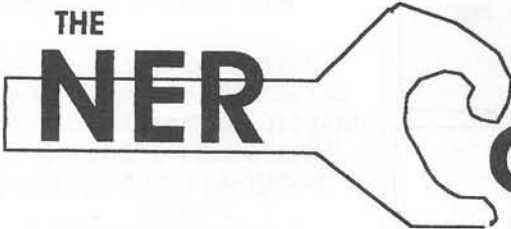


THE
NER  **coupler**

No. 191, January 1998



A Publication of the Northeastern Region, National Model Railroad Association



Pat Lecaroz caught this D & H Alco #5017 waiting at the Arkville Station of the Delaware and Ulster Railroad, August 1996. This color print won Pat first place at the NER Convention, Saratoga, New York, in May 1997.

INSIDE: Early information and reservation forms (including Radisson Hyannis) for the Cape Cod Limited, Spring 1998 NER Convention. Please note the change in Convention Registrar when you return your reservation. **ALSO:** Messages from Tower A, Down at the Roundhouse, The Melville Report with pictures, News from the Outback, and 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
655 Hillview Road, Richmond, VT 05477
James Heidt, Past President & NMRA Trustee 315-697-6227
PO Box 25, Clockville, NY 13043-0025
Suzanne Heidt, Secretary 315-697-6227
PO Box 25, Clockville, NY 13043-0025
James T. Ferguson, Treasurer 802-988-2859
RR#2, Box 77A, North Troy, VT 05859

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, 978-689-9102
48 Arrow Wood Street, Methuen, MA 01844
Frank A. Dietz, Photo Contest Chair, 518-562-8058
38 Sandra Avenue, Plattsburgh, NY 12901
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
Buff Cap Road, Tolland, CT 06084-2605
Ludwig Riemenschneider, Long Island, NYC 516-781-3534
4039 Wicks Avenue, Seaford, NY 11783
Don Howd, Massachusetts, 978-689-9102
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
Terrence P. King, Northern New England, 207-933-2477 &
FAX P.O. Box 188, East Livermore, ME 04228-0188

WORKING CREW

Joseph T. Popecki, Editor 802-863-4121
33 Woodridge Drive, Burlington, VT 05401 2741
Michael G. Saunders, Distr., NER Coupler 802-524-4429
msaunders@together.net, 84 Aldis St., St. Albans VT 05478
John C. Campbell, Jr., Convention Registrar
63 Alexander Drive, East Hartford, CT 06118
Ronald J. Bergeron, Office Manager, 207-490-1743
11 Alpine Drive, Sanford, ME 04073-2446

INTERNET ADDRESSES

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#191, January 1998

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
15 March 1998
PRE-CONVENTION ISSUE**

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

Messages from Tower A

Well, the show season is off to a good start now. I've only caught a couple so far, but I'm reminded of a subject that rattles my cage a bit. I see modules at shows that are pretty interesting, yet exhibit only the most mild effort at modeling. Does this have to be the norm?

A number of years ago, I participated in a modular model railroading effort which failed miserably. Several things contributed to this. There was a very low level of commitment on the part of the module owners regarding show attendance. They had an excellent physical and electrical standard, taken from Division Alouette, though we deleted the backdrops. Unfortunately, the assembly of the modules was crude, the wiring sloppy, and the method of joining the modules was unreliable. All these problems degraded satisfaction. They could, however, have been corrected or improved to functional levels. What really killed the effort was deplorable modeling on most of the modules.

We had a standard assembly order, so that the contours of the hills were compatible at the edges of the modules, and, of course, the track was too. The big problem was that the kits were not assembled even to the minimum standard of the manufacturer. They were neither detailed nor weathered. They were painted with a broom. The scenic textures were poorly attached to the base material so that white spots and missing materials detracted noticeably. Textures were generally too coarse, particularly ballast and earth textures. The overall level of detail was really substandard and these things all added up to unconvincing modeling. The main line was a double track dogbone. Though each line had spurs to industries, and one module had a small yard, we never switched any industries. We just didn't simulate real railroading either in appearance or practice.

To offer some leadership by example, I built a module and joined the group. With our dogbone configuration, we could be placed in "along the wall locations." A couple of us had full-size pickup trucks, so we built the end sections. These could have a loop five feet wide and eight feet long and still fit in the bed of a truck. I chose one of these loops; it was a matter of greed. I knew that I might be able to work a branch line into the loop, which would be self-contained. It could be operated independently of the main line and interchange with main line trains.

I hand-laid the track because I could not afford 14 bucks per turnout. Ties were stained

in logical colors. Fine Scale Miniatures had a small book on detailing and it had a lot to say about the appearance of track. I followed it closely. I installed switch machines on all the turnouts and an independent cab for the branch.



I really went at the scenery with the mission in mind. I put nice rock castings in my scene, but not too many, and colored them by taking the module to locations in the field, mixing colors to match what I had right in front of me. I put in

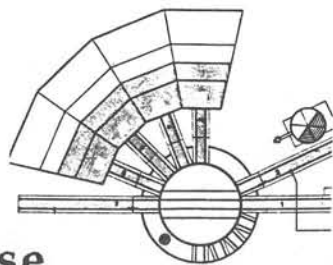
hundreds of trees made from collix weed, though they were not quite as good as the real thing. I was careful about textures; ballast was fine. The larger grains were only .03 inches, which was still a bit big. These would have been about .025 inches in reality, which made mine an inch too big. Earth for roads and fields was sieved as fine as possible. The buildings were kits which I painted, weathered and detailed to the maximum. I added a lot of after-factory detail, mostly inspired from scenes in model railroad magazines. Determined to have a nice model, details like phone poles with lines, barrels, boxes, junk, people, signs and vehicles were packed in.

Did it work? Yes and no. It failed to inspire the other modelers. They mostly came over to play with my trains and complained about their lack of ability, money, knowledge and modeling time. Bah-Humbug! Did it work for me? Oh yes, it really did. I had a ball. I even went alone to shows with my module many times and long after the others had dropped out. It was satisfying, fun to operate, and offered lots of opportunities for improvements. I began to realize, however, that a major element of modular model railroading was the fellowship. When you are the only fellow, it is a drag. The module wasn't compatible with other module groups because of its end-of-dogbone configuration. But it was some of the best modeling I had ever done. Logically, I added it to my home pike and there it remains, nearly unaltered and just as much fun to operate ten years later as it was on day-one, show-one.

So let's get those modules out and really model. Make them look good and make them work well. Pack in the detail. Take care with textures and colors. Plan on using those spurs during the display. get some really nice rolling stock. The fun and satisfaction will follow. The fellowship is already there. Show off at more shows. If you build it they will come.

Brian Whiton

Views & News by Glenn Glasstetter Down at the Roundhouse



Ride the NER Mixed Train

You've paid your fare and we have two coaches tagging along on this NER Mixed today, so hop on board for a trip around the Region. Let's see what's happening in our divisions. There will be a lot of switching to do at some, while there will be no set-outs or pick-ups at others. We should keep our eyes open to see how some of our divisions are attracting new industries (members) and how they are retaining their current business. All Aboooard!

Our first stop is our newest division, **Metro North**. In case you haven't noticed, Kevin Feeney had been advertizing to start a new division in the Westchester County, New York/Fairfield County, Connecticut area for over a year in the "New Club Forming" column of the *NMRA Bulletin*. Now they are advertizing under the "Membership Open" column. They have about fifty paid members, an operating modular layout, an active schedule and a timely newsletter. They will also be hosting our **Fall '98 NER Convention** under the leadership of Convention Chairman Chuck MacMath. Judging from the *very* advance publicity provided at our most recent convention, "The Merchants Limited" looks like a very exciting convention.

Our next station is the **Sunrise Trail Division** encompassing Long Island and the borough of New York City. This division hosted our latest convention in Melville, New York. Outgoing president and Convention Chairman, Fernand Washington, and the rest of the division produced a highly successful meeting. I understand that this convention created an increase of at least eighteen new members for the Region. Sunrise Trail has a large member base and an active program, including a yearly division convention. The *Cannonball* is the STD newsletter, but I'm not on their mailing list, so I'm not aware of all their activities.

Let's move on down the line to the **Garden State Division** of northern New Jersey. This is a large city on our main line, but there has been no switching here for a long time. With 58 NER members and many more NMRA members, you would think that there would be a lot of industries to switch. We had better get our marketing people down here to generate some new traffic.

As we swing north, the next town we come to is the **Hudson Valley Division**. On the books, this division includes Orange, Sullivan and Putnam Coun-

ties. If this area were to become active again, my impression is that it should include at least Ulster and Dutchess Counties, which are now included in the Hudson-Berkshire Division. This would increase the potential member base and would be more geographically centralized.

Moving up the line, we have quite a bit of switching to do in the **Hudson-Berkshire Division**, which includes the Greater Albany, New York area, Berkshire County, Massachusetts, and Bennington County, Vermont. These people are lucky to have one of the greatest concentrations of fine model railroads, as was seen at our Spring '97 Convention in Saratoga Springs, New York. Outgoing President, Bob Hamm was the convention chairman and has been leading an active Achievement Program in the division. Maybe you have see one of the activities this division does to attract new members at area train shows. Members man a table at a show where they work on various modeling projects to attract the attention of the public. This can be the perfect lead-in to inform the public of the benefits of joining the NMRA. Their *Form 19* newsletter keeps me informed of their division meets, usually local layout visits that typically draw fifty members, as well as road trips and clinic/slide presentations.



Moving on to the **Central New York Division**, we find a growing division with an active program of layout tours, clinics, road trips and a very active model contest program. We are seeing the results of this in our Region model contests with Ed Boomer taking home the Baldwin Trophy, and Division Achievement Program Chairman Brian Curry's fantastically detailed N Narrow Gauge models. The CNY's no-dues policy relies mostly on donations for their many raffles as well as other gifts, such as Ed Scott subsidizing the CNY Division patches and other members donating videos for the division video library. I learn all about the CNY through their newsletter, *Red Markers*, edited by our Region Trustee, Jim Heidt.

Now we'll head across the border for some international trade in the **Alouette Division** in Quebec. Unlike our other NMRA Regions straddling the US-Canadian border, we have the added challenge of two languages. Fortunately, many if not most, of our Canadian brothers are bilingual. We also have the advantage of our office manager, Ron Bergeron, being bilingual. The Alouette has a substantial division program and it has provided the region with first rate conventions in both Montreal and Quebec since 1992. The Division newsletter, the *Signal*, and their Director, Denis Fortier's translation into French of the *Coupler Digest* keeps them informed of what is happening in the NER.

Continued, p. 5 ☞

Down at the Roundhouse

Heading further north, we come to the **Maritime Division**. Encompassing the relatively sparsely populated provinces of New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island, I am not aware of any recent divisional activities in this area. However, approximately eight years ago, it hosted an NER convention in Saint John, New Brunswick. There are eighteen NMRA members and six NER members residing in this division.

Dropping back below the border, our next stop will be the **Seacoast Division** of Maine and New Hampshire. The recent revival of this division by Dave and Dorothy Collinge, and Terry King has brought local NMRA activity to the northeastern corner of New England. Its newsletter, the *Switch Tower*, has kept me abreast of activities that are taking place Down East, including a division logo and patch to give it greater identity. Terry has suggested this for the region. He was recently appointed to fill out the remaining term of Northern New England Director David Collinge. Dave asked to step down due to health reasons in his family. Dave and Dorothy, we hope all is well with you and we thank you both for your many years of service to NER. The best of luck to both of you!

Heading west now, we arrive in the **Green Mountain Division** of Vermont. This division got its start in the early 90s through the efforts of Mike Saunders. Working with director Dave Collinge, Mike was able to muster enough support to form a division to provide a local presence for the western end of the Seacoast Division. The NER Spring '93 Convention, held in Burlington, Vermont, was a high point for this division. Attendance at activities has dropped off lately, but Dave Camber, our new NER Club Dispatcher, has been drumming up new members around the division, which should bode well for an increase in activities and attendance. Dave is also in the preliminary stages of putting together a regional convention in St. Johnsbury, Vermont. The *Green Mountain Flyer* is the newsletter of the GMD.

If you haven't gotten off at one of our stops yet, we'll drift further south into western Massachusetts to the **Pioneer Division**, which includes Franklin, Hampden and Hampshire Counties. I'm not aware when the last divisional activities took place, but there are forty-one NMRA members and eleven NER members living within its boundaries.

Heading east now, we move into the **Hub Division**, which includes all of Massachusetts except the four western counties and Bristol County. Like the Louisville & Nashville RR, the Hub can be called the "Old Reliable" of the NER. It's a large organization with a long history of service to its members and region. These include monthly meetings, a huge annual train show, a yearly convention, a video library and more. The *Hub Headlight* keeps its members informed of news

and activities. Hub is hosting our Spring '98 Convention in Hyannis under the chairmanship of Pete Watson, MMR, and will include several nationally-known clinicians. With its great depth of talent, the Hub always comes through with interesting conventions. If you haven't been to a convention for awhile, this one should be a good one to attend.

The next division down the line is **Little Rhody**. Here we find overgrown tracks that haven't been used in years, but if we look beyond, we can see a good-sized town with potential for future pick-ups and set-outs. There are fifty-one NMRA members living in Rhose Island and Bristol County, Massachusetts. Seventeen of them are NER members. This a more than adequate base from which to build a divisional program. The Division is also home to the Providence Model Railroad Club. Formed in early 1994, this club is rapidly building the Providence Northern, a freelanced Class 1 New England railroad, in an area measuring 87 x 42 feet. There's a lot of potential here!

We now head to our final stop in the **Nutmeg Division** in Connecticut. It is undergoing a reorganization under Connecticut/Rhode Island Director Ken May. To the considerable number of NER members living in Connecticut, I ask you to give your support to this core group to build a strong division and reap the rewards of an active program. This group has aggressive plans for recruiting new members at local area train shows. Ken's address and phone number is in the NER BRASS column of every *NER Coupler*. Good luck to this re-invigorated division.

As you can see from our trip, our region runs the gamut from very strong and active divisions to totally inactive ones. Did you remember to keep your eyes open to see how some of our divisions are attracting new industries (members) and how they are retaning their current business? There are several inactive divisions within the Region with the potential for an active local program. get together with the NMRA and NER members in your area. If you don't know who they are, contact me. There are many resources in the NER that are available to help you learn how to develop and sustain an active division program. We can help. An active local division is a great way to participate in and attract new members to our great hobby of Model Railroading!

Dave Camber is NER Club Dispatcher

Dave volunteered, and President Whiston appointed him to compile and maintain a list of clubs within the NER. This can include model railroading clubs, historical and prototype organizations and small groups. Write Dave and tell him all: name, address, contact (with phone) meeting times and description of group activity. Send info to: Dave Camber, RR2, Box 208, Lyndonville; VT 05851.

And the Winners are...

Contest Winners and AP Achievers at the Melville, New York, Convention.

Model Contest Results, (courtesy of Don Howd, Chairman).

Baldwin Trophy - Best in Show: **Ronald Parisi** for New York Central Station Float. **HUB Division Award - Second Highest:** **Howard Dwyer** for Richmond Hill Junction Station. **Sunrise Trail Division Award - Highest Point Total - New Modeler:** **Bob Hamm** for 21" Gauge Mine Tram Bridge. **New England Railway Consortium Award - Second Highest Point Total - New Modeler:** **Mike Ryan** for S Gauge Shed.

Master - Freight Cars, 1st: **Ray Muntz** for Swift Refrigerator car.

Master - Non-revenue, 1st: **Bob Bird**, for Big Moose Blacksmith Car; 2d: **Bob Bird**, for Big Moose Flat Car.

Craftsman - Structures, 1st: **Ronald Parisi**, for New York Central Station Float; 2d: **Howard Dwyer**, for Richmond Hill Junction Station.

New Modeler - Structures, 1st: **Bob Hamm**, for 21" Gauge Mine Train bridge; 2d: **Mike Ryan**, for S Gauge Shed.

New Modeler - Dioramas, Best in Class: **Mike Ryan**, for Forest Stream.

Craftsman - Motive Power - Other, Best in Class: **Herbert Klein**, for Indiana Railway Interurban.

The models were excellent; the quantity submitted, extremely small.

Photo Contest Results (Courtesy of Brian Whiton, Chair).

Color Print - Prototype, Craftsman, Honorable Mention: **Cliff Franklin**, for D&S Gold Train 96; Craftsman, 1st: **Cliff Franklin**, for Dream Loco (D&S at Rockwood); Craftsman 3d: **William O'Hara III**, for Chessie Pair at Glenwood; Craftsman, 2d: **Ed Neale**, for Pioneer Valley RR; Craftsman 3d: **David Hoadly**, for Algoma Central at Hawk Junction; Craftsman 1st: **David Hoadly**, for CN Commuter Train.

Color Slide - Prototype, Craftsman 3d: **Mike Ryan**, for EBT Engine; Craftsman 2d: **Mike Ryan**, for Old Mill at Greenbrier; Craftsman, 1st: **David Hoadly**, for Sky Train at Expo 67; Master, 2d: **Jack Alexander**, for Royal Hudson; Master, 1st (Best in Show): **Jack Alexander**, for Conway Scenic Loco at Fabyan.

Color Print - Model, Craftsman 2d: **Art Fahie** for Dockside Scene; Craftsman 3d: **Ed Neale**, for December Caboose.

Color Slide - Model, Craftsman 2d: **Jack Alexander**, for Breakdown at Black Rock Tower

Craftsman 3d: **Jack Alexander**, for Climbing Toward Colter Pass; Master 1st: **John Bortle**, for Railfans and PAs at Poughkeepsie Bridge.

Achievement Program Awards (Courtesy of Paul Allard, AP Chairman).

These Merit Awards were earned in the Layout Room: **Thomas Rhodes** (Motive Power) for FNR 2-6-0 Live Steam; **Peter Eaton** (Structures) for Woosville Wood Chip Mill, and, Vermont Paper Company Paper Mill, and, Grant's Farm Equipment; **Earl Smallshaw**, for Scenery, and for Civil Engineering; **Peter Eaton**, for Civil Engineering.

The following merit Awards were earned at the NER Fall'97 Convention (Long Island): **Ray Muntz** (Cars) for Swift Reefer; **Bob Bird**, (Cars) for Big Moose Flat Car, and, Big Moose Blacksmith Car; **Robert Hamm** (Structures), for 21" Gauge Bridge; **Ronald Parisi** (Structures) for NYC Platform Float; **Howard Dwyer** (Structures) for Richmond Hill Junction Station.

Seven NER members earned a total of fifteen Achievement Program Certificates: **John Young**, for Motive Power; **Larry Cannon**, for Motive Power, and Cars; **David MacPherson**, for Structures, and Civil Engineering, and, Electrical Engineering, and Volunteer, and, Author; **Peter Eaton**, for Structures, and Civil Engineering, and, Chief Dispatcher; **Earl Smallshaw**, for Scenery, and, Civil Engineering; **Joseph Popecki**, for Volunteer (Editor); **James Ferguson**, for Volunteer.

Two of these members have earned six AP Certificates. **Earl Smallshaw** and **David MacPherson** are just one certificate short of earning our highest honor: Master Model Railroader. I hope you will encourage them to finish. Since our last report, both Lou Sassi and Earl Smallshaw have earned Golden Spike Awards. There are many members in our region who could apply for this award. Drop me a line if you want an application. My name and address are on the BRASS page (p.2). *Paul Allard*

New Members

16 July to 7 December 1997

Courtesy of Ron Bergeron, Office Manager
Massachusetts: Fred Rundlett (Carlisle); Richard Knight (Barnstable). **New Hampshire:** Robert Gould (Littleton). **Vermont:** Paul Saulenas (St. Johnsbury); Carlo Orciari (East Burke); Tom Winans (Lyndonville). **Connecticut:** John

Continued, p. 7 ☞

Photo Memories of the Melville, New York Convention

Connecticut (cont.): Drake (Avon); Frank Grano (Suffield); Dennis Williams (Stonington); Brian Sullivan (Stamford). **New Jersey:** Carmine Borzelli (Bayonne); Anton Mazza (Berlin); Michael McNamara (West Collingswood). **New York:** Martin Lewis (Bronx); Craig Mattii (Yonkers); Dan Gallo (New Rochelle); Steven Perry (Miller Place); John Ostendorf (Little Neck); John McCluskey (Jackson Heights); Robert Brown (Jamaica); Karl Testman (Jamaica); William Chesson (Springfield Garden); Michael Walpow (Freeport); Erwin Ray (Merrick); Isabelle Ramsdell (Rockville Ctr); Pat Buffolino (Westbury); Arthur Lubitz, Jr. (Babylon); Charles Roth (East Norwich); Raymond Markland (Farmingdale); Kenneth Szekretar (Huntington); Art Fahie (Huntington Station); Mark Tallon (Levittown); Duane Yorke (Massapequa); Thomas Gilligan (Fort Salonga); Charles Weinhofer (Hauppauge); Jim Cassidy (Stony Brook); Thomas Shallcross (Liverpool). **Pennsylvania:** Eric Dervinis (Wayne).

There are many changes in address due to 911 implementation programs or for other reasons. If your address changes in any way, please notify the Office Manager at once (c..f.Return Address).

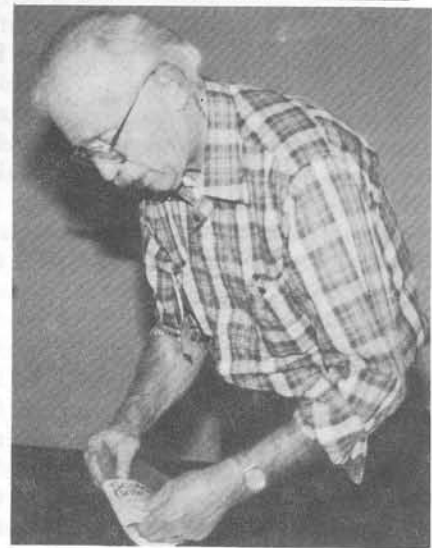
Non-Rail Contest

(Courtesy, Linda May)

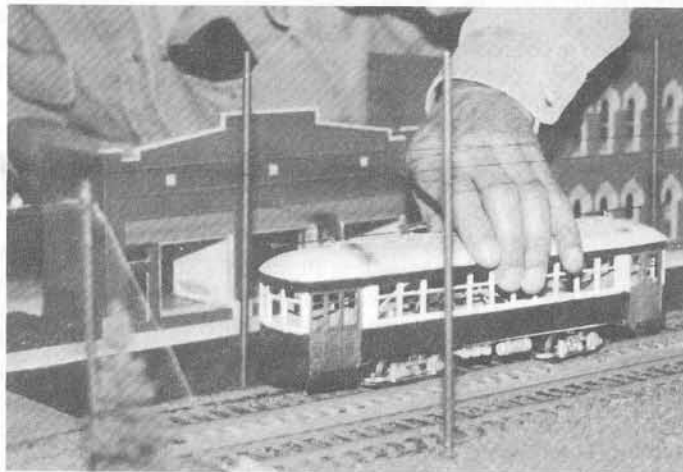
General Pattern: 1st Place & Patti Bettinger Best in Show, to Elizabeth Brown for Beaded Amulet Purse.

Needlework Kit Built, 2d place to Emily Riemenschneider for German Shepherd Dog

Needlework Pattern, 1st place to Emily for her Blue & White Crocheted Afghan.



Clinicians Bob Bird and Art Curren



STD's Street Car Layout

LIRR's Hillside Facility Tour



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Clyde L. Gerald 1918-1997

We received news of the death of Clyde Gerald (Life member, NER and MER) from Arthur H. Gerald, Jr.. We noted his intention, in the last issue, to make his annual "train tour"; he didn't accomplish it this year. What follows are excerpts from a memorial written by one of his proteges, Fred (Phred) Voelcker of Cockeysville, Maryland.

"He was known fondly (at least by those of us who were close to him) as "Uncle". Clyde L. Gerald, the oldest surviving member of the Mid-Eastern Region, died at his family home in Upton, Massachusetts, at 79, leaving friends and associates all over the world mourning his passing.

"I first met Clyde at age 18 when I became a member of the Baltimore Society of Model Engineers. At that time, he was busy maintaining the trolley portions of the club's large HO layout, complete to live, overhead wire operation...After I completed a tour of duty with the Air Force, I rejoined the club and [shortly thereafter] attended my first MER convention with Clyde...when we checked in, he told me the best way to find out what was going on was to mingle and meet people...Although I was rather shy, Clyde proved right.

"When I became Club Liaison Committee Chairman of MER, we traveled together to many BOD meetings...it was then that he began teaching me how to relate to others...he was patient [and] never gave up on me...In the 80's I helped Clyde put the *Local* (MER's newsletter) together. Clyde and I held many an early morning strategy at Tony's Deli, trying to figure out ways to intimidate MER officers into getting material to us in a timely manner. We pushed it a little once and I lost my job as editor. C'est la Guerre!

"I visited Clyde often at the Baltimore Streetcar Museum where he was a one-man track gang. He kept digging until ready for ties and rails. The BSM gave Clyde a plaque with a toy earth-mover attached, naming him the "Human Bulldozer." It was there that WJZ-TV awarded him a "Gold 13" for community service...

"He was a friend to all of us."

The Melville Report

On Halloween, members of the NER gathered at the Huntington Hilton in Melville, New York (Long Island), for the Fall 1997 Convention. Convention Chairman **Ken May** supplied the notes for the following report:

Beginning with the afternoon registration, many home and club layouts were open through the evening hours. A fine slate of clinics also got started. These included, Why DCC (Tony Parisi), HO Train History and Collecting (Steve Perry) New Ideas in Throttles (Dave Metal), How to Build Prize-winning Models (Bob Bird). Women attendees were offered a craft project resulting in a refrigerator magnet. Of course, the hospitality room was open for conversation and refreshments.

Saturday dawned cold and rainy, but failed to dull the spirits of the conventioners. The contest rooms opened and the clinics resumed. Saturday's offerings were equally intriguing: Using the CAD Rail Program, and Constructing a curved turnout (Tony Capato), Kit Mingling Plastic HO Structures, and Scenery As I See It (Art Curren), Vessels of the Port of New York Railroads, pts. 1, 2 (Ron Parisi), Accurate Period Modeling (Mike Siegel), Pin-Hole Photography (John Bortle), The Forest canopy from the Ground Up (Bob Gatland), and, Estate Planning for Model Railroaders (John MacGown).

After lunch, A busful of modelers caught the Long Island RR into Queens to visit the Hillside Repair Facility. [This awesome group of structures provided one of the best tours I've ever experienced- Editor.] The alternative trip took members to Sagamore Hill National Historic Site and thence to Cold Spring Harbor for lunch and shopping. Back at the hotel, Sunrise Trail was sponsoring a train show.

The evening banquet, complete with doors prizes, featured a wonderful slide show by Victor

Roseman, "Steam in the City of Lights", which presented in "color slide-Models" steam and rolling stock vintage 1950, in and around Paris. Sunday featured a sparsely attended business meeting with the BOD, and more layout open houses.

1998 Convention plans are complete: May 1-3, at the Radisson Hyannis Hotel on Cape Cod (see p. 10-11 this issue). In addition to the usual fare, there'll be an auction. The Fall NER Convention will be hosted by the new Metro North Division on 16-18 October at the Ramada in Stratford, Connecticut. Most of the layouts to be visited have never been opened before. There'll be a fan trip to the Danbury Railroad Museum.

For 1999, tentative plans to hold a spring meeting in St. Johnsbury, Vermont, have been put off until the year 2000, because we can't be certain that the convention hotel will be completed by May 1999. **There are no bids for convention sites in 1999.** How about the maritime Provinces, western New York, New Jersey or Rhode Island?

Convention Registrar, Charlie Bettinger has resigned. We thank Charlie for all the years he and the late Patti Bettinger performed this detailed task. **John C. Campbell** of East Hartford has accepted the position (see Registration form).

NEWS FROM THE OUTBACK

The Lyndon Area (Vermont) Sports Association will host a Model Railroad Show at the Fenton Chester Ice Arena in Lyndon Center, on 9 May 1998 from 10 am to 4 pm. Call David Camber at 802-626-9254.

Northwestern Vermont Model RR Society features its 11th *Vermont Rails* Railroad Show at the F. H. Tuttle Middle School in South Burlington, on

Continued p. 12 ☞

A Dual Power Supply for Lighting Structures

by David Camber and Paul Saulenas

Here is a small, compact dual lighting system that you can build for about \$20. You can put it in an industry or under your layout. It will power your main lighting and you detail lighting by eliminating the use of batteries and dropping resistors for each bulb.

The power supply we build here is for 6 volt and 1.5 volt bulbs. If you want to use 12 volt or slightly larger bulbs, you'll have to obtain a transformer that puts out 25 volts or more from the secondary and be rated at 2 amps or better.

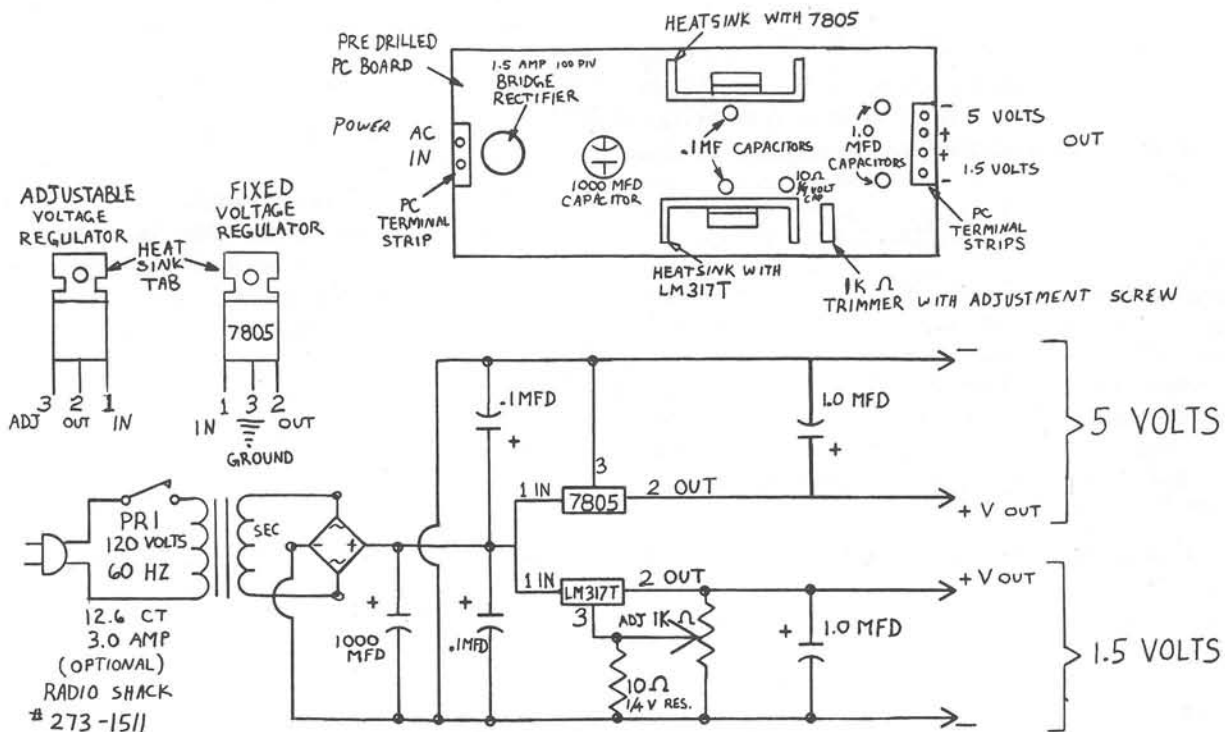
The 7805 fixed voltage regulator put out 5 volts for you 6 volt-rated bulbs. They won't burn quite as brightly, but they will last longer. The LM317T adjustable voltage regulator puts out about 1.2 volts for your 1.5 volt-rated bulbs. You can substitute slightly higher voltage rated regulators for larger bulbs if you wish. This power supply will handle 35 6-volt

lamps and 75 1.5-volt lamps.

Parts Lists (Radio Shack)

- 1- #276-158 predrilled PC board
- 1- #276-195 PC board stand-offs
- 1- #276-1388 PC board wire terminal
- 2- #276-1363 heat sinks
- 2- #276-1373 mounting hardware
- 1- #276-1372 heat sink grease
- 1- #276-1778 LM317T adjustable voltage regulator
- 1- #276-1770 7805 voltage regulator
- 1- #276-1152 1.5 amp 100piv bridge rectifier
- 1- #276-958 1000mfd 16 volt radial electrolytic capacitor
- 2- #276-1432 .1mfd 35 volt tantalum capacitors
- 1- #271-342 1 kilo ohm horizontal style terminal with adjustable screw and PC mount
- 1- #271-1301 10 ohm 1/4 volt resistor
- 2- #272-1434 1.0 mfd tantalum capacitor

Schematic drawn by David Camber



Cape Cod Limited

NER Spring Convention

Hyannis, MA - May 1 - 3, 1998

The HUB Division extends a very warm invitation to all NER members and friends to attend the NER Spring Convention. Come and enjoy the spring beauty of Cape Cod. Our convention will be a blend of clinics, fan trips, contests, a train show, and Saturday evening banquet. We've had a lot of fun planning the convention, and we certainly hope you will attend and enjoy it too!!

Convention H.Q.

Convention headquarters will be the beautiful Radisson Inn, located in downtown Hyannis, MA. This nearly new facility offers wonderful hospitality with pool, health spa and restaurant. Prices for reservations at the Radisson Inn are an affordable \$69 per night plus tax.

Clinics

We anticipate an outstanding clinic program for convention weekend. Headlining the program will be Allen McClelland presenting his clinic on "The Evolution of the V & O". He will be ably complemented by Tony Koester presenting a new clinic that will preview his 1998 Model Railroader series on the "Coal Fork Extension of the Allegheny Midland". Connie Rudder, Office Manager of the NMRA Headquarters will be in attendance to talk about the benefits available to NMRA members. In addition, local modelers will round out a full clinic program.

Railfan Trip

The rail fan trip will begin with a short walk from the hotel to the railroad depot in Hyannis. There we will board a train composed of Budd car(s) which will run along the line from Hyannis to Buzzards Bay. This line is very scenic and travels along the shore of the Cap Cod Canal for a ways. We will cross the canal on the lift bridge to visit

Buzzards Bay station, where photo opportunities will be available. After crossing the canal once again, we will head south toward Falmouth, on a part of the line that does not usually see passenger traffic.

Layout Tours

There will be quite a few layouts open Friday night as a part of the convention activities. Many others will be open along both the north and south routes as people return home on Sunday. Layout descriptions will be presented in the next issue of the Coupler.

Saturday Evening Banquet

On Saturday evening, the 2nd, we have our banquet planned for the ballroom of the Radisson. You will have the choice of Roast Sirloin of Beef or Baked Native Scrod for dinner. At this time the after dinner program has not been finalized.

A Train Show

The Hyannis Model Railroad Club will be hosting a train show on Sunday. Be sure to bring extra pocket money for those last minute purchases.

Non-Rail Program

We feel that we have a very special non-rail program to share with you at this convention. We have arranged a visit to the Pairpoint Crystal shop and factory, and a guided tour of the Sandwich Glass Museum, both located in Sandwich. Following these visits, the bus will return you to Hyannis Harbor where you will board a cruise ship for a tour of the harbor, including a waterside view of the Kennedy compound. It should be a fun-filled day for the non-rail participants.

Plan to come to Hyannis for the Cape Cod Limited on the weekend of May 1 - 3, 1998. We look forward to seeing you.

Cape Cod Limited

NER Spring 1998 Convention
Hyannis, MA - May 1 - 3, 1998

Registration Form

Name 1 _____
Address _____
City, State, Zip _____
NMRA # _____ NER # _____

Name 3 _____
Address _____
City, State, Zip _____
NMRA # _____ NER # _____

Name 2 _____
Address _____
City, State, Zip _____
NMRA # _____ NER # _____

Name 4 _____
Address _____
City, State, Zip _____
NMRA # _____ NER # _____

PLEASE NOTE: Spouses of members should pay the same registration fee as the member.

| Item | Cost | Name 1 | Name 2 | Name 3 | Name 4 |
|--|----------|--------|--------|--------|--------|
| Registration for NMRA & NER Member | \$ 16.00 | | | | |
| Registration for NMRA only Member (includes NER membership) | \$ 22.00 | | | | |
| Registration for NER only Member (includes NMRA membership) | \$ 32.00 | | | | |
| Registration for Guest (includes NMRA & NER membership) | \$ 36.00 | | | | |
| Rail Fan Trip on Cape Cod & Hyannis Railroad | \$ 16.00 | | | | |
| Non-rail Fan Trip to Pairpoint Crystal & Sandwich Glass Museum | \$ 16.00 | | | | |
| Banquet - Roast Sirloin of Beef | \$ 25.00 | | | | |
| Banquet - Baked Native Scrod | \$ 25.00 | | | | |
| Totals | | | | | |

Enclose total registration fee (make checks payable to NER Conventions). Please return by April 15, 1998.

Send to: John C. Campbell Jr.
63 Alexander Drive
East Hartford, CT 06118

NER HOTEL RESERVATION

Radisson Inn Hyannis
287 Iyannough Road
Hyannis, MA 02601 - (508) 771-1700
May 1 - 3, 1998

Rates: Single: \$ 69 Double: \$ 69 Triple: \$ 79 Quad: \$ 89

Arrival Date: _____ Arrival Time: _____ # of nights: _____

Name: _____

Address: _____

City: _____ St: _____ Postal Code: _____

Home Telephone: () _____ Work Telephone: () _____

Mastercard: _____ Visa: _____ AMEX: _____ Discover: _____ Check for Deposit: _____

Card Number: _____ Exp. Date: _____

Make your reservation by April 1, 1998. You may fax your reservation to (508) 771-5156.

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

FIRST CLASS



NER # L103 Exp. :
Kenneth H May
71 Buff Cap Road
Tolland CT 06084

All the news that fits we print.

p.8 NEWS FROM THE OUTBACK

21 March 1998., from 10 am to 4 pm. Largest area show with layouts, videos, dealers, displays. Admission: \$1 and \$3. Dealers and info call 800-978-3472.

Seacoast Division & Great Falls Model Railroad Club will present the Maine 2d Annual Rail Clinic '98 with Dave Fray and others, for novice advanced model railroaders. \$10 per pers advance registration (limit 200). North Yarmouth, at the Westcustago Grange Hall on route 11 Terrence King at 207-933-2477.

Kingston Model Railroad Club- 15th Annual Kingston Train & Hobby Expo, on 29 March 1998, at New York State Armory, North Manor Avenue, Kingston, NY 12401. Contact David Squires, 34 Denver Road, Kingston 12401. Call 914-339-5627.

The **Sunrise Trail Division's** Spring Convention will be held on 21 March 1998 at the First Church, United Methodist, on the corner of Merrick Road and Grand Avenue in Baldwin, Long Island, New York. Modular layouts, vendors, videos and a slate of clinics. Evening banquet with guest speaker (suggest reservations). Starts 10 am. Contact VP Henry Stubing at 516-427-2928.

David and Dorothy Collinge of Gonic, New Hampshire, have sold the publishing rights to **Railroad Information** to the firm of Smith-Thompson, P.O. Box 828, White River Junction, VT 05001. Four issues of the basic publication are \$8; with *Running Extra*, it's \$11, and \$16 for the above + *Second Section*. We're saddened to see D & D forced into retirement by poor health. Thanks for all you've done for the hobby.

Fred Voelcker has decided to switch to On3 Gauge "so I can see what I'm doing." He's planning to sell off his HO private road name rolling stock collection to hobbyists with better eyesight. If you're interested contact him at 4D Deepwater Court, Cockeysville, MD 21030. "Phred" is a member of both NER and MER.

Northwestern Vermont Model Railroad Society announces availability of a private road name, 3-bay covered hopper car of the "Green Mountain Route." The kit was manufactured by Accurail and painted

by Branchline, with Accumate couplers. Single car orders are \$14.95, postpaid. Get in touch with Paul Allard. You'll find the necessary info under Achievement Program Chairman on the BRASS page (2).

The Cannon Ball (Sunrise Trail Division's newsletter) points out that **John Bortle**, one of its division members, took three photo awards at the NMRA Nationals in Madison, Wisconsin. You see some of John's



1998 to visit the **Strasburg Railroad, the Pennsylvania RR Museum, Choo Choo Barn and Toy Train Museum**. The \$50 round trip fee covers busfare and two admissions. Call Mike Martin, 328-8764 for details.

Jack Wall, who edits *Pounding the Rails* (published by the **NMRA's Membership Promotion department**) reports that **NMRA membership was up a net 116 members** at the end of the fiscal year. The yo-yo story continued, though, into fiscal 1998. We ain't out of the woods yet. Many members still feel that the whole membership problem requires more study and the application of new ideas. If you have thoughts to share, get in touch with your NER Trustee, Jim Heidt (see the BRASS page).

Amherst Railway Society Railroad Hobby Show will be held at the Fairgrounds in West Springfield, Massachusetts, on January 31 and February 1, 1998. Hours are 9 am to 5 pm both days. Unfortunately, this annual show goes head-to-head this year with the **Great Scale Model Train Show** in Timonium, Maryland. **Metro North Division** has called our attention to a **Train Show** on Sunday, February 15, at the Greenwich Civic Center in Old Greenwich, Connecticut. Hours are 10 am to 3 pm.

The Seacoast Division announces its current slate of officers: Sanford L. Roberts (president), Larry Cannon (Veep), Terry King (Secretary/Treasurer). Ron Palmquest edits *The Switch Tower*. You can reach him with news at 207-799-1761. There are six model railroad clubs in Maine; no listing yet for New Hampshire.

Carolina Junction, the Mid-Eastern Region's spring 1998 convention, will be held April 23-26 in Charlotte, North Carolina. A special car will take members from Penn Station to Charlotte in style.