

A Publication of the Northeast Region, National Model Railroad Association

Nominations Committee Offers Slate of Candidates to Membership

Irwin Lloyd's Nominating Committee offers a slate of candidates to NER membership to elect officers and district directors. Biographies of the candidates can be found elsewhere in this issue.

No Director names were submitted for Canada and Rhode Island.

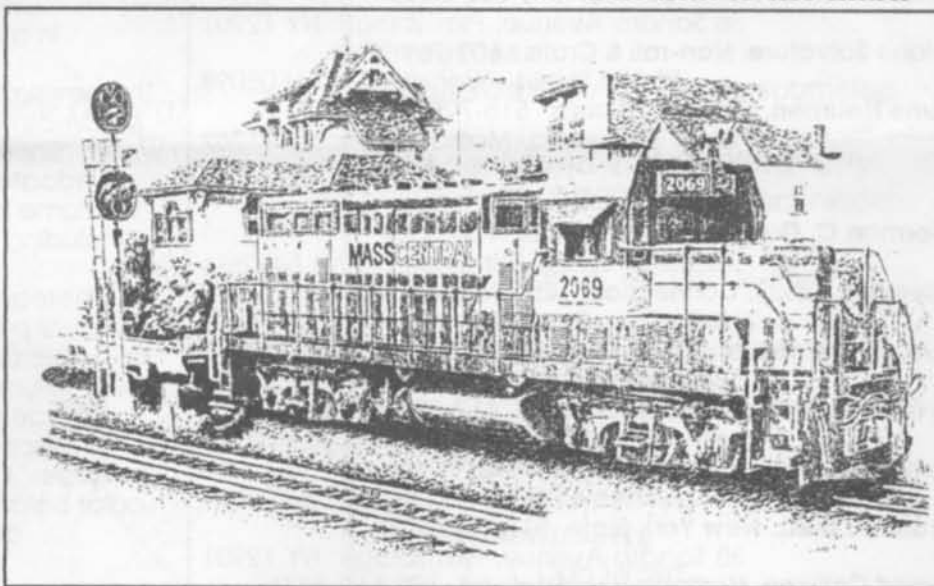
The only office for which there is more than one candidate is that of president. As usual under parliamentary procedure, each position allows for a write-in. It is usual when such a choice is exercised that the person who has been written in must approve the action.

Members who volunteer to be nominated and run for an office are to be commended for their generosity. Unless you have had the opportunity to serve your friends in such a capacity, it might be difficult to imagine the commitment to the work involved. Not only should you give serious thought to making yourself available in the future, but more to the point, don't fail to vote. Read the biographies thoughtfully.

HUB'S Massachusetts Meeting Promises the best in Clinics, Layout Visits, Exhibits, Fan Trips and Nostalgia

If you haven't made your reservations, do it now to assure your preferences

The Spring Train Show on Saturday will be located in the convention hotel. Much like a three-ring circus, conventioners will sometimes have some hard choices to make. But that is the mark



of a great meeting. Above is an artist's rendering of the motive power for the railfan trip on the Massachusetts Central Railroad's 25 mile short line. In addition to the opportunity of riding some vintage coaches, members will have one or more opportunities to photograph runbys. The MCRR's containerized freight loading operations should also provide some prototype inspiration for modelers' layout designs. For those who do not choose the railfan trip, there is the option of a tour of the premiere > 6

NER BRASS

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#177, May 1994

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

Joseph T. Popecki, Editor

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CHANGES OF ADDRESS

should be sent to the Business Manager (see under Working Crew in left column)

CONTRIBUTIONS

from NER and NMRA members are most welcome. The Editor reserves the right to accept, reject and edit copy as received.

Articles accepted for publication will be included in *The NER Coupler* in a timely fashion.

The newsletter is composed on a Macintosh Performa using Claris Works. Since copy must be edited and adapted to issue format, it is welcome in any readable form including computer diskette.

Photographs intended for individual publication or as part of an article are invited. If you wish us to return your photos, please include a sufficiently large envelope and adequate postage. Color photos of good color balance and contrast are acceptable.

Letters to the Editor of a constructive and professional nature will also be considered for publication.

Deadline for next issue is 15 June 1994

NER Membership is open to any NMRA member at \$6 per year. Look for the application blank in each issue.

Candidates for Election 1994

Candidate For Trustee

William S. Parker
65 Coweset Drive
Brockton, MA 02401

Bill Parker has been an active member of the NMRA, NER and the HUB Division since 1964 and is a life member of all of these organizations. He has been an active promoter of the hobby by attending fourteen NMRA national conventions, fifty-seven regional conventions and all HUB Division activities since 1964. Bill has also served as NER's trustee to NMRA, NER president, General Chairman of the "Minuteman '86" national convention, NER Vice-President, NER Massachusetts director, and has served in a number of other HUB Division positions.

Bill currently is the incumbent NER Trustee and is the Eastern District Superintendent of the NMRA Membership/Promotion Department, which enables him to maintain close contact with both members and prospective members. Bill promises to continue devoting the same energy, activity and enthusiasm he has exhibited for nearly three decades in the position of NMRA Trustee of the Northeastern Region. He says, "I hope to have the privilege of continuing my service as your NMRA Trustee. I will use my knowledge, experience and expertise developed during my long service to represent you during this period of important decision-making, and the implementation of policies."

Candidates for President

Wayne R. Craigie
26 Thurman Park
Everett, MA 02149

Wayne has been an active member of NMRA, NER and the HUB Division for twenty years. During that time he has attended seven NMRA national conventions, thirty-seven NER conventions, and forty HUB Division conventions and shows. He has served in a senior capacity on several regional and division con-

vention committees. Wayne designed and constructed the display for the membership promotion table on behalf of NMRA, NER and HUB. He takes the display to one or more model railroad shows almost every weekend from September through May.

Wayne has been the NER Director from Massachusetts since 1980, having served on the NER Board for fourteen years; this has provided him with a knowledge of the organization and its objectives. For ten years he has served on the Board of the HUB Division. As NER President, Wayne feels he can serve effectively, based on his personal contact with model railroaders who can best tell him, "What can the Region do for you?" Wayne says, "I intend to use sound judgement and provide strong leadership on behalf of NER members. I'll keep active, current and try to keep model railroading fun."

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

Brian is a life member of NER and NMRA and has been active in organization affairs since 1973. He has held many committee and elected positions in the Nutmeg Division. As NER Permanent Convention Committee Chairman, he has been responsible for overseeing the site-selection and planning of regional conventions. Brian is the NER Vice-President and has served twice (and currently) as Model Contest Chairman. Brian is employed as a designer for the manufacturer of the "Jake Brake", and serves on a part-time basis as chief of design for the New England Railway Consortium.

As Master Model Railroader #170, Whiton presides over his own highly sophisticated 507 square foot layout. Brian promises, "I will endeavor to improve member services while promoting effective committee and Board interaction. I intend to seek optimum convention sites and help the Convention Committee to develop them. Together, we can create more conventions packed with affordable and rewarding programs. I will continue to support and encourage the contest activities, as well as to offer ideas and interesting topics through articles in the *Coupler*. Please allow me to advance to this, the highest position of your trust and service. I will also continue to regularly visit local shows and meetings as an active participant."

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3> Candidates

Candidate for Vice-President

Glenn Glasstetter
RFD #1, Box 385
Richmond, VT 05477

Glenn is an active member of NER and NMRA and his leadership roots go back to that of Past Master Counselor, Queen City DeMolay, and Eagle Scout. His talents were first directed to model railroading while he was Vice-President of the Hudson Valley Model Railroad Society. More recently, Glenn served as President and Membership Chairman of the Northwestern Vermont Model Railroading Society, Inc. He is a charter member and was instrumental in creating the Green Mountain Division of the NER and has served as a director since its beginning in 1990. Glenn also co-chaired the very successful Burlington, Vermont convention last year.

Glasstetter's model railroad interest was reignited twenty-two years ago by a Central Valley box car kit. He's now working on a large HO pike in his basement, following a C & O prototype. As you might expect, he's a member of the C & O Historical Society. Glenn works as a Senior Lab Specialist with IBM Burlington (Essex Junction). He says, "If elected, I will lend my full support to the work of the Board and its committees. I'll endeavor to implement the ideas that come from you, the members. I expect to help our Northern New England Director in representing one of the largest and most diverse areas of NER membership."

Director, Canada

Incumbent: Norman C. Guinard.
No Candidate submitted.

Director, Connecticut and Rhode Island

Ken May
71 Buff Cap Road
Tolland, CT 06084

Ken is 46 years old. He and his wife, Linda, have two children, Bobby (12) and Lisa (10).

Ken has been a modeler since he was a youngster. He's currently constructing his fourth layout and participates in a round-robin group called the "Roundhouse Boys". From 1980 to 1988, he served as editor of the *NER Coupler*. Since then, he has been active with the Permanent Convention Committee and has worked with the Convention Registration crew. May has served the Nutmeg Division in a variety of capacities.

May says, "Over the last four years, I have worked to improve our NER conventions. As a result, we have had several very successful meetings with excellent programs and strong attendance. As a director, I will work to expand our membership recruitment and quality services. I propose a video clinic program produced by our very best clinicians. Members could rent or borrow these tapes. Please consider my candidacy. Thank you."

Director, Long Island and New York City

Ludwig Riemenschneider
4039 Wicks Avenue
Seaford, NY 11783

Ludwig is a member of the NMRA, NER and the Sunrise Trail Division. He is also the General Manager of the Long Island Traction Society, a member of East Penn Traction and a past member of the Mid-Island Railroad Club.

Ludwig is married, with four children and nine grandchildren. Now retired, he was for over thirty-eight years Chief of the Survey Party for Nassau County. He has also worked with the Boy Scouts, and the New York State and Long Island Associations of Professional Land Surveyors. His home layout is the partially completed O gauge "Fort Neck Traction."

Director, Massachusetts

Don Howd
32 Adams Street
Lawrence, MA 01843

Don is fifty-five years old and has been a member of NMRA and NER since about 1962. He has served as Chairman of the Garden

State (NER) Division and the Dixie (MER) Division. He was a Board member of the HUB Division for five years. Don was NER Model Contest Chairman and NER Achievement Program for a number of years, as well as acting as a model contest judge at the NMRA National Convention in Washington, D. C. He holds Achievement Program Certificates for Master Builder--Cars, Master Builder--Structures, Association Volunteer, and Model Railroad Author.

Howd is a strong believer in active regional and division programs which will benefit members at the grass roots level. He is an advocate of the Achievement Program as a way of serving the hobby and improving modeling skills. Don is a short-line railroading enthusiast and is currently planning what will be the layout, featuring overtones of the Rutland and Ma. & Pa. railroads. Don Howd has worked for the U.S. Postal Service for over thirty years and lives in Lawrence with his wife, Cathy, and their three children.

Director, New Jersey

Incumbent: John S. Sem

No candidate submitted.

Director, New York State

Frank Dietz
38 Sandra Avenue
Plattsburgh, NY 12901

Incumbent New York State Director, Frank Dietz is a recently retired USAF Officer with twenty-years of active duty. He lives in Plattsburgh with his wife Heidi and two boys, Josh and Eric. Now that he no longer needs to move about regularly, he is finishing his basement to house his first permanent HO layout. Frank, who is a member of several railroad historical societies, is NER Photo Contest Chairman and serves on the Promotion Committee.

Dietz says, "I have been a modeler for most of my life and have been doing it in HO scale since 1973. I have been a member of NMRA for twelve years and the NER since 1983. I was active in the CNY Division, and an early member of the Mohawk Valley Modular Club before moving out of that area. At present, I am President of the Champlain Valley Model

Railroad Club, and I have helped start an HO modular group here in Plattsburgh. I have attended several national NMRA conventions and many NER meetings. I like to promote the hobby and have worked with young people both here and abroad to introduce them to the love of the hobby."

Director, Northern New England

David Collinge
RR 2, Box 500
Wolfeboro, NH 03894

Dave is a life member of NMRA and of the Northeastern Region. He is a founding member of the Seacoast Division and a life member of the HUB Division. He also belongs to the Railroad Enthusiasts, Inc., in which he serves as national Vice-President representing the Wolfeboro Branch Railroad Club and the national membership; he is also Assistant Secretary. He has published the periodical, *Railroad Information* for fifteen years. Dave is a member of the Ammonoosuc Valley Railway Association and is its newsletter editor. He is co-editor of the *Order Board*, the newsletter of the Wolfeboro Branch Railroad Club.

Collinge attends many railroad shows throughout northern New England in support of the model railroading hobby and to promote NMRA. He likes nothing better at a show than to help a new hobbyist with his choice of scales, scenery, track and engine problems. He also provides a test track which can accommodate seven scales so that purchasers can try out equipment before going home, and will trouble-shoot other model electrical equipment. Dave solicits your vote to represent Northern New England in the Northeastern Region.



1> HUB Convention

museum village in the northeastern area of North America. Old Stur-



bridge Village is well worth a visit no matter how often you've been there. The bus trip will

make it all the more fun. Be sure to bring your camera because there's always something new. Don't fail to sign up for one of the two trips.

The Saturday evening banquet will feature a social hour to renew old acquaintances, delicious food (be sure to make your menu choice when you register), and the story of the Boston & Maine's *Flying Yankee*. The Convention Committee has also assembled a larger than usual number of door prizes that are the hallmark of convention banquets. If you want to sample the fine cuisine of the Worcester area, there will be a map and directory of restaurants at the registration desk.

Rail Clinics

There's an extraordinary talent bank in and around the HUB area, so the clinics will be well attended. When you register, you'll be given the latest list with times and room locations.

Debbie Ames, Backdrop Knowhow

Debbie will present a hands-on workshop introducing and exploring the techniques of stenciling, acrylic painting, and 3D effects for backdrops. Colors, materials and innovative applications will be

demonstrated.

Mike Tylic, Multi-Scale Modeling

Mike is a well-known modeler who lives in the Worcester area. He has had several articles and photos published in the model press. Mike enjoys experimenting in different scales and his clinic will reflect his experiences. He will relate the considerations and problems he has encountered with working several scales at the same time.

Bill Borrelli, Painless Operation-Eliminating the Terror

Bill is well-known in the HUB Division and is current editor of the *HUB Headlight*. His interests in model railroading center around operation, and he will present a clinic on how to get started. If you have ever thought of trying to run your railroad in prototypical manner, but didn't know where to start, then this clinic will get you up and running.

Lou Sassi, Meet Me on the Corner of Rail Road Avenue and West Main Street

Lou is no stranger to Region or Division members. He will present his clinic on using inexpensive plastic structures to model a city scene. He will discuss the versatility of these kits using kit-bashing, adaption, and selective compression. He will also talk about adapting them to the terrain when setting them into the scene, and weathering, painting and detailing.

Tony Koester, Midland Road Update

Tony needs no introduction to most model railroaders. He will give us an update on the Allegheny Midland, including his addition, the

Convention (cont.)

Coal Fork extension which is currently under construction. Work on this extension has been slower than expected due to his involvement with a new magazine from Kalmbach Publishing on layout planning. He will be the editor. Tony has agreed to give us a sneak preview and ask for our suggestions.

Dave Frary, *New Water-Soluble Scenery Techniques*

Dave Frary is known for scenery modeling techniques. He has used water-soluble methods and materials for a number of years. His clinic will be based on some new techniques used on the PRR project railroad he made for *Model Railroader* magazine.

Jack Alexander, *Planning and Building a Mountain Railroad*

Jack has been modeling a western mountain division railroad for a number of years and he will share his methods for building a 1950s era railroad which has a purpose and a concept. He will discuss industry suitability, locomotive and rolling stock compatibility and construction methods.

Non-Rail Clinics

Ann Torry, *Jewelry Making*

Ann is the owner of the "Crafty Peddler" and will begin her jewelry making clinic at 7:30 PM on Friday. Participants can buy a kit for making a jewelry item. When completed, these \$3 kits have a retail value of \$15-20. At least one item will have a railroad motif.

Creating Delicacies

A hotel chef will demonstrate

how to make a number of delicacies for everyday eating as well as for parties.

Mary K Cosmetics

Mary K staff will demonstrate the proper use of cosmetics and will do a complete makeup for several participants.

Layout Tours

Maps and schedules of layouts will be available at the registration desk.

Waushakum Live Steamers

This Club layout in Holliston, Massachusetts features 3/4" and 1" live steam operating on over 1,000 feet of main line trackage. The layout features a functional switch tower, a covered bridge and a fascinating engine terminal. The spread will be open on Sunday.

Fitchburg & Southbridge RR

Mike Tylick's 1930s vintage HO layout will also be open on Sunday in Sturbridge. For several years you've seen pictures of Mike's beautiful work in print, and now you can see the real thing. In addition to the 5' x 13' HO layout, he will also show his O scale trolley layout, and a new O scale project.

Great Northern Railroad

On both Friday and Sunday, Al Lewis will have his HO scale layout available for your viewing. His Millbury pike is set in Washington State, 1960s era. The railroad's principal source of revenue is apples.

Worcester Central Lines

This HO scale Club layout is in the convention's home town. A mature layout, this one is big, about

7> Convention (cont.)

40 ft x 60 ft. and has 300 feet of double track main line. If you like 'em big, this is the one to see. Conventioneers may view it on Friday evening and Sunday.

New England Rail

The Nashua Valley Model Rail Road Club's 26 ft. x 66 ft layout will be open on Sunday afternoon. Its 550 ft. of main line track is managed by CTC-80 command control. The many interesting features of this layout makes it a must on your visit schedule.

G Scale Garden Railroad

Digital Command Control guru, Stan Ames' outdoor railroad in Chelmsford, Massachusetts, will be open on Sunday afternoon. The nearly 200 ft. of track winds its way through the great outdoors, around a pond and a waterfall. No casting resins needed here, it's real H2O.

B & M Transportation System

Keith Shoneman's Boston & Maine Transportation System in Acton, Massachusetts, will be open on Sunday. This layout features 300 ft. of track on two levels. While scenery is in progress, there is a large ski resort complete with operating gondola.

B & M Branchline Service

Felix Legere's HO layout is in Leominster, Massachusetts. The 6 ft. x 15 ft. dogbone switching layout is typical of a Boston & Maine line of the 1940s to 1950s. Open Friday evening and Sunday. Both steam and diesel power are in service. Felix says that his inspiration was the famous Franklin & Manchester of

George Selios. Scenery is about 80% complete.

Hoosac Valley Railroad

Dick Elwell's outstanding 26 ft. x 40 ft. HO layout is located in Adams, Massachusetts. It was featured in the June 1978 issue of *Railroad Model Craftsman*, and the October 1990 issue of *Model Railroader*, and the October 1992 *Railmodel Journal*. The HVR is patterned after a New England Branchline of the 1940s and 1950s. While serving industries along its own route, the railroad links the Delaware & Hudson with the New Haven and the New York Central. Open on Sunday.

NER's November Board Meeting Tends to Details

Working committees will soon be funded by budgets instead of accrual of expenses. The resignation of office managers Rod and Elizabeth Brown presents a search problem requiring a job description. The membership report shows that there are 797 NER members of which 101 are in Life category. The non-rail contest is also in search of a new chair.

Discussion of the Achievement Program revealed that some expenses are picked up by the region; since this is an NMRA program the national organization should bear the total expense. Trustee Parker will contact Rick Shoup about this matter. Brian Whiton reported that NER model contest rules have been alligned with NMRA's except for categories which can't be altered.

Frank Dietz raised the prob-

lem of governing the number of entries for the photo contest per member. He suggested that the limit of two per category be published in the *NER Coupler*. Each Director should have a copy of the *Executive Handbook* which sets out the contest rules. Frank also raised the issue of a shortage of contest judges. He thinks that past contest winners could be recruited for this job.

On another matter, Frank wondered whether NMRA is making new national members aware of the opportunity for regional membership. Trustee Parker promised to investigate the process.

Permanent Convention Chairman Brian Whiton reported that Rockland, Maine has proposed that it be the site of the fall 1994 convention. Room rates are reasonable and a new banquet facility will be constructed. The prototype fan trip will be 70 miles. Terry King, Henry and Ellie Groth would chair "The Magic of Maine", 21-23 October. A motion to accept the site proposal was approved.

D. Fortier asked to move the Quebec convention site (spring '95) to Sherbrooke. The fall meeting for that year is still not set. Kingston, New York will host the 50th anniversary convention in spring, 1996. Again, the fall meeting is not set. Terry King has proposed Portland, Maine for the spring 1997 meeting.

Brian announced that the Burlington convention made a profit of \$820. The North Conway meeting will make as much as \$730, depending on payment of outstanding expenses.

NMRA Trustee Bill Parker announced that Kansas City was approved as the 1998 national convention site. The digital command con-

trol was approved for membership vote (see your NMRA ballot). The national organization is making insurance coverage available for individual pikes, but has not indicated that similar protection might be available for regional conventions.

Frank Dietz said that NMRA area control is by zip code instead of by county. Frank will pursue the defining of boundaries. Irwin Lloyd was named chair of the Nominations Committee and Patti Bettinger (Registrar) was appointed Chair of the balloting committee.

Joe Sokol moved and Wayne Craigue seconded the regulation that, beginning with the Sherbrooke convention, all meeting arrangements, contracts and other plans be forwarded to the Permanent Convention Chairman for review, approval and signature. The motion was approved.

The next Directors' meeting was set for 20 March 1994.

New Members

(12/08/93 to 4/13/94)

Connecticut: David F.H. Bartman (Canton Center); Patrick J. Goedert (North Haven); Harvey W. Guilford (Torrington); William H. Kiemm (Avon); Raymond Kunz (Monroe). **Massachusetts:** Daniel D. Desclos (Chelmsford); Emmanuel Ferrante (Boston); Alan G. Jarvela (Gardner) Fred Perrin (Lynnfield). **Maryland:** Frederick H. Voelker, Jr. (Cockeysville). **Maine:** J. B. Maxwell (Portland). **New Hampshire:** Gary Gilman (Pittsfield); Bruce E. Robinson (Sandown). **New Jersey:** Nick Clancy (Mt. Laurel). **New York:** Edward F. Bommer (Coopers-town); Donald G. Buesing (Ballston Spa); Bill Collins (Syosset); Carl A. Fabrizi (Centerport); John Douglas McMillan (Syracuse); John Milczarek, Jr. (Round Lake); Richard W. Oldrey (Clintondale); David F. Rogers (Gardiner).

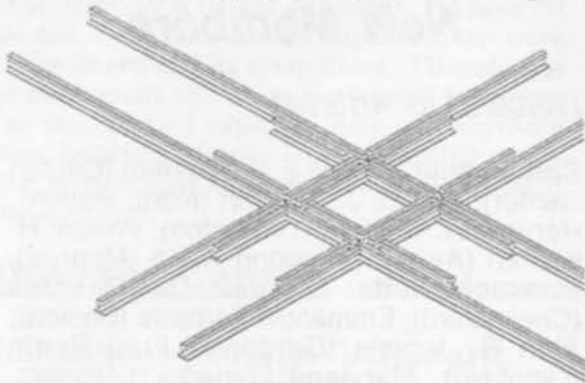
Diamonds Aren't So Clever!

By Brian Whiton

Part II

And Now the Running & Guard Rails

Next, we must make the running and guard rails to go between the through rails. I recommend you pre-assemble the running and adjacent guard rail as a pair, using a very thin (.010) thick brass sheet as a carrier. Again, use the center tit of the NMRA gauge to determine the width of the flangeway. Trim the sheet metal away from the outside foot of the rail after soldering so it will not show when finished. You should be advised that some sheet stock has a protective coating like lacquer which should be buffed off with steel wool for a clean solder joint. You can make these up with random lengths



of rails. Their length need only be sufficient to make two pieces of 51.5 scale inches (.645 real inches) to fit between the through rails. Instead of bevelling the ends, nip off a bit of the head to make a place for the flanges following the through rails. You have to file a skew to match the crossing angle, if there is one. Don't worry if a lot of solder builds up in the area between the running and guard rails

because we will remove this later. It is really necessary, though, to secure the piece during sub-assembly, and then during assembly into the crossing.

Now install these by spiking near, but not at, each end. Line them up nicely with the approach rails. Next, make the two remaining guard rails, taking care to use leading edge bevel where these cross over the foot of the rails they abut, and file an angle matching the crossing angle, if any. Install them by slipping a bit of shim stock under the through rails and placing and soldering the bits of guard rail. Add spikes at the ends only. A few spikes will be necessary to hold all in position during solder flooding.

Similarly, make the four approach guard rails, but add a taper on the outer end to gracefully catch the inside face of an approaching wheel as in a turnout guard rail. I just tack solder these at the diamond, and spike the rest using a "crows-foot" spike between the bases at the leading end, that is the end away from the diamond where the wheel-catching taper is located.

Now, fill the entire flangeway of all running rails and guard rail pairs with solder. Do so by flooding in as much solder as the voids will hold. This is where the high-heat iron works well. Don't heat too much area at a time, lifting the iron briefly to allow the solder to bond. You don't want the whole mess fluid at the same time. The purpose of this is to eliminate any gaps from imperfect matches of angles and bevels, and to make the crossing look like its cast real-life counterpart. In addition, it will cause the flange, not the wheel tread, to carry the weight of the car through the crossing, keeping the tread from

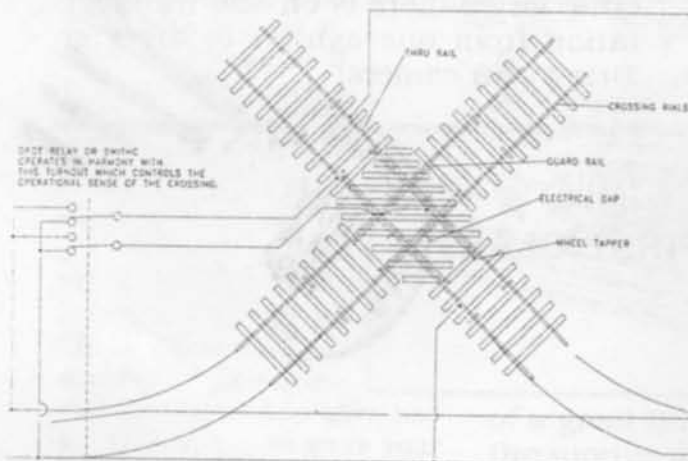
bumping over the gaps at flangeways on opposite rails.

Take a sharp hacksaw blade and snap off about 2.5 inches, discarding the rounded ends. We want teeth all along the cutting edge. Deburr the ends and form to the approximate radius of the track, if necessary. Now saw out the solder in the flangeways with a gentle scrubbing action. You can see why we pre-cut the flangeways in the rail. The rail stock is significantly harder and would make this solder removal rather nasty. Remove the solder only to the depth of an RP-25 flange, determined by the center tit of the NMRA gauge. Throw away all your deep-flange wheels now, you cheap-skate!

Use a mill file to dress the top of the rails and buff them with a brite-boy. Your assembly is now physically operational.

Now We Add the Juice (Wiring)

GENERAL LAYOUT, TIE LAYOUT, ELECTRICAL



Use a razor saw or a Mototool to cut the gaps shown and wire according to the schematic. Notice that two of the corners never require a change of polarity in the diagram. This is generally satisfactory. The switching requirement is handled by a double pole, double throw (dpdt) switch or relay. You can use C&K limit

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ADDITIONAL BALLOT INSTRUCTIONS
 VOTE FOR ONE DIRECTOR ONLY
 YOUR AREA OF RESIDENCE
 You may photocopy this ballot

Official NER Ballot

May 1994

Chairman Irwin Lloyd reports the following slate of candidates approved by the Nominating Committee:

NER Trustee

- William S. Parker

President (Vote for one)

- Wayne R. Craigue
 Brian C. Whiton

Vice-President

- Glenn W. Glasstetter

Directors

Canada: No candidate submitted

- _____

Long Island / New York City

- Ludwig Riemenschneider

New Jersey: No candidate

- _____

Northern New England

- Dave Collinge

Connecticut / Rhode Island

- Kenneth H. May

Massachusetts

- Don Howd

New York State

- Frank A. Dietz

Place your ballot in a plain sealed envelope. Insert into a standard #10 business envelope with your NER and NMRA number in the upper left hand corner. **Mail by 30 June to: Charles & Pat Bettinger, Registrars, 29 Foster Drive, Vernon, CT 06066.**

11> Diamonds

switches to achieve this. Just butt them up to the arm of an appropriate switch machine.

In the diagram, neither switch has a logic more influential to the crossing, but you might have a condition when one is more significant than the other. Obviously, if you try to run through the crossing with the controlling turnout in the wrong sense, you will not prevail.

Some of my friends have no turnout remotely associated with the crossing on their layouts. For them I recommend installing manual switching in the form of a Tortoise machine driven by a dpdt switch appropriately located on the control panel nearest the crossing. The Tortoise has a dpdt capability, which nicely handles the current while providing a mechanical effort for operating a ball signal or a set of semaphore. Nice touch!

There is nothing to do now but enjoy the smooth operation and great looks of your crossing, and

brag to your friends that you puzzled the whole thing out for yourself.

NMRA MEMBERS
Return your ballots for
national officers (president
and executive vice-president)
if you haven't done so

OSV Features "Wool Days"

Old Sturbridge Village, New England's most famous museum village, has a habit of making the past coming alive. Village personnel, through their costumes and programs put visitors in another world. The Memorial Weekend features "Shearing, Spinning and Weaving." This is your opportunity to see how New Englanders made wool into cloth. If you don't sign up for the railfan trip, you'll love this excursion. The short trip from the hotel to OSV will be made by bus. While the Village is quite large, there is on-site transportation from one exhibit to another. Bring your camera!

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