messer** .....Secretary  
12 Hillview Court  
Wyantskill, NY 12198  
(518) 283-0372

**James Condry** .....Treasurer  
58 Estes Street  
Everett, MA 02149  
(617) 387-8208

### NER Office Managers

Rod and Elizabeth Brown  
79 Hemenway Road  
Framingham, MA., 01701  
(508) 877-1827

### Achievement Program Chairman

Donald Howd  
32 Adams Street  
Lawrence, MA 01843  
(508) 689-9102

### Permanent Convention Chairman

Brian Whiton  
94 & 96 Spring Street  
Windsor Locks, CT 06096  
(203) 623-8512

### Model Contest Chairman

Donald Howd  
32 Adams Street  
Lawrence, MA 01843  
(508) 689-9102

### Photo Contest Chairman

Richard Towle  
14 Loading Place Road  
Manchester, MA 01944  
(508) 526-1409

## Directors

### Canada

Norman C. Guinard  
9 Dube Street  
Edmundston, NB E3V2G1  
(506) 735-6084

### Connecticut & Rhode Island

Joseph F. Sokol  
213 Regan Rd #12  
Vernon, CT 06066  
(203) 872-2240

### Long Island & New York City

John A. MacIntosh  
150 Kildare Road  
Garden City, NY 11530  
(516) 746-6288

### Massachusetts

Wayne R. Craigue  
26 Thurman Park  
Everett, MA 02149  
(617) 389-3194

### New Jersey

Richard C. Laube  
11 Long Road  
Freehold, NJ 07728  
(201) 780-6761

### New York State

James Heidt  
Box 195  
Camden, NY 13316  
(315) 245-3664

### Northern New England

Edwin R. Permon  
385 Donald Street  
Bedford, NH 03102  
(603) 622-7991

### Past President

David Messer  
12 Hillview Court  
Wyantskill, NY 12198  
(518) 283-0372

# NER COUPLER

# 157 January 1989

This newsletter is the official publication of the Northeastern Region, National Model Railroad Association, Inc. and is published four times a year.

**Phil Ackerman, Coupler Editor**  
c/o Images and Ideas, Inc.

P.O. Box 6461  
Nashua, NH 03063-6461  
(603) 886-6430

Send address changes to the NER Office Manager; all other material should be sent to the Editor. Editorial material may be handwritten legibly or typewritten, or can be sent on Apple II, Macintosh, or IBM 360K formatted disks. Please do not format your material as we reformat it when it is typeset. If you have any questions, please call.

For best results, photos for publication should be black and white high contrast prints. Enclose a stamped, self-addressed envelope for photos to be returned.

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

**DEADLINE** for the April 89 issue is March 15<sup>th</sup> 1989. The issue will be mailed approximately two weeks after this date.

## Coupler Staff

Dick Ketcham ..... Staff Writer  
Don Brebner ..... Staff Artist  
Ken May ..... Contributing Writer  
Brian Whiton ..... Contributing Writer

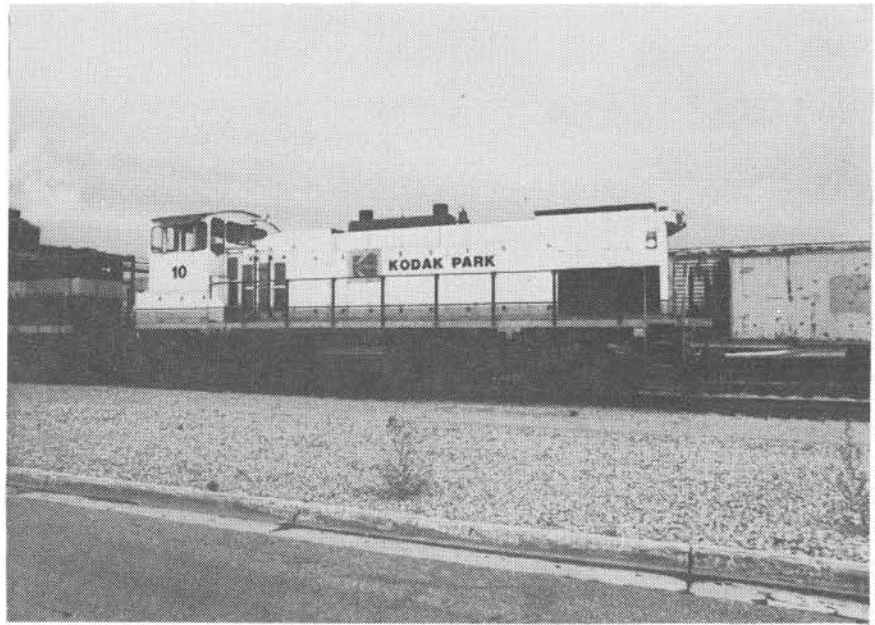




Ed VanLeer's **Eastern Valley Lines** contains a full train of convention cars, going as far back as the '65 NMRA National Convention. Ed is a very personable guy who certainly made us feel very much at home. One of the most striking aspects of our visit with Ed was the contrasts on his layout - that of trolleys forty or fifty years old sharing the same scene with second generation diesels pulling modern intermodal freight equipment. Also of particular interest was Ed's Master Model Railroader Plaque #2 hanging on the wall.

Ron Mowrey's **M.V. Railroad Co.** is a 15' by 28' N-scale layout of a freelance Class A bridge line. This railroad ably demonstrated the appeal that N-scale can have if you really love running long trains. With the improved operation of the newer Atlas/Kato N-scale motive power, Ron was able to demonstrate that switching operation is possible in N-scale.

We returned to the hotel shortly after ten o'clock. The hospitality room had two modular setups operating - one in N scale and one in HO scale. Though we did not get a chance to view any of the clinics Friday evening, the reports we heard were that they had been exceptional. In fact, we did get to see the demonstration dioramas Don Schilling used for his clinic, and they were definitely very fine indeed. The modular layouts had many trains running. One observation - it really does make a great difference visually when more than one train can share the same loop. The HO modular group was using Dynatrol command control. On one loop was a huge coal train - four diesel locomotives pulling one hundred cars. On the adjacent loops, as many as three smaller trains could be sharing a single track. All this is possible because of command control. The additional



*Kodak Park Locomotive #10 provides plenty of interesting photo angles .*

train density certainly enhanced the interest.

Saturday morning we were up bright and early, and after breakfast I decided to take in some clinics. I learned quite a few interesting modeling techniques at this convention. Tony Steele gave me some ideas on supporting benchwork on a peninsula, Harold Russell showed us how to make control panels using plexiglass, Bill Hoffman demonstrated how he builds those prize winning passenger cars, and Bob Mohowski talked about Milk Trains. After lunch, I boarded a bus for the trip to Eastman Kodak. Once there, we were allowed to photograph some of the Kodak Railroad rolling stock, which had been set out for that purpose. After that, the buses took us around the Kodak facility.

Eastman Kodak is an enormous facility. It could be described as a small industrial city all by itself, without being too far off-base. Our tour took us to most of the areas of the facility, not coincidentally showing us most of the rail operation. And we did get to

see the Kodak SW-1200 shuttling cars around on a Saturday. Finally, we were treated to a tour of the Kodak paper mill. This facility produces the photographic paper used for color prints. Watching a seven and one-half mile roll of paper come off that machine every thirty-eight minutes was a pretty impressive sight. They showed and explained the process from the raw pulp through the finished paper.

Upon returning from the Kodak facility, we again made our way down to the hospitality area. The two module groups were still running trains, and the host group was still selling tickets for the door prize raffle. They used a system we in the NER have not seen very often: allowing you to purchase raffle tickets and then deposit them in individual boxes for specific door prizes. A very interesting variation from what we have been used to.

Then it was time to return to our room to prepare for the banquet. The meal featured prime rib of beef, and was quite good. Due unfortunately to the large number

## The President's Pen

January 1989—HAPPY NEW YEAR!

The start of a new year marks the real start of a new term in office for the Northeastern Region officers and directors. It also marks some new (year's) resolutions or, simply stated, a new set of goals to aim for and a revised listing of priorities to devote our attention and activities toward.

On Page 8 in this issue of the COUPLER is a listing of the new Northeastern Region Staff roster. Most of the officers and directors are incumbents, but a substantial change has been made in the appointed positions under the headings of "Presidential Standing Committees" and "Departments". Some new names have been added to the roster and some people have "changed hats".

The people designated in the staff roster officially represent the Northeastern Region in its entirety, regardless of the particular title listed beside their name. All of these people are working very hard for you and all the members of the region. In return for their efforts on your behalf, each of the staff members would appreciate your

(Continued on Page 7)



## Rochester (continued from Page 3)

people attending the convention, the group was divided between two different rooms. To minimize the inconvenience, closed circuit TV hookup allowed those in the remote room to see and hear what was occurring in the main banquet hall.

The presentations and awards were made after dinner. There were two regions represented, so this activity ran a little longer than usual. **Bill Parker**, NER President, awarded two President's Awards: one to **Jack Alexander** for his more than twenty years of service as Permanent Convention Chairman, the other to myself, in recognition of my service as Editor of the COUPLER.

Following the awards and presentations, Bob Mohowski of "Railroad Model Craftsman" magazine presented a slide show on short-line railroading. Due to the lateness of the hour, the NER practice of visiting layouts following the banquet was not possible.

The Annual Meeting of the NER was held the following morning. President Bill Parker announced the names of the appointed staff for the next two years.

After the meeting concluded, we quickly checked out of the hotel and headed off to see some additional layouts on the way back to Connecticut. We were able to see four more layouts.

The Seneca Valley Lines of the Rochester Model Railroad Club is a 40' by 50' HO scale layout. This model railroad is quite extensive, and almost half has scenery. We were particularly entranced with some of the bridges on the layout. Also of interest were the very large holding/staging yards underneath portions of the layout, with light bulb/photo cell occupancy detection every six feet or so. From the

club we proceeded to Jack Matsik's home to see his Pennsylvania RR/ South Allegheny RR. Built in the attic of Jack's home, the railroad is a twin level setup to increase the length of the run. To get from one level to the other, Jack uses a five-track spiral. It was quite interesting and I came away giving serious consideration to double-decking my own railroad. From there we went to visit Hamilton Stearns and his Weeping Falls Railroad. Hamilton's layout is quite interesting. You can tell that the railroad has been there for quite a number of years; the scenery was mostly complete over all the layout, yet you could see that there were substantial portions being reconstructed/added to. Steam, diesel and third rail electric power were in evidence, with double-headed Shays operating practices and modeling techniques.

The final layout was Stan Swackhamer's Hickory Ridge & Western. Now here was a unique model railroad. Except on one small 4' by 6' section, Stan really doesn't pay much attention to scenery. He's really interested in operation, and as long as the trains run, he's happy. Stan's railroad runs around the walls, along the steel "I" carrying beam in the ceiling of the basement, around and around. The mainline is 408 feet long, and the branch line which leaves the main line at chest level descends to the floor, taking another 401 feet of track to get there. I think it took the train he ran almost ten minutes *real time* to traverse the entire mainline. Quite fascinating!

Well, that's the story of our weekend! We arrived home tired and excited. It was quite a weekend. I look forward to another just as exciting next spring in New Jersey.

## Single Dues Structure – My Opinion

The NER COUPLER received a response from Rick Shoup, Former Eastern Vice-President, regarding my comments about single dues structure in the NMRA. He commented that he has long been an opponent of single dues structure, but might support it if the format provides the safeguards and flexibility needed. He suggested I delineate how I foresee the system might work.

I cannot support a system that would provide a collection system from the "bottom-up". First of all, most of the divisions do not have consistent participation from all NMRA members in their geographic territory. Neither does the Region, with the additional concern that the Regional Office Manager is a volunteer who cannot be expected to handle that kind of volume - especially on a face-to-face basis. However, we do have a paid professional staff at the headquarters in Chattanooga. They are already publishing monthly membership statistics by region. Therefore it is my suggestion that single dues be collected at the National level. For the sake of discussion, let's say that the amount will be \$30.00. The national would receive \$22.00, the Region \$6.00, and the Division \$2.00. At the close of business for the month, the National headquarters would remit a check to the Region for the number of memberships received during the month. Checks would also be sent to the Divisions.

I realize this is putting an increased amount of work upon the national staff in Chattanooga. I feel there are strong arguments in its favor.

The staff in Chattanooga is a paid staff. This provides for greater

accountability and timeliness in two ways: since all transactions will be through the mail, funds will be transferred by check, not cash, providing a record of each transaction; and second, it will be the responsibility of the staff to process the transaction promptly, not rely on a volunteer to do it in his/her spare time.

The elimination of the use of cash will reduce the chance of loss or theft, and by using National staff will reduce the number of people handling monies to a small accountable few.

This system will stabilize the flow of dues to the Regions and Divisions, simplify things for the member providing automatic membership in the National, Region, and Division, at the cost of a single check, and provide a unity within the NMRA that does not exist today. Regions will be able to reach out to many more people than they do at present, and it will hopefully stimulate convention attendance as well as provide a larger pool of talent of all kinds to stimulate model railroading activities at all levels. There are many people who are NMRA members in our geographic area who do not have any contact with the NER. How are we to reach out to them? Obviously the letter they get when they join the National suggesting they join the Region is not working! Do we know why?

I like Chris Whitman's suggestion that there could be an additional means by which to join a Region or Division. We should not lock out those who choose to belong to more than one Region or Division: there should be no barrier in their way. Associate or additional membership processes

should be included in the plan. Additional services such as the Suppliers Catalogue that National is producing, or membership directories can be produced by subscription (supplementary dues) or can be sold at a cover price.

Areas that can be investigated to provide additional economies of scale and broad coverage of membership are:

Inclusion of regional publications as bound-in/not bound-in inserts to the "NMRA Bulletin" - perhaps providing monthly frequency along with the printing economy of a single printer and the postage economy of the Bulletin's second-class postage status. I realize this raises issues about multiple region membership, but I hope these can be addressed.

Sharing of information/modeling techniques among the regions and divisions, by passing that information through a central coordinator (not necessarily the Bulletin Editor) providing the opportunity for a more rapid exchange of information.

I do not feel that a single dues structure is impossible to implement or manage. I would not be in favor of it if we did not have a staff in Chattanooga, but that staff now makes it not only possible but desirable. If the NMRA is to regain its strength at all levels, we must be able to reach out to all the members all the time. The National has the resources to reach all members - the regions and divisions should be able to take advantage of those resources. A good start would be a single dues structure, with automatic membership in the Region and Division upon payment of dues to the National.



## Shop Talk

Some thoughts on the way we build our model railroad track and roadbed. I see altogether too much track just slapped down on Homasote roadbed, or worse yet, plywood. There are no drainage ditches and when there are, there are no small drainage details and structures.

I blame this on a lack of forethought when putting together a scene. I don't mean to say you must all be civil engineers, capable of drawing a detailed plan and skilled scale contractors, capable of following every detail of the plan. That is too much planning for most of us. I merely want you to think ahead.

Track and roadbed are the most visible portion of your layout scenery. They are the most immediate detail which is seen in the lovely photo of your brassy, pulling those scratch built cars. Unfortunately, and I'm as guilty as most of you, we must look hard on our pikes to find roadbed and track capable of supporting such a photograph fully.

Open country with a raised roadbed is easy, so let's think about what we must do to fix up the flat areas. First, Homasote can be carved with a knife, even if there is a drainage ditch wherever there is room to work. These need not be arrow straight, nor does the ditch bottom have to be a perfect intersection of the two cuts. You will want to dress the ditch with joint compound after cutting anyway and it will cover a world of sins. Next color the ditch an earth brown and add some fine texture. I use sifted garden dirt for this. Now install some neat details such as old tires, weeds, junk (I've even got a dead guy). Next, cut the tip of some 3/16 inch brass tubing to meet the side

slope, lop a bit off the bottom to make it seem half silted up and color it. I use Blackenit for this as it is a chemical etchant and can take a bit of abuse from handling. Your cross drain is ready to install. Just put a bit of glue on the back and set in place.

When you have a bit of ditch detailed, get some Envirotex and install the water. Envirotex is a two part clear epoxy which is available at good hobby stores and at nearly all craft stores. You can buy as little as a pint, and for this task you will get a lot of ditch out of a pint. Mix per the directions and pour into place. Fill the ditch to the brim, as the Envirotex will soak into the Homasote a bit and have less volume when finished. This stuff creeps a lot, so if you overdo it, it will creep into the ties and give the ballast a wet look. That is nice too, if it is not everywhere, as most railroads are troubled with wet subgrade one place or another.

Some variations can be had too. If you want the ditch to look deeper, variegate the color, from brown on the sides to black at the center bottom and when you add the Envirotex, it will look five feet deep.

A little extra cutting, and you can substitute a masonry cross drain for the the pipe. Since these are deeper you should follow the black bottom technique here. All told the total depth need not be more than the thickness of the Homasote, but the black bottom will be most convincing.

These ditches need not have logic to their flow, as no observer will really take the time to see where they go. Even on the prototype they frequently go nowhere; they just collect water, and store it,

until it can percolate into the ground.

All of this work will make you take more notice of the lack of telephone poles on your layout. You can omit the wire if you wish, as railroad pole lines are frequently out of service nowadays anyway. You will also be compelled to detail the ballast better, filling the tie cribs to the tops and producing a full ballast shoulder. Then the ever present fence or stone wall will need attention. Soon you will get the fever to upgrade the rural portions of the roadbed too. Don't forget to paint the rail rust colored.

Won't be long and you can take that picture anywhere on the pike, confident that the setting will do the rolling stock credit.

Thanks for listening...

---

### New Look (continued from Page 1)

members, a house organ to keep you up-to-date with events, individual achievements and other items of interest. Because we publish only four times a year, some news may be old by the time you receive it; be assured, however, it will still be news.

All the format and content changes will be worthless, unless the COUPLER reflects what the members want. Letters, articles, photographs and coming events (or reports on past events) written by the members will be most important in establishing our new look. Publication schedule will be January 15th, April 15th (depending on Spring Convention date), July 15 and October 15.

help in performing the duties and activities necessary to keep the region functioning and to achieve the goal of making the Northeastern Region truly the very best region of the National Model Railroad Association.

In order to effectively carry out the objectives set forth in the NER Constitution and By-Laws, or as directed by the president, we must all work together as a team rather than trying to function as individuals or clusters of individuals. Be active in the region, communicate, and enjoy our hobby.

During the December 1988 NER Board of Directors meeting, I stated my goals and expectations for the next two years. A summary of these follows:

- **Performance:** The various committee and department functions must be performed in an expeditious manner, efficiently and completely.
- **Schedules:** Set schedules must be met.
- **Cooperation:** Full and continual cooperation between all committees and departments must happen to achieve a true "team effort" in our performance.
- **Communications:** Have frequent communications between staff members and with the region membership.
- **Image:** Work to improve the NER image. Work with everyone in the Northeastern region for everyone in the region. The NER is an organization for all model railroaders and all modeling interests.

My determination of activities and functional procedures that

should receive top priority during this term are:

- **A substantial increase in NER membership.**

NER membership presently stands at around 750 people. NMRA membership within the NER borders in over 2200 people. All NMRA members should join and actively support their region and, in return, the region should offer its members information and activities of a relatively "local" nature beyond what the National can offer. Encourage your friends to join and actively support the Northeastern Region.

- **Improve attendance at NER conventions.**

Obtain, organize and advertise NER conventions for two years in advance so that families can plan well ahead to attend. Offer diverse locations and activities that will appeal to the majority of the members and their families. "Model Railroading is FUN" – but only if you participate. All of you are invited to every NER convention. Please accept the invitation.

- **Increase promotion of divisions and clubs.**

The NER is responsible for the establishment and functions of divisions within the region. The region provides planning and organizing expertise, manpower help, general or specific information, lists of clinicians, qualified judges and many other services to the divisions on request. The NER staff will make every effort to communicate closely with all divisions as well as local model railroad clubs to provide this support.

Remember, all levels of the NMRA are made up of people just like you. Go to all levels of model railroad events and meet the many people who share similar interests; enjoy their company and benefit from their knowledge, just as they will benefit from yours.

I hope to see and greet all of you at many future model railroad events.

---

## FOR MEMBERS ONLY

No, not the name of a line of expensive sportswear. The COUPLER does not only reflect the words of the NER Board, but exists to serve the members, at large. For this reason, we are asking for your help and opinions on the following:

Should the COUPLER include commercial advertising of products and shops on a regional basis?

Would you like to see a free swap column for members to offer model railroading related services (repair locomotives, painting, detailing) and their excess equipment for other members?

How about a listing of books and videos about railroading in the Northeast?

Do you have any other ideas, or would you like to contribute?

Write:

Editor, NER COUPLER  
c/o Images and Ideas  
P.O. Box 6461  
Nashua, NH 03063-6461





issues of the COUPLER, and has contributed numerous articles himself. He will continue to support the COUPLER as a Contributing Writer in support of improved member services by the NMRA as well as in support of NER Convention activities.

Phil Ackerman replaces Ken as COUPLER Editor. Phil served as Publications Chairman for Minuteman '86. A member of the Fort Devens Model Railroad Club, Phil has been a model railroader since 1975. Recently, Phil started a desktop publishing, print shop in Nashua, NH, which will produce the COUPLER.

In welcoming Phil and his assistant, Dick Ketcham, Bill Parker expressed confidence that the members of the region will continue to support the new crew with excellent articles and timely information, and that the COUPLER will continue to be a source of pride for those members.

## NewsBriefs

### Long Island Site Considered For Fall Convention

Hofstra University and the nearby Westbury Island Inn has been proposed as the site for the Fall NER Convention. Proposed dates for the convention are October 13-15. The Central Long Island area is rich in both prototype and model railroading activities, and the university facilities are excellent for meetings, clinics and banquets. A decision on the Fall Convention site will be announced prior to the Spring Convention.

### Member Roster Available

Rosters of members of the Northeast Region are available from the Office Manager at the nominal price of \$2.00.

### Vermont Group To Petition For New Division

A group representing model railroaders in the St. Albans, VT area is in the process of circulating a petition in order to establish an NMRA division in Northern Vermont. The area is currently served by the Seacoast Division. For information, contact Ed Permon, Director, Northern New England. The northern Vermont area is also being considered as a future NER Convention site.

### CURRENT MEMBERSHIP STATISTICS

Paid Members	605
Life Members	95
Honorary Members	2
Free Members	3
Total	705



Linda Craigie, Crafts Contest Chairperson (right) presents Elizabeth Brown her awards.

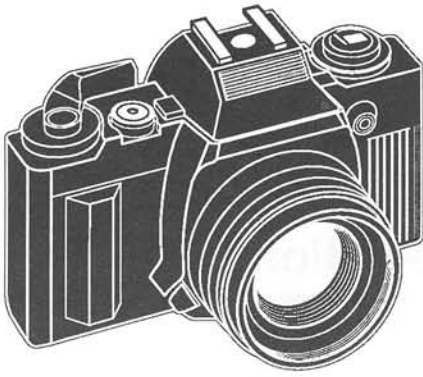
### Rochester Crafts Contest Winners

Elizabeth Brown walked away with three of the five awards presented for the Crafts Contest at the Rails to Rochester convention last October, according to Crafts Contest Chairperson, Linda Craigie. Elizabeth won First Place for the Railroadiana Pattern Category with her cross stitch entitled, "Wedding of the Rails", and second and third prizes in the General Pattern, Advanced Class Category for "Love One Another" and "Ribbon Pillow" cross stitches respectively. Elizabeth is the wife of NER Office Manager, Rod Brown.

Margot Kline won First Place in the General Pattern Novice Class for "Santa With a Pack of Toys".

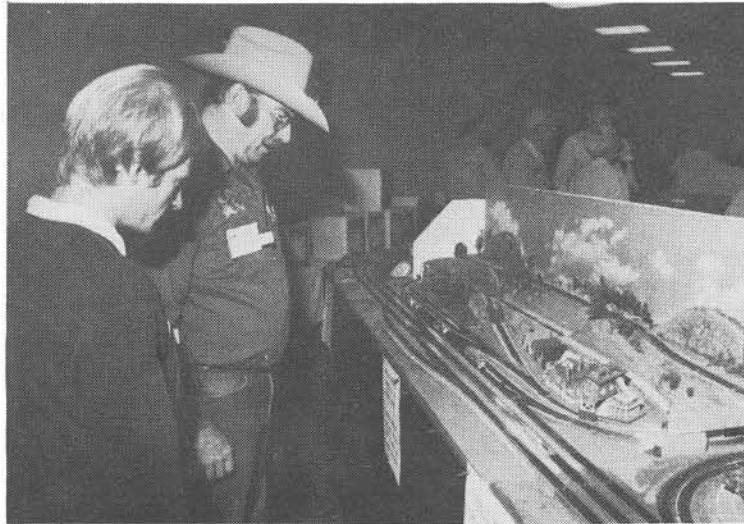
The contest judging committee also awarded a certificate of participation to Florence Monahan, for her cross stitch entry in the Railroadiana Pattern category titled, "Loco and Car over Trestle".

In a related subject, Linda Craigie announced that the name for the Raillette and Non-Rail contests has officially been changed to Crafts Contest, to allow for larger participation by the membership.



# Picture Page

*Massachusetts Director, Wayne Craigue, and assistant Photo Contest Chairman, Ricky Towle, examine one of the modules on exhibit in the hospitality suite at Rails to Rochester. Wayne is easy to recognize by his handlebar moustache and cowboy hat.*



*From the Niagara Frontier at Rails to Rochester – In turning over the office of President to Tom Tarpy, Pete Moffet presented Tom with many gifts to help him carry on. These included aspirin, tums, rubber ducks, etc. In this photo, Pete is dumping out a foam rubber train and telling Tom that he won't get time to put it back together again for two years. This explains the laughter during the business meeting. Photo is courtesy of Ken Elliot, Editor of the Frontier Flimsy.*

---

# Welcome To New Jersey - The Garden State Home of the 1989 NER Spring Convention

May 19 — 21, 1989 in Edison, NJ

After many years of enjoying the fine hospitality of other convention host groups throughout the Region, the Garden State Division and its fellow model railroaders invite all of you to come together and see some of the fine model and prototype railroading that New Jersey has to offer.

Even if you may have recently been here for one of the many different Club Shows, railroading in the Garden State is always changing, with something new and old to offer everyone.

Our convention headquarters will be in the new 279 room Holiday Inn at Raritan Center, in Edison, New Jersey. This centrally located site is just off Exit 10 of the New Jersey Turnpike (I-95) at Routes I-287 and 400. This location is only thirty miles from New York City and a few miles from the Amtrak Northeast Corridor rail station at Metropark and the Garden State Parkway. Room rates will be \$65 for a single or double.

The hotel will serve all of our needs for our many convention functions, while also providing easy access for the Saturday afternoon excursion, the many fine club and home layouts, and your Sunday trip to the Rail Expo X Model Railroad, Railroadiana, and Toy Train Show and Sale.

On Friday will open with registration, followed with a variety of clinics and visits to several home layouts including Convention Chairman Rich Laube, and the Watchung Valley Model Railroad Club.

Saturday is the big day for everyone. The Rail and Non-Rail programs continue with clinics, contest entry and judging, modular layouts, displays, and the video program. During the afternoon most hotel activities will continue, while many of us go on the excursion to Allaire State Park to ride behind an assortment of narrow gauge steam engines which are operated by the New Jersey Museum of Transportation's Pine Creek Railroad. These include the recently rebuilt Ely-Thomas Lumber Company Shay. The museum has a varied collection of engines, rolling stock and displays. They also have a shop where the restoration and repair work is done.

While we're at Allaire, we will have a catered lunch and will be able to tour the restored company town which supported the bog iron foundry from the early 1800's. Many of these structures are still functioning with demonstrations of the various crafts. Also during our visit you will be able to enter the annual park craft flea market. Upon leaving Allaire Park, we will visit the Garden State Central Model Railroad Club in Asbury Park, along with a view of the New Jersey shore and its beautiful beaches and possibly some home layouts.

Those of you who pass up the trip to Allaire may be interested in visiting some of the finest model railroad only hobby shops you will ever find. Other temptations for you include railfanning on the nearby Northeast Corridor, easy access to New York City, or even the Atlan-

tic City Casinos. Whatever you do, don't spend all your money early, because we want you to save some for later.

Back at the hotel you will have a chance to rest up. How about a swim in the indoor pool, the whirlpool or sauna before our banquet dinner, awards program and auction. The evening will close with contest viewing and those never-ending movies and parties.

The Sunday program has been developed with your trip home in mind. Rail Expo X is held at the former Central Railroad of New Jersey passenger terminal and ferry service in what is now Liberty State Park. Open from 9 am to 5 pm, Rail Expo features over three-hundred and fifty tables of dealers, collectors, and displays of model railroad, railroadiana, and toy train items. Large modular layouts in N, HO, S, O, Tinplate, and G scales are also in operation. In the afternoon we will have many home and club layouts, including The Model Railroad Club in Union, open for your viewing.

The next issue of the Coupler will include more details of these activities, along with registration forms for the convention and the hotel. Get your calendars out now and set aside May 19 - 21, 1989 for the NER Spring Convention in the Garden State.



## On The Schedule

### National

- July 31 - August 6, 1989, Houston, TX.
- July 30 - August 5, 1990, Pittsburgh, PA.
- June 30 - July 6, 1991, Denver, CO.
- August 1 - 8, 1992, Columbus, OH.
- 1992 - Valley Forge, PA.

### Northeastern Region

- Spring Convention — May 19-21, 1989  
The Holiday Inn at Raritan Center,  
Edison, New Jersey  
Rich Laube, Chairman  
(See Info on Page 11)

### NER Divisions

~~March 25, 1989~~  
*April 1, 1989*  
Hub Division will celebrate its 30th Anniversary at its Spring Convention to be held at Minuteman Vocational Technical High School, Marrett Road, Lexington, MA. Dealers and displays. Full fare of convention activities. For more information, contact Rod Brown, 79 Hemenway Road, Framingham, MA 01701.

### Other Model Railroad Activities

March 11, 1989 - Northwestern Vermont Model Railroading Society presents its 2nd Annual Model Railroad Show at South Burlington Middle School, Dorset Street (Exit 14E, off I-89). Featuring dealers, displays, operating layouts, railroad videos. Admission: \$1.50 per person; 75 cents under 12. Information: Michael G. Saunders, 84 Aldis Street, St. Albans, VT. 05478-1913. (802)-524-4429.

### Railroad Information

RR2-Box 500, Wolfboro, NH.  
03894

Railroad Information publishes a quarterly listing of many railroad related activities scheduled in the northeastern US. A subscription is \$7.00 per year. Running Extra is an additional \$3.00 per year.

## Discover The World Of Model Railroading

### *Just Beyond The Horizon*

The Northeastern Region is a forty year old organization dedicated to serving model railroaders in New York, Northern New Jersey, New England, New York City & Long Island and the Maritime Provinces.



**INVITE A FRIEND TO  
JOIN**

## NER Office Manager

79 Hemenway Road  
Framingham, MA 01701

BULK RATE  
US POSTAGE  
**PAID**  
NASHUA, NH  
PERMIT NO. 716