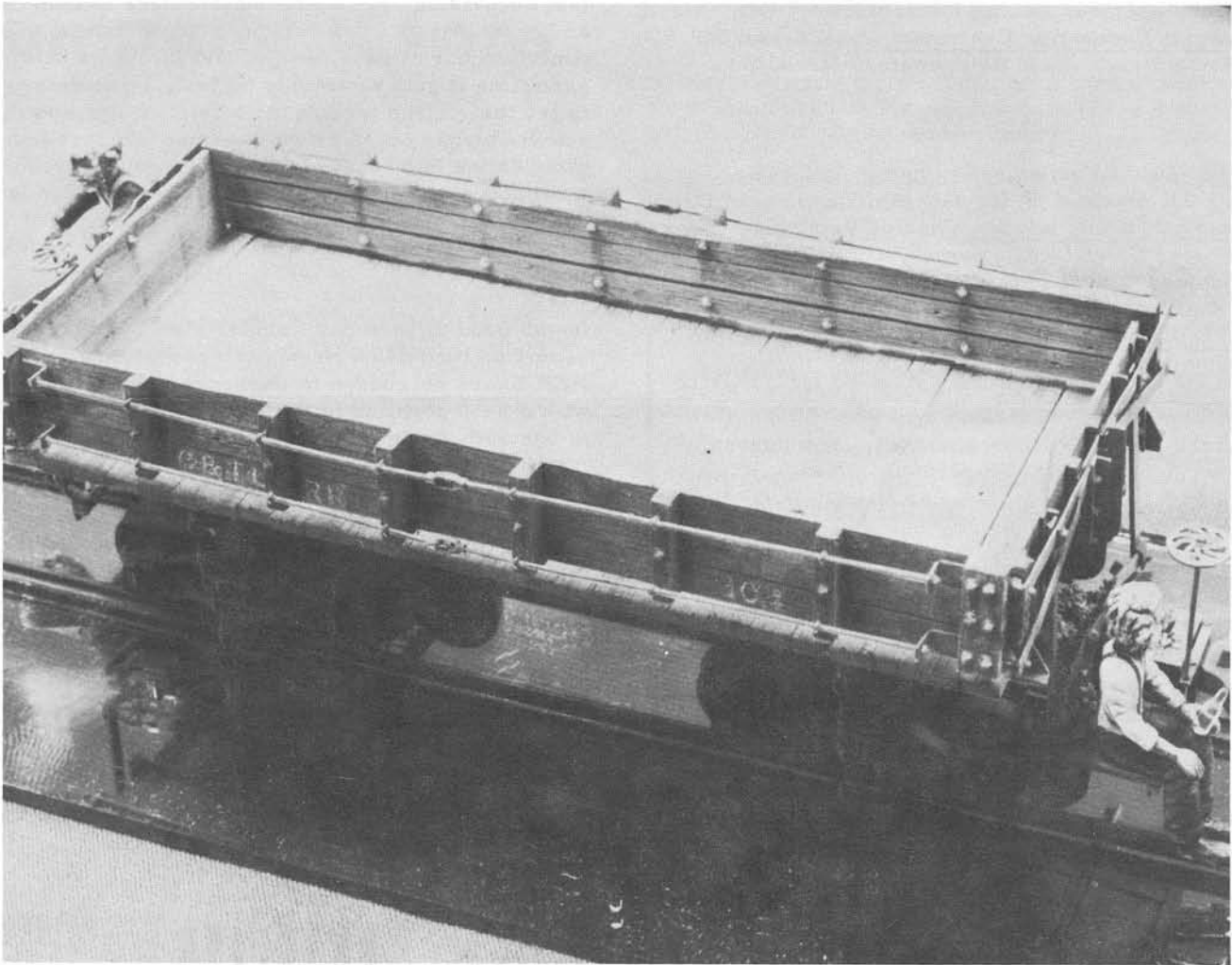


NER **COUPLER**

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Summer '82

ALBANY CONVENTION REPORT



Over 300 persons attended the NER Spring Convention May 21-23 in Albany.

Model Contest Best In Show went to Peter Moffet for his Tilt Bottom Gondola.

For more about the convention, see pages 6-8.

Convention photos by Bill Kennedy.



NER BRASS

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Wyantskill, NY 12198

Vice President: William S. Parker, 65 Coweaset
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Northern New England: Douglas Handy, P. O. Box
798, Springfield, VT 05156

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

President's Column

One of the purposes of getting together with other modelers at conventions is to share modeling information and even to provide inspiration to others to get something going when they return home. This is especially true with layout visits, where one has the opportunity to see others' complete modeling efforts as opposed to a single item.

I am happy to report that the recent NER Spring Convention is Albany accomplished exactly that - at least in a few instances. Not only did I have some 150 visitors at my own open house - and for which I received several much appreciated verbal (and written) expressions of thanks and inspiration - but I also was in turn inspired by the RPI club layout (not surprising, for it is a masterpiece in both design and execution). After viewing it (only briefly this time, although I have seen it several times before - each time it gets noticeably better), I was determined to try their cloud technique myself. I did, and the results turned out very well, adding interest and perspective to 30 feet of previously uninteresting wall. So even we "experienced" modelers can learn something - and be inspired enough to try it.

###

It was good to have Art Daehler give a progress report on the NMRA Headquarters Building. The NER Board responded to the appeal for contributions with a \$350 donation to the Building Fund in honor of our 35th Anniversary.

The Board also approved the Fall '82 Convention October 8-10 in Plainview, Long Island. See you there - if not in Washington, D. C. - for some more inspiration.

- Dave Messer

NER Coupler

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A. Murray Goodwin, Editor
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West Hartford, CT 06107
(203) 521-2677

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

DEADLINE

for next issue, #133, Fall, 1982, is August 6.
Issue will be mailed approximately one month
after this date.



DEADLINE

Issue #133 Fall '82: August 6
(Fall convention publicity persons please
note!)

Issue #134 Winter '82: November 5
(Fall convention photographers and re-
porters please note!)

Issue #135 Spring '83: March 11*

Issue #136 Summer '83: June 10*

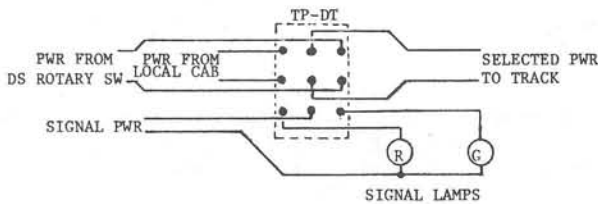
*Assumes May 13-15 Spring convention dates. Subject
to change if convention dates change.



If you haven't had enough wiring yet, let's talk a bit about some very simple signaling.

On the Midland there are several operating blocks which, although they have capability of being connected by the dispatcher to any cab, are priority controlled by a local operator. That means the yardman, at Leicester Junction say, has the block to himself unless a train is arriving or departing under control of the main line cabs. The dispatcher has his rotary turned to a given cab, however, only the yardman knows if he has released control to the D.S. An inbound train could assume he has rights into the yard, cross the block prematurely, and cause a short.

A very simple signal circuit will allow a simple two-color signal at the block limit to indicate whether the yardman has released his block.



Shown above is a double throw - triple pole toggle switch with a center off position. This switch chooses between the D.S. and yard for track power on two of its terminal sets. The remaining set is used to choose between green for D.S. and red for yard at the signal.

The signal, of course, should be located at the yard block limit facing away from the yard.

This signal is necessary, functional, and easy to install. It will help eliminate one more source of operator error.

Although there are none as yet on the Midland, dwarf signals are to be installed at electrified turnouts for two reasons. First, their presence will tip off the operator that the turnout is dispatcher controlled. Only D.S. controlled turnouts are electrified on the main. Second, they will give more readily apparent indication of operator error to an oncoming train which helps absorb the response time between train and D.S. if a change in turnout position is required.

Almost all switch machines provide relay contacts for signaling. Merely pair-off and attach the leads as required.

Indications are obvious:

Trailing Point:

- G @ main for straight turnout position
- R @ branch for straight turnout position
- G @ branch for curved turnout position
- R @ main for curved turnout position

Facing Point:

- G for straight turnout position
- A for curved turnout position

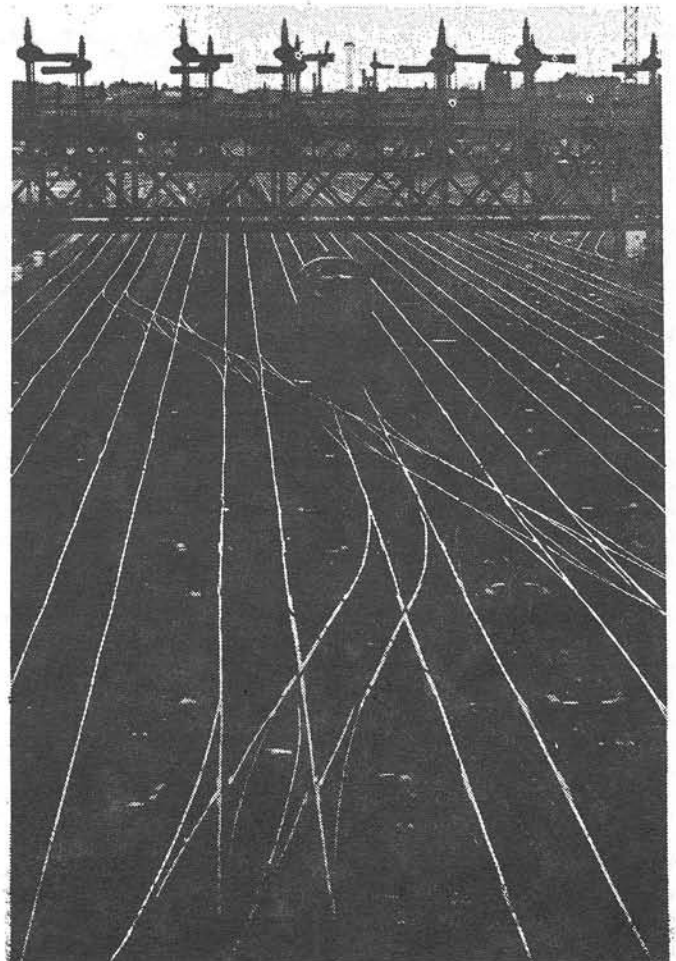
How about manual turnouts? Where we use ground throws and an operator sees one, he is obligated to check and/or change its position. At night black light and a dab of red or green florescent paint on the appropriate side of the handle will indicate turnout position.

Imagine how much this will improve your operations, both day and night.



The following persons have joined the NMRA Promotion Department:

- Marcel Rivard, Trois Rivieres, Quebec
- Nelson Timken, Flushing, NY
- Brian Whiton, Windsor Locks, CT
- Ralph Brown, Portland, ME



Railroadiana

SHOULD HAVE STAYED HOME

It was, by all indications, a normal day on the La Grand County Railroad, when Clark Pinkham arrived for work. Clark was an ex-railroad engineer who had been laid off when all the senior men returned from the war and had worked the remainder of his years as a truck driver. He had hired out on the IGC when he heard that they needed a man with steam locomotive experience to run the engine on their newly added tourist operation. Men, retired off the railroads, couldn't apply without endangering their retirement so the situation was tailor-made for Clark.

Underneath his sandpaper exterior was a decent person, but Clark had developed a way of finding the bad side of everything and everyone. He retreated from people's distaste for his bitterness by constantly extolling his brief career on the "High Iron" wheeling Name passenger trains. In short, Clark knew it all; or did he?

Normal irritations had a way of creating abnormal reactions in the old timer and his poor memory for details haunted him. This day it started with lost tools proceeded through an air pump with an awful noise which sounded like "Friday night at Mary's after the baked bean special" and worsened as the day went on.

On the second trip to the lake, it seemed to be abating when old No. 12 broke into a gallop from her normal walk up Hog Back Hill. Clark shut off, applied sand and opened her back up. Twice more the sequence was repeated until a full stall had been achieved. An inspection of the equipment quickly indicated the problem. Lard was all over everything including about 200' of the rails. Among the chorus of noises to be found on old Hog Back was a distinct giggling of children from the nearby bushes. Well, that wasn't going to stop the former engineer of the East Wind. After liberal applications of sand and profanity, the Gopher express was again lakeward bound and that was that; or was it?

All went well again until the first and only scheduled stop at the lake front. The railroad continued on some miles to an industrial park, but not the passenger operation. As our resident sourpuss approached the station, the usual 5-pound service application had little effect. "Woosh" - ten pounds and little more effect. Again came the rush of air and now some effect was had. Unfortunately, the train was now drifting through the station at 15 mph. The passengers on the platform had that look of "isn't that our train" as the helpless engineer led his train of grease-coated wheels past and two train lengths beyond. It's not really possible to back into a station you have just overshot in a graceful manner!

A faint drumming of fingers could be heard over the panting of the air pump. At least it had stopped that awful noise. The fingers belonged to an irritated G.M. named Charlie Thompson. Charlie had a way of looking over the top of his glasses, first at the engineer, then at his watch - that made Clark squirm.

"Now listen, I can explain all of this," he began. "It all started with....." The two men disappeared into the G.M.'s office, known to the troops as the "confessional".

Train crews have a way of being noticeably inconspicuous at such times and Clark's fan club was no exception. They completed their chores, eyed the train, and prepared to return to the junction on the last trip of the day.

".....so, if you can find a way to silence your ego, Clark, and show me some of that great railroading you always talk about, I'll be a lot happier." The two men had reappeared on the platform. Clark tried one of his "listen, young fella" routines on Charlie, but it had no effect. Failing that, he floated off to the engine on a wave of profanity and began an oration on how to run a railroad and the questionable parentage of the G.M.

Rickie Ames, the fireman, made as much noise as possible and tried to ignore the often heard words.

Well, Clark very nearly lived up to his boasting on the return trip. He made it without incident as far as the passengers were concerned and even made up his lost time.

At the junction the crew head pinned the cars on the station platform and waved on the egotistical Mr. Pinkham. They had had enough for one day. The engine crew customarily put the engine to bed unassisted and tonight was no exception, or was it?

Old days, old ways, and good railroading aren't always synonymous. Clark liked to blow down the air pump, dump the fire, and generally shut the engine down while at the station. He would then use the last pound of pressure to pull off and run the 300 yards to the engine house where the last gasp of air would stop the engine in front of the repair bay. In 20 seconds he would have his lunch pail in hand and be half way to his pickup which he parked right behind the engine house. By the time his poor pickup had half the required oil pressure, it would be doing 50 mph down the street carrying the crusty old engineer off to home. No point in the former engineer of the East Wind wasting time doting over the Gopher Express!

Well, on this day Clark was surprised to find an auto challenging him for the right of way at Mill Street between the station and the engine house.

Usually, he would bluff to the last inch, but his pride was still hurting from earlier. It wouldn't do to have another altercation. "Woosh" went the air out the "big hole" and No. 12 slid to a stop. The car past. A truly pitiful gasp or two was rung out of the fast cooling boiler and No. 12 once again moved toward the roundhouse. Ample hot air tinged with profanity flowing from the cab didn't seem to add any horsepower.

Upon reaching the cinder pit in front of the repair bay, the hand of the East Wind batted the independent

Continued, page 11

Operations Planning



by Tony Steele

WAYBILL SYSTEM (Part I)

In the prototype, cars are ordered by the customer for loading, and an agent of the railroad prepares a waybill detailing the cars, commodities, end points, and the interchanges and carriers to be used. This document is a legal contract, a description, a tracing instrument, and a blueprint for movement, accounting, and revenue division. Once issued, it will serve to steer the shipment without reference to any of the principals involved. Often it serves as input to the railroad's computerized accounting and operating systems.

A model railroad's waybill system should reflect the on- and off-layout customers' commodities and volumes, as well as the probable routings and car servicing. It should be simple to interpret and administer, and it should be capable of either randomness of car assignments to a given industry or repetitiousness of assignment to the service of a volume shipper.

Simple instructions and paperwork processes allow more concentration to be made available for enjoyable operating tactics like switching and blocking. Several physical forms have been advocated in the hobby press. Switch lists (laboriously prepared before each operating session) have seemed as unattractive from a paperwork standpoint as coded thumbtacks in the roofs of cars have been from an aesthetic view. The waybill describing a particular car and incorporating a transparent pocket (housing exchangeable shipment instructions) is probably the most popular. It has been promoted several times by different authors. One drawback is the pre-session requirement to change or insert the instructions for each car. In a club situation the placement of equipment and the matching of cards could be an all-night affair. Even when this is accepted, it takes a very experienced person to assign the waybills to the equipment so that the recurrent traffic flow that typifies the train movements is present in proper numbers to be discernible.

The Rensselaer Model RR Society has adopted a single-card waybill system developed by Randy Garnhart of Illinois. It is based on a concept of instructions that repeat after a maximum of ten moves (the repetitiousness is not noticeable). The card is marked to indicate the progression of the move and is stored with the car between sessions. It serves to indicate the point of return to layout for the next session. The contents of the car (commodity) are noted for added interest as incentive to model the visible loads. The accompanying illustration points out the highlights. The development of the information contained will be outlined in a future article.

NEB & W WAYBILL SYSTEM

T. STEELE owner		NUMBER: C & O 130856		HT HM class	
COLOR: Black		TYPE: Open-Top Hopper			
Station Initials	STA	DESTINATION	CONTENT	STATUS	
KENDRICK MILLS	KM	Capital Fuel & Supply	Anth. Coal	X	
BERKSHIRE	BK	D&H Int.	---	BK	
NO. CHATEAUGAY	NO	Power Plant WEIGH	Bit. Coal	X	
ST. VINCENT	SV	Fed. Steel ↑ O2	---	SV	
SO. BERKSHIRE	SB	Fed. Steel (SBK Int.)	Sintered Ore	X	
	BK	D&H Int. /	---	X	
Reload Move	NO	Power Plant'	Bit. Coal	NO	
REDUCTION OF EMPTY BACK-HAUL	SV	Fed. Steel / → O2	---	/	
	SB	Fed. Steel (SBK Int.)	Sintered Ore		
	BK	D&H Int. /	---		

INTERCHANGE ↗
DESIGNATED TRACK OR HIDDEN YARD

TRACK SPOT ↖
SPECIFIC POINT OR TRACK AT INDUSTRY

ADMINISTRATIVE NOTES
SPOT-CHECK WEIGHING (OR ICE OR CLEAN) TO BE PERFORMED ON-LINE BEFORE DELIVERY

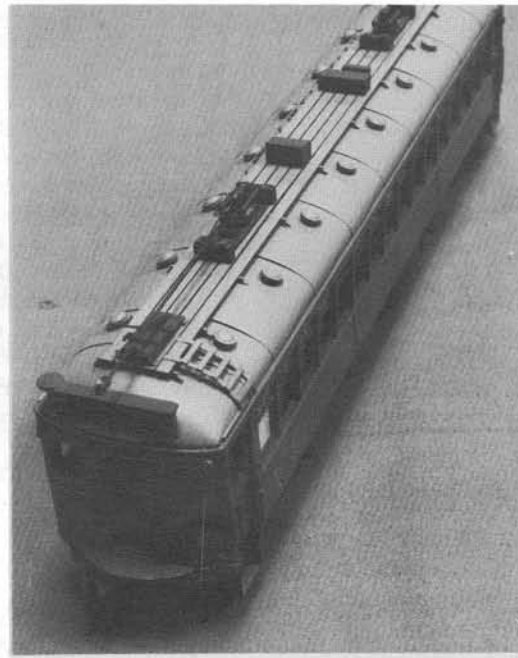
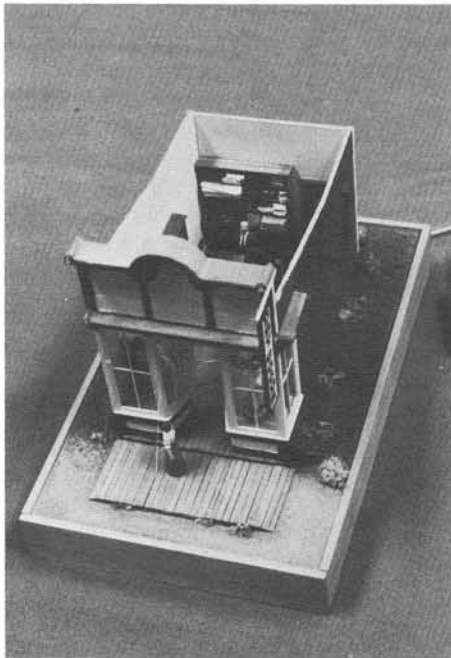
SLASHES
THIS CAR HAS JUST BEEN DELIVERED. NEXT SESSION IT SITS AND EARNS AN "X"; THE FOLLOWING SESSION IT SHOULD BE PICKED UP.

INITIALS
AT THE END OF A PREVIOUS SESSION THIS CAR HAD PROGRESSED AS FAR AS CHATEAUGAY YARD; IT STARTED THE NEXT SESSION THERE AS PER "CH".

COLOR
White for standard Freight moves
Other for:
Unit Trains
Blocks of Cars
Passenger moves

REVERSE SIDE
SPECIAL INSTRUCTIONS
BLOCK CAR NUMBERS
MAINTENANCE HISTORY
MODIFICATIONS, ETC.

80 MOVES
A 100 OR MORE SESSIONS PER CARD



All of the following award winners qualify for a Merit Award.

LOCOMOTIVES, OTHER THAN STEAM

3rd, Master
Bill Hoffman: PE 1224 Trolley

FREIGHT CARS

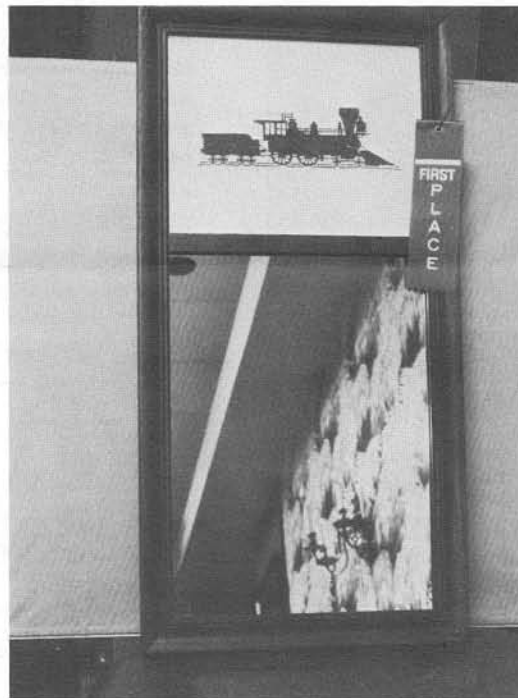
1st, Master
Raymond Muntz: B&LE Box
1st, Craftsman
Peter Moffet: Tilt Bottom Gond
BALDWIN TROPHY (Best In Show)

NON-REVENUE CARS

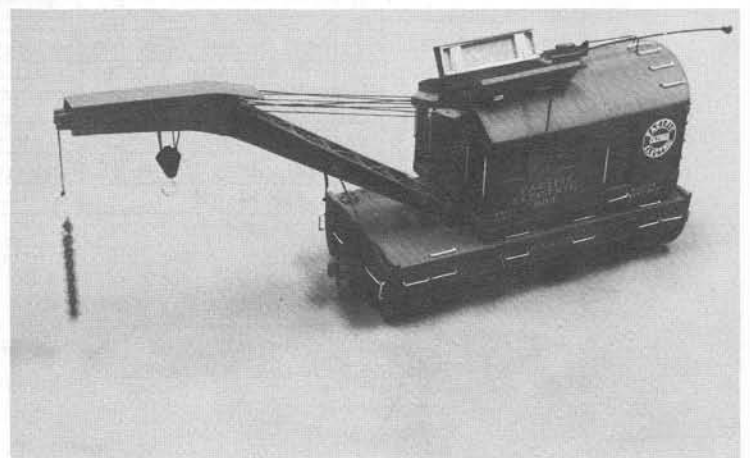
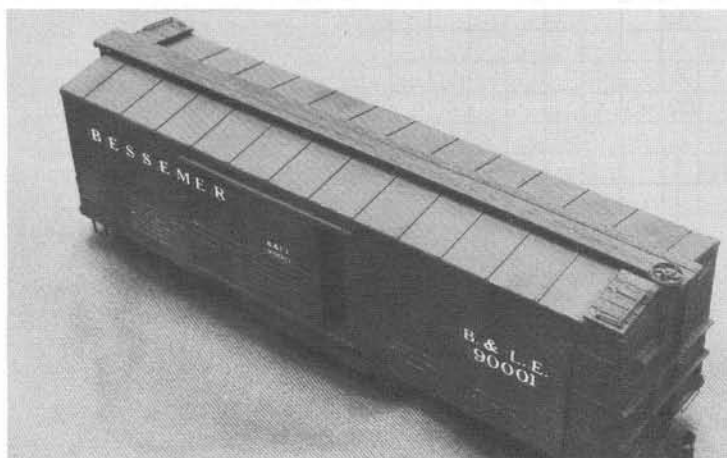
2nd, Master
Bill Hoffman: PE Crane
3rd, Master
Robert Bird: Water Tank Car
Merit, Master
Bill Hoffman: Sacramento North
1st, Craftsman
Peter Moffet: Fairmont Handcar
2nd, Craftsman
Thomas Evans: Colorado Midland

STRUCTURES

1st, Craftsman
Pierre LaFond: Coaling Station
HUB DIVISION AWARD (Second Place)
SUNRISE TRAIL DIVISION AWARD



**ALBANY
CONVENTION
MAY 21-23**



ify to receive

- 2nd, Craftsman
Peter Moffet: Coaling Shed
- 3rd, Craftsman
Ralph Gabler: Timber Trestle & Bridge
- Honorable Mention, Craftsman
Thomas Evans: Store, Silver Creek, Colorado
- Merit, Craftsman
Gordon V. Clark: Madrid Freight House
- Merit, Craftsman
Don Monahann: Signal Group

DIORAMA

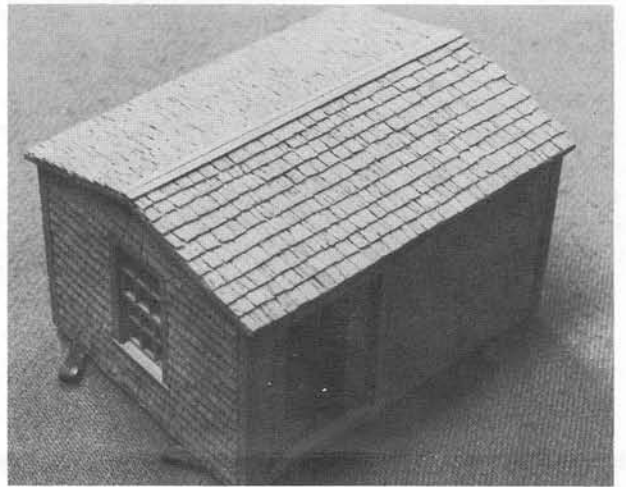
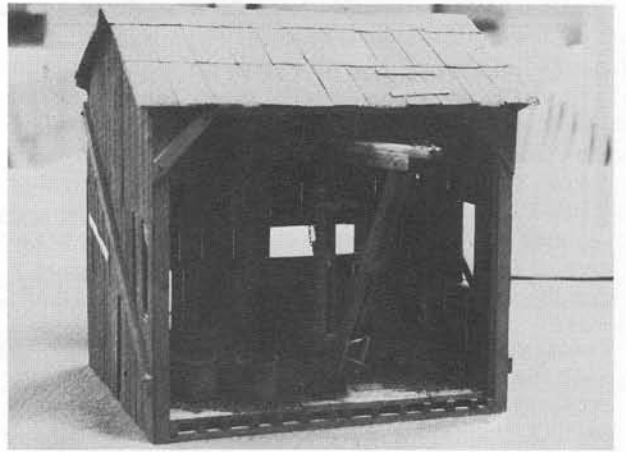
- 2nd, Master
Harold Horner: Collinsville, CT, South Bridge
Note: This diorama contained a bridge which
at the suggestion of judge John W. Nelsen, MMR,
was judged for and awarded a Merit Award in
Structures, Master class.

PHOTOS

- Color Prototype: Richard Joyce
- Color Model: Frank Czubryt
- B & W Prototype: Robert Welk
- B & W Model: C.J. Obregon

Judges for Model Contest: Graham Harvey, Don Howd, John W. Nelsen, Walter J. Rogers, Peter A. Watson, Brian C. Whiton

Judges for Photo Contest: Bill Kennedy, Brian Whiton



ern Caboose

& Trailer

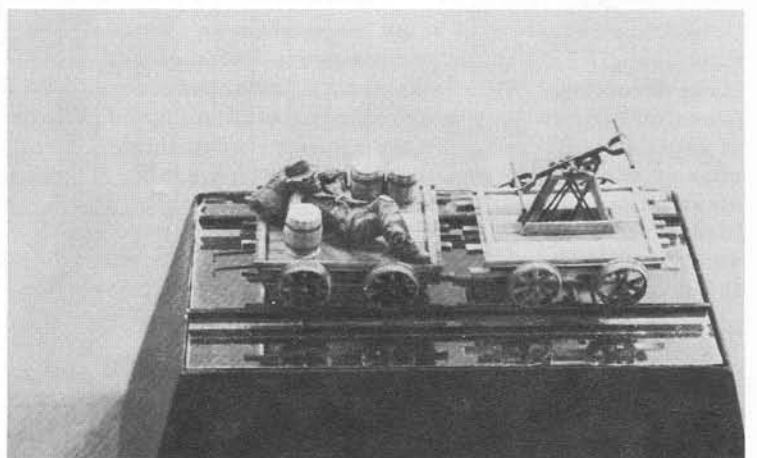
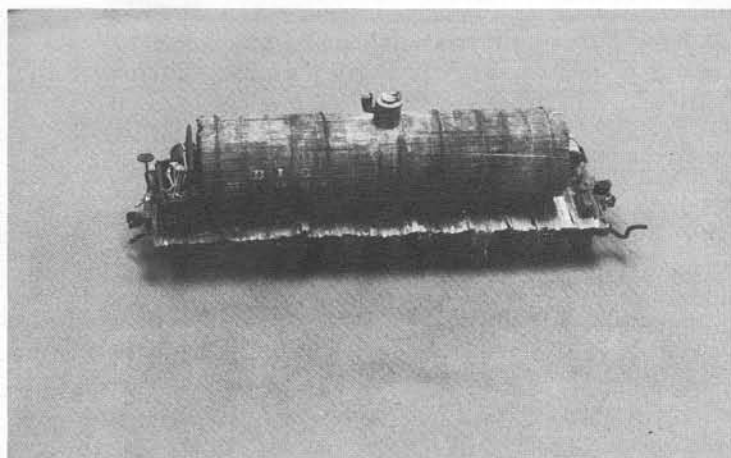
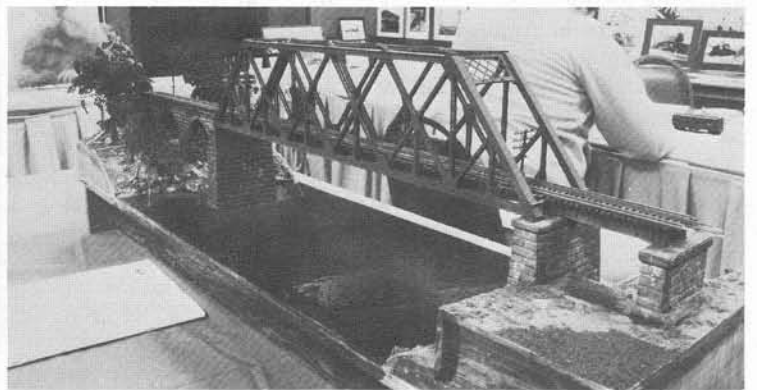
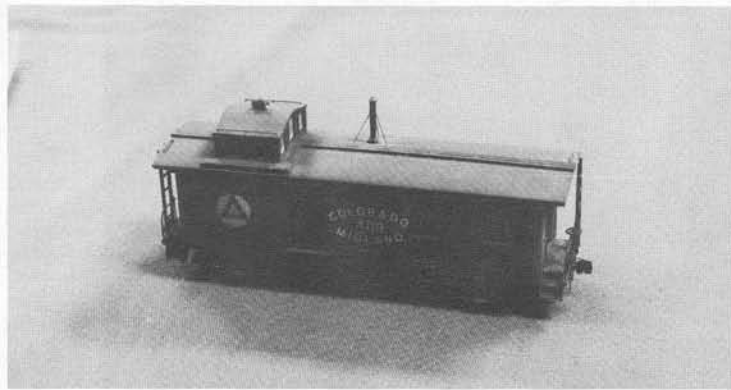
nd Way Car

(concrete)

Highest)

RD (New

Modeler)



SCRATCHBUILDER'S

by DAVE MESSER

SCALE SIZE DETAILING - A WAY OF THINKING

The next few subjects to be covered will deal with methods and materials to simulate various types of exterior surfaces on structures, such as siding, roofing, foundations, etc., as well as smaller components like windows and doors. Emphasis will be placed on means of achieving the most realistic approximation of the prototype up close as well as from a distance.

Building a model to withstand close inspection involves using the most suitable materials and then assembling and finishing it properly. It requires training the mind to "think small". As an example, it may come as a surprise that the typical HO cast-on grab-iron would be about 3 inches thick when scaled to prototype dimensions; 0.010 wire would more closely approximate the correct thickness. Once the modeler sees the difference scale or near-scale size materials can make, he is usually amazed.

There are situations where model dimensions need to be compromised or adjusted, either up or down, to create a desired effect, or for structural reasons. Many times the latter consideration can be accommodated by changing to a different material having greater resistance to bending or breaking with a smaller cross-section. An example would be changing from cast plastic to spring steel wire for grab-irons or railings, particularly on diesels.

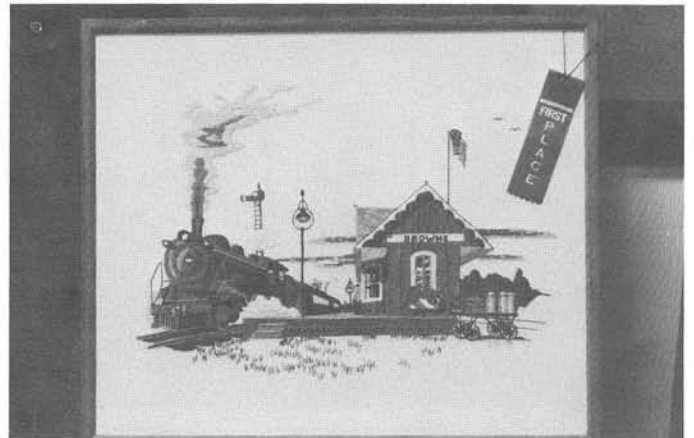
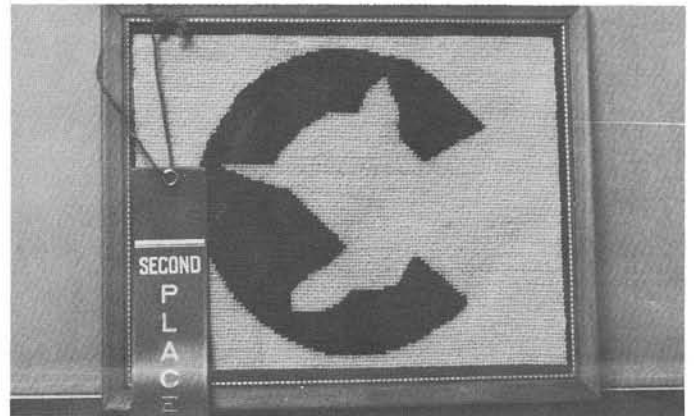
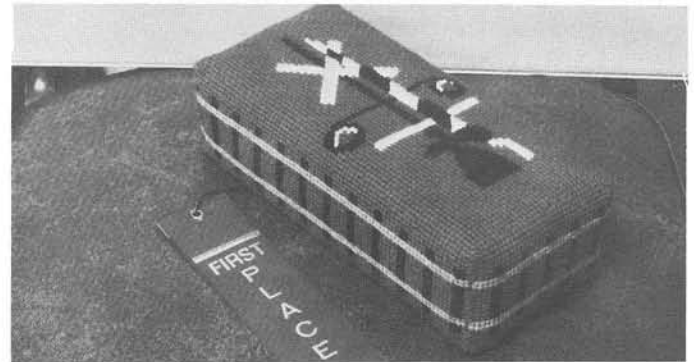
An area of "legitimate" exaggeration of scale dimension is in reproducing the texture of materials. This includes the depth of the spaces between individual bricks or boards in siding, or the coarseness of weathered wood, which would be virtually invisible if reproduced in actual scale relief. However, it is important that these not be overdone, as is often the case in some commercial materials.

Deliberate reduction of scale dimensions is sometimes carried out to reduce the overall size of a large structure. This is known as "selective compression" and usually involves reducing the number of repetitive elements (or the space between them), such as windows in a building, towers in a grain elevator, or panels (or even spans) in a bridge. The idea here is to reduce the overall size of a structure so as not to overwhelm other structures, while maintaining the "flavor" and proportions of the original.

In general, then, it is desirable to simulate prototype materials with visible dimensions as close to scale as possible, consistent with the appearance of the overall scene.

RAILCRAFT MOTIF

- 1st, Needlecraft: Elizabeth Brown
- 2nd, Needlecraft: Florence Monahan
- 1st, Crewel: Elizabeth Brown
- 1st, Counter Crossstitch: Elizabeth Brown (BEST IN SHOW)

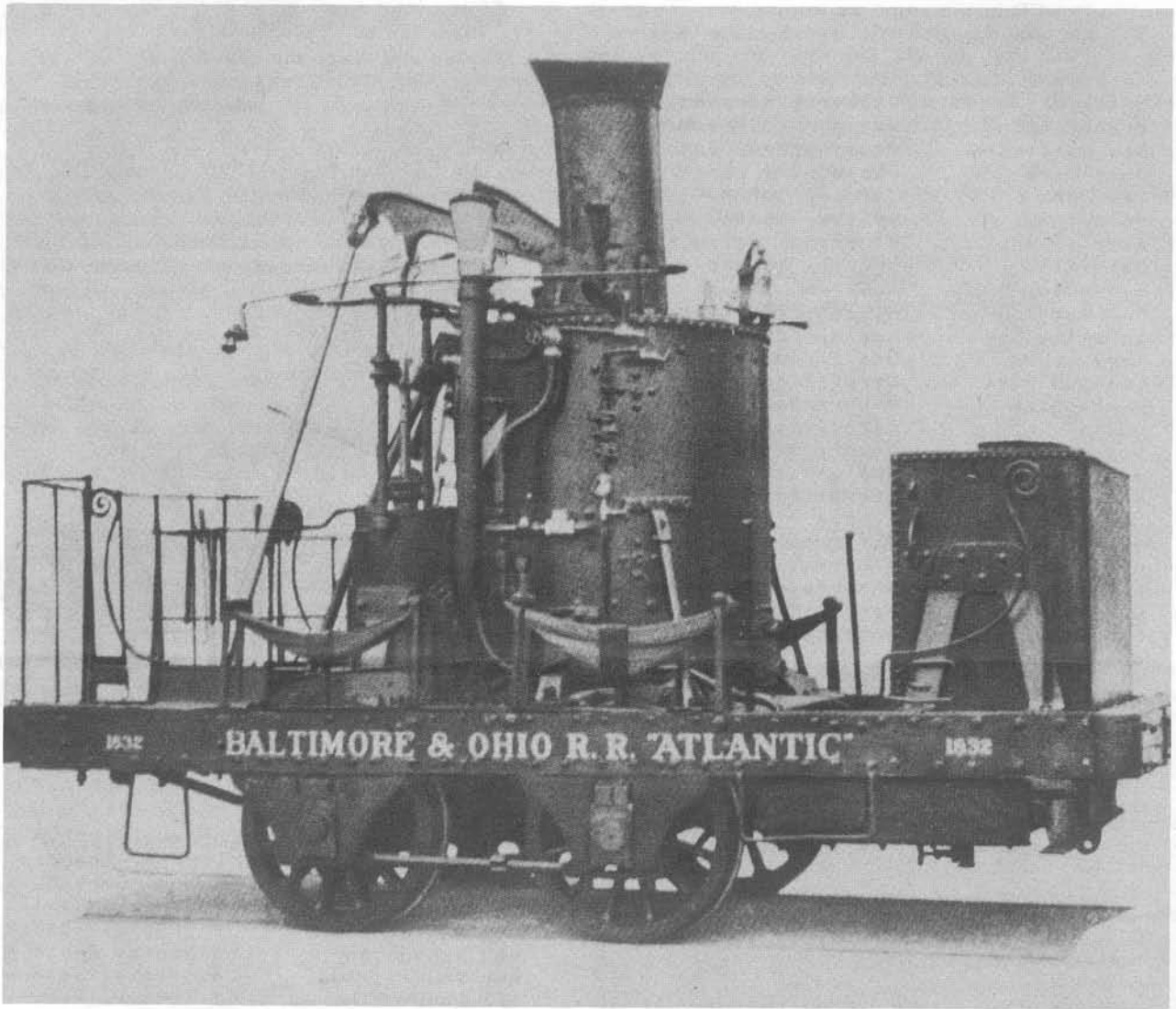


The Albany Convention was attended by 323 persons. According to Registrar Irwin Lloyd they came from:

New York	120
Massachusetts	54
Connecticut	43
Canada	38
New Jersey	20
Maine	14
New Hampshire	13
Vermont	10
Rhode Island	3
Maryland	4
Pennsylvania	5
Ohio	1
Arkansas	1

SOOT & CINDERS

by RICHARD M. HANSCHKA



The "Atlantic" is not an Atlantic as fans usually think. Rather it is an 0-4-0 grasshopper rebuilt from another old B&O engine "Andrea Johnson" which was the seventh of the road. In 1927 there was a 100th anniversary celebration called "Fair of the Iron Horse".

In Isaiah there is a prophecy that swords will be made into plowshares and spears into pruning hooks. When Thomas Jefferson was asked about design of a locomotive, he's reported to have quoted the prophecy and suggested it apply to steam engines. Use the old matchlocks for booster tubes as they are obsolete from the Revolution and lay in many forgotten arsenals. Take some old gun carriages and use the wheels and axles as they were designed to bear heavy loads. Incidentally, the wheels were 4'8½" gauge. So it started.

Members

Here, hot off the Office Manager's computer (as of 6-1-82), is a list of 92 new members of the North-eastern Region. Welcome! I hope that your experience in the NER is the same as mine: meeting some of the finest people you will ever meet. - M. G.

NY Baldwin	Gilbert, Stephen
NY Franklin Sq	Groinich, Joseph M
NY New Baltimore	Hemmingford, John
NY Deer Park	Jackson, T Lance
NY New York	Jaeger, C I M
NY Baldwin	Kelly, Robert
NY Averill Park	Kinerson, David K
NY Catskill	Kreyer, Edward
NY Syracuse	McClive, Ralph
NY Manhasset	McConnell, David
NY Sayville	Neale, Edmund J Jr
NY Troy	Odell, James E
NY Clifton Park	Orcutt, Howard S
NY Huntington	Papayanopoulos, Arthur W
NY Hudson	Pizza, Carmine A
NY Schenectady	Rever, William F
NY Brooklyn	Roslund, Peter W
NY Brooklyn	Seegmiller, Jesse F
NY Herkimer	Stack, William M
NY W Nyack	Tortorello, Nicholas J
PA Horsham	Gibbons, John Mark
RI Wakefield	Boothroyd, Stephen J
RI Cumberland	Forst, Richard E
VT E Montpelier	Anspach, Denny S MD
VT Springfield	Goding, L Chris
VT Pownal	Grandmaison, Maurice
VT Winooski	Powell, Alan D
NFLD Gander	Larduskey, James L III
ONT Ottawa	Collins, Chuck
ONT Burlington	Hutchinson, Edgar W
ONT St Catherines	Moffett, Pete
PQ Ste-Foy	Delisle, Jean-Francois
PQ Montreal	Frost, David
PQ Trois-Rivieres	Gendron, J D Charls
PQ Montreal	LaFonde, Pierre
PQ Laval	Leclerc, Leo
CT Stratford	Bacon, Benjamin H
CT Norwich	Dombrowski, Kevin
CT S Windsor	Friend, Miner C
CT Ridgefield	Gemp, Richard J
CT Newtown	Grey, Richard A
CT Westport	Hoffmann, William G
CT E Hartford	Kalbfleisch, Al
CT New Milford	Kennedy, James
CT Bloomfield	King, Joeseph V
CT Stamford	Knipe, Jay D
CT North Haven	Osmun, Roland F
CT Farmington	Schaefer, J Wallace
CT Burlington	Stewart, Arthur M III
CT Granby	Tepper, Edward H
CT Manchester	Thompson, Roscoe L
MA Bolton	Bishop, George A
MA Rehoboth	Bredemeier, David
MA Billerica	Brown, Robert P
MA Everett	Condry, James F
MA Adams	Czubryt, Frank A Jr
MA Boston	Elkowitz, Allan B
MA Lenox	Ferguson, Les
MA Natick	Gay, Ernest E
MA Winchester	Hemmingsen, Chip
MA Taunton	Higgins, Peter R
MA Ipswich	Hultgren, Bror O

Minuteman '86 NMRA National Convention News

Reporting in the April issue of the Hub Headlight, Bill Parker, General Chairman of the Minuteman '86 NMRA National Convention to be held in Boston, noted that only about 5% of the Hub and NER mailing list had thus far returned their questionnaires offering to help plan and stage the convention.

If you haven't returned yours, please do so as soon as possible. If you don't have one, write to William S. Parker, 65 Coweaset Dr., Brockton, MA 02401 (include a SSAE).

Bill also reminds us "that the 1982 NMRA National Convention is closer to your home than any National until 1986. Why not take this opportunity to attend a National and 'see how it is done'. The experience you gain this year in Washington, D.C. will be invaluable in planning for the Minuteman Convention."



OK John - so you're getting your railroad in shape for the Minuteman Convention in '86 - start cleaning up this basement first.

- reprinted from Hub Headlight

MA Brockton	Kramke, Kurt S
MA Milton	Lannan, Francis B
MA Boston	Leanz, Gary F
MA Newton Ctr	Mazansky, Cyril
MA Nantucket	Richmond, Frederick A
MA Stoughton	Simmons, James R
MA Somerville	Sweetman, Joseph A
MA Lynn	Tringale, Domenic
MA Marlboro	Zaleski, Peter B
ME Guilford	Cookson, David S
NH Salem	Falls, James J
NH Littleton	Meddings, Graham L
NH Nashua	VanKonyneburg, John H
NJ Hawthorne	Carlough, Curtis V
NJ Clinton	Erkman, Robert C
NJ Hackensack	Fitterman, George
NJ Freehold	Miller, Lewis
NJ Bergenfield	Nilsen, Glenn
NJ N Plainfield	Rothlisberger, Bryan
NJ Trenton	Rugaber, Joseph H
NJ Middlesex	Runyan, Dr James L
NJ Beachwood	Sedore, Gary
NJ N Brunswick	Taylor, Frank
NJ Somerville	Thayer, Charles F
NY Springfld Gdns	Brown, Robert R
NY Binghamton	Cenova, Stephen
NY Schenectady	Cover, Norman W
NY New Lebanon	Durfee, Horton
NY Hyde Park	Fass, Seymour L
NY Highland Mls	Friesser, Richard F

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

Company Store

(1) NER Name Badges: $3\frac{1}{2} \times 1$ ", blue, with your name and one other line of text engraved in white. A line should not exceed 20 characters and spaces. Allow 8 weeks for delivery. \$1.50 plus 90¢ postage.

(2) NER 35th Anniversary Car: E&B Valley covered hoppers. Two road numbers are available, #5508 and #5516. \$7.95 for one, \$14.95 for two, postpaid.

Prices are in U.S. funds

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

Please send me the following:

Quantity	Item	Price (including postage)
Total _____		

See above for prices (including postage) and limitations on lettering. Please print lettering as you wish it engraved.

Name:

Address:

City: State: Zip:

RAILROADIANA, continued

air handle into the big hole and Clark seized his lunch pail. As he turned to the ladder, he was a bit shocked to find the ground had not stopped moving. He whirled and jammed the reverse lever back with one hand, yanking out the throttle with the other. "Psst" "psst" came the reply and still No. 12 closed the distance. In slow motion, at barely a crawl, her 38 tons crunched and squeaked its coupler through the door of the repair bay. Bang! The engine shuttered, then stopped.

For one brief moment it seemed the damage might be confined to an 18" square hole in the door of the engine house. It was "brief" indeed.

The sound of wheels on rails commenced serenaded by the crashing of small tools culminating in a crescendo of ripping wood and breaking glass as the company water car began renovating the interior of the engine house. The symphony ended with an agonizing thud and the sound of an auto horn.

It was the sound of the horn of a pickup that would never again cry out for oil pressure while dusting the parking lot of the La Grand County.

Ricky choked down a laugh, "Clark, today I think you should have stayed home!"

-Brian Whiton

LINDBERG BLACK FREIGHT CAR TRUCKS

Fully assembled — RP-25 wheels,
fully sprung — Bettendorf,
Andrews-Symington, National-Timken,
\$1.00/Pr. — \$11.00/Doz. plus postage.

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The "Undecorated Railroad" — In stock: All the undecorated locos and cars from Athearn, Model Die Casting, Silver Streak and Ulrich. AND all the accessories to customize your locos and cars.

Badger Air-Brushes and Parts
Decals — Champ, Accucal, Microscale, Herald King (Miller), Walthers

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Tues-Fri: 10 a.m.-9 p.m.

Sat: 10 a.m.-6 p.m.

Sun: 1-5 p.m.

The Train Exchange

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ON THE SCHEDULE



NORTHEASTERN REGION

October 8-10, Plainview, Long Island, NY, NER Fall Convention

NER DIVISIONS

August 21-22, Masonic Hall, Glendon Street, Wolfeboro, NH, 10 a.m. - 4:30 p.m., SEACOAST DIVISION and Wolfeboro Branch Railroad Club Show. \$1; children 50¢; family \$3; senior citizens free. (David Collinge, 77 Horne St., Dover, NH 03820. 603-749-4870)

NATIONAL

- July 13-18, 1982, Washington, DC
- July 19-23, 1983, Winnepeg, MB
- August 7-12, 1984, Kansas City, MO
- July 28-August 5, 1985, Milwaukee, WI (Golden Fifty)
- July 21-27, 1986, BOSTON, MA!
- July 28-August 2 (tentative), Eugene, OR

NMRA National



MINUTEMAN CONVENTION

Boston '86

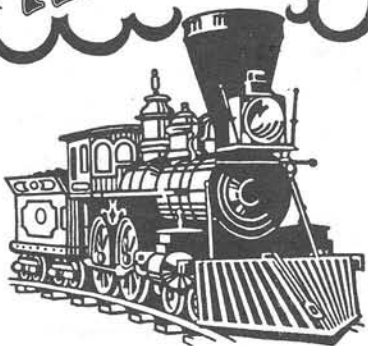


NER Office Manager

79 Hememway Road
Framingham, MA 01701



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