

NER COUPLER

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

FALL '79



Don Howd took this photograph of Middletown & New Jersey's #1 in Middletown, NY, in November, 1978.

The M&NJ is a 6-mile short line which primarily

services a large Agway mill in Middletown.

This is about 15 miles from Newburgh, site of the NER Fall Convention. Bring your camera!

NEWBURGH CONVENTION

OCTOBER 12-14

SEE PAGE 3



NER BRASS



President: Fred Driscoll
15 Cushing Street, Dover, NH 03820

Vice President: David W. Messer
12 Hillview Court, Wyantskill, NY 12198

Secretary: Douglas Handy
P. O. Box 798, Springfield, VT 05156

Treasurer: Charles Gerow
75 Geldner Avenue, Staten Island, NY 10306

Office Manager, Membership: Ted Ritter
42 Sunset Terrace, Vernon, CT 06066

Achievement Program: Harry J. Wagner
70-25 67th Place, Glendale, NY 11227

Permanent Convention Chairman: Jack Alexander
111 South Street, East Bridgewater, MA 02333

DIRECTORS

Canada: Denis Fortier
380 Chemin St-Louis, App 1703, Quebec, P. Q.
GIS 4M1

Connecticut - Rhode Island: Charles Bettinger
29 Foster Drive, RRI, Vernon, CT 06066

Long Island & New York City: John A. MacIntosh
150 Kildare Road, Garden City, NY 11530

Massachusetts: William S. Parker
65 Coweaset Drive, Brockton, MA 02401

New Jersey: Charles Gerow
75 Geldner Avenue, Staten Island, NY 10306

New York State: Bill Mischler
1564 Regent Street, Schenectady, NY 12309

Northern New England: Douglas Handy
P. O. Box 798, Springfield, VT 05156

Past President: Graham K. Harvey
2473 South Seaman's Neck Road, Seaford, NY 11783

NER COUPLER

#121 - September, 1979

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National Model Railroad Association. Published
4 times a year.

A. Murray Goodwin, Editor
57 West Point Terrace
West Hartford, CT 06107
(203) 521-2677 (home)
(203) 522-9265 (office)

PIKES

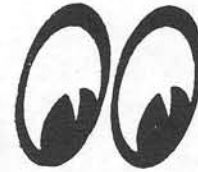
ATLANTIC TRUNK LINES: "O" Gauge
The Stamford Model Railroad Club, Inc.
Tuesdays at 8:00 p.m. - St. John's Episcopal Church
Corner of Grove & Main Sts. - Stamford, CT
Information from Mel Orr (203) 655-1606

+++

DREW, SIS AND DAD RAILROAD

"The Low Overhead Line"
Murray, Nancy, Glenda, and Drew Goodwin
57 West Point Terrace, West Hartford, CT 06107
(203) 521-2677

The Pike Ads are 5 typewritten lines and cost \$4 for
one issue and \$12 for 4 issues.



CLARIFICATION

In Walter Unruh's article on "Steep Grades" (June
issue), the intent was to say that "in terms of trac-
tive effort the N&W Y6 was the world's most power-
ful 4 cylinder steam locomotive. There were a few
experimental 6 cylinder triplex steam locomotives
which developed more tractive effort than the N&W
Y6. Both the Erie and the Virginian railways tried
them, but they were unsuccessful due to insufficient
steaming capacity."

FROM THE OFFICE MANAGER

NER Office Manager Ted Ritter apologizes to those
whose June dues notices were late. He was slowed
down by a broken left shoulder (which is healing
nicely, thank you).

And he reminds members that dues payments are
payable in US dollars, please.

DEADLINES

#122	Winter '79	November 16
#123	Spring '80	March 14*
#124	Summer '80	May 23*

* Assumes May 16-18 Spring Convention and
normal lead time.

Issues will be mailed approximately one month after
deadline listed.

"Something for everyone" is the way Convention Co-chairman Forbes Hauptman describes the activities he and Irwin Lloyd have planned for the 1979 Fall meet of the Northeastern Region to be held at the Ramada Inn at Newburgh, New York, on October 12, 13, and 14.

Access to the motel is particularly easy by car from all parts of the Region, located as it is at the junction of two Interstate highways. Convention goers from Canada, upper New York, and western Massachusetts should take I-87 (New York Thruway) to Exit 17. The same applies to members coming from the South (New Jersey, Long Island, and Greater New York City areas). Most New Englanders will be coming via I-84 and getting off at Exit 7-S. The Ramada Inn is at the junction of these two routes.

For those planning to arrive by private plane, there is a small airport within five minutes of Newburgh.

Although as The Coupler goes to press there are several details yet to be confirmed, a full program is promised.

On Friday evening Old Reliable Irwin will be manning the registration desk from 7 to 9. There will then be time to get together and renew old acquaintances, take in clinics on modules or layout operation, or look at movies and slides.

Saturday morning from 9 to 12 the registration desk will again be open, and the meet will start in earnest. Those wishing to enter the model contest or photo contest can do so in the forenoon. The White Elephant tables, where you can buy or sell railroad items priced at \$5 or under, will be in business all day. A full schedule of informative clinics is being lined up. An exhibition of the New York, Ontario & Western Historical Society will be on display at the motor inn.

After lunch (on your own), three (count 'em; not one

Convention

but three) tours are being arranged. Don't forget to circle which on your registration form. Tour number 1 is a visit to the Military Academy at West Point. Tour number 2 will go to the Brotherhood Winery. And tour number 3 will take in rail activities in the area, perhaps visiting the Poughkeepsie Bridge. In addition, for the ladies, the Chamber of Commerce is trying to get a demonstration by a major cosmetic firm in the area. Whether this will be in the a.m. or p.m. Forbes is vague about.

After a cocktail hour (or two) there will be a banquet featuring Roast Beef au Jus and hopefully lots of door prizes, including a railroad lantern donated by Forbes Hauptman from his prized collection. Afterwards, an auction of items valued at over \$5 by their owners will be held (In other words, a minimum bid of \$5, so bring your piggy banks.).

After breakfast Sunday morning there will be the annual business meeting of the Northeastern Region.

Before you go home you will have the opportunity to visit the Kingston Model Railroad Club layout or attend an Open House of the Hudson Valley Division, which will be held at the new Civic Center in Poughkeepsie.

A final word: Elsewhere in this issue of The Coupler you will find application forms for both the Ramada Inn and the Convention Pre-registration. Make your room reservation directly with the Ramada Inn, not later than September 18 to be sure of accommodations. Irwin's deadline for the convention registrations is October 5. Don't forget to indicate your choice of tours for Saturday afternoon.

--Jeff French (ex-Coupler Editor)

CONVENTION Registration Form

Mail to: Irwin F. B. Lloyd
44 Lincoln Drive
Glastonbury, CT 06033
Make check payable to: NER - Conventions
Please PRINT.

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

_____ Single Registration @ \$16.00 _____
_____ Adult Family Registration @ \$30.00 _____
TOTAL: _____

Tour Choices (Circle) 1 2 3

HOTEL Reservation Form

Mail (ON OR BEFORE SEPTEMBER 18, 1979) to:
Ramada Inn
1055 Union Avenue
Newburgh, NY 12550

() Single Room \$29.00

() Double Bed Room \$32.00

() Twin-beds Room \$40.00

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Time _____

Will arrive: () Friday, October 12, 1979 at _____

() Saturday, October 13, 1979 at _____

Under Construction

((This article is adapted from the column The Beginner/ Le Debutant in Division Alouette Québec's magazine Signal.))

LATEX - A TOOL FOR THE MODELER

You must have seen on a fellow modeler's layout rock formations that look real. Even in real rock formations nature does reproduce itself in miniature, and the modeler can use this aspect to his advantage.

Though we are not sculptors, it is possible for us to reproduce those rocks using the mold technique. I'm not pretending to be the one that has developed the latex mold and its use, but I will tell you how we do it.

(1) To reproduce a coarse cliff you will have to find rocks that give a duplicate of the cliff you want to build on the layout, using either rock garden stone or certain imitation rock sold in hobby shops or even rocks in the field that have the required qualities.

We used a product easily found in hardware stores. It is made by Dural and is a latex carpet glue or cement made for binding carpets or rugs. The label is yellow and the lettering is black. It is sold in half-pint, pint, quart, and gallon sizes. A quart makes 6 to 7 molds.

(2) To make a strong mold that will retain a certain flexibility you should put on 5 coats of latex with a drying period of 24 hours between coats. On the fourth coat you should add cheese cloth and blend it into the liquid latex on the mold. The fifth coat should cover the cheese cloth. (You could also use sawdust instead. It would give a certain solidity.) It is very easy to take the mold off the rock, especially if you wet the rock before putting on the first coat of latex.

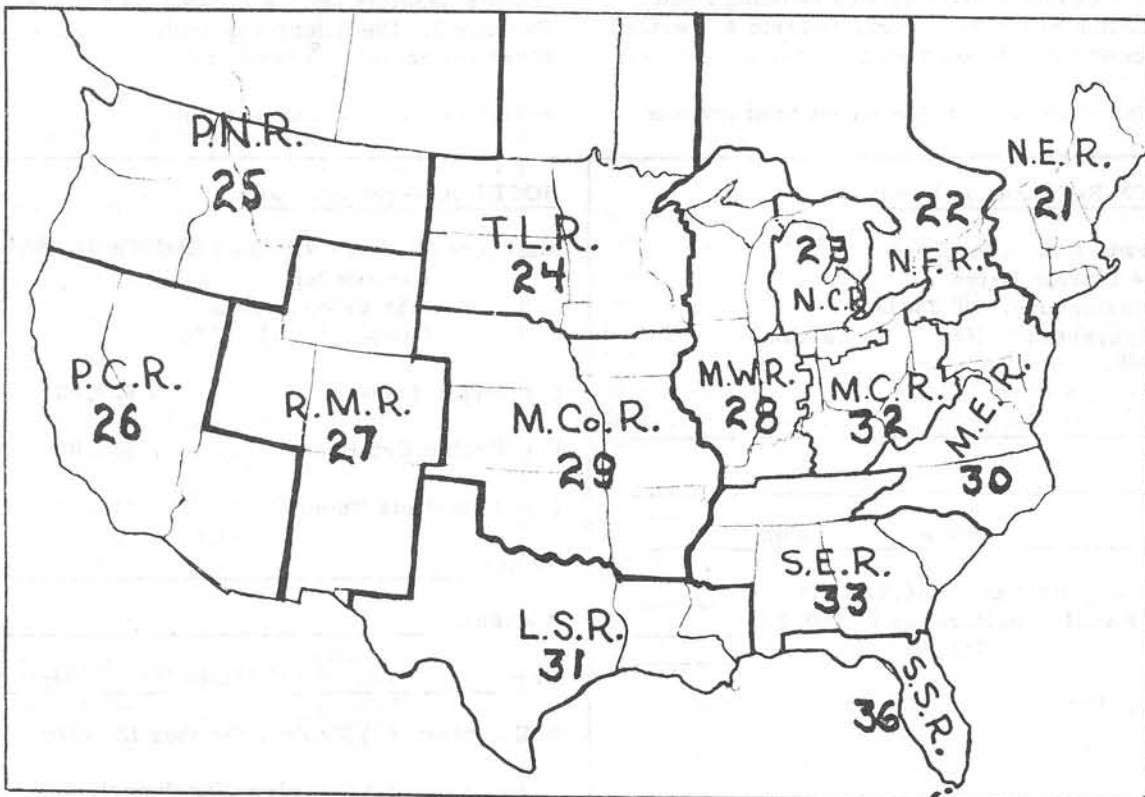
(3) Whether you use the hard shell technique or the old wire screen wire plus plaster or any other method for the base, you can use any type of plaster for the finish.

With 6 or 7 molds of different shapes you take two molds you like and mix the plaster for these two molds, fill them and put them on your mountain in formation in a way to reproduce the relief you are looking for. As soon as the plaster begins to dry you carefully peel off your molds. The plaster is not dry yet, and it will be easy to sculpt it and produce the strata between each mold. If for some reason small bits of plaster are missing here and there, it is easy to add some plaster and use a knife or spatula to remake the joint between the two molds and establish continuity. If the plaster gets too dry you may have to break it and start again.

Practice makes perfect, so do try it, and you will be surprised with the results.

--Paul De Launière

REGIONAL ORGANIZATION OF NMRA



Congrès des modélistes ferroviaires



Le dernier congrès des modélistes ferroviaires s'est tenu à Granby, dernièrement, pour l'ensemble du Canada. On retrouve de ces gens dans toute notre région et le lieu de ralliement et de divertissement est souvent à Bromont. On reconnaît, sur la photo, de gauche à droite: MM. Yves Ouellette, secrétaire; Edmond Leduc, représentant de la ville de Granby; Jack Alexander, président; Dave Messer, vice-président national; Murray Goodwyn, éditeur de la revue Coupler; et Paul Labrecque, directeur de l'Office du tourisme de Granby.

Distinguished officials of Granby and NER (and the Editor) exchanged greetings at town hall prior to the NER Spring Convention.

RAILFUN

To increase the effectiveness of NMRA, it is divided into Regions (many of which are further divided into Divisions) which cover the United States, Canada, and the British Isles.

Here are the regions shown on the map to the left, together with their numbers (first two digits of the four digit number on your membership card and your Bulletin mailing label).

- 21 Northeastern (That's us!)
- 22 Niagara Frontier
- 23 North Central
- 24 Thousand Lakes
- 25 Pacific Northwest
- 26 Pacific Coast
- 27 Rocky Mountain
- 28 Mid West
- 29 Mid Continent
- 30 Mid Eastern
- 31 Lone Star
- 32 Mid Central
- 33 Southeastern
- 34 British (not on map)
- 36 Sunshine

Merle Haggard doesn't think there's anything fishy about having his ex-wife singing backup while his new wife's off on her own gigs. The Hag's toned down his life... moved out of that \$700,000 mansion-with-moat... put his \$200,000 model train set in storage.

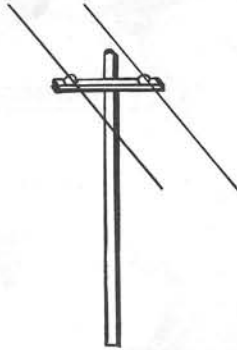


Now that has got to be some "train set"!!!

(New York Times ad for People magazine)



Railroadiana



THE SHINING WIRE

Few people have been aware of the parallel between the development of the rails and the telegraph. They were both perfected and introduced at about the same time, in the middle of the last century, and they have marched down through the years arm in arm. One has served to transport people and their goods, while the other has conveyed their thoughts and their messages, both moving quickly over the intervening miles.

It was on May 24, 1844, that Samuel F. B. Morse sat down at his telegraph key to tap out that historic message, WHAT HATH GOD WROUGHT, and the world had its first practical telegraph. These words travelled over the first inter urban wire, which had been erected alongside the B&O Railroad right of way between Washington and Baltimore. Railroad men of that early period already foresaw the value of the telegraph to the railroad.

Both industries grew up at a time when the vast Western territories were being opened up to settlement. Almost as soon as the telegraph became available, it was being used for dispatching trains. The first recorded instance was at Newburgh Junction on the Erie in 1845. One railroad executive drew national attention when he advised his directors that "I would rather have a road of single track with the electric telegraph to manage the movement of its trains, than a double track without it."

The telegraph was a revolutionary invention. Not only was it a boon to railroad operation, but it created quick contact with the backwoods country. It helped bind our young nation of 26 states more closely together by making possible the quick interchange of intelligence, thus giving each state a prompt voice in the affairs of government. The Pony Express which had linked California with the East died on the day that the through wire was completed.

It was the first great electrical achievement, leading to the trans-oceanic cables, the telephone and the radio. It created world-wide interest in the possibilities of the then little-known force called "electricity", which today we take so much for granted. It revolutionized world communications, and proved to be a great social, economic and educational influence on its people.

The 100th anniversary of the birth of the telegraph was celebrated in 1944, using the original key employed to send the message from the exact spot where Morse had sat a century ago. The B&O station where it had been received by Alfred Vail had long since been torn down, and B&O's historic Mount Clare station served in its stead. B&O President R. B. White was on the receiving end to mark the occasion.

In the 130 years since Morse's first message, the progress of the telegraph industry has been tremendous. Side by side, the wires and the rails cross the continent from one end to the other, linking together a great nation, and working together for a still better tomorrow.

--Stan Bradley

TIPS

Floquil paint is fast drying and tends quickly to become gunk if the cap is left off the bottle. But who wants to take the time to keep putting the cap on and off? I use a small piece of glass (the type used for mounting 2"x2" photographic slides), edged with masking tape (helps avoid lost glass and cut fingers), to cover the uncapped bottle during painting sessions. It's easier and quicker than the cap to put on and take off between dabs, and it seems to keep the solvent from evaporating and leaving the gunk.

Rock strata can be simulated effectively in plaster by stroking the not-quite-dry plaster more or less horizontally with a brush comb, the inexpensive gadget/tool used to comb the paint out of prototype paint brushes. I got one at the paint store, but hardware and discount stores have them too. The price is probably still under a dollar.

After I had covered the glass windows on my garage door with some of that peel-off-and-press-on translucent plastic (listed in Miles Kimball and other gift catalogs), I had some scraps left. Being a model railroader and therefore never throwing anything away, I saved them. I was scratchbuilding a large warehouse-type building with lots of windows. I wanted to illuminate the interior, but I didn't want to bother with the interior detail that would be necessitated by clear windows. I remembered the scraps, used pieces (I used two layers) on the interior side of the clear plastic windows, and got the effect I wanted.

--M. G.

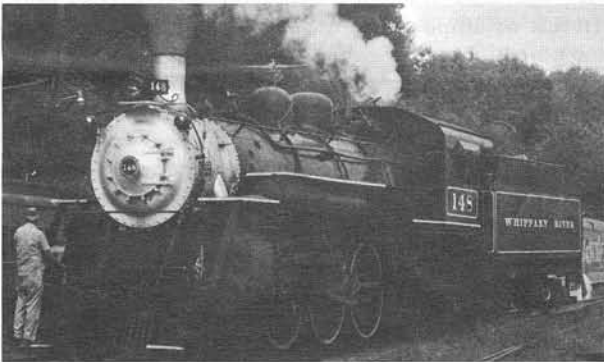
SOOT & CINDERS

by RICHARD M. HANSCHKA



Florida East Coast #148, 4-6-2, April, 1948, Jacksonville, Florida.

September, 1977, Whippany, New Jersey.



FEC #148 ran for years in Florida, then was stored with a sister when steam departed from the road. It went on to the Gold Coast Museum, the Black River and Western in New Jersey, the Whippany River (Morristown & Erie), and now will run Adirondack trains to the Olympics.

#148 was a 4-6-2 and was used on fruit express trains. When I was a child I used to want to go to "The Orange Car", which was a farmers' market arrangement where fruit was sold off the freight cars. These cars went up FEC to Jacksonville (where #148 was taken), then on ACL or SCL to PRR to Newark, NJ.

Note the freight pilot and doghouse. These are gone with a new boiler tube cowcatcher to make it a passenger engine.

Fruit trains ran a 24 hour schedule from Florida to Newark, so fruit was fresh. These were ice refrigerators, which meant costly servicing if there were delays.

Why did I call it the Orange Car? Cars were often painted orange and contained oranges. Later watermelons came to the same place, and these were in hen pullmans or special chicken (multi-layer) cattle cars with lots of straw. Regular cattle cars did carry cows, of course, but they also brought up lumber.

I explain all this as these trains were short compared to regular freight trains - perhaps a dozen cars. Here's a chance to modify a standard 4-6-2 and run it in freight as well as passenger service.

Members

The Northeastern Region welcomes the following new members:

Connecticut: Richard W. Kling, Alfred J. Oneto, Randall Bohmer

Massachusetts: Lawrence F. Granger

New Jersey: William J. Walsh, George Schmidt

New York: Richard J. Cavanagh, John William Penns, Allen Parrott, Anthony Michael Laieta, Jack Ruthberg MD, John P. Markham, Louis H. Roth, Albert G. Tyson

CANADA: Renè Quellet, Onil LeBlancq, Peter Sirois, Bruce M. Shore

Rhode Island: Donald McCra

MEMBERSHIP APPLICATION (NER)

Please fill out and return to:
Ted Ritter, Office Manager
42 Sunset Terrace, TC
Vernon, CT 06066

NAME

STREET & NUMBER

CITY

STATE

ZIP

Amount enclosed: _____

\$ 5.00 for a 2 year membership

\$10.00 for a 5 year membership

Main railroad interest ?

Scale/gauge ?

Layout ?

Size ?

7 How long in hobby ?

SCRATCHBUILDER'S

MODELING

by DAVE MESSER

((This series of articles originally appeared in the Hudson-Berkshire Division's Form 19.))

MODELING TOOLS

The subject to be considered this time - tools - has been covered by others before under general use, but its importance for modelbuilding (and in particular scratchbuilding) justifies its inclusion in this series.

It should be noted from the start two objectives are not included: (1) To anticipate everyone's tool needs (This would be impossible), and (2) To amass a large collection of tools as an end in itself. The object here is rather to provide a guide for assembling a basic collection of quality tools for the modeler, which will be used, and indicate others which can be added as needs, experience, and funds dictate.

The following will serve as a basic collection:

- tweezers (fine-pointed)
- X-Acto knife (medium)
- razor saw
- pin vise and drills
- jeweler's pliers (chain-nose)
- jeweler's pliers (diagonal cutters)
- needle file (half round)
- scale rule (steel)

Believe it or not, this vast array - plus a few additional items such as sandpaper (use aluminum oxide "production" paper), double-edge razor blades, paintbrushes, and soldering iron (for metal work) - can carry out at least 90% of the needed operations. Additional tools can perhaps do a job faster or in some cases better, but they are not actually necessary. Note, for example, that the half-round needle file listed above can serve in most cases in place of a flat, round, square, triangular, and maybe even a few more.

If I had to say which two of the above were the most important, I'd pick the tweezers and the X-Acto knife (or equivalent). Use of the knife is obvious, although sometimes a razor blade can do a better job where a thin and/or flexible cutting edge is needed. Hint: Keep your knife blade sharp (on a small stone), and it will make a cleaner, more precise cut. Once you get the habit, the tweezers become an automatic extension of your fingers, allowing pickup and accurate positioning of small objects and/or providing a reach into place otherwise inaccessible. The razor saw enables you to cut accurately objects

too hard or thick for a knife. A helpful items here is a "Miter Jr." or equivalent for square or precise angle cuts (This can be homemade for general use or in the form of a "jig" for a specific job). A pin vise is an indispensable tool for accurate drilling of small holes. For greater precision and comfort, one with a rotatable knob at one end is recommended over the double-ended type. As far as pliers are concerned, a well-made pair of chain-nose jeweler's pliers allows you to hold small objects more firmly than with tweezers, but without damaging the object being held or being too cumbersome. The diagonal cutters (with cutting edges running to the tip) enable accurate cuts to be made in small lengths of wire, etc. The use of the scale rule is obvious but important, and it also serves as a straightedge for even cutting.

In addition to variations of the tools previously described (different size and shape files, pliers, etc.), listed below are some specific items which you may want to add:

- jeweler's screwdrivers (set)
- small vise and clamps
- taps and dies
- airbrush (with compressor and gauge)
- Moto-Tool (or equivalent)
- Unimat (or equivalent)

Each of the above provides greater flexibility or enables the modeler to do specific, specialized tasks difficult or impossible otherwise. They also represent a not inconsiderable expense (particularly the motorized ones), but with proper care will provide long service. Of all of them, it is my personal view that no serious modeler can progress very far without the airbrush. Although a good one is not cheap, for less than the cost of a typical HO brass engine one can have an instrument for achieving finished results unattainable any other way.

In summary, the importance of quality tools - and the right tools - is to make accurate modelbuilding easy and enjoyable, not a chore.



ALOUETTE DIVISION

This division doesn't seem to know the meaning of the word "can't" (or its French equivalent).

First of all, they now have almost 500 members.

And second, they have published a membership directory which lists members by name (with address, telephone, and scale), by area, and by scale!

And, of course, I've previously mentioned their magazine (Current issue has 60 pages) and their sponsorship of the Granby convention.

--Murray Goodwin

SEACOAST DIVISION

The Holiday Inn, Auburn, Maine (Exit 12 of the Maine Turnpike) will be the scene of our sixth annual Fall show on Saturday, November 3.

This is the third year that the show has been held at the Inn, which is very easy for strangers to the area to locate.

The show is designed to offer informational and recreational activities for model railroaders, whether they be newcomers or veterans.

Hobby shops from Maine, New Hampshire, and Massachusetts will display various types of kits and supplies.

There will be two operating switching layouts. One will be from the Downeast Railroad Club of Brunswick, Maine; and the other will be from the South Shore Model Railway Club of Weymouth, Massachusetts. A small portable HO layout will also be in operation as an example of what and how a novice railroad hobbyist can begin his collection.

There will be two tape/slide shows on John Allen's famous G & D Lines along with the 16 mm sound film "Alp Way Freight". Three films on big time railroading will also be featured.

The show will run from 9:30 a. m. to 5:00 p. m.

--Warren Chase

MARITIME DIVISION

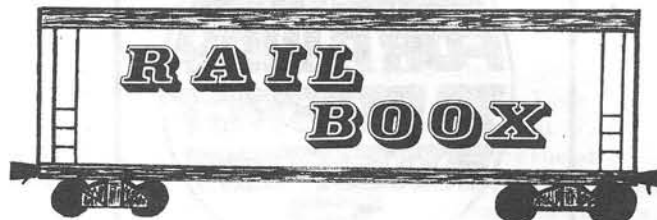
The Maritime Division of the NER now consists of approximately 120 members, with 30 in NER. 48 members just completed a successful convention at the Scotia Stadium in Dartmouth, NS, with over 57 awards to contestants. Some of the Division members have been attending out-of-province meets in Wisconsin and Quebec. Also a fan trip on 60.60 CNR Montreal to Ottawa.

--Robert J. Pearce

NUTMEG DIVISION

To encourage the development of a model railroad club at the Masonic Home in Wallingford we donated a modular layout and other items. Ted Bossert, Ted Ritter, and Charlie Bettinger put on a Sunday afternoon program, and we will continue to check their progress and to help.

--Ted Ritter



THE RAILROAD - WHAT IT IS, WHAT IT DOES - The Introduction to Railroading. By John H. Armstrong. 1978. Simmons-Boardman Publishing Corporation, 1809 Capitol Avenue, Omaha, NE 68102. \$8.95 in paper; \$14.95 in cloth.

Advertised in the commercial model railroad magazines, this is "the first book aimed at introducing new and aspiring employees and management trainees to the world of railroading. From air brakes to way-bills, from intermodal traffic to transportation ratios, from net return on investment to traction motors. Over 90 illustrations, charts and graphs; 22 chapters. This is truly a must for any railroader."

And, I would add, for any serious model railroader who wants to understand the prototype he is modeling. I won't pretend that I read every chapter with equal care, or that I understood everything I read, or that I could apply it all to my pike. But I learned a lot.

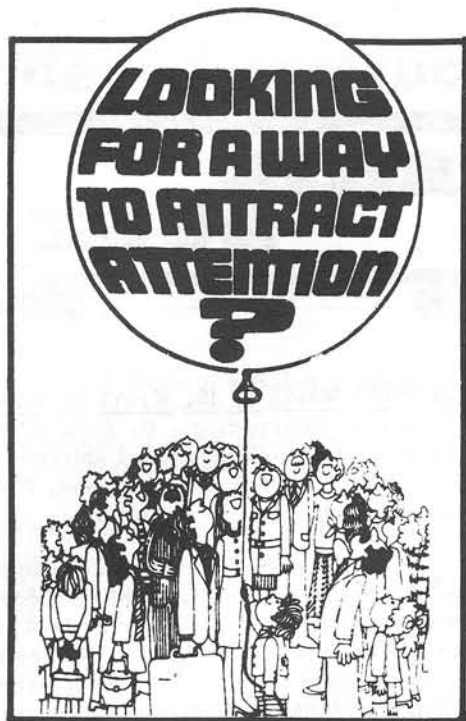
Perhaps I can best give you a quick idea of the scope of the book by simply listing the chapter titles:

Railroad Technology - The Tools of the Trade
The Route System - How Railroad Networks Evolved
The Track: Alignment and Structure
The Locomotive
The Railroad Car
The Train
Signals and Communication
Railroad Operation - Moving From Here to There
Car Types and Carloadings
Car Ownership and Distribution
Terminal Operations
Classification and Blocking
Line-Haul Operation
Unit-Train Operations
Intermodal Traffic
Special Services and Operations
LCL/Forwarder/Consolidator, Passenger Traffic
Administration, Law, Accounting
Operations Transportation
Engineering and Equipment

Of course John Armstrong has already given us much help with his books and articles on model railroading. But this volume is a valuable supplement to these. It really helps the reader understand the concept of a railroad.

It's well worth buying, reading, and using as a reference.

--Murray Goodwin



Advertise in the Coupler! Four times a year it is mailed (by First Class Mail) to a select list of over 1,000 model railroaders who are serious enough about their hobby to belong to the regional organization.

For rates or further information, write or call the Editor (see page 2).

THE NEW ENGLAND STATES
Limited

THE magazine of

New England railroading. . . .

Modeling and prototype information and plans covering all New England railroads, from the New Haven to the Bangor & Aroostook, and the Warwick to the Lamoille Valley. Full color covers.

Published quarterly.

\$9.00 for 4 issues.

\$14.00 outside the U.S. and Canada

Dealer inquiries invited.

New England Rail Service

P.O. Box #701

Keene, N.H. 03431



ON
THE **SCHEDULE**

NATIONAL

August 9-16, 1980, Orlando, FL: NMRA SUNSHINE SPECIAL '80 (Sy Aufseher, P.O. Box 695, Orlando, FL 32802).

NORTHEASTERN REGION

October 12-14, Newburgh, NY: NER FALL CONVENTION (See article, page 3).

NER DIVISIONS

September 29, Massapequa Park, NY: SUNRISE TRAIL DIVISION MODEL RAILROAD MEET, St. David's Church, Massapequa Park. 10:00 a.m. - 5:00 p.m. Live clinics, slides, models, photos, contests, and a special switching contest (Peter Prunka of the West Island Railroad Club will have a "N-Scale" Double Time-Saver Puzzle on hand. The puzzle, modeled after John Allen's original, will provide "Team of Two" Agony and Delight for you switch freaks.). (Albert Waltien, 89-35 116th Street, Richmond Hill, NY 11418. 212-849-3428 after 6 p.m.)

September 30, Sorel, Quebec: DIVISION ALOUETTE QUEBEC MINI-CONVENTION, Ecole Secondaire Fernand LeFebvre, 265 Ramesay Street, Sorel. 10:00 a.m. - 5:00 p.m. Clinics, displays, model contests, layout visit during evening. \$1 for members; \$2 for others. (Jacques LeFebvre, 5100 Blvd Des Etudiants, Apt. 612, Tracy, Quebec, Canada.)

November 3, Framingham, MA: HUB DIVISION FALL SHOW, Keefe Technical High School, 750 Winter Street. 10 a.m. - 5 p.m. Adults \$1.25; children 50¢; family maximum \$3.50.

November 3, Auburn, ME: SEACOAST DIVISION 6TH ANNUAL FALL SHOW (See "From the Divisions", page 9).

November 4, East Hartford, CT: NUTMEG DIVISION FALL SHOW, co-sponsored by Berkshire-Mohawk Model Railroad Club, at BPOE building, 148 Roberts Street. Noon - 5 p.m. (Ted Ritter, 42 Sunset Terrace, Vernon, CT 06066).

OTHER

September 29, Simsbury, CT: FARMINGTON VALLEY RAILWAY SOCIETY TRAIN SHOW, Eno Memorial Hall, Route 10. 10 a.m. - 4 p.m. 50¢. (Greg Gordon, 203-651-3234).

September 29, Andover, MA: TRAINFAIR 79, Greater Lawrence Vocational Technical High School, River Road (off I-93), Andover. 10:00 - 5:00 p.m. Dealers, exhibits, clinics, layout tour, prototype exhibits, live

steam. \$1.25 adult; \$.50 child; \$3.00 family maximum. (A. W. Borrelli, 9 May Court, Methuen, MA 01844)

October 6, Merchantville, NJ: O-SCALE-A-RAMA '79, Maple and Centre Streets (basement of Grace Episcopal Church). 10 a.m. - 4 p.m. \$2. (John Campanelli, Treasurer, 466 Woodbury Drive, Woodbury, NJ 08096).

October 14, Poughkeepsie, NY: HUDSON VALLEY RAILROAD SOCIETY 8TH ANNUAL RAILROAD HOBBY SHOW, Mid-Hudson Civic Center. Noon - 5 p.m. Adults \$1; children 50¢. Operating and modular layouts, manufacturer and dealer sale displays, White Elephant table, door prizes, etc. (Ralph Gabler, 67 Birchwood Drive, Rhinebeck, NY 12572).

October 26-28, Englewood, NJ: METROPOLITAN N GAUGE RAILROAD CLUB 6th ANNUAL SHOW, 8 James Street (at Palisade Avenue), Englewood, October 26, 7:00 - 10:00 p.m.; October 27 and 28, 12 noon - 5:00 p.m. (Bob Kirsh, 201-871-4616)

November 16-18, Rockville Centre, NY: ROCKVILLE CENTRE MODEL RAILROAD CLUB SHOW, 200 Sunrise Highway, Rockville Centre, NY. 8-10 p.m. Friday; 2-5 & 7-10 p.m. Saturday; 2-5 p.m. Sunday. HO scale (Bill Kaatze, 160-45 95th Street, Howard Beach, NY 11414. 212-641-7195).

November 30, December 1-2, East Haven, CT: BRANFORD ELECTRIC RAILWAY ASSOCIATION MODEL TROLLEY MEET, 17 River Street. Operation on $\frac{1}{2}$ ", $\frac{1}{4}$ ", and HO layouts; trolley rides and "fantrip" on BERA line, with day and night photo opportunities; carbarn and shop tours; model contest; trades, sales, clinics, movies, slides. Pre-registration \$6.50; registration \$7.50 (one day \$4.50). (William Weber, %BERA, P.O. Box 457, Short Beach, CT 06405).



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Note new address for Jack. Yep, FL as in FLORIDA. But he has agreed to continue to handle our Pass Exchange listing.

ADDENDUM:

November 3, Truro, NS, Canada: TRURO MODEL RAILROAD ASSOCIATION MINI CONVENTION, Keddy's Motor Inn, Prince Street. Adults \$1; Children under 10 years free with adult. Movies, clinics, contest, photography, antiques, operating test tracks, White Elephant tables. (Robert Pearce, 66 Mt. Pleasant Blvd, Truro, NS, Canada B2N 3N7; 902-895-8406)

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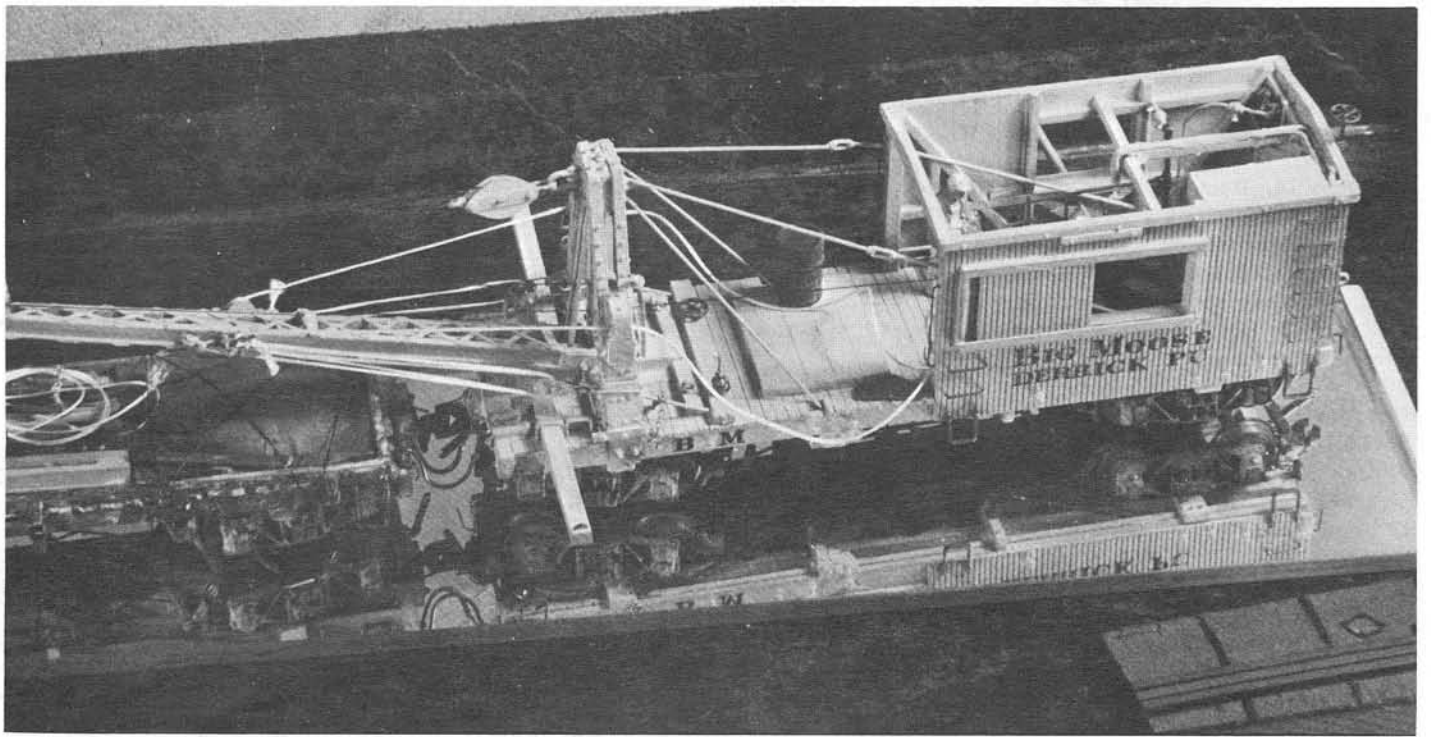
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REMEMBRANCE OF CONVENTIONS PAST



"Big Moose Derrick", Robert Bird - Second Place, Master, "Non-Revenue Cars" - Worcester, May 20-22, 1977

Photo by Don Howd

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