

*From the editor*

*To the winners*

Time has a way of slipping by. I must apologize to you for the seeming lateness of this issue, but it is summer and people's thoughts drift off to other things. I thought I would have this issue out by July, but then, you would have probably been too busy with other things yourselves to give it too much attention at that time. So you will receive this issue, and we will follow up with the Fall issue right on its heels, with the Albany Convention registration package and information. While fan tripping and indoor activities highlighted the Belfast Convention, it looks as if layout visits are going to be the order of the day in Albany.

Not that there isn't anything of interest in this issue. We finally obtained award winning photos at the Belfast Convention to publish

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## "Exploded Sawmill"



The model of the exploded sawmill shown in the above photograph won Bob Boudreau the Best of Show (Baldwin Trophy) award at the NER Spring Convention in Belfast last May. The model was built using photographs of a real mill that exploded in 1915 in the community of West River, New Brunswick. Bob used several prototype photos to build his model. Bob indicates that *Model Railroader* magazine will feature the sawmill as "Model of the Month" shortly, and that he has submitted a construction article to the *Narrow Gauge and Short Line Gazette*. Watch those publications for more details about the model.

Inside this issue we have more model photographs, including Gerry Gilliland's award winner from the Spring convention.

*If you have a good photograph of one of your models, layouts scenes, or dioramas you would like to see in print, submit it to the NER COUPLER at the address listed on the inside (page 2) of the issue. We can't promise you any more than we promised Byron, just the pride in showing off your work to 800 or so of your closest friends. Most any film format will do, light contrast color prints seem to work best.*

**Jim Heidt elected NER President**

**Election results on page 3**

# NER BRASS

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# NER COUPLER

# 163, August, 1990

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

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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 Macintosh, Apple II, 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 color or black and white low 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 Fall 90 issue is August 20, 1990. The issue will be mailed First Class approximately Sept 5.

Membership in the NER is open to all members of the NMRA, regardless of scale modeling preference or experience. Dues are \$6.00 per year and can be paid to the NER Office Manager, 79 Hemenway Road, Framingham, MA 01701. A membership application is found on page 11 of this NER Coupler.



## 1990 NER Election Results



**JIM HEIDT**

Jim Heidt from Camden, New York, has been elected president of the Northeastern Region, NMRA, in a close election defeating incumbent president, Bill Parker, by a vote of 87 to 77. In another contest Brian Whiton won reelection to the position of vice president, defeating former COUPLER editor, Ken May, by a vote of 87 to 74. In the only other contested race, Norman C. Guinard retained his position as Canadian Director over Marcel Turgeon.

New members elected to a two-year term on the Board of Directors are Jon S. Sem (New Jersey), David Collinge (Northern New England) and Frank A. Dietz (NY State). Retaining seats on the Board were Joe Sokol (Connecticut & Rhode Island), John MacIntosh (Long Island & NYC) and Wayne Craigue (Massachusetts).

The proposed changes to the NER Constitution passed by a vote of 135 to 4.

The new Board of Directors will be sworn in during the Fall Convention in Albany.

## Spring Photo Contest Report



*"Pride & Joy," a print by Gerry Gilliland of Saint John, NB won first place in the Color Model (Craftsman) category.*

Jeff French, Pat Lecaroz James Kennedy and Gerry Gilliland all received awards for photography at Belfast. In the Master Class, Jeff French won 1st and 2nd Place in Color Prototype and 1st, 2nd and 3rd place in Black & White Prototype. Pat Lecaroz was awarded 1st and 2nd place in the Color Slide Prototype category. Pat also won 1st, 2nd and 3rd Place in the Color Prototype Craftsman classification. Gerry Gilliland's *Pride and Joy* shown above captured 1st Place in the Color Model Craftsman class, and he also took 1st Place in Black and White Model and 1st and 2nd Place awards in Color Slide Model Craftsman classes. Jame Kennedy completed the winners list at Belfast with 1st, 2nd and 3rd Place awards for Color Slide Prototype Craftsman category.

## Non-rail Contest Report

The theme of the Non-rail contest at the Spring Convention was flowers, and it appeared as if many entrants had gotten that word, as floral designs were everywhere in the contest room. Winners in the Advanced Class were Betty Owens, with 1st and 3rd Place awards in Needlework, and Elizabeth Owens with a 2nd Place award in Needlework and a 1st Place in the General Category. The Best of Show award was presented to Betty Owens for her Counted Cross Stitch, *Patterns of Roses* (see photo on page 6).

In the Novice Class, awards in the General Category went to Joanne Heidt (1st Place in the General Category), Marge Fredlund (2nd and 3rd Place in the General Category and 1st and 3rd Place in Needlework), Dorothy Collinge (1st Place in Railroadiana), Florence Moynihan (2nd Place - Railroadiana) and Gladys Lloyd (2nd Place - Needlework. Marge Fredlund won Best of Show in the Novice Class. In all, it appeared to a successful event, with enjoyment for all.

## The President's Pen



After a very busy spring things are slowing down for the summer season. I have been straight out with National, Regional and Division activities and business but now I get to take a short "vacation" before gearing up again to go to the NMRA Board of Trustees meeting commencing on July 27th in Pittsburgh, PA. This will be a very important meeting with the update and revision of the National Executive Handbook and the consideration and adoption of items submitted by the long-range planning committee dominating the agenda. As I reported in a previous column, I am a member of the committee working on the NMRA Executive handbook to update and streamline that book that serves as a "bible" of NMRA policies and procedures. As a result of my work on this project, I am submitting several motions for consideration and (hopefully) adoption by the Trustees at this meeting.

While the NMRA Executive Council, Board of Trustees and Department Chairman get to start their "convention activities" on Friday, July 27 and continue their meetings through Monday afternoon July 30th, I certainly hope that many of you will be leisurely making your way to the NMRA National Convention in Pittsburgh. The location of this year's convention is close enough to allow you to drive in one or two day from anywhere in the Northeastern Region. Take advantage of this nearby location and join in the multitude of fabulous activities that have been put together by the Convention Committee for your enjoyment. While a relatively small percentage of the total membership

in the NMRA, its Regions and Divisions actively take part in the policy making, administration and implementation of model railroad organization functions, the reason for their efforts is to provide activities, information, services and enjoyment for every single member of the organization(s). Since you have been given all of the informa-



tion on the location, cost and activities associated with this year's NMRA National Convention, why not take advantage and participate. Since you have also been given a significant amount of information on the upcoming Northeastern Region Convention in Albany, NY, why not make your decision to register for that convention today. The Region officers can plan and organize but if the event is to be a success, you have to participate.

Interest in model railroading is on the upswing and therefore the work at all levels of the model railroad organization structure is increasing. Bigger and better shows and conventions are being organized and run by the various clubs, Divisions and Regions throughout the country. More effective advertising has been achieved by utiliz-

ing the expertise of members who make their living in the advertising and/or printing business. Communications between the organizations and their individual members has improved, in part due to technological advances in word processors and copy machines. There have been a lot of advances and improvements in the NMRA in the fifty-five years of its existence and those assets have been transmitted to the Regions, Divisions and model railroad clubs. Obviously, the end result of all of these "improvements" is to be able to provide more and better activities and information for all model railroaders and thus to enhance their enjoyment of all aspects of the hobby.

The Northeastern Region and its nine Divisions do not function by the work of just the officers and directors. It takes the combined work and talents of many men and women to keep the model railroad organizations performing in the manner that you have come to expect. The enthusiasm, dedication and extra effort exhibited by those men and women is to be commended. I certainly appreciate their efforts - I hope you do too. The best way that you can show your appreciation is by actively participating in the various events sponsored by the model railroad organizations. Let the people who have worked so hard to produce a truly worthwhile model railroad show or convention know that you had an enjoyable time. After all, it is only proper etiquette to thank your host for inviting you to his "get together." Remember, even model railroaders appreciate a "thank you."

I hope to see many of you at the NMRA "Pittsburgh Limited 1990" National Convention and at the NER Fall Convention in Albany, New York.

by Diane Salvatore

Realism in model railroad scenery can be achieved by making use of what comes naturally! Lichens, mosses, roots, twigs, grasses, and wild flowers augmented with ground foam and a little spray paint will provide more spectacular effects than can be imagined. From the solitary shrub to the dense forest, these additions will add interest to any layout.

### TOOLS

White or Wood Glue  
Paint or Spray Adhesive  
Storage Container for the Glue  
Groundfoams of Different Textures  
Floral Tape  
Large Bowls  
Styrofoam Sheet (24" by 36")

### NATURAL SELECTIONS

Sea Lavendar  
Amaranth  
Everlasting  
Bush Clover  
Meadowsweet  
Sumac  
Yarrow  
Margoram  
Goldenrod  
Wheat  
St. John's Wort

The above list can be collected in fields, near railroads, in marshy areas, and along roadsides. The amount collected will be dependant upon individual locale and season.

### THE DRYING PROCESS

Pick the weed at its minimum bloom if collecting in the summer (that is, after blossoms start to form but not after a flower has appeared). If collecting in late fall, make sure to check for brittleness. A good deal of time and effort will be lost if a "too far gone" weed is used.

Always keep a supply of garbage or trash bags with a pocket knife in the trunk of your car. If you happen upon a whole field of

## MAKING YOUR OWN TREES

usable stock and have no means of storage, it can be a real loss. If the weeks are wet, they must be removed and hung up to dry.

Secure small, one foot length bunches with rubber bands. As weeds tend to shrink as they dry, the rubber band will provide the tension necessary to keep your weeds in bunches. Tying with string can result in a weed pile on the floor.

Make sure the weed is completely dry before using it. The drying time is dependant on the weed type and the state the weed was in when harvested. Usually, weeds will dry in one week. To check on the condition, try to break an upper branch. If it bends rather than snaps, leave it to dry longer.

Your supplies should always be stored in a dry place. Remember, moisture at any time is a killer! Your trees are made from natural

materials and not synthetics, so they will decompose with time. Sealing the trees deters this process.

### ARRANGING AND TAPING

Although the weeds and twigs can be used in their natural state cut to suit the prospective area, they can be grouped to form various shapes and sizes easily identified as particular trees. Floral tape, which is a wax coated paper tape, is self adhering. It comes in a variety of widths and colors to coordinate with the weed.

Securing with the tape is a matter of taking a small group of branches and wrapping tightly with the tape while turning the tree. Generally speaking it is easier to work down towards the base of the tree. Once the bottom is reached, lap over the end to totally enclose the branches. Although this process takes a little time to master, even a

*continued on page 9*



*Many trees are in evidence on this end module featured on one of the modular layouts on display during the trade show in Belfast. Various construction techniques were used and explained.*

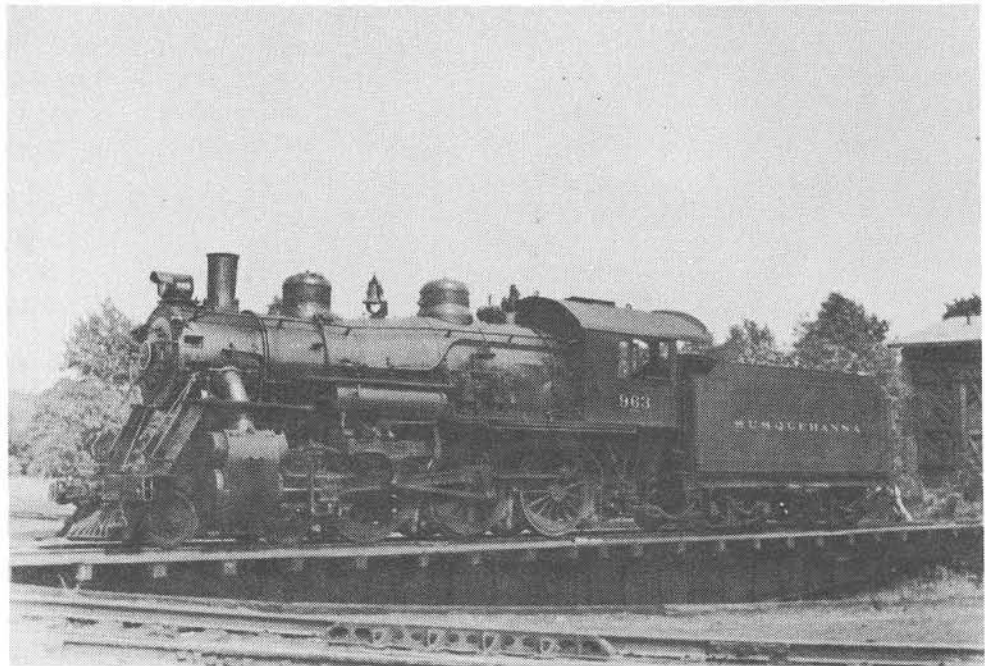
## Soot & Cinders

*Continued from page 8*

engine could be sent out on short notice.

Beneath the tender deck are re-railing shoes. A simple derailment could be fixed by bolting the shoes in place and letting #963 pull the equipment back onto the track. If you happen to have a model of a Stillwell coach, it would be right at home behind #963. Athern makes a round roof coach that looks much like them.

The Susquehanna has made it back as a major road and its former owner has disappeared, remaining only as bits and pieces in the Conrail system. It is now about fifty years since the Susquehanna emerged from the Erie. Passenger service is only a memory as is the shortline style of operation. After all, we usually only think of manual operation of turntable on narrow gauge lines in Colorado where engines were light.



## Trees

*continued from page 5*

small child will become adept after a dozen or more trees.

### SECURING AND COLORING

It is essential to coat the tree with a fixative. This is done for several reasons but primarily to seal the tree. Many types of sealants can be used but the least expensive and safest is a glue and water solution (one part glue to three parts water). In a large bowl, mix the glue with the water. The depth of the liquid should be sufficient to submerge the finished tree. Have a drip bowl adjacent to the liquid so that excess glue can be allowed to drip for a few minutes. Once this is complete, roll the wet tree in a prepared groundfoam mixture which should also be in a large bowl.

Allow the tree to dry by placing it in a block of styrofoam.

Once the tree is dry, a second coat can be applied or a color/sealant coat can be applied. Again, the least expensive coating is glue and water.

### ABOUT GROUNDFOAM

There are many products currently available. By blending textures and colors, you can produce an unlimited variety of trees. Using paint in the finish coat can provide light or depth to a scene. Additional hints of fall can be accomplished in the same manner. It is advisable to wear protective equipment while painting - respirator and gloves.

### MOUNTING

Depending on the sub-surface, several ways to mount can be applied. For paster with a soft sub-surface, all that is needed is to drill a hole the diameter of the trunk of the tree. Affix the trunk with wood glue after clearing the debris from

the hole. The base can be disguised with additional ground foam, shrubbery, lichen, or whatever suits your fancy.

If drilling is a problem, modeling clay in the colors of the soil affixed with glue and sculptured to resemble the trunk is a simple method for temporary or permanent additions. Again, coloring and groundfoam can help to hide imperfections.

Producing realistic scenery is a matter of time, patience, and practice. Trees can be utilized to create distance, depth of field for model railroad photography, and to give color and balance to your landscape.

The collecting, assembling, and scenic can be quite enjoyable. It can be a family outing or an except for a quiet afternoon hike. Little steps contribute to overall effects.

# NER Spring Convention Model Contest



*Bob Boudreau accepts the Baldwin Trophy from Ken May at the Sunday morning awards breakfast.*

Bob Boudreau of Saint John, New Brunswick won the 1990 Spring Convention Baldwin Trophy for his model of an exploded sawmill, shown on the front page of this issue. This award marks the third time Bob has won the trophy. In addition to the Baldwin Trophy, Bob captured 2nd Place in Motive Power - Other for his GE 44 Tonner Under Repair.

Bob told the COUPLER that he found it difficult to express his pride and satisfaction enough. He also offered some suggestions for future model contests:

1. Diesel locomotives should have their own contest category, rather than being lumped together as "Diesels and Others." Lately, according to Bob, diesels have become more popular in contests and on layouts than steam engines, and deserve their own category. A separate category can be developed for "Other Motive Power." (*We'll print the views of Model Contest Chairman, Don Howd and long time contest judge, Brian Whiton on this subject in the next issue. - Phil.*)

2. Since the Baldwin Trophy is only held (by the winner) from one convention to another, it would be nice if winners could have something permanent to remind them of their achievement(s). I suggest a Best in Show Certificate be made, and presented to past and future winners of the award. As I won't be able to attend the Fall Convention in Albany, I was unable to take the trophy home from Belfast. I imagine other winners have had a similar experience and a certificate

or plaque would let them remember their win.

Other model contest winners at Belfast were:

Bill Hoffman (Westport, CT)

1st & 3rd Place Motive Power - Other (Master)  
2nd Place Passenger Cars (Master)

Gerry Gilliland (Saint John, NB)

1st Place Motive Power - Other (Craftsman)  
1st Place Structures (Craftsman)  
1st Place Dioramas (Master)

Bill Mischler (Schenectady, NY)

2nd Place Motive Power - Other (Craftsman)

Robert W. Charles (Camp Hill, PA)

1st Place Non-revenue Cars (Master)  
1st Place Freight Cars (Craftsman)

Thomas K. Evans (Cape Porpoise, ME)

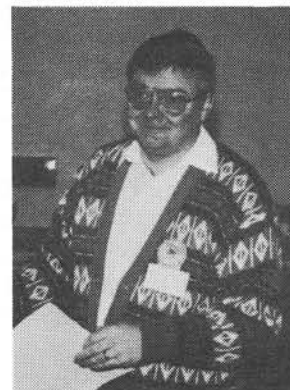
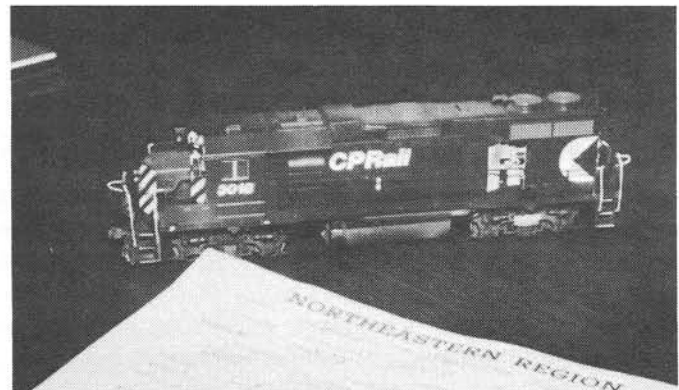
1st & 2nd Place Freight Cars (Master)

Larry Madsen (Merrimac, MA)

2nd Place Freight Cars (Craftsman)

Bob Bennett (South China, ME)

2nd & 3rd Place Structures (Master)



*The model of Canadian Pacific Rail GP-38 #3018 pictured above earned Gerry Gilliland of Saint John, NB (left) First Place in the Craftsman Class of the Motive Power - Other Category.*

## New Members

(since April 4, 1990)

### Connecticut

Patricia Bettinger	Vernon	Ronald E. LaFleur	Nashua
Marlene Boehm	Coventry	Saxton M. Lynch	Portsmouth
Alfred Bruckner	Bethlehem	J. Lee Murray	Warner
F.F. Hauptman	West Hartford	William Oberg	New London

Franklin B. Lang	Old Greenwich	<b>New Jersey</b>	
Marcellus M. Pin	Danbury	Craig Bisgeier	Jersey City

### Maine

Bob Bennett	South China	<b>New York</b>	
Timothy L. Bubier	Greene	Lenn Amrhein	Rome
Richard W. Clark	Greene	Harry Bahr	Bronxville
Thomas K. Evans	Cape Porpoise	John Biscari	Brooklyn
James R. Gordon	Hampden	Hilton B. Clark	New York
Jere G. Hutchins	Kennebunkport	Daniel Munroe	Harrison
Robert Jenkins	Tenants Harbor	Mike Rinaldi	Bedford Hills
Edward P. Kozlowsky*	Sanford	Robert Smith	Bayport
Stanley C. Moody	Cape Neddick	George Wallace	Brooklyn
William S. Reid	York Harbor	Bernard A. Watkins	Auburn
Roger Wilson	Cape Elizabeth	Francis T. Weir	Brooklyn

### Massachusetts

Kenneth J. Belovarac	Quincy	<b>Rhode Island</b>	
John J. Fell	Boxboro	James R. Hare	Cumberland
Harold J. Gleason	E. Sandwich	<b>Vermont</b>	
Warren Heath	Marlboro	William H. Barry	Williston
Clifford Lander	Holbrook	George J. Carlucci	Post Mills
Dean Michelini	Woburn	Robert Durkin	Waterbury Center
Winston Moody	Lowell	Patrick Fitzgerald	Montpelier
Leo Parker, Jr.	Holliston	Glenn W. Glastetter	Richmond

### New Hampshire

Dorothy M. Collinge	Wolfeboro	<b>Canada</b>	
Albert E. Feather, Sr.	New London	<b>Nova Scotia</b>	
Peter G. Hess	Merrimack	Michael E. Peach	Wolfville
Fred Hinds	Plaistow	<b>New Brunswick</b>	
		Allan M. Speight	Westford

\*Correction from previous list

## From the editor

continued from page 1

in the COUPLER, so that the 700 or so of you who couldn't make it to Belfast could share in some of the excitement with those of us who were there. Bob Boudreau was also kind enough to furnish us with a commercial quality photo of his award winning contest entry, which is superior to my snapshots and is featured on page 1.

Congratulations to Jim Heidt, who was elected NER President, and many well deserved thanks are in order to Bill Parker for his years of tireless service to the NMRA and region. I don't think the title of "Past President" will mean "rest and retirement," knowing Bill as I do. And congratulations are also in order for all of the rest of the winning candidates.

And here on page 11 there is another long list of new members, attesting to increasing interest, and an aggressive membership promotion campaign.

All in all, I feel pretty good. Not at all like someone who's just celebrated his fiftieth birthday. See you next issue.

### NER Membership Application / Renewal

NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Please remit in U.S. FUNDS  
 Make checks/postal orders payable to NER-NMRA

Mail to: R R Brown  
 NER Office Manager  
 79 Hemenway Road  
 Framingham MA 01701

NORTHEASTERN REGION, NMRA

\_\_\_ RENEWAL \_\_\_ NEW MEMBER  
 \$6.00 for 1 year membership  
 \$15.00 for 3 year membership  
 \$110.00 for life membership  
 (only if you are an NMRA life member)

August 12, 1990

NER COUPLER 11



# On The Schedule



## National Conventions

June 30 - July 6, 1991, Denver, CO.  
August 1 - 8, 1992, Columbus, OH.  
1993 - Valley Forge, PA.

## Northeastern Region

October 19-21, 1990: Fall Convention at  
Sheraton Airport Inn, Albany, NY  
Spring 1991: TBD  
Fall 1991: Tri Region (NER, MER, NFR)  
convention, Binghamton, NY.

## Hub Division Fall Show

November 10, 1990: Royal Plaza  
Trade Center, Rte 20, Marlboro,  
MA. Same large show in same large  
location as last Fall

## Fall Convention to feature 15 layouts, Selkirk & Rensselaer shops, NEB & W

Empire State Express, the  
NER Fall Convention will be held  
October 19-21, in Albany, N.Y. at  
the Sheraton Airport Inn, 200 Wolf  
Road, telephone (518)458-1000.  
The following preliminary  
information is available at press  
time, but is subject to change.  
Watch for more details and your  
registration package in the Fall  
issue of the COUPLER.

**Layouts:** Fifteen layouts of  
fourteen different owners will be on  
display. Six of the closer ones to  
the hotel will be open on Friday  
evening, with the RPI/New Eng-  
land Berkshire & Western layout  
also open during the daytime.  
Twelve of the layouts will be open  
Sunday for on the way home view-  
ing. A live steam group in Saratoga  
will be open on Saturday.

**Self Guided Prototype Tour:**  
An equipment display at Albany's  
D & H yard. This activity is de-  
pendent on the rumored CP acqui-  
sition of the D & H.

**Fan Trip:** Tours are being  
arranged for the Amtrak Shop at  
Rensselaer and the Conrail facilities  
at Selkirk.

**Trade Show:** The Great  
Scale Model Train and Railroad  
Collectors Meet is scheduled for  
Sunday, October 21st on the RPI  
campus in Rensselaer, from 10:00  
am to 4:00 pm.

**Banquet:** Dr. Tom Phelan,  
Dean of Humanities at RPI, local  
historian and "Renaissance Man,"  
will speak on the industrial and  
transportation history of New  
York's Capital District. The cost of  
the banquet will be approximately  
\$16 - \$19, and will feature either  
Roast Beef, Turkey or Roast Pork.

**Hotel Rates:** \$65.00 Single;  
\$75.00 Double

And, of course, there will be  
the usual round of excellent clinics,  
contests (including the Railroad  
Prototype Modelers Group) and fun  
and fellowship.

## NER Office Manager

79 Hemenway Road  
Framingham, MA 01701

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# Early Registration Form Inside



# Empire State Express

## PRELIMINARY REGISTRATION FORM

**NER 1990 FALL CONVENTION – ALBANY, NY, OCT 19 – 21, 1990**

Name: \_\_\_\_\_ Ner Number: \_\_\_\_\_

Address: \_\_\_\_\_

City, State/Prov: \_\_\_\_\_ Zip/PC: \_\_\_\_\_

Title for Badge: \_\_\_\_\_ Is this your first NER convention? Y/N

Name 2: \_\_\_\_\_

Name 3: \_\_\_\_\_

Name 4: \_\_\_\_\_

EVENT	PRICE	Person				Total	PRICE at door
	prereg'd	1	2	3	4		
Registration (Member)	10.00						12.00
Registration (Non-member)	12.00						14.00
Registration (Youth)	5.00						6.00
Banquet	16.00						19.00
AMTRAK Fan Trip *	5.00						6.00
CONRAIL Fan Trip *	10.00						12.00
Non-Rail Trip *	15.00						18.00
Total							

\* Estimate as of July 5, 1990; subject to change (adjustment will be made at registration desk)

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

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

**(For office use only)**  
P Preregistered or W Walkin  
Paid by C check or M cash  
Amount Enclosed: \_\_\_\_\_

## NER HOTEL RESERVATION FORM

Rates: \$65.00 Single \$75.00 Double

Arrival Date and Time: \_\_\_\_\_ Departure Date: \_\_\_\_\_ # Beds per room \_\_\_\_\_

Number of Rooms: \_\_\_\_\_ Number of Persons: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_ Today's Date: \_\_\_\_\_

Check Enclosed: \_\_\_\_\_ Credit Card: AE MC VI Card #: \_\_\_\_\_

Exp. Date: \_\_\_\_\_

Please complete and mail to:

Sheraton Airport Inn  
Attn: Reservations Manager  
200 Wolf Road  
Albany, NY 12205