

NER **COUPLER**

NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

Winter/Spring 1987

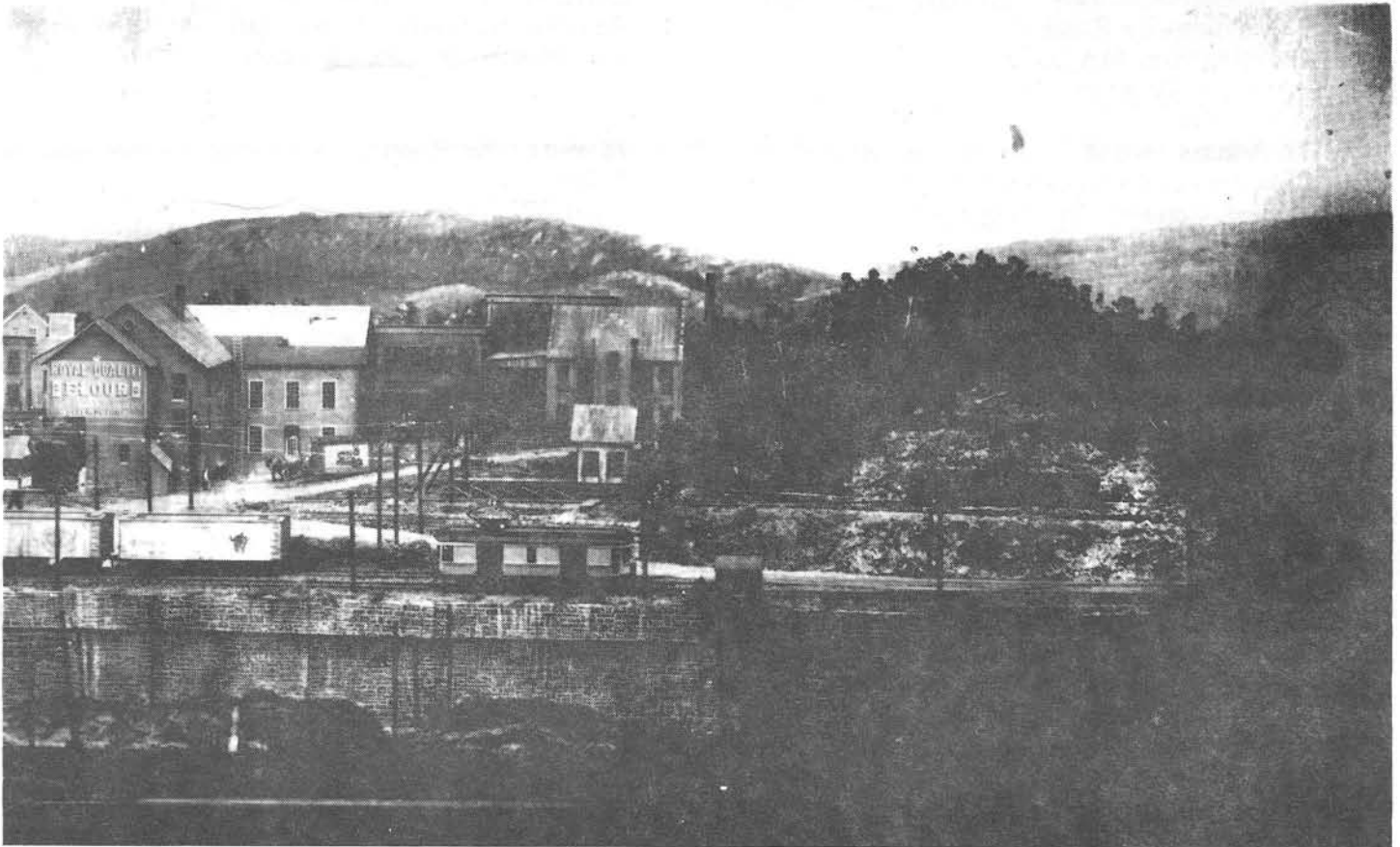
NER Spring Convention
Rails To The Paper City

May 29 - 31, 1987

Holyoke, MA

Holyoke Holiday Inn

Registration Package Begins On Page 5



This photograph is of Harold Horner's "Sleepy Valley" which will be one of the layouts open for visitation during "Rails To The Paper City". You won't want to miss this fabulous layout.

NER Brass

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NER COUPLER

150, Winter/Spring 1987

Official Publication of the Northeastern
Region, National Model Railroad Association.
Published four times a year.

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71 Buff Cap Road
Tolland, CT 06084
(203) 872-3441

Address changes should be sent to the Office
Manager. All other material should be sent
to the Editor.

DEADLINE

for the next issue, #151, Summer 1987
is June 1, 1987. The issue will be mailed
approximately one month after this date.

Other deadlines:

#152, Fall 1987 - August 1, 1987

#153, Winter 1988 - January 1, 1988

FROM The EDITOR'S DESK

Winter is fading fast, and Spring is just around the corner. Since I last communicated with you, my basement has been cleaned, walls are in the process of being erected, new wiring and ceiling will be next. The track planning is going along well, and I will be taking photos soon.

In the last issue I reprinted an article from the **Fusee** of the TLR concerning the membership problems the NMRA has encountered over the last fifteen years. At that time I stated I would reserve my comments for this issue. I have received one communication from a member thanking me for publishing this article and asking for the name of the author. I'm sorry that I do not know the name of the author: the original article in the **Fusee** was not credited, and I was unable to obtain the name of the author by other means. Now for my comments:

Overall, I feel the observations made by the writer are right on target. The summation of the reasons for the drop in membership was on the whole a summation of my own feelings; except for the comments concerning the NMRA office operation. I must admit I did not know Bob Bast, but that I recognise that he did a wonderful job. But I feel that just as much as Bob Bast was an excellent Office Manager, his successor was a poor one. That individual no longer works for the NMRA, and the new staff in Chattanooga has responded promptly and efficiently every time I have contacted them. I do not believe the writer has given them a fair evaluation.

I feel the comments about simple organization are right on target. Dues must be collected at the local/regional level. Also, the comments about NMRA business not being passed on to the membership are right on target -- the agenda is not published and minutes referring to 'MBOT-31 was passed 8-3-2' are meaningless to the membership-at-large. This is what fosters the impression that the leadership is hiding things from the Plain-Old-Member.

The comments about the NMRA being perceived as HO oriented particularly sticks in my mind. As your Editor, I feel I have

something of a perspective on this issue. First of all, the NMRA is 'perceived' to represent those members who make themselves known to the membership. Most of the membership and non-membership alike choose one of two options:

- a) if they wish to be published, they choose the commercial press; or
- b) they choose to remain anonymous.

Most NMRA members who do choose to promote the NMRA thru organization sponsored publications model in HO, hence the apparent bias. The only reason there have not been any 'minority' scale articles in the **Coupler** is due to the fact that I haven't received any in four years. What's more, I'll wager that Mike Carlson hasn't received too much material in scales other than HO for publication in the **Bulletin**.

Everyone seems to forget that the NMRA is not them, but actually us. The NMRA no longer is the principle purveyor of modeling ideas and techniques - the commercial press serves that function better than the **Bulletin** can. The NMRA cannot provide specialized background on XYZ railroad; the historical societies provide common interest and sharing of information - they generally don't supply modeling tips and techniques. The NMRA must shed its image being a closed organization, and open itself to anyone and everyone interested in (model) railroading. Along with restructuring of renewal collections to the local level (perhaps with single dues structure), should improve member relations.

So what is the function of the NMRA? Well, the area of Standards has been addressed in most areas. So what else do we expect from the NMRA other than the **Bulletin**? We the membership must define that if the NMRA is to continue to be a meaningful organization. If you are not a part of the solution, then you are part of the problem. Contact your Trustee Bill Parker with your comments - the future of the NMRA depends on it.

ON THE SCHEDULE

National

July 28 - August 1, 1987, Eugene, OR.
July 18 - 24, 1988, Birmingham, AL.
1989 - Houston, TX.
1990 - Pittsburg, PA.
1991 - Denver, CO.

Northeastern Region

May 29 - 31, 1987, Holyoke, MA.
November 5 - 8, 1987, Lexington, MA.

NER Divisions

May 16, 1987; Sunrise Trail Division Rolling Meet - Morris Park Shops of the LIRR. Contact: Aram Chankalian

May 17, 1987; Central New York Division meeting at the home of Bill Brown in Holland Patent. Home layout visit, tape/slide clinic, raffle, model contest. Contact: Jim Heidt.

Railroad Information, RR2 - Box 500, Wolfboro, NH 03894 publishes a quarterly listing of many railroad related activities scheduled in the northeastern U.S. A subscription is \$5.00 per year.

Election Results

The Ballot Committee reports the following results of last year's elections:

Votes cast:	66		
Invalid	8		
Ballots counted:	58		
President:	Parker	54	Other 3
V-President:	Whiton	55	1
Directors:			
Canada	Guinard	1	
Conn/RI	Sokol	13	
Long Island	MacIntosh	11	
No. New England	Permon	5	
Mass	Craigie	8	2
New Jersey	Laube	6	
New York	Heidt	5	
Amendment:	Yes	51	No 4

IS GOD A MODEL RAILROADER ??? by Bob Ellis, NMRA Exec. Vice-President

Recently at a gathering of model railroaders a number of statements were heard that seemed to infer that "God is a model Railroader!!!".

We heard things like;

Good God how did that happen?
and

For God sake throw that turnout!
and

How in Gods name did you do that?
and

God! That thing just jumped the track
again!

It would seem with all of those model railroaders speaking to God we have to suppose that **God** was present at this session.

Considering to further depth we realized that:

Most model railroaders are creative,
-- we know God can create!

Many model railroaders are loving folks,
-- we know God loves!

Often model railroaders can be forgiving when mistakes are made, -- God Forgives!

Model railroading is tedious and requires patience, -- God is patient!

Some model railroaders seem to understand a lot, -- certainly God is understanding!

It has been said, "Only God can make a tree" yet many model railroaders work hard and long making trees. This talent is God given. God is giving!

Frequently model railroaders spend a part of their time working in model railroad organizations like the National Model Railroad Association and their efforts help others. God is helpful! We must therefore assume God may also be a member of the NMRA.

If you were God and could have a hobby you wanted, wouldn't you be a **model railroader??** Of course!

You would be: creative, loving, forgiving, patient, understanding, giving and helpful. I think God is a model railroader and I bet he is a member of the National Model Railroad Association. Get with God, stay involved in the NMRA!

We would sure like our old friends, all of them, and as many new ones as we can muster to join us at Holyoke Ma. this May 29-30-31 for "Rails to the Paper City".

We have been working hard to provide a selection of railroad and nonrailroad fun which will delight you all.

There are, at present, six open layouts for Friday evening, and another nine layouts, one of which is live steam, for you to enjoy on your way home Sunday. These layouts range from "under construction" to fully sceniced and fully operational.

In addition to home layouts, we will have one or more modular layouts. We are not sure how much space is available due to the expansion of the hotel. If all of the projected space is usable, we will have much more. Modular model railroading is intense in this area. We think you will like what you see. Talk to these guys. They have some good techniques and a lot of experience to share with you.

Clinics begin on Friday evening with canned clinics for rail subjects and a live work shop for those interested in crafts.

The Craft Workshop will teach you to make a stenciled design. The design will consist of a pineapple stenciled on a muslin and stretched on an embroidery hoop. It will be edged by lace. Looks great!

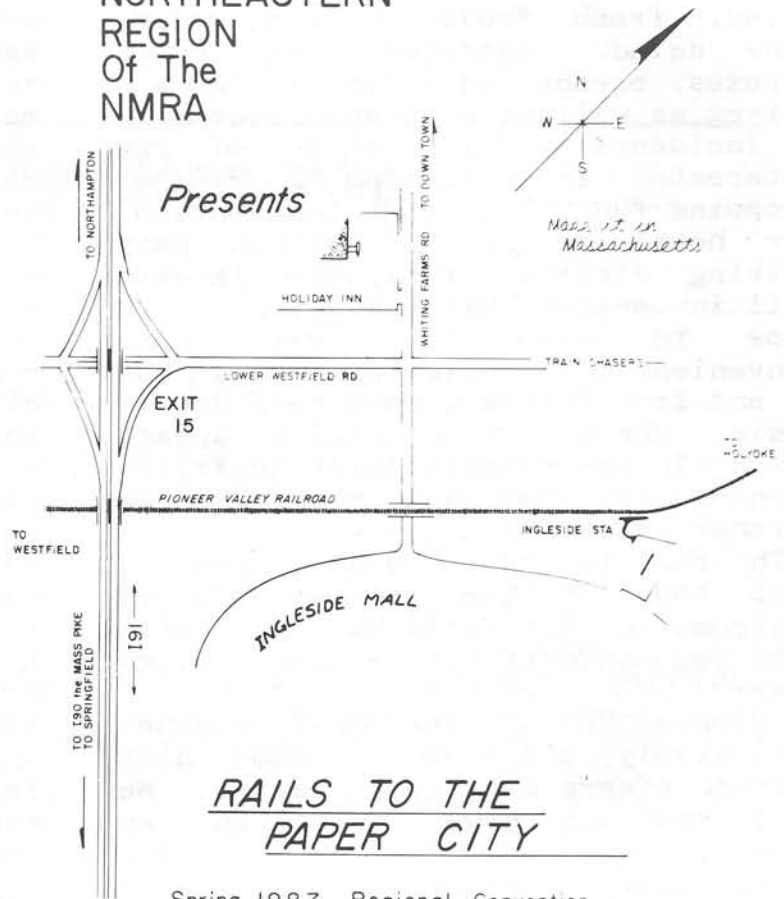
Fear not if you have not stenciled before, we will have plenty of scrap material to learn on before tackling the finished product.

Please bring a pair of scissors to the workshop. Time once again is 7:30 to 9:30 on Friday evening. Come and join the fun while your spouse is out chasing trains.

On Saturday morning, rail clinics go live with the people you most want to hear talking about subjects you won't want to miss.

For the craft enthusiast, some more fun can be had by attending a workshop presented by Elizabeth

THE NORTHEASTERN REGION Of The NMRA



Spring 1987 Regional Convention

May 29,30,31 at the Holyoke Holiday Inn

Brown on making and decorating a small ornamental wreath limit, 15 people.

Contests, you say? How could we neglect contests. Submit your entries beginning Saturday morning at 8:30am and until noon. There are craft contests, kit contests, traditional model contests for the kit basher and scratch builder, the bring and brag popular vote contest for the lighter modeler and the photo contest, all for your enjoyment.

Saturday, at 11:00am we will transport the ladies by bus to a luncheon at the Northampton Hilton then on to a tour of Old Deerfield Village. If you enjoyed our previous trips to Sturbridge Village, I think you will really enjoy this tour. All of the historical structures there are original to the village.

We will have you back at the hotel in the late afternoon in plenty of time to freshen up for a delightful banquet.

So as not to spoil your Banquet appetite, lunch will be on the light side. There will be an elegant buffet of assorted relishes, tossed salad, fresh fruit, potato salad, tuna salad, assorted cold cuts, cheeses, breads and rolls, pickles and olives as well as soup and desert.

Incidentally, for those of you interested in combining a bit of shopping fun with your convention, our hotel is located within easy walking distance from the largest mall in Western Massachusetts. We hope to make this even more convenient by offering a shuttle bus to and from the mall on a half hourly basis. Check the convention update board in the hospitality room Friday evening and Saturday morning for further information.

The fan trip will be an organized shop tour at the Pioneer Valley Railroad in Westfield Ma. We will take you there by bus to make things easy.

Pioneer Valley uses CF-7 engines exclusively, but there are some nice vintage pieces on the property. We will try to have these in an advantageous position for photography. Pioneer Valley will have personnel there to answer question and give a short talk. This is the hottest short line in New England. Don't miss it.

After your return from the fan trip or Old Deerfield Village we will reopen the contest rooms for a look at those fine models. You can pick up some good modeling tips from their builders too. Then on to the banquet.

The Happy Hour will begin at 6:30pm and extend to 7:30pm when the banquet will begin.

The menu is Turkey with Mashed Potato, Stuffing, Carrots, salad, Fruit Cocktail for an appetizer and Chocolate Mousse for desert. The real desert, however, will be our speaker. You have all followed the Central Vermont Railway with some interest over the years. Well, we have Mr Dennis Larson joining us at the banquet to fill us in on what is happening on the Southern Division these days and how these events tie in with the overall C.V. operations.

After the banquet we will open the contest room for a last viewing and pick-up of the entries. In addition to this we presently have planned an

auction and bingo for anyone who might be interested.

Sunday convention continues with SIG meetings if any should be desired. Those needing space for same please contact Brian Whiton as soon as possible. There will be a meeting of the Board of Directors of the Northeastern Region of the NMRA at 10:00am. The membership is welcome to attend.

After checkout time at the Hotel, which has been extended from the usual 11:00am to 12:00 for our benefit, we will offer you some mighty fine model railroads to visit, all within a 20 mile (dia) circle of the Hotel. There are 9 layouts which will plan to be open at the present time.

Once again our youth modelers will be encouraged to join in the fun at convention by offering them a 1/2 fair on registration. In addition to this we are again asking that those of you who can transport a youth or two to convention make it known to the registration committee. If there is a youth in your area who wants to attend and needs a ride, we will contact you and make the arrangements. Of course, if you know of one already, so much for the better.

I would like to point out at this time, that we are opening this convention and all future conventions to nonmembers of the NER. There is a slight extra charge which will entitle a nonmember attending the convention to a brief membership in the NER, approximately 1/4 of a year during which we hope these new friends will come to know us and want to stay on.

So if you know some modelers who are not members, but are interested in attending, bring them along. We don't want to leave anyone out of the fun.

So now that you are hooked, fill out your Hotel and Registration forms right away. Send the Hotel Room Reservation form directly to the hotel, and send the Convention Registration form direct to Pat and Charlie Bettinger.

Please sign up early. There is a substantial discount for signing up early.

If you are not sure you can get the time off, please sign up anyway. We would rather refund your money than

have you miss any of the fun for having registered too late. If sign-ups exceed capacity early enough we can add buses and accommodate more people, but we need to know this well in advance.

May 29-31, **NER Holyoke Convention** 1987

Name _____ TAMR Member No. _____
 Street _____ NER Member
 City _____ State/Prov. _____ Zip _____ No. _____

Name No.2 _____ Name No.3 _____
 Name No.4 _____ Is this your first NER Convention Attended _____

Method of Payment C Check M Cash Amount Enclosed _____

P Preregistered W Walk in **BADGE TITLE** _____

EVENT	Name 1	Name 2	Name 3	Name 4	AT THE DR Price Ea	PREREG. Price Ea	TOTAL
Registration (mem.).....					15.00	13.00	
Registration (nonmem)...					17.00	15.00	
Registration (youth).....					8.00	6.00	
Banquet.....					14.00	12.00	
PVR Shop Tour.....					7.00	5.00	
Non Rail Tour.....					7.00	5.00	
Sat. Craft Workshop.....					5.00	3.00	
Fri Craft Workshop.....					5.00	3.00	
Total Purchased							TOTAL

Yes I can help by transporting one or _____ (how many) Youth/Student modelers to and from the Holyoke Convention

Please make checks payable to "NER Conventions" and mail, along with this form, to Pat and Charlie Bettinger, NER Convention Registrars, 29 Foster Drive, Vernon, Ct. 06066



HOLYOKE

245 Whiting Farms Road
 Exit I-91 at "Ingleside"
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DOUBLE \$55.00 Depart Date _____ Time _____

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BAGGAGE \$1.00 per person Check Out Time 11:00 AM

Name _____ Amount Enclosed _____

Rooming With _____

Address _____

City _____ State _____ Zip _____

Phone _____

Credit Card _____ No. _____ Exp. _____

Achievement Program

by Don Howd

Congratulations to Dave Messer and Pete Watson! Dave and Pete were recognized as Master Model Railroaders at the Minuteman '86 convention. Both reached this high level of achievement through hard work, outstanding modeling, and service to the hobby. Dave holds certificates in Cars, Structures, Scenery, Civil Engineering, Association Official, Association Volunteer and Author. Pete holds certificates in Cars, Structures, Scenery, Prototype Modeling, Civil Engineering, Association Volunteer and Author. Once again, congratulations to both.

During Minuteman '86, I received a lot of inquiries from people who worked so hard on the convention about the requirements for Association Volunteer. In order to qualify for this certificate, you must have enough active service at the National, Regional or Division level to accumulate at least 60 certified time units.

Following are several examples of how time units are accumulated. All time units are per month of service, except as noted below.

- | | |
|---------------------------------------|---|
| 1. Regional Committee Chairman | 2 |
| 2. Regional Committee Member | 1 |
| 3. National Convention Committee | 2 |
| 4. Regional Convention Committee | 1 |
| 5. Division Superintendent (Pres) | 2 |
| 6. Other Division Officers | 1 |
| 7. Regional Model Contest Judge | 2 |
| (one time service credit per contest) | |
| 8. Division Contest Judge | 1 |
| (one time service credit per contest) | |

I hope this information will be useful to those who have worked so hard at the Division and Regional levels. The certificate for Association Volunteer is to recognize NMRA members who give their time for the benefit of all model railroaders and the association.

So, add up your time and I'll be happy to send you a Statement of Qualifications. After you've completed the SOQ, send it to me so I can forward it for your certificate.

Soot And Cinders

by Richard Hanschka

After more than 160 years of operation, the B & O Railroad is now only a memory. It has been absorbed by CSX Corporation, the successor to the Chessie System. The passing of the B & O should be noted by railfans with more than passing interest. The B & O was one of the premier railroads in U. S. history. The Transportation Museum in Baltimore will be all that remains of this historic past, with its selection of steam engines to give fans and model rails first hand reference to engines of long past eras. Where else are modelers to find the prototype to copy?

The B & O was a large system with trackage rights extending as far as Chicago. During World War I the B & O ran trains into Penn Station in New York City, using Pennsylvania Railroad trackage and tunnels. In addition the B & O had access to Jersey City using trackage of its subsidiaries the Reading and the Central of New Jersey.

The B & O owned and operated many different types of steam locomotives. Three of these were the 4-6-2 Pacific, the 2-8-0 Consolidation, and the 2-8-2 Mikado. Let's examine the three examples shown here.

The Pacific came in various models. Those models named after several Presidents were known the best. #5006, shown here, was perhaps more typical however. Not very glamorous, they were the workhorses that plied the secondary lines in New York state, Pennsylvania and West Virginia. They pulled the locals, often with mixed trains including milk cars and even an RPO car too. Many railfans and modelers try to re-create these locomotives as they remember them from their youth.

The Consolidation was a favorite of the B & O too. They pulled all the trains originating from Buffalo. Sometimes a 4-4-2 would be used for passenger service, but the Consolidation was more practical since it could pull the relatively slow locals carrying passengers, milk and mail. These runs originated at DL&W station and often ended at the Pittsburg coal dock. These locomotives were not 'Greyhounds', but they did not need to be for the work they did. Heavy loads, slow speeds, and the many starts and stops required tractive effort rather than speed. Note the characteristic high headlight on the boiler, intended

Continued on Page 9

Soot & Cinders (Continued from Page 8) to provide the best possible illumination for the crew.

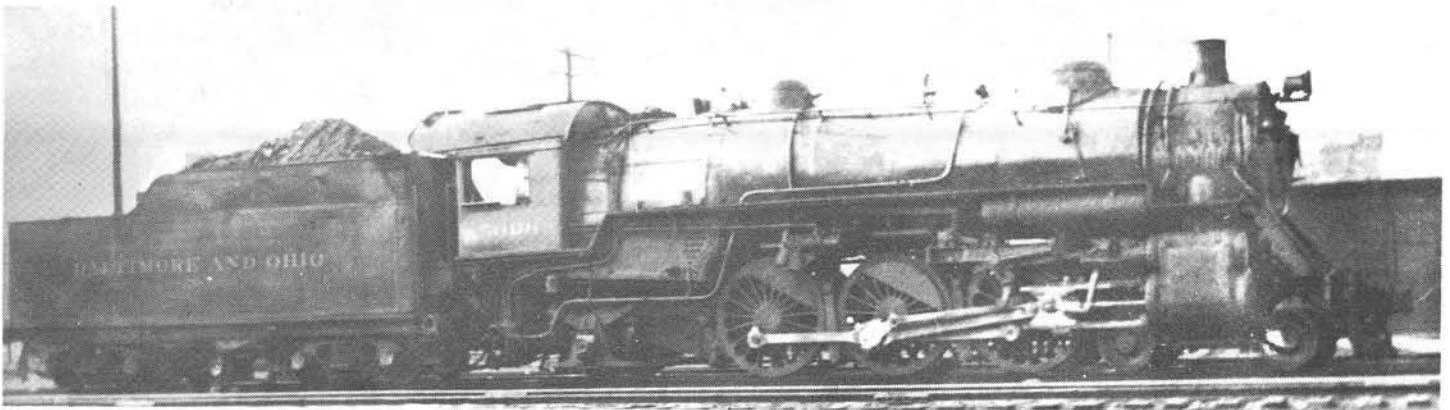
The Mikado was heavily used by the B & O. It was used primarily as a freight locomotive, but in World War II Mikados were often used on troop trains to and from New York City. #4442 is an early model. As you can see, there are no pumps or shields on the pilot. Note the oil Vanderbilt tender - this locomotive used heavy residual oil for fuel. This oil became very thick in winter - like road tar - and had to be heated to promote flow.

One of the reasons many B & O locomotives were chosen as prototypes for early scale model engines was due to the willingness and cooperation of the railroad to help with plans and photographs. One of the men of the B & O, Larry Sagle, would always find some way to help with a model, sometimes providing scale plans. In the early 1950's the railroad printed a set of

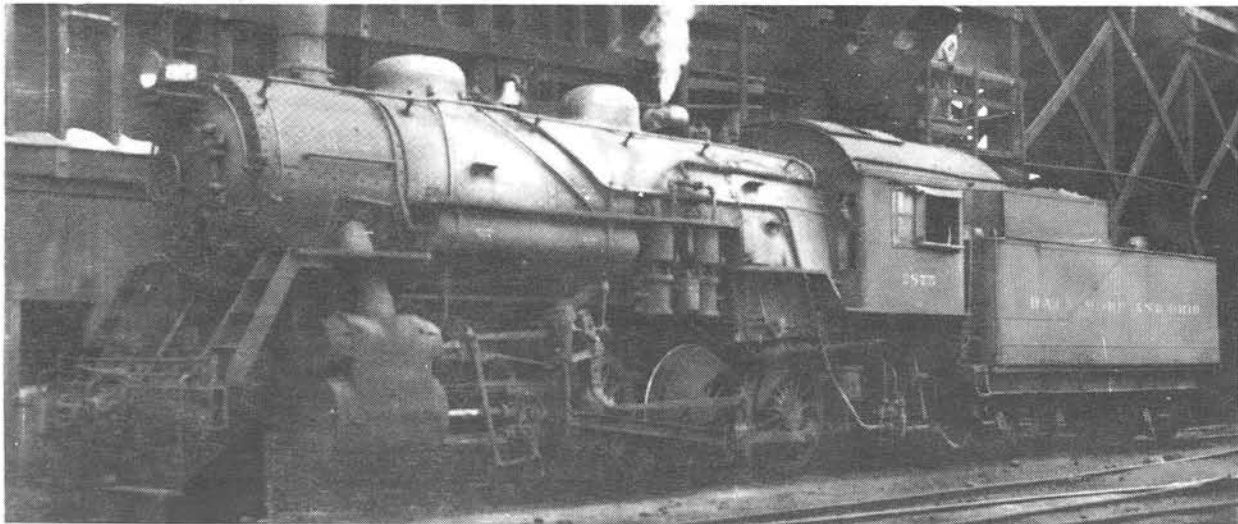
plans of typical locomotives and rolling stock. They also helped model manufacturers such as John English, Gordon Varney, Mantua and Penn Line.

Though mostly forgotten by most railfans, the B & O owned and operated several electric lines. Good examples of these are the tunnel motors used to pull trains through Baltimore without getting smoke and fumes into the trains. Still operating today is the Staten Island Rapid Transit with trains similar to New York City Subway cars. The railroad also owned and operated the Cincinnati, Hamilton & Dayton in Ohio; this was a heavy interurban system. #100 is shown on the C&LE.

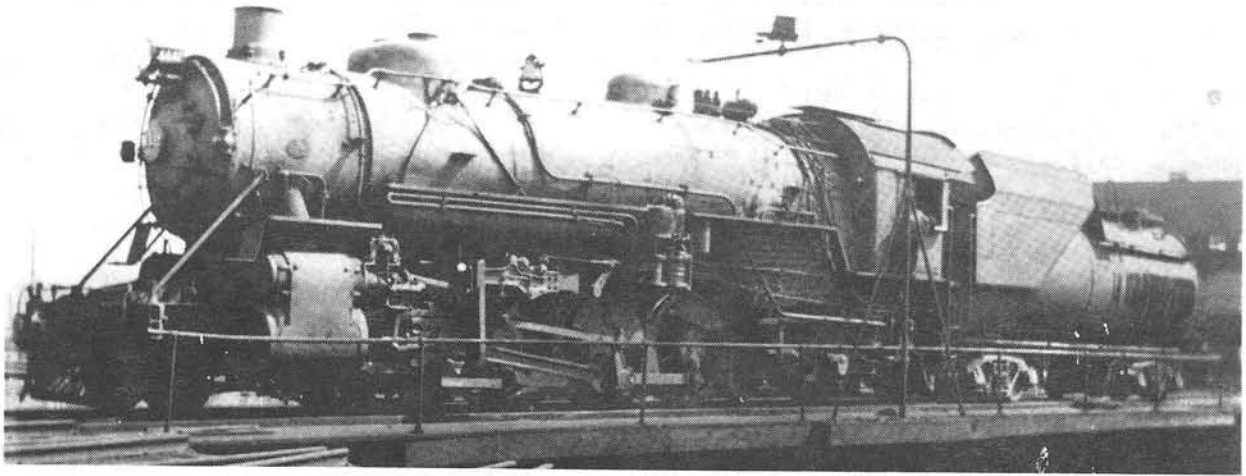
Yes, there are many good memories of the B & O. Remember: cab rides for GI's; the Reading Steam Rambles; fan specials on the CNJ? If you have a chance to relive some of these moments by visiting the Transportation Museum in Baltimore, don't miss it!



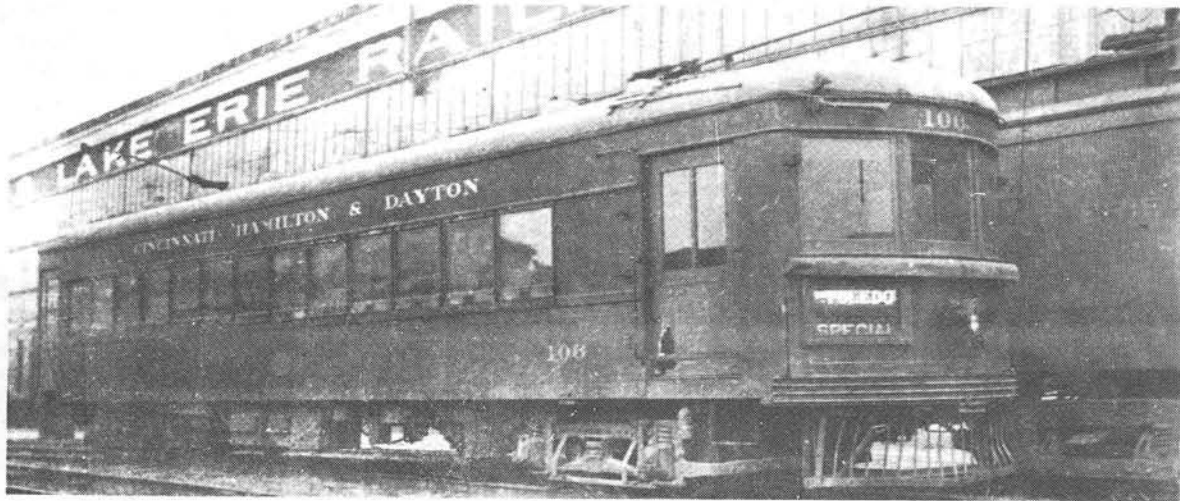
B & O 4-6-2 Pacific, #5006, photographed September 8, 1938 in Renwood, West Virginia.



B & O 2-8-0 Consolidation, #2875, photographed in 1954 in Pittsburg, Pennsylvania.



B & O 2-8-2 Class Q3 Mikado, #4442, photographed in 1954 in Baltimore, Maryland.



Cincinatti, Hamilton & Dayton #100 interurban photographed on the C & LE in April 1928.

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I enclose <input type="checkbox"/> Check <input type="checkbox"/> Money Order <input type="checkbox"/> Charge			
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<input type="checkbox"/> Regular, Two Years	\$40.00	(Under 20 Years)	
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Scale & Gauge _____	Occupation (Optional) _____		
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STATE & ZIP _____	Signature _____		
Remove or send facsimile			

From The Divisions

Hub Division

Quite a few members made it to the NER Fall Convention in Utica in October. As usual, the NER folks, and others, did a great job - we all really enjoyed it. We are all looking forward to the Spring Convention in Holyoke, Mass - the entire program sounds absolutely super. Hub should be there in force again.

The Hub Fall Show in Lexington, Mass took place November 15. Many of our NER friends were there both as visitors and participants. It was our most successful Fall Show to date - over 1400 people in total attendance. For the first time, we expanded up onto the second floor (mezzanine) at the Minuteman School, thus using a total of about 12,500 square feet of floor space. And that might not be enough for next year! There is more space on the second floor, but it is not yet known if the school will allow it to be used. Stay tuned.

We had 130 tables in use plus a fairly sizable area for modular layouts and operating displays. If you have not yet tried our Fall Show, give it a go in 1987 - you'll really enjoy it. It is always announced in the **Coupler**, model magazines, the **NMRA Bulletin** and Society newsletters. We even include full details in the **Hub Headlight!**

Have a happy post-holiday season and be sure to spend all your brass locomotive gift certificates on brass locomotives.

Glenn Owens

Nutmeg Division

On January 15th, the Nutmeg Division held its Annual Meeting at the Red Bull Inn in Waterbury. About 25 members and friends attended and enjoyed a wonderful dinner, followed by a short business meeting, and then a brief talk and slide presentation by Bram Bailey, who is a contributor to both Railroad Model Craftsman and Railfan. Bram talked about his trips to railroad locations to obtain the remarkable photographs he uses to illustrate his articles. His slide presentation was first-rate and unusual - all the photos were night shots. Many of the effects were stunning.

In early March, the next meeting of the Division was held at the home of Ken

May, in Tolland. Activities at this meeting included a brief description of room preparation by Ken May, a clinic on making trees by Joe Sokol, and a clinic on how to scratch-build models to win the Region Model Contest by Brian Whiton. Other activities included the Timesaver switching layout, and a track-spiking contest conducted by Bob VanCleaf. All in all, it was one of our best meetings in a long time.

Our next meeting will be in the summer. We are encouraging all our members to attend the Holyoke Convention this spring, since it's right in our backyard.

Joe Sokol

Central New York Division

The Central New York Division held a meeting in Utica on January 18th and a meeting in Fayetteville on March 1st. Activity continues to remain high for the Western New Yorkers, and they are looking forward to visiting Holyoke this Spring. The Division is considering what to do with the profits from the Utica NER Convention, and some of the suggestions are: a Division award given at the NER Convention; Youth promotion; special raffle prizes; or a special Division event.

The next meeting of the Division will be May 17 at the home of Bill Brown in Holland Patent.

From "Red Markers"

Seacoast Division

The Seacoast Division held its show in cooperation with the Wolfeboro Branch Club on August 16 and 17 at Kingswood Regional High School. In addition to the usual assortment of dealers, the modular layouts of the South Shore Model Railroad Club and the Ammonoosuc Valley Railway Association were very much appreciated by the attendees.

The Model Contest and the Ladies Handcraft Contest were held once again and the following ribbons were awarded:

Motive Power - Other

1st - Perry Martel - Maine Central U283
2nd - Ralph Littlefield - MC GP-38
3rd - Ralph Littlefield - Port. Term. #1082
Hon. Ment. - Tony LaPlante - B&M GP-18

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1st - Charles Petlick - CN Caboose

Best In Show

Perry Martel - MC U28B

Ladies Handcraft

1st - Mary Littlefield - School House Quilt

2nd - Mary Littlefield - Train Quilt

Best In Show

Mary Littlefield - School House Quilt

Head Model Contest Judge was Jay Rogers,
NER Contest Judge. Head Ladies Handcraft
Judge was Dolores Rogers, former NER
Ladies Handcraft Judge. Next year's Show

will be held on August 15 and 16 at the
same location and more contestants are
urged to enter to give the above winners
some competition.

Dave Collinge

Sunrise Trail Division

Sunrise Train Division held its Spring
Meet on March 21, with a full schedule
of activities and banquet.

The spring Rolling Meet is tentatively
planned for May 16, with a hoped for visit
to the Morris Park Shops of the LIRR.
If you are interested, or want more informa-
tion, contact Aram Chankalian.

From the "Cannonball"

----- Cut Here -----
NER Membership Application

NAME _____

NMRA No. _____

ADDRESS _____

\$6.00 for 1 year membership

\$15.00 for 3 year membership

\$110.00 for Life membership
(only if NMRA Life member)

TELEPHONE () _____

Make checks payable to NER-NMRA

Please remit in U.S. funds

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