

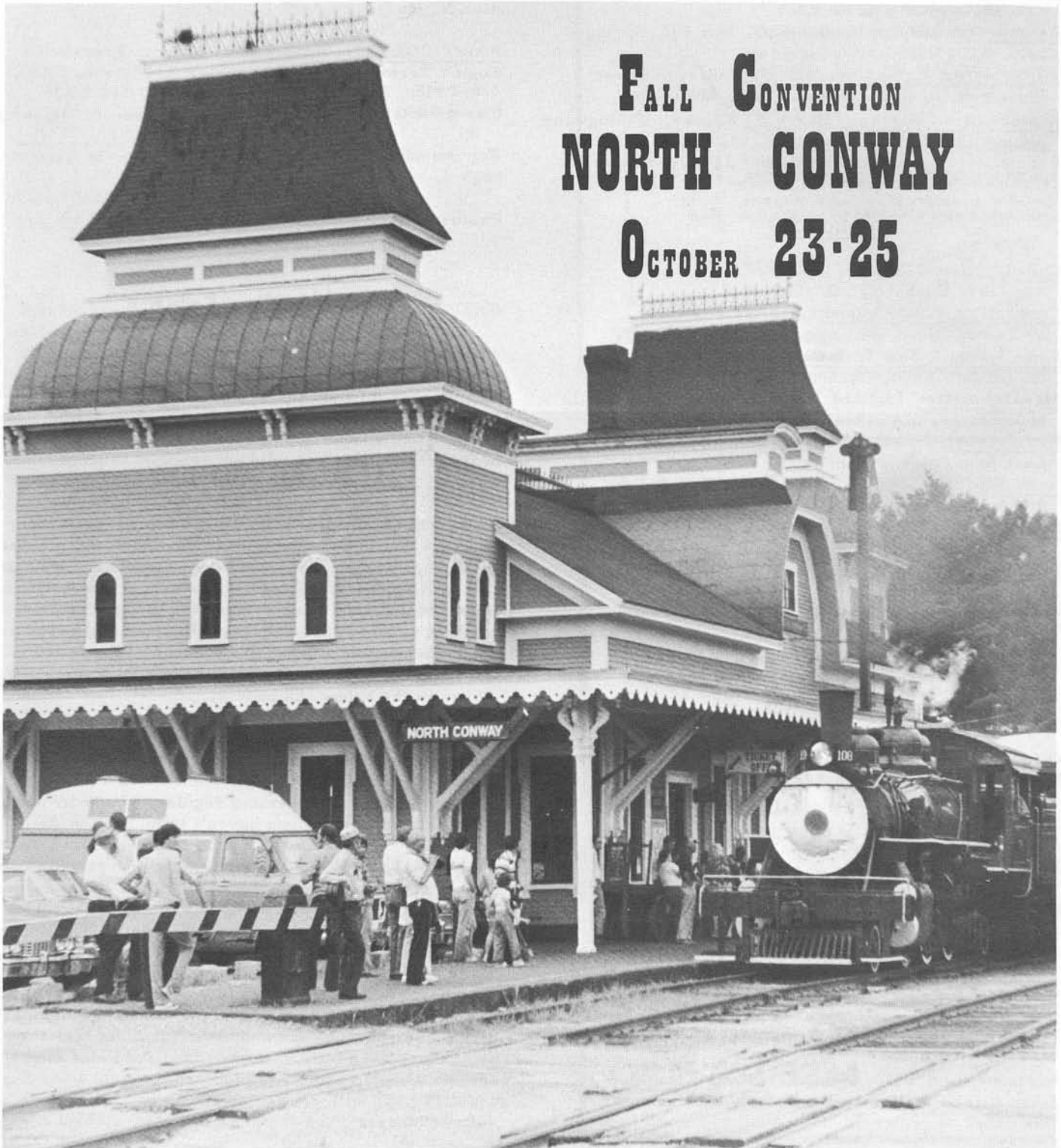


**NORtheastern REGION
NATIONAL MODEL RAILROAD ASSOCIATION**

COUPLER

Fall '81

**FALL CONVENTION
NORTH CONWAY
OCTOBER 23-25**





NER BRASS

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NER Coupler

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A. Murray Goodwin, Editor
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Address changes should be sent to the Office Manager. All other material (including advertisements) should be sent to the Editor.

DEADLINE

for next issue, #130, Winter, 1981, is November 20. Issue will be mailed approximately one month after this date.

Rockport Winners

Among the contest winners at the May 15-17 Spring Convention were those shown on page 3.

LEFT COLUMN: Top, left: Alan N. Houghton, SR & RL Flanger #505 (Baldwin Trophy for Best in Show). Top, right: Thom Donovan, Free-lance Logging Caboose (Sunrise Trail Division Award for New Modeler). Center: Skip Caswell, SP&S 4-6-2 #625. Bottom: Alan N. Houghton, Marbles Station.

RIGHT COLUMN: Top: Robert Bennet, Free-lance Engine Terminal. Center: Peter A. Watson, SR&RL 2-6-2 #18. Bottom: Tom Kabele, B&O 0-4-0 #96 Steam Switcher (Hub Division Award, Second Highest).

For the complete listing see the Summer '81 issue, page 4.

Photos: Peter A. Watson

President's Column

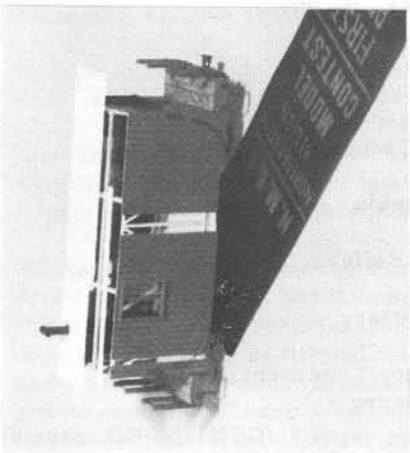
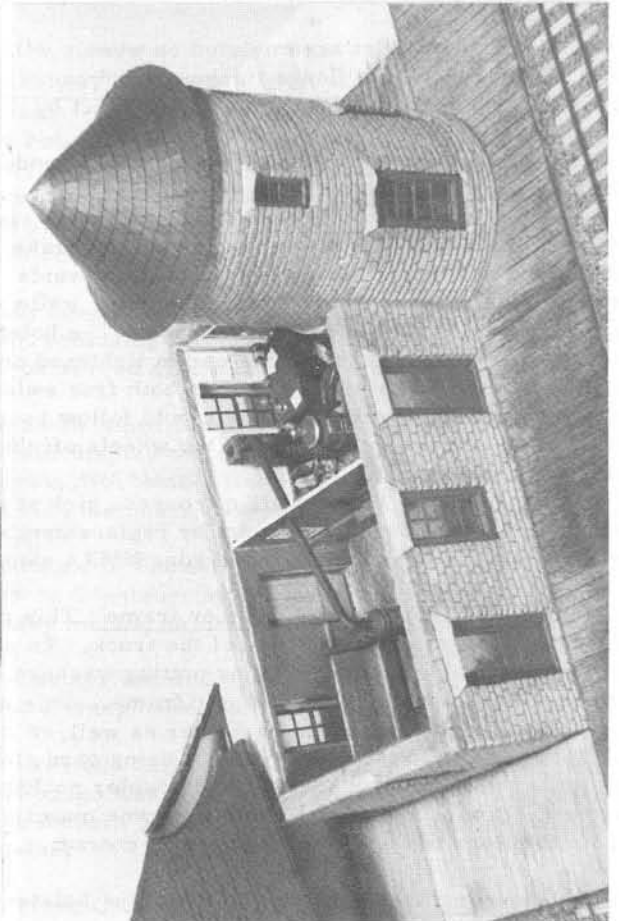
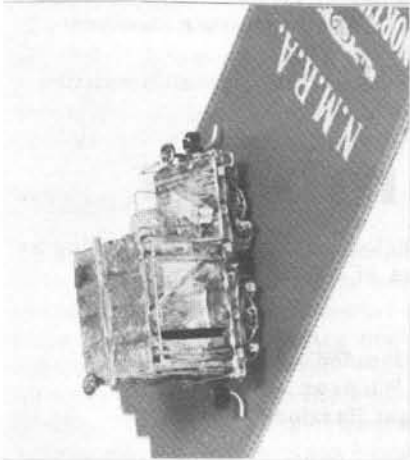
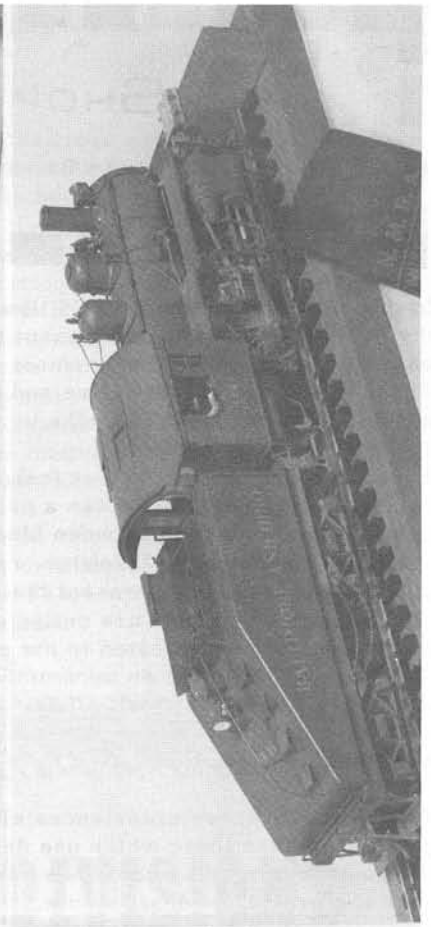
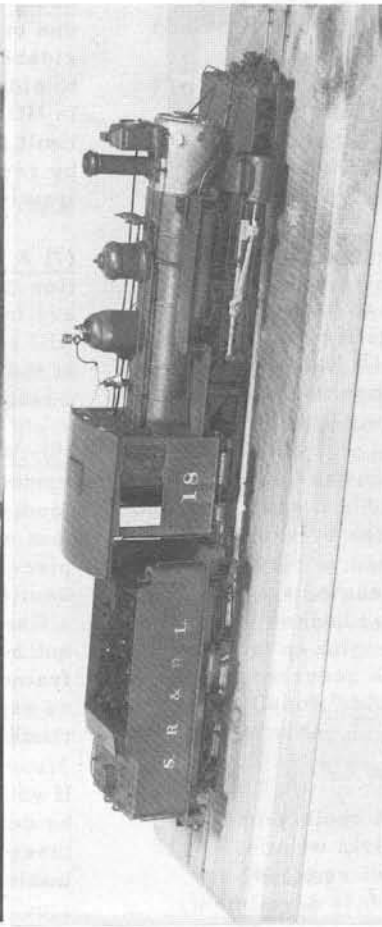
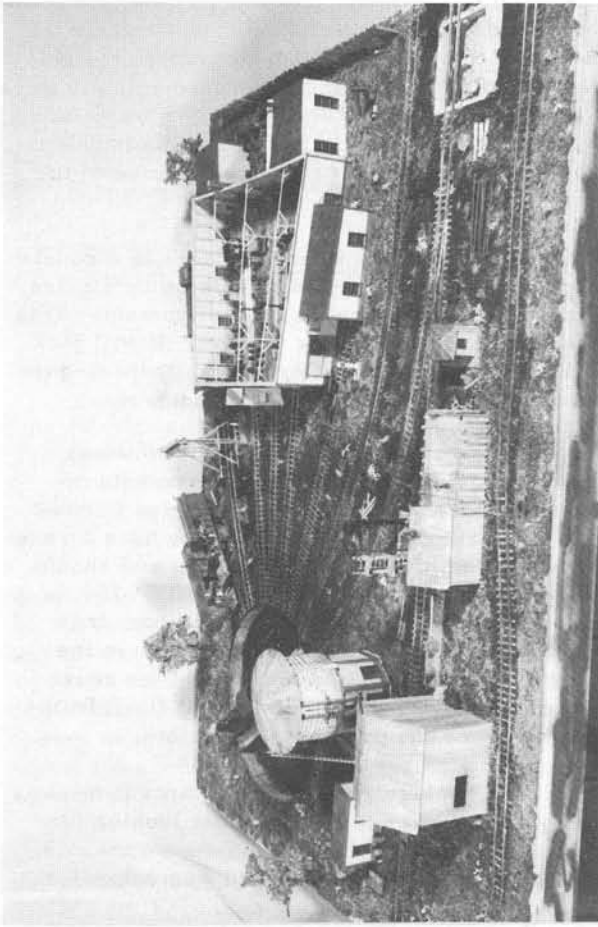
Although this is being written in early July because of vacation schedules, by the time you read this it will be nearly time for the NER Fall Convention. Because this is the 35th Anniversary Convention, it seems particularly appropriate to reflect on the role of the NER in general, and conventions in particular, in serving the needs of the membership.

While NMRA National provides a wide range of member services and the Divisions provide more frequent gatherings at the local level, the essence of the Region lies in its publication and its semiannual conventions. Both provide a valuable service - The Coupler because it reaches the entire membership in a permanent form and the conventions because of the fellowship and learning experiences which only direct contact with others in the hobby can provide.

Many of you were introduced to the NER at a regional convention held in your area or were invited to one by a member friend. If the experience was worthwhile and you became a convention regular, you know what I'm talking about. If you haven't tried one, make North Conway your first. I think you will find it worth your while. If this is your first, mention it on the registration form or at the desk, and we'll welcome you individually. If you are a regular, bring a friend (or two) and introduce them to the experience.

While New Hampshire may be a long trip for the "southerners" (New York City - New Jersey area), I hope to see a solid turnout of our Canadian members, both those from Quebec and those from the Maritime provinces. And let's see some more of those interesting Canadian prototype models!

--Dave Messer





In this month's column I would like to present to you the established corrective measures for rolling stock on my personal pike, the Vermont Midland Rwy. These measures are effective and have been born out of trial and the threat of strike by my operating crews.

Experience has indicated that freight cars and cabooses having metal wheels are often a problem when they contact the insulated gaps between blocks by shorting from one block to another. Likewise, natural blocks such as at wyes and loops etc. present the same hazard. This often occurs when cars are pulled or backed into and out of a block not dedicated to the engine in front of the train. This is not an uncommon occurrence on the VTMR and other small pikes. Additionally, the incidence of derailment seems considerably higher with metal wheels.

As a result of these experiences all replacement parts have been those which use delrin wheels. As the number of metal wheels has been reduced, so have the number of derailments. Most derailments now are caused by operator errors.

(1) Dirty wheels: Dirt accumulated on wheels will effectively reduce the flange thickness and cause bumping and rock-off derailments. Correct by cleaning the wheels.

(2) Wheels out of round: This condition will produce the same results. Correct by replacement.

(3) Bolster screws too tight or too loose: As a standard on the VTMR the bolster screw on the brake wheel end of the car is tightened until it prevents side to side rocking of the truck assembly, while allowing totally free swing of the truck. The bolster screw at the opposite end of the car is tightened only enough to retain the truck allowing both free swing and rocking. This will allow the car to follow rough track more easily without lifting the wheels off the track in depressions.

(4) Sharp flanges: These will, of course, pick at any slight flaw in the track. Correct by replacement with wheels of the RP25 contour. See your NMRA standards for definition.

(5) Wheels striking the car floor or frame: This condition will not allow free swing of the truck. To correct it you must raise the car body by putting washers between the truck bolster and the car frame. This will cause the coupler pocket to be higher as well, so it must be spaced down to the proper height using card stock or a similar material. Where a fixed coupler pocket is present, it will be easier to remove some material from the floor of the car in the area of contact.

(6) Sidebearers too tight: On the top of the bolster

beam of the truck assembly you will find two bumps, one on each side, which are intended to simulate the sidebearers of the prototype which stabilize the side to side rocking action of the car. These actually work in HO, but sometimes they strike the car frame and limit free swing of the truck. Correct this problem by removing them entirely or removing some of the frame in the area of contact.

(7) Alignment of the truck wheels: There is a condition which can occur where the wheels on both axles are in gauge but not in front to rear alignment. This will cause the truck to run dog fashion. It will pick at the slightest track flaw. Correct by respacing the wheels and taking care to maintain good gauge.

(8) Warped frame: If a truck assembly which is sprung or equalized sits on a flat surface with no load, such that one or more wheels are not in contact with the surface (If three are up you have a rare piece indeed) then the frame is bound up and should be disassembled and smoothed with a file. If it is a fixed frame truck with the same condition, it is not repairable and should be discarded. Save the frame for the scrap yard and the wheels for reuse. as replacement parts. Bending a metal fixed frame truck to overcome the problem is possible.

If you are really plagued with derailments it might be desirable to go over the entire fleet looking for these basic problems. On my own pike we merely instituted a rule that one derailment was cause for close inspection of the offending car. In time there was a fine fleet of equipment for the crews to use and far fewer headaches for the master mechanic.

Next time we will talk about "Functional Simplified Wiring".

Members

The Northeastern Region welcomes the following as new members (list as of 7-30-81):

Connecticut

Richard W. Heald, Hamden
Robert Otten, South Windsor
Allan E. Wollett, East Hartford

Massachusetts

Edward M. Broderick, Hingham
Samuel E. Carr, Stow
Russell J. Figueira, Brockton
John S. Lauzon, Holyoke
Joe Nadworny, Hyde Park
Sylvia A. Poirier, Gloucester

Maryland

Ralph Barger, Columbia

Maine

Frederic C. Baird, Belfast
Jeff Day, Rockport

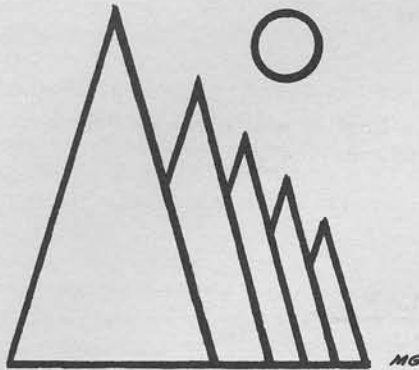
Terrence Norton, Kittery

New Hampshire

Richard T. Iannacone, Londonderry
Warren Flanders, Derry

(CONTINUED, page 8)

*STEAM FANTRIP *PROTOTYPE DISPLAYS *LIVE CLINICS * WHITE ELEPHANT *MODEL & PHOTO CONTESTS
 *LAYOUT VISITS *DEALER DISPLAYS *LADIES EVENTS *RAILROAD MOVIES * LADIES CONTEST *BANQUET *



NER 35TH ANNIVERSARY FALL CONVENTION

NORTH CONWAY

OCTOBER 23-25

Schedule

FRIDAY, OCTOBER 23

- Registration at Fox Ridge Resort, 3-5 & 7-9 p. m.
- Two layouts open in the Conway Scenic R. R. yards
- Movies and slides all evening at Fox Ridge
- 9 p. m., special "A Day In Crawford Notch" (a 90 minute color movie on operation under steam in 1948)
- Craft demonstration for the ladies

SATURDAY, OCTOBER 24

- Registration at Fox Ridge Resort, 8-9 a. m.
- 9 a. m., model contest room opens

- 9 a. m. - 5 p. m., dealer displays and white elephant
- 10 a. m., steam fantrip on the Conway Scenic Railroad
- Ladies programs throughout the day
- 1 p. m. - 5 p. m., live clinics at Fox Ridge
- 6 p. m., happy hour at Fox Ridge
- 7 p. m., banquet in the ballroom at Fox Ridge, followed by presentation of awards and speaker
- Movies and slides after banquet

SUNDAY, OCTOBER 25

- 10 a. m., NER annual meeting at Fox Ridge
- Several layouts open on way home

Convention Chairman: Paul Weld, (603) 356-5033

NER ROOM RESERVATION FORM

125 rooms available at one of the newest resort inns in the White Mountains. Huge indoor heated pool.

Make check payable to "Fox Ridge".

Complete reverse side.

Mail by October 3, 1981 to:
 Fox Ridge Resort
 Route 16
 No. Conway, NH 03860

NER NO. CONWAY CONVENTION REGISTRATION

Make check payable to "NER Conventions".

Complete reverse side.

Mail by October 16, 1981 to:
 Irwin F. B. Lloyd
 44 Lincoln Drive
 Glastonbury, CT 06033

Photos: Front cover, Dick Hamilton Photo, White Mountain News Bureau, No. Woodstock, NH. Page 12, Ron Johnson Photo, Conway, NH.

Come to North Conway

Located in the heart of the Mt. Washington Valley, completely surrounded by the White Mountain National Forest, this little community is nestled among the peaks of the Presidential Range.

You will be here in time to see the waning of the Fall foliage, as the yellows, the oranges, and the reds drift off the maples, and the warm Indian Summer sun insulates us from the fact that Winter snow is not far from arrival on the upper reaches of the surrounding panorama.

Since tourism is paramount to this small country village, you will find a variety of good restaurants and a multitude of gift shops, but none to be eclipsed by the famous Yield House. The well-known Carroll Reed Ski Shop will put on a special fashion show for the ladies on Saturday.

Also in this quaint little town is one of the most photographed railroad stations in the country. The Conway Scenic R. R. depot is listed in the National Registry of Historic Buildings and Landmarks. The railroad operates daily from this depot in the center of town. A special fantrip has been arranged for the NER conventioners to include photo run-bys and an extended run to Intervale, where we hope to offer a special surprise.

Our headquarters will be the Fox Ridge Resort, an exciting place for all who attend. This year-old inn is spacious and posh and located in a charming setting just off Route 16, south of the center of town. Special features include a large heated indoor pool, jacuzzi, sauna, and outdoor tennis courts, plus a well-equipped game room.

To commemorate this 35th Anniversary, a special covered hopper car will be made available.

People are still talking about the 1970 Conway convention. Don't miss this one. It's going to be great!

Railroad was visited. In the Fall Wethersfield, Connecticut, was the convention site. The fan trip was on the Valley Railroad in Essex and included the first steam train in 35 years to Old Saybrook and a boat trip on the Connecticut River. There was a demonstration of Command Control featuring a locomotive that did as it was told on a bare table - sans track!

Spring of 1981 saw the Region at the famous Motif #1 in Rockport, Massachusetts. The feature was Paul Harley's O-scale Nehigh Valley - most of it outdoors and featuring traction and narrow gauge as well as standard gauge. The scenery was a bit oversized except for structures and bridges which were to scale. The Fall of 1981 meet is scheduled for North Conway, New Hampshire.

NER 35TH ANNIVERSARY!



1946-1981

((For the NER's 35th year, its Historian, Dr. John F. Dias, has prepared the following update of his previous accounts of the Region's history. Copies of the earlier articles - published in 1974-75 - will be sent by the Editor to anyone requesting them. Please enclose a LSSAE and 40¢ to pay for the copy-ing. - M. G.))

The Region convened in Boston, Massachusetts, in the Spring of 1975 to see the Beacon Park Yard of the Penn Central. On Sunday there was a trolley ride on the MBTA. In the Fall Syracuse, New York, was the target, with tours on the Levonia, Avon and Lakeville, and Genesee Railroads.

The Spring Bicentennial Convention in 1976 was held at Chicopee Falls, Massachusetts. Hal Carstens spoke at the dinner. The manufacturers' exhibits, White Elephant table, etc. were open to the public. The Fall Convention at Ronkonkoma on Long Island was hailed as the 30th anniversary meet of the Region. Visited were the Long Island Live Steamers at Southern Park.

Spring of 1977 saw the Region at Worcester, Massachusetts. The P&W fan trip was scrubbed, but the railroad equipment was visible. There were outstanding models, and the Nashua Valley Railroad Club was visited. The Fall meet was at Concord, New Hampshire, and the Wolfborough Railroad was visited.

The Spring Convention of 1978 was at Williamstown, Massachusetts, and featured layout visits. In the Fall we met at Bangor, Maine. Visitors were bused to BAR Northern Maine Junction, then to the Derby shops. Long lines of disused reefers contrasted with rebuilt box cars and bulkhead flats. A multitude of spare parts impressed. Sunday the Maine Central was visited.

In the Spring of 1979 we emigrated again to Granby, Quebec. At least one clinic was presented in French. The fan trip was to the Canadian Railroad Museum at Delsen, Quebec. In the Fall of 1979 it was Newburgh, New York. The fan trip was to Poughkeepsie, where we viewed the famous bridge and the Smith (Smith Bros.!) yard - a shadow of its former self. Commuter trains were running to the Poughkeepsie Station.

Spring of 1980 took the Region to "The Nation's Hometown" at Plymouth, Massachusetts. The Edaville

(CONTINUED, to left)



Railroadiana

THE DICKSON HOGS

During the last half of the 19th Century there were at one time or another a great many firms engaged in the business of building railroad locomotives. Some of them had become quite well known to the general public, while others were rather obscure and did not remain in existence very long. The Dickson Manufacturing Company ranks somewhere in between these two categories. Although fairly well recognized in the railroad industry itself, it never became popularly famous in the same manner as did Baldwin, Rogers, Alco, etc.

There has been considerable uncertainty as to the circumstances surrounding the formation of the firm. It was organized around 1862, at a time when the government was exerting every effort to obtain sufficient railroad motive power for the purpose of carrying on the Civil War. Railroadng had then for the first time come into its own in the field of furnishing rapid mass transportation of troops and supplies in large quantities. Previously regiments had marched on foot or moved on horseback, and it had been impossible to supply large bodies of men adequately.

Profits were large, and various manufacturers soon appeared in the field to supply the demand. One of these was Dickson, located in Scranton, PA. While the military railroads were doing their part to help win the war, the foundries were kept extremely busy. Situated in the midst of a fine coal producing area, and with plentiful supplies of iron nearby, Scranton had all the facilities necessary for production of the iron horse in quantity.

After the termination of the Civil War, many of the manufacturers switched to peace time products. Dickson, however, devoted itself to custom building of good locomotives for various railroads. The company became noted for producing fine motive power, without the frills and glamour which attracted public attention, but which could stand up under the continuous hard usage of the times. During these years the train crews took tremendous pride in the meticulous appearance and maintenance of their engines, each engineer usually having his own engine assigned to him for an indefinite period, no one else being permitted to touch it.

Moreover, the graceful high-wheel passenger engine was pampered and petted, but the lowly freight train was hauled by motive power of far less glamour and appeal. The crew were frequently obliged to push the machine up to and almost beyond its limit of endurance. The Dickson was such a freight hog.

A steam engine was called a hog in those days because it had an insatiable appetite for fuel, was dirty and greasy all over, and you had to twist its tail to make it run. The name was more or less derisively applied

to any locomotive which required endless shoveling of coal, had a tremendous ability to absorb punishment, and could keep plodding along at a slow but steady gait while leaking steam at every joint and being held together with little more than glue and bailing wire. There were a great many hogs on the railroads of this country.

The engineer was commonly known as "The Hogger" and the fireman as "The Scoop Artist", as well as by many other names which would not pass censorship. The lore of the iron rail is replete with their feats in keeping the traffic moving in spite of the old broken-down hogs, burned out, obsolete, falling apart, inadequately maintained, and long-since ready for the scrap heap. Whenever there was any heavy hauling to be done in the years between 1862 and 1900, the chances were that there was a Dickson hog up on the head end, with hogger working her to the very limit.

Around the turn of the century came the trend toward business consolidation, with the smaller firms being absorbed into larger combines. So it was with Dickson, which merged with American Loco in 1902. Although Dickson hogs continued to plod the branch lines for many years thereafter, they were gradually forced into retirement by the development of heavier and more modern motive power which was required for the increasing demands of the roaring rail.

Although it is doubtful whether any Dickson hogs are still in existence, a recently published book commemorates them by means of an all-time engine roster, together with illustrations and historical data. They were truly well-built and efficient engines in their day, and they well deserve a place in the lore of the high iron. --Stan Bradley

(MEMBERS, continued from page 4)

New Jersey

Frank DiCuia, Sparta
Anthony L. Pellegrini, Fairview
Juergen H. Renger, Florham Park
New York

Andrew DiPace, Staten Island
Thom Donovan, Newburgh
Andrew L. Grier, Staten Island
Robert J. Hordyk, Woodhaven
Mark H. Jaekel, Dix Hills
Peter Kalmring, Corona Heights
Jim Maio, Roosevelt Island
Richard Ortiz, Patchogue
Ray Preziosi, Massapequa
James Sullivan, Farmingdale
Duane Yorke, Massapequa
Pennsylvania

Jon R. Guardis, Jr., McKeesport
Constance M. MacIver, Ambler
Rhode Island

Adam D. Angelotti, Cranston

The NER notes with sorrow the death April 16, 1981, of ALBERT H. GOODING, Life Member #11, before his retirement active in the Hub Division activities.

SCRATCHBUILDER'S SOURCE

by DAVE MESSER

STYRENE

General

Sheet polystyrene, or styrene as it is commonly called, is one of the most versatile materials available to the scratchbuilder. Although somewhat more expensive than cardstock, it is comparable in price to sheet basswood and has a wider range of applications and is more easily worked once the techniques are mastered.

Styrene is available in thicknesses of .010, .015, and in multiples of .20 from .020 to .100. It has a smooth surface and a uniform texture, allowing even cutting of very small cross-sections. Because it is unaffected by humidity, storage is not a problem, although care must be taken that the thinner material is not creased. Needless to say, all solvents should be kept away!

Another sheet plastic material used for modeling purposes is ABS, which has the advantage of greater resistance to etching by solvent-based paints. However, it is not available in as great a variety of thicknesses as styrene and is somewhat more expensive. Acetate sheet is available in clear and transparent colors, but because it is affected by moisture, its use is generally limited to windows and decorative areas.

Fabrication Techniques

As with cardstock and sheetwood, layout should be done carefully with accurate measurement and square corners. Styrene is somewhat unique in that cutting is accomplished by scoring the material with a modeler's knife against a steel rule. No attempt should be made to cut through the sheet, as distortion will result. The sheet is then bent back away from the score, resulting in a clean break. Light sanding or filing will remove any irregularities.

Styrene is readily joined to itself by placing the parts to be joined in position and touching the joint with a small brush wet with solvent (MEK or one of the commercial liquid cements). If the solvent is applied sparingly and the assembly left undisturbed until set, a strong, virtually invisible joint results.

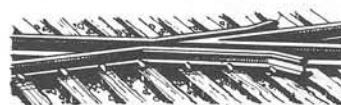
Because of its resistance to warping, styrene needs less reinforcing than cardstock or wood, but some is needed to maintain structural integrity. This can be done by cementing additional thicknesses of styrene or by using stripwood. If possible, pieces joined end-to-end should have a reinforcing plate added on the non-visible side. Larger thickness pieces can

be built up using multiple layers. When set these can be formed by filing and sanding.

Finishing Methods

Solvent-base model railroad paints (Floquil, Scalecoat, etc.), because of the color selection and fine pigment, provide the best finish for styrene, providing they are applied in light coats with an airbrush. Application of a sealer (Barrier, Shieldcoat, etc.) allows brush application but tends to obscure fine detail. Water-base paints (Polly-S, etc.) offer variable results depending on removal of grease and silicone mold-release agents. This is facilitated by scrubbing with soap and warm water or by using one of the commercial cleaners (Plastic-Prep). Petroleum distillate-base model paints work reasonably well for non-railroad colors, but also tend to obscure detail.

NOTE: For further details, refer to the excellent publication "Styrene Fabrication" by Al Armitage, available from Kemtron.



FROM
THE

DIVISIONS

SEACOAST DIVISION

The Fall Show will be in a new home this year: the Hasty Community Center (Auburn Armory), Petten Park, Auburn, ME, Saturday, November 7, from 9:30 a.m. - 4:30 p.m. The new location has a lot more room than the old one.

Hobby dealers, movies and slide shows, and several small operating layouts will be included. Light lunches will be served all day.

The South Shore Model Railroad Club of Weymouth, MA will display their switching layout. The North Conway, NH, Model Railroad Club will show displays that club members have built.

Lee Doone of Sidney, ME will present a live clinic on "How to Construct Model Railroad Scenery", showing an easy method he uses on his own Sandy River Valley.

Door prizes donated by the hobby dealers will be awarded every hour starting at 10 a.m.

The previous Saturday, October 31, Allan Thurston and Warren Chase, will have model layouts operating at the Auburn Mall to promote interest in the Seacoast Division.

--Warren Chase

SILK ALONG STEEL

by

Thomas Lewis

Silk Along Steel, with more than 35 illustrations of locomotives, railroad structures, etc., tells the story of the South Manchester Railroad, once the shortest privately-owned line in the nation. "A marvelous booklet ... Makes the past quite real." Winner of a Connecticut League of Historical Societies Award of Merit.

\$3.95

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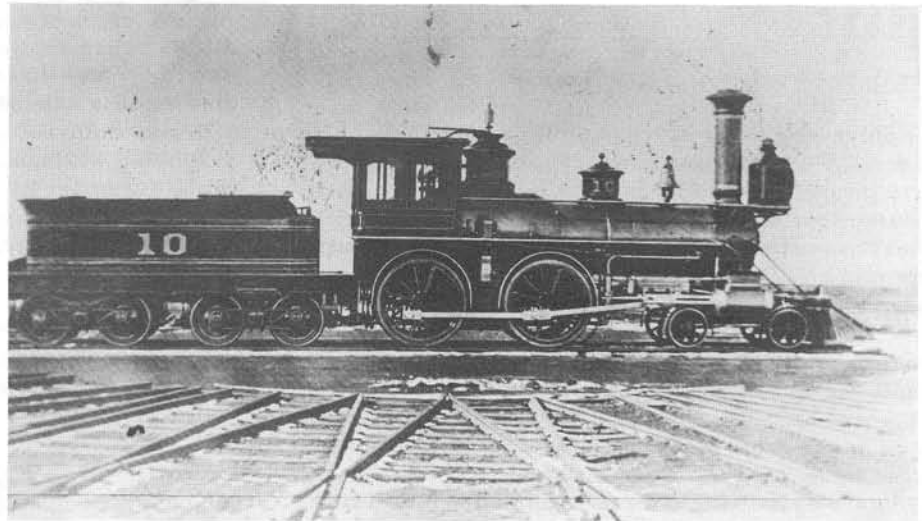
Enclosed is \$ _____
Please send me _____
copies

Name _____
Address _____
City _____
State _____ Zip _____

Please make check or money order
payable to **T. Lewis**

SOOT & CINDERS

by RICHARD M. HANSCHKA



Springfield Southern #10 (built by Baldwin in Philadelphia), August, 1884, Springfield, Ohio.

Model fans will want to note the roundhouse lead tracks to the turntable cross each other as they go to the turntable. Apparently this is another "no no" that turns up in the prototype. The distance to the turntable from the stall and the stall size determine if tracks cross.

ANNOUNCING THE QUAHOG LOADER

The early 1980's found the Block Island Seafood Company working around the clock to meet the ever increasing demand for seafood, especially the shellfish caught just off shore in the cold New England waters. With the price of fuel ever escalating in an upward spiral, the company was forced to seek ways of cutting costs, including a less costly method of shipping the little crustations to market.

In January, 1981, the Little Rhody Division came to the company's rescue through the acquisition of some 1950's vintage covered hopper cars and by using good ol' fashioned Yankee ingenuity was able to devise a safe and economical way to get the tiny morsels to market. Using seaweed as insulation and packing them in crushed ice, the little mollusks rest cool and comfy just waiting to make tracks to fish markets nationwide - bringing the fresh taste of New England to millions.

Now you too can have your own quahog loader in HO scale and savor a slice of New England on your pike. The cars, in kit form, come supplied with Kadee couplers and dry transfer lettering and are ready for shipment to your locale. The price? Only \$7.99. plus \$1.00 for postage and handling. Order today by sending a check or money order to the Little Rhody Paint Shops, 16 Pine Road, North Attleborough, MA 02760.



NER Membership Application

Name:

Street:

City:

State:

Zip:

Please remit (in U. S. funds) \$5 for 2 year membership or \$10 for 5 year membership (check payable to NER-NMRA) to:

R. R. Brown, Office Manager
79 Hemenway Road
Framingham, MA 01701



ON THE SCHEDULE



NATIONAL

July 13-18, 1982, Washington, DC
July 18-24, 1983, Winnepeg, MB
August 6-12, 1984, Kansas City, MO

NER DIVISIONS

Saturday, September 26, SUNRISE TRAIL DIVISION FALL MEET, St. David's Church, Clark Blvd, Massapequa, NY, 10 a.m. - 5 p.m. (Albert Waltien, 38-23 212th Street, Bayside, NY 11360. 212-423-6036).

Saturday, November 7, HUB DIVISION FALL SHOW, Minuteman Regional Vocational Technical School, Marrett Rd. (Route 2A), Lexington, MA, 10 a.m. - 5 p.m. \$1.50/.50; \$4 family maximum. (SSAE, Glenn Owens, 238 Sudbury St., Marlborough, MA 01752. 617-485-5209).

Saturday, November 7, SEACOAST DIVISION FALL SHOW, Hasty Community Center/Auburn Armory, Pettengill Park, Auburn, NY, 9:30 a.m. - 4:30 p.m. (Warren Chase, 37 McArthur Avenue, Lewiston, ME 04240). See "From the Divisions".

Sunday, November 8, NUTMEG DIVISION TRAIN SHOW, K of C Hall, Torrington, CT (Dennis Fustini, 18 Pennyrise Lane, Ledyard, CT 06339. 203-536-1828).

OTHER

Sunday, October 4, HUDSON VALLEY RAILROAD SOCIETY 10th ANNUAL SHOW, Mid-Hudson Civic Center, Poughkeepsie, NY, Noon - 5 p.m. Operating and modular layouts; manufacturer displays; dealer displays; white elephant table; door prizes. Adults \$1.50; children \$.50. (Ralph Gabler, 67 Birchwood Drive, Rhinebeck, NY 12572).

Friday-Sunday, October 2-4, "KEYSTONE FLYER" JOINT MCR & MER FALL CONVENTION, Pittsburgh. Layout tours; MRA Show; prototype tours; etc. (Ken Hojnacki, Registrar, P. O. Box 794, Pittsburgh, PA 15230).

Sunday, November 8, CAPE COD MODEL RAILROAD CLUB ANNUAL OPEN HOUSE, Club's baggage car on siding just off Rt. 149 near junction of Rt. 6A, West Barnstable, MA, Noon - 5 p.m. \$1 each; \$2 per family. (Bob Black, Black's Weaving Shop, 625 Rt. 6A, West Barnstable, MA 02668. 617-362-3588).

Friday-Sunday, November 13-15, ROCKVILLE CENTRE MODEL RAILROAD CLUB SHOW, 200 Sunrise Highway, Rockville Centre, NY, Friday 8-10 p.m., Saturday 2-5 & 7-10 p.m., Sunday 2-5 p.m. (Bill Kaatze, 160-45 95 Street, Howard Beach, NY 11414).

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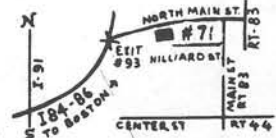


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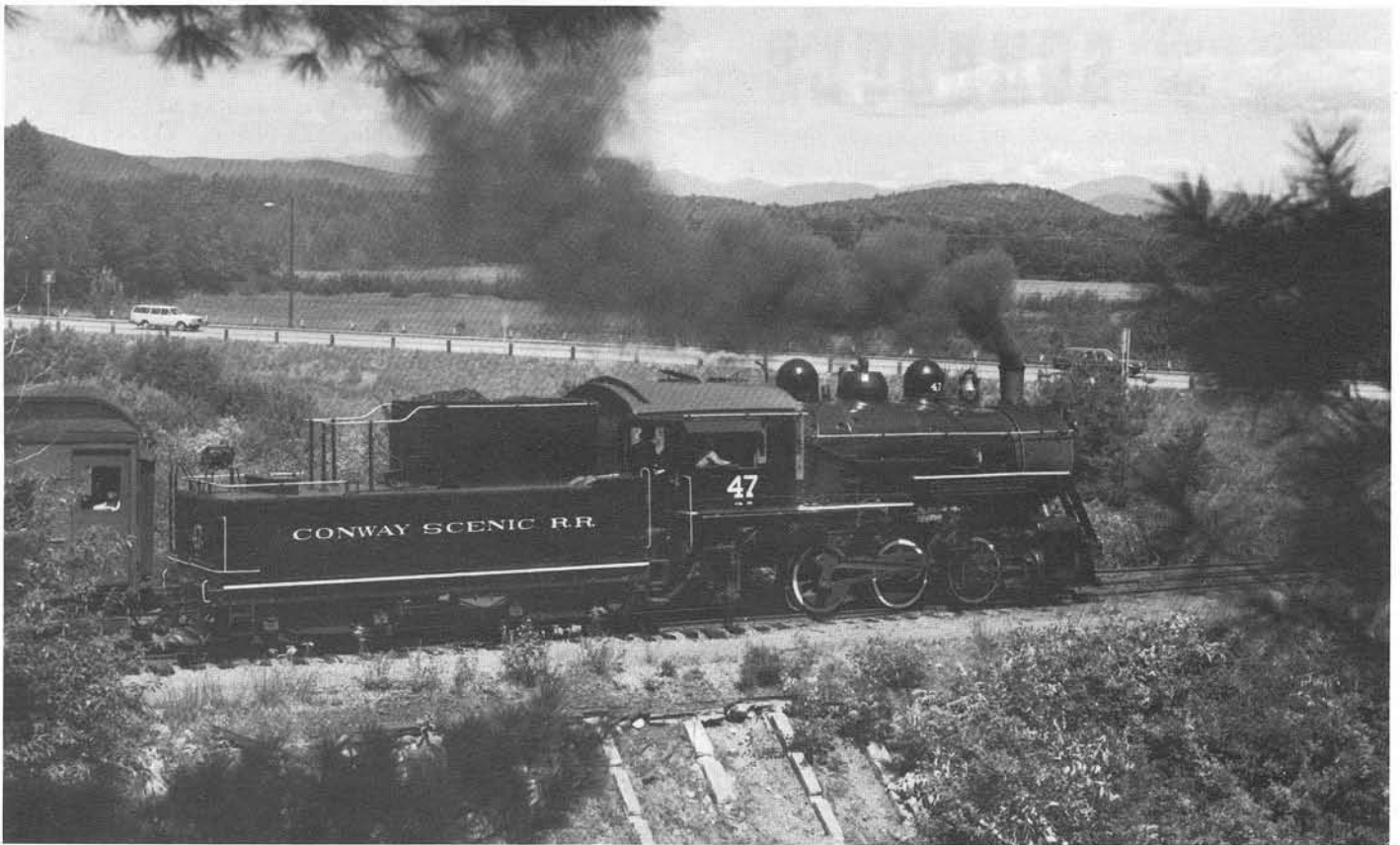
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Conway Scenic R. R. #47 near Conway, with Kancamagus in the background. See it at the Fall Convention!



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