

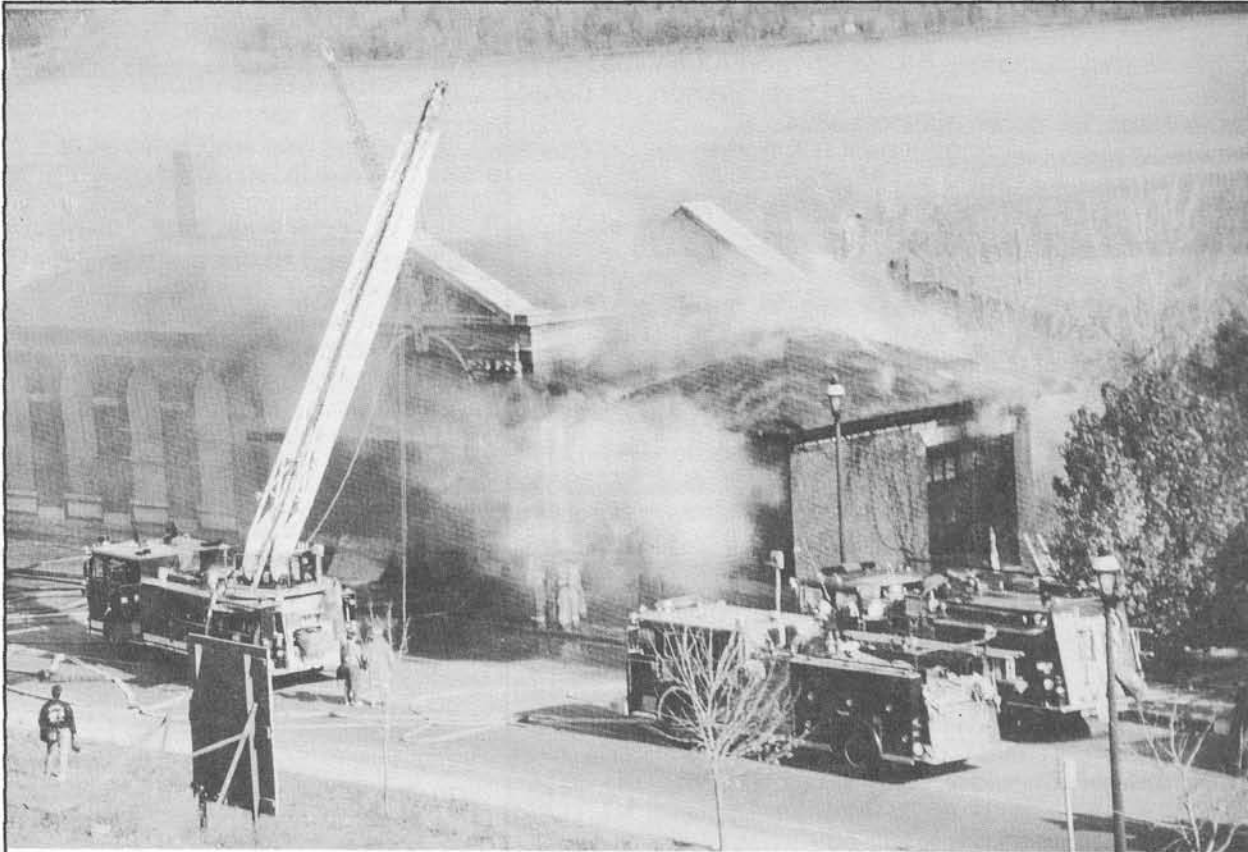
THE
NER

No. 188, MARCH 1997

coupler



A Publication of the Northeastern Region, National Model Railroad Association



The former West Shore (New York Central) passenger station in Newburgh, New York, was heavily damaged by a smoky fire on 16 November 1992. This picture, published in Railpace Newsmagazine in January 1993, was taken by our prize-winning photo-artist, Pat Lecaroz.



Messages from Tower A

It's winter, but I'm not working on any big or new model projects. I've been under the threat of a photo shoot by the eminent Mr. Sassi. Of course, there is really nothing more motivating than the threat of important visitors to get you working. Even more though, we all like photos of our layouts and want them to be great photos. The camera finds all you tell it to see, including the flaws. Now, the camera can tell some big lies, but not little ones. For example, you can extract a completed view of an incomplete area of your pike rather easily if there is enough completed detailed area in the subject to [**cont. p. 3**]

INSIDE: Down at the Roundhouse, Loose Spikes, Reservation and Program information for the Saratoga Limited, Bright Ideas, Red & Yellow Boxes, News from the Outback, and lots more!

NER BRASS

OFFICERS

Brian C. Whiton, President 860-623-8512, BCWHITON@aol.com
94 & 96 Spring Street, Windsor Locks, CT 06096
Glenn Glasstetter, Vice -President, 802-434-3316
RFD #1, Box 385, Richmond, VT 05477
James Heidt, Past President & NMRA Trustee 315-697-6227
PO Box 25, Clockville, NY 13043-0025
Patti Bettinger, Secretary 860-643-8925/FAX 860-533-1590
29 Foster Drive, Vernon, CT 06066
James Truax, Treasurer 802-660-3824
PO Box 4417, Burlington, VT 05406

DEPARTMENT CHAIRPERSONS

Paul Allard, Achievement Program 802-893-2228
53 Rollin Irish Road, Milton, VT 05468
Kenneth H. May, Convention Chairman, 860-872-3441
71 Buff Cap Road, Tolland, CT 06084-2605
Don Howd, Model Contest Chair, 508-689-9102
48 Arrow Wood Street, Methuen, MA 01844
Frank A. Dietz, Photo Contest Chair, 518-562-8058
38 Sandra Avenue, Plattsburgh, NY 12901
Diane Salvatore, Non-rail & Crafts Advisor, 609-769-3065
33 Elm Street, Woodstown, NJ 08098
Linda May, Crafts Contest Director, 860-872-3441
71 Buff Cap Road, Tolland, CT 06084-2605

DIRECTORS

Denis Fortier, 418-665-4284, <capaigle@mail.netrover.com>
1 rue Duchesne, Capàl'Aigle, Quebec, PQ G0T-1B0
Kenneth H. May, Connecticut, Rhode Island 860-872-3441
71 Buff Cap Road, Tolland, CT 06084-2605
Ludwig Riemenschneider, Long Island, NYC 516-781-3534
4039 Wicks Avenue, Seaford, NY 11783
Don Howd, Massachusetts, 508-689-9102
48 Arrow Wood Street, Methuen, MA 01844
Richard C. Laube, New Jersey, 609-882-7341
6 Worthington Drive, Trenton, NJ 08638
Frank A. Dietz, New York State 518-562-8058
38 Sandra Avenue, Plattsburgh, NY 12901
David Collinge, Northern New England 603-335-4356 &
FAX 3 Durham Lane, Gonic, NH 03839-5411

WORKING CREW

Joseph T. Popecki, Editor 802-863-4121
33 Woodridge Drive, Burlington, VT 05401 2741
Michael G. Saunders, Distr., NER Coupler 802-524-4428
msaunders@together.net, 84 Aldis St. St. Albans, VT 05478-1913
Charles & Pat Bettinger, Convention Registrars, 860-643-5925
FAX 860-533-1590 29 Foster Drive, Vernon, CT 06066
Ronald J. Bergeron, Office Manager, 207-490-1743
11 Alpine Drive, Sanford, ME 04073-2446

#188, March 1997

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
33 Woodridge Drive
Burlington, VT 05401 2741
802-863-4121

CHANGES OF ADDRESS

should be sent to the Office 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 or 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
30 May 1997
SUMMER ISSUE**

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

both fill the view finder and tell a good story. You can't, however, tell that story with a poorly detailed subject. We need to overcome both natural and man-made flaws if we are going to feed a hungry camera. While I've been fixing up, the results have made the layout a lot more visually pleasing, and therefore more fun to operate. Let's give some thought to the feeding of the camera.

Among the most threatening natural conditions on a model railroad layout are the dust and spiders. I found I could not dust everything, so I tried to pick the scenes Lou would be likely to shoot. I didn't outguess him every time, so some scrambling was in order. Had I put more energy into dust control when first designing the layout room, I would have had less of a problem. You who are in early construction take heed. At this point however, an acceptable technique for me would be to refresh one small area, say three feet square, several times a year. I did several such areas right before Lou came, each taking about one evening. While you are doing one of these areas, you will see a lot of modeling flaws and repairs which are easily correctable. Sometimes you will be compelled to change a significant feature. I'd attempt to control wild urges as they lead to more work than is reasonable to do in routine maintenance.

Poor construction is one photo-killer that is hard to address. Watch out for that term, "layout quality". You don't need contest quality on your layout, but your photos demand subjects reasonably free of modeling flaws. An example of a flaw would be a gap between two walls, or a window and a wall -- that sort of thing. If you can't fix a flaw, hide it with

additional detail or features. Put a stack of material in front of the wall gap. Reset that window or glaze an unglazed one. I had to take the Mototool to a warped wall. I cut out a chunk and inserted a masonry section made from cast plaster. It fixed the problem and added some character. Be brave! Trees and foliage can disguise a lot. A gap between the building and the ground can be filled with a bit of body filler. I keep around a former white glue bottle full of a loose mix of joint compound to fill around gaps behind rocks and for some foundation touch-ups.

You don't need contest quality on your layout, but your photos demand subjects reasonably free of modeling flaws.

I had a few loading platforms with no bracing underneath. I had a temporary bridge that was a slab of wood, so I added some steel beams to the sides. I had to glaze a bunch of windows that were not. Found lots of busted trim, dead guys, even a window had fallen out of a building. I found it necessary to put some Grandt Line windows in an old Revel farm house. Wow, what a difference! I like that kit, but it needed the improvement. Several wooden buildings had no foundations, so they got them. Make up a perimeter of 1/8th" square wood painted concrete color. Don't forget to mitre the corners so no end-grain will show. Since the layout is not level in a lot of places, I carry the foundation to the site on the structure. I use Liquid Nails to attach the the foundation to the layout. It's bulky, so it will follow the imperfections in the layout surface. It's brown, so it looks like dirt. I push a bit of grass into the glue that squeezes out after a bit of work with a Q-tip. Fast and effective! Gaps between foundation and layout are

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p.3 ☞ MESSAGES FROM TOWER A

a problem. Some foundations are attached to the building so they can't be treated as above. A little dirt and weeds were added loose to make a disguise. Some day the vacuum will get them, but who cares. I'll just add more. Insufficient detail can be a killer. Are there planks and sawbucks at that grade crossing? Does your New England street scene have those big "street trees", sidewalks, street signs, poles, etc.? Skip the line in the road unless you are mighty steady with a paint brush. Is the scene alive with people? No frozen motion people either. Is there clutter that relates to the activity in the scene? Now don't go putting junk everywhere, this isn't Toonerville!

Weathering is a big photo-killer. No people with vinyl clothes! No hopper cars with with glossy interior paint. No shiny Delrin car wheels or trucks. I painted the sides of all the rails to be photographed. Now I'm motivated to do all the rails. Looks good! You know, I've got a few buildings that are super funky, with highly distressed roofs and other details. But really, now, How many did you see today? If a building is in service, shipping actively on the railroad, would the owners really tolerate such a nasty building? Used as accents, these are great, but not as the norm.

Vegetation has to be addressed too. I have a lot of trees near backdrops which throw shadows. If they are tightly packed, the shadows overlap. Individual trees need to be removable if they touch the backdrop.

Beyond this, I had a lot of trees that had turned olive in color. I found a can of

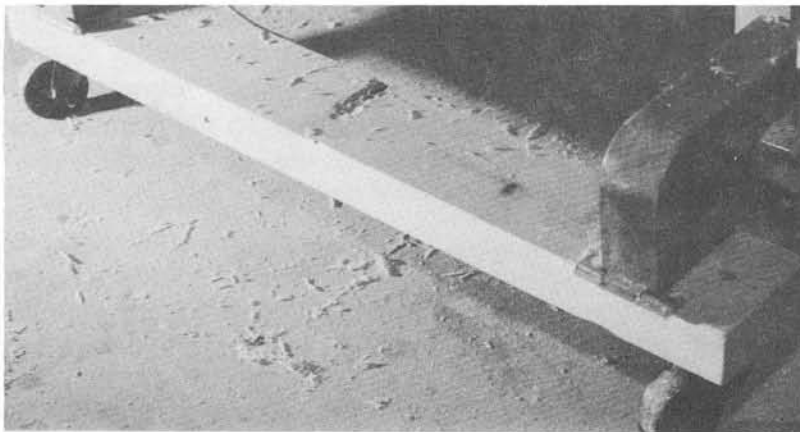
paint with a soft-touch nozzle in a color I could use. Yes, I got some paint on the ground around the trees, so I had to freshen up the ground cover. The net result was well worth the effort. I had a lot of white specks on the layout too. These were really nested so the vacuum wouldn't pick them up. I had to use a brush, then freshen the ground cover. I had some cinder ballast so dust-impregnated that I had to brush and vacuum to get the color back. It worked.

None of the above was any liability to the operations. It made the layout look more convincing. I even added a bunch of signs to identify shippers, which made operations more interesting. This was work, but really rewarding. The guys are coming over for an operating session tonight. Let's see if they have more fun.

Brian Whiton, President

BRIGHT IDEAS FROM THE Old Dude's Shop

Most model railroaders have shop facilities near their layouts. After all, a lot of wood and metal work go into such construction. As the layout inevitably expands, or other household necessities increase the competition (see *The Maytag Railroad* elsewhere in this issue), the space available for the shop begins to shrink. As things get piled one on top of another, they might

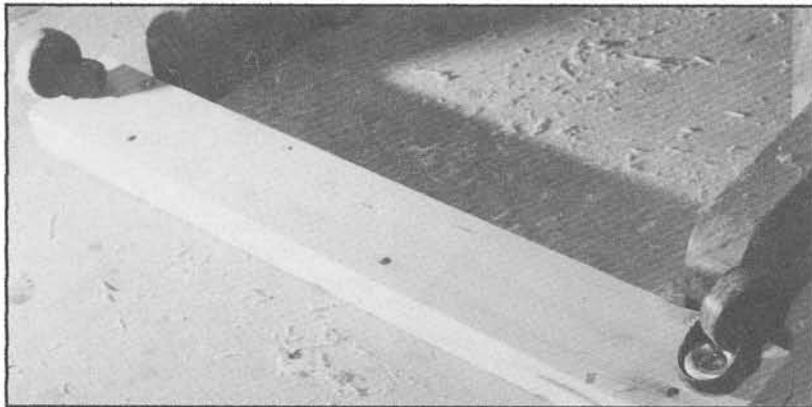


as well vanish because you can't remember where they are when you need them. Larger equipment

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p. 4 ☞ Bright Ideas...

mounted on floor stands can be placed on wheels and put in place as you need the tools. The problem is, how do you keep them stationary when you use them? Try the hinged caster system I found many years ago in an obscure shop magazine. Figure 1 (p. 4) shows the caster assembly, mounted on a dressed 2 x 4, in the rolling position. The weight of the thickness planer on the stand keeps the assembly firmly in place.



When you roll the stand to the place where you want to use it, tip up one end and kick the caster assembly out and repeat the procedure on the other end (figure 2). Now the stand rests on its base and won't budge, especially if you fasten rubber pads to its bottom. When you finish using the tool, just reverse the process and roll the stand and tool to a corner of the shop where it's out of the way.

On some types of machine stands, a piano hinge can be substituted for the strap hinges on the one in these pictures. Nothing could be simpler or more fool-proof. Instant space!

Red & Yellow Boxes

(To Build or Not to Build)

Over the past several years I've purchased Craftsman kits from George (Fine Scale Miniatures), and Bob (South River Modelworks). When I first got into the "collecting yellow boxes" madness, I went open loop.

I had piles of yellow boxes on the shelf, the water tank, the branch-line coaling station, Sewalls, Rawlings, *ad infinitum*. I was even buying them from scalpers! The old freight station was first at over \$50, not bad for an under \$10 kit when new. Next was the milling company - a huge building with a couple of castings.

Then Bob got into the picture with his red boxes. Bigger, higher prices, plaster walls, a book of instructions! Where will it stop?

I got the checkbook out. Dellabarre, Millett, Ware Knitters, Martin, Threadwell, Blackstone, Rugg...I bought them all! What a collection. Rows of boxes: reds and yellows all in neat and expensive rows. What to do with them? How much would a "scalper" pay?

Then a good friend asked me to build one. So, I built the McKenzie Milling. My second attempt at building a kit. My first was a Campbell house - name long forgotten. Well, I learned a lot from George regarding Craftsman Kit building. I was on a roll. The water tank was next, followed by a station. Not too shabby, and visitors were impressed to see "expensive collectibles" on the layout. They looked good!

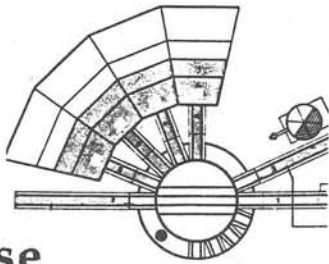
The town needed some industry and what better choice than the Sewalls Foundry? A two-foot shelf around the wall consumed another yellow box. Then Bob came to the rescue with Dellabarre, which turned into the Ulysses Paint Company. It came out better than expected.

My layout has consumed more reds and yellows. One recent building from George was named Jeffrey's Point, and when combined with the gas station from Roadside Delights, I've got one heck of a freight house.

I've enjoyed the hours spent building the reds and yellows. They look great on the layout. My latest project is building a scene with Rugg Manufacturing and Cartwrights. Water courses are a natural for these two buildings, set side by side. I can even work in the narrow-gauge, as envisioned by Bob. These kits are produced to be built! I am far from a master modeler, but with the parts provided by George and Bob, I can achieve a creditable scene.

I have to thank Brian Whiton for encouragement and help. He was the one who suggested using the reds and yellows. His practiced eye makes the finished kits different. The first thing he does is throw away the directions. Two old George kits now reside on Brian's Vermont Midland. Thanks to Bob Van Gelder and George Sellios. -Ron Musco

Views & News
by Glenn
Glasstetter
Down
at the
Roundhouse



Uncoupled Thoughts

With no specific theme in mind for this issue, I thought I would wrap up one loose end and touch on several other items in this column.

The End? What do You Think?

In the February 1996 issue of the *Coupler*, our editor, Joe Popecki, urged members with concerns about the direction of the NMRA to convey them to our Trustee, Jim Heidt. In the next issue, Joe published excerpts of a letter from Charlie Reynolds, a forty-five year member of the NMRA and NER, from Medford, Massachusetts. In the last two issues, this column presented concerns I have heard from others, as well as my own two cents.

I recently received a letter from Charlie reporting that he has re-upped for another year. Great! However, Charlie included a copy of a letter that he had enclosed with his dues to the NMRA reiterating his concerns and his reservations about continuing membership. In his cover letter, also sent to Brian Whiton and Jim Heidt, Charlie said, "My congratulations to those of you who are carrying on the good fight, attempting to get the NMRA back on the right track, not the rip track." When I first read this, I was concerned with his choice of words, "the good fight". Although I have opinions which may be different from others on some of the issues facing the NMRA today, I do not consider any of this to be a fight with anyone, but rather a discussion of these issues. I do believe that we all have the best interests of the NMRA in mind, but we have different ideas about which direction to go.

I also received a letter from Bob Charles in response to the letter I sent him clarifying my own ideas and urging him to hold the line on dues. Bob said that he had recently attended another Region's 50th anniversary convention and "three different individuals encouraged us to increase the dues as much as double so the association is properly funded by the membership and all the services

could be expanded." Now, I am sorry, but I can't for the life of me understand how anyone could believe doubling the dues would properly fund this association. There wouldn't be anyone left, except those who can afford to attend all of their regional as well as national conventions, to whom \$60 is small change, and the life members! These two groups constitute a minority of organization members. A doubling of the dues would be the end of NMRA. As shown in previously published statistics, our largest loss of membership has occurred since the dues were raised to \$30, and as shown in the recent survey, the two major reasons for non-renewals are financial.



While this is not a personal fight against anyone, I do view it as a fight for ideas and direction for this organization. I believe now that Charlie had it right all along. Whatever your ideas are, make them known to the officers who can do something about them, whether on the national, regional or divisional level.

Don't wait to read about it after the vote is over. Let's just remember to keep the discussion about the issues and not make it personal. Is this the end of the discussion? *What do you think?*

The Hudson-Berkshire Division

The Hudson-Berkshire Division has been very active in promoting the NER Spring Convention in Saratoga Springs at area train shows. I recently ran into this dynamic group at the Albany and Springfield shows. They have a very professional display promoting the convention and members take turns modeling at the table while engaging the public in conversation. Modeling is a great way to break the ice with people, rather than just standing or sitting there looking back at them. People are interested to see what is being done and start asking questions about how to do it. This is a great lead-in about the benefits of membership in NMRA. The trick is to do something that doesn't require a lot of concentration so that you can stop and talk to people. It also helps to have finished models on hand to show what the end result will look like.

At Albany, I saw Bob Hamm super-detailing some of his award-winning scratch-built structures, while Bill Mischler, who is also an award-winning scratch builder, was

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p. 6 ☞ Down at the Roundhouse

cruising through two of the new Walthers Jordan Spreaders. Bob, our spring convention chairman, had some of his beautifully crafted structures on display. From Bill I learned to put liquid styrene cement in a small, narrow-neck bottle. Unlike the widemouth Testors bottle, the narrow neck reduces evaporation, so he can leave the top off while he is using it. Since the bottle was taller and narrower than the Testors, he had made a wide base to fit the bottle so it wouldn't tip over.

In Springfield, I found Don Buesing and Biagio Pace manning the display. Don was staining strip wood for his scratch-built On3 models, some of which were on display. Don is definitely into large scale model railroading. He is also a member of the Saratoga Live Steamers group that will be open during our convention. I also met Biagio Pace, one-fourth of the tree building group whose series of detailed tree building articles recently appeared in *Model Railroader*. The other three partners of this group are NER members Bob Hamm, Lou Sassi and Peter Darling. Biagio said that he has over one thousand of these highly detailed trees on his layout. Lou told me, "Biagio can do anything." Biagio came up with the idea of how to raise Lou's railroad, which is depicted in the recent Keller video.

While these were the only people I saw when I went by the display, other members of the Division would rotate through to spread out the workload. With all this great talent in the Hudson-Berkshire Division and some special events planned, *this convention is one you don't want to miss!*

Progress

The slogan is C&O for Progress. Finally, after what seems like an interminable amount of invisible progress, the fictitious Arlington Division of the C&O residing in my basement is finally showing some visible progress. After all these years of powering the layout with a jury-rigged system, first Keller Onboard, and recently Digitrax, I am finally permanently wiring it up. This is response to all the guys around here pressuring me to hold a real operating session, not just an open house.

When I designed the layout about thirteen years ago, I didn't give a thought as to how to operate the four-track, double ended, hidden yard. At that time, I knew how a flashlight circuit works - maybe a little more than that. While I'm still no electronic wizard, I'm proud to say I have designed, installed and

debugged (without burning the house down or electrocuting myself) a semi-foolproof control circuit for this yard. This marvel of electrical engineering allows operation of the yard from a remote operator panel for each end of the yard, or basic panels under the layout for debug purposes. It has train detection, turn-out indication, power routing and automatic overrun protection. I've learned a lot about electrical circuits, but the real lesson is: don't build a double-ended, hidden yard!

The rest of the fascia is getting put on, including real control panels. For my first op session, I'll even have a virtual control panel. What's that, you say? Why, it's a blank panel that you just imagine how it works. There is nothing like a deadline for people coming over to get you motivated. Soon I'll be able to get back to the fun stuff of building trains and creating the mountains and hollers, coal mines and towns of West Virginia.

Loose Spikes

Notes from the ashpit 📖 📖 📖

by Jim Heidt, NMRA Trustee



Hello, again, friends! Last issue, we promised to share some suggestions on how you, as an informed and concerned NMRA and NER member, can do your part effectively in "drawing the line in the sand" against more membership losses. Well, before we get to some specific ideas, let's block the train to get an idea of a helpful concept.

As with most avid model railroaders, I subscribe to the *Model Railroader* magazine and, while involved in the detailed reading of the December 1996, and later the February 1997 issues, I was struck with a discovery. Those of you familiar with that periodical are aware that it is full of advertisements, product reviews, letters to the editor, and other lead-ins before reaching the "meat" of the magazine: articles beginning with the editorial, "At the Throttle". A quick review showed ten or so references to the NMRA in the February issue alone, up to the editorial! They included conventions, past and future; recommended practices regarding car weight and wheel-flange contours, scale gauges, standards, DCC, a famous layout on tour, and more.

With all of that concentrated recognition of "real modeling life" contributions by

cont. p. 8 ☞

our organization, I found this mentioned in the last paragraph: in the past, modelers have most often perceived to enjoy this hobby in spite of the NMRA. However, now, because of the improved "visibility" of our world-wide group as both the guardians of scale tolerances and the promoters of state-of-the-art technology, hobbyists increasing;y credit their hobby enjoyment to the **efforts of the NMRA.**

"OK, Fine," you say, "but what does such stuff as RP-25 and all that DCC mumbo-jumbo have to do with me?" Well, it's a mindset, I suppose. Many of you have taken up my offer in the last issue (which still stands for you latecomers) to get a copy of my long, written report to the NER Board of Directors regarding the status and progress of NMRA. With that information in hand, and more to come, we have reason to feel better about the efforts and directions being taken to brighten our organization's future.

So, in returning to the beginning, what can you do? With the conviction that the best sale of anything is made one-on-one, here are some ideas you can take into the trenches of effective, meaningful membership recruitment and retention: As with MR, you can improve the NMRA's "visibility" by doing the little things that help! For example, buy an NMRA (or NER,, division) name badge and wear it to all model railroad functions, not just NMRA-related ones. Go to your next division meeting or NER convention and if you see someone you don't know, introduce yourself and help make that person feel welcome by talking with (not at) him or her.

Better yet, if you bring a new member to a meeting, or sign someone up, follow up immediately after getting the dues and membership application. Include something personal about the applicant in your cover letter (such as gauge modeled, size of layout, prototype interest) and be sure to send a copy to the applicant so he or she will know you handled it immediately. Then, gently lead your applicant into greater participation: invite him or her to help on your layout construction, call before the next meeting and offer a ride, introduce the applicant to other friends at the meeting, and over coffee, share how much fun it is to enjoy your hobby with your buddies in the NMRA at whatever level you participate. Using Rev. Roger Ferris' analogy of "tending the flock", we can effectively hold the line on membership and help it grow with individualized attention.

Layout Design SIG Convention Program

On Friday and Saturday, there will be displays in the Activity Room (formerly Hospitality Room). After the Friday layout tours, there will be a discussion of layout design and operation ideas. This is open to all convention-goers. On Saturday afternoon, there will be Owner-guided tours of SIG member layouts limited to members. On Friday afternoon, two layouts will be open to all: The NEB&W at RPI (Davidson Hall, Burdett Avenue in Troy - call 518-276-2764 for times); Tony Steele's layout, 165 Fonda Road Waterford, New York, Noon- 518-237-1607

News from the Outback Divisions, Clubs, Regions



HUB Division will host the 2d Spring Fling weekend, June 6-8 at the Hobo RR in Lincoln, NH. On Saturday evening, dinner aboard the Dome Diner, "Granite Eagle". Dome seating, \$50 per person, \$45, lower level. Accomodations at the Kancomagus Motor Lodge, \$48+ per room. Friday night "get acquainted dinner" at the Olde Wharf Restaurant. Shopping galore! Contact soon: Richard Towle, 29 Independence Dr., Foxboro, MA 02035.

North Conway Model RR Club 24th Annual Show at John Fuller School, Pine Street. May 17, 10-4. Admission \$2/\$1, \$5 family max. Bill Belcher, 603-447-5447.

Sunrise Trail Division spring convention at United Methodist Church, Merrick Rd, Baldwin, NH from 10-5. Pre-registration: \$4 adm; \$16 dinner; \$19 combo. More at the door. Info: Fernand Washington, 718-528-2308. **John Macintosh**, former NER Director, is at Brookside Village Care; write 1930 Cliffside Dr., State College, PA 16801.

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Saratoga Limited

NER Spring Convention

Saratoga Springs, NY ~ May 16 - 18, 1997

The Saratoga Limited convention is shaping up very nicely as we go to press. The following will bring you up to date and includes registration forms for the hotel and convention. We learned this fall that Saratoga's Skidmore College graduation had been changed to the convention weekend so accommodations will be in short supply as we get closer to the weekend. Make your reservations early!!

Convention Hotel

The convention will be headquartered at the Holiday Inn. The hotel is conveniently located in the downtown district, a walk or a short drive from the exclusive shops, the Canfield Casino, National Museums of Racing and Dance, the Historic Saratoga Race Course, and of course, the rich mineral springs and the Lincoln Baths. This is a real treat for railfan and non-railfan alike!

The Holiday Inn has 150 guest rooms and features Rascals Restaurant serving breakfast, lunch and dinner at reasonable prices. Room rates are \$75.00 per night (single or double occupancy). Most of the convention activities will take place at the hotel where we will take advantage of the spacious facilities.

A reception room will be set up Friday afternoon and evening and Saturday morning and will include displays by the Layout Design SIG, the (D&H) Bridge Line Society. The room will also feature several switching layouts (with locomotive sound) to challenge your operating skills. For the ladies, a baking contest will be held on Friday evening. Coffee will be available both days.

Railfan Trip

The railfan trip is scheduled for Saturday afternoon on the Battenkill Railroad's Rambler. The buses will leave the Saratoga Springs Holiday Inn for Salem NY at noon. In 1850 the Rutland and Washington Railroad was constructed through here with it's major locomotive and car building shops located adjacent to the present day station.

Our fan trip will take us south through the scenic Washington Valley aboard the Rambler's 1940 era stainless cars with a Battenkill Alco RS-3 on the head end. The route will follow the White Creek and the Battenkill River. Along the way we will cross the river four times, pass by the Rexleigh covered bridge and travel through Greenwich Junction on our way to Shushan. Several photo opportunities will be available. Capacity is limited so be sure to reserve your seats early. See you on the Rambler.

Tour of Saratoga Springs

Saturday, busses will depart regularly on a route of historic sites and museums in old Saratoga Springs including: Congress Park, the Canfield Casino, National Museum of Racing, and the beautiful Yaddo Gardens (Yaddo is a writers resort) and more. the tours will be narrated and will make regular stops. You may get off the bus at anytime and spend more time visiting a site that interests you and catch the next bus to continue the tour. The busses will start mid morning on Saturday and end late afternoon.

Rail Clinics

Model railroad clinics will be held on Friday evening and Saturday morning. Model

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railroad clinics will be conducted by accomplished modelers who will show you "How To" get that look you've been reading about. The Saratoga region is fortunate to have a number of award winning modelers who will be giving you tips demonstrating master modeler techniques including: making foreground trees, railfanning model railroads and developing a history and operating scheme for a model railroad.

Contests

Bring your pride and joy! You've worked hard on that project and now it's time to get some recognition for it. We will hold the full compliment of NER contests including Model and Photo Contests. A craft contest will also be held for those of you who wish to display other talents.

Trade Show

A model railroad trade show, sponsored by the Glens Falls and Saratoga Kiwanis, will be held on Saturday from mid morning to late afternoon across the street from the hotel featuring many area dealers and displays. Convention goers will be admitted free and invited to preview the show an hour before it is opened to the general public.

Layout Tours

Layout tours are plentiful and will be held Friday evening as well as Sunday throughout the day. Several layouts have been featured in rail magazines and videos. We currently have planned some 12 to 15 self guided layout tours. Tentative hosts include: Lou Sassi, Ken Nelson, Jack Wright, Dick Elwell, Tony Steele, Henry Probst and our chairman Bob Hamm. RPI's NEB&W and the Schenectady Model Railroad clubs will be open for viewing on Sunday.

The Adirondack Live Steamers have made their magnificent accomplishment available for viewing on Sunday morning. The club features an 80' curved trestle, turntable, transfer table and engine house. Passengers can ride the magnificent 1-1/2" scale trains with live steam on the head end. Your ride will take you through the woods on over a half mile of track with grades up to 1-1/2

percent taking you up and over lower points of the layout. This group can cook too and will be serving breakfast for you early risers at a reasonable price.

Banquet

The Banquet will be held in the beautiful Ballroom of the Holiday Inn. The banquet will feature a sit down dinner with a choice of beef, chicken or fish entrees. The usual assortment of awards, announcements, and door prizes will be made a part of the banquet. Our guest speaker will be Bob Richardson, noted railfan, author, and founder of the Colorado Railroad Museum.

Non Rail Activities

Saratoga Springs has many attractions for the non-rail fan as well and we plan to keep you busy. On Friday evening in addition to the baking contest a fashion party will be held featuring the Week-Enders Line of Women's clothing. On Saturday morning, clinics will be offered on stress management and kitchen tricks by the Pampered Chef. A Bingo game will be held after the banquet.

Register Early

Saratoga Springs is a popular resort area so we encourage you to make your plans now! No doubt that with the events planned for this convention, we will have a full house, so please make your reservations early.

Directions

Saratoga Springs is located about 20 minutes north of Albany just off I-87. It is located about 2 hours from Syracuse, 3 from New York City, 3-1/2 from Boston and 4-5 from Montreal and Quebec.

For those of you traveling north on I-87, take exit 13N to Route 9 North into Saratoga Springs. The Holiday Inn will be located on your right in the center of town. For those traveling south on I-87, take exit 15 and take a right at the end of the ramp. Follow this road to Route 9 South into Saratoga Springs. The Holiday Inn will be located in the center of town on the left.

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HOLIDAY INN
of
SARATOGA SPRINGS

Room Registration for: NMRA's Northeastern Region
SARATOGA LIMITED Convention May 16-18, 1997

*Return as soon as possible to: Holiday Inn, 232 Broadway, Saratoga Springs,
New York 12866 - Call 518-584-4550 or fax 518-584-4417*

Arrival Date & Time _____ Departure Date _____
Number of persons in party _____ Number of rooms needed _____
Requested number of beds per room _____ [] Smoking [] Non-smoking

Reservations made by: Name _____
Address _____
City, State, Zip _____
Phone () _____

Special Convention Rates: \$75 per night per room (1 or 2 persons) + 11% tax; \$75 to hold room.
CHECK ENCLOSED FOR \$ _____ Guarantee on credit card: Credit card No. _____
Exp. Date _____ (circle one): AMEX, MASTER CARD, VISA, DISCOVER, DINERS CLUB

REGISTER EARLY!! COLLEGE GRADUATION WEEKEND!!

NER / NMRA

Convention Activities Registration for: **NER / NMRA**
SARATOGA LIMITED Convention May 16-18, 1997

Name #1 _____ Name #3 _____
Address _____ Address _____
City _____ St/Pr _____ Zip _____ City _____ St/Pr _____ Zip _____
Phone _____ 1st Conv: _____ Phone _____ 1st Conv: _____

Name #2 _____ Name #4 _____
Address _____ Address _____
City _____ St/Pr _____ Zip _____ City _____ St/Pr _____ Zip _____
Phone _____ 1st Conv: _____ Phone _____ 1st Conv: _____

Description	Pre-Reg.	Reg. #1	Reg. #2	Reg. #3	Reg. #4	Walk-in
Registration - Reg. Member	\$15.00					\$17.00
Registration - Guest Member	\$17.00					\$19.00
Registration - Youth (<12 yrs)	\$8.00					\$9.00
Banquet - Prime Ribs	\$25.00					\$27.00
Banquet - Chicken Cordon Bleu	\$25.00					\$27.00
Banquet - Baked Scrod	\$25.00					\$27.00
Fan Trip - Adult	\$20.00					\$22.00
Fan Trip - Youth (<12 yrs)	\$10.00					\$12.00
Total						

Make out check to "NER Conventions" & mail w/ form to:
Pat & Charlie Bettinger, NER Convention Registrations,
29 Foster Drive, Vernon, CT 06066, ph. 860-643-5925

(For Office Use Only)
P - Preregistered / W - Walk-ins
Paid by: C - Check / M - Cash
Amount Enclosed: _____

Feel free to photocopy these forms

Ronald J. Bergeron
Office Manager, NER
11 Alpine Drive
Sanford, ME 04073-2446



FIRST CLASS

: 09-30-1997

Street
Flushing NY 11358

To avoid disappointment, make
your reservations NOW!

