



# NERM

NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION

# COUPLER

Winter 1988

## Lexington Convention Report !

### Did We Have A Good Time In Lexington? You Bet !!

by Kenneth May

The weekend of November 6, 7, and 8 dawned quite clear and cold as we headed off to the Boston area to enjoy the fall convention. Since I had spent most of last years National Convention in a coat-room in the Boston Sheraton, I was anxious to get a chance to see the model railroads offered on Saturday's tour. Also, I had another most unusual (for me) situation, money in my pocket to spend at the train show! So, off we went.

We arrived Friday evening after dropping the kids off at grandma's on the way. First order of business was to check in - both with the hotel and the convention. Irwin Lloyd and Pat and Charlie Bettinger, convention registration crew, were as well organized as usual and it took only a few minutes to get our badges, tickets and things. Then my wife and I went off to have dinner.

After dinner, my wife headed off for a craft clinic given by Ellie Groth in which they used pine cones to make an owl. I headed off to stick my head in on Brian Whiton's clinic on his Vermont Midland railroad. He had a pretty good crowd in there, and all seemed to be enjoying things. Then, I headed off to begin my convention work - taking photos of convention activities and sampling as many of them as possible. Along the way I had the pleasure of renewing friendships with many people I'd met at prior conventions.

Saturday morning we went off for breakfast early enough that we wouldn't miss any of the activities. After breakfast, I helped out at the contest room for a few minutes. Then, I headed across the street to the train show to put a few items on the white elephant table. The Hub Division train show is one of the largest I have seen in

this area. There were many dealers and displays, and the show covered both the main floor and the mezanine. There were several operating displays, and the selection of model railroad goods was excellent. I did in fact spend all the money I had brought.

About this same time, the ladies were getting on the bus for the ladies tour. They were headed off for a tour of some of the historic sites in Lexington and Concord. Later, they were to have lunch together, and maybe do some shopping. They did run a little late, but the ladies had a good time.

Before lunch I went back to the hotel to take photos of the contest models. I was quite surprised with the quantity and quality at the contest. Several members who had been absent from the contest for a few conventions returned with excellent models. It took quite a while to take all the photos, and I almost missed lunch. There was time, however, to run across the street to the train show, have lunch, and still get on the bus for the layout tour. And what layouts!

First stop - George Sellios's "Franklin and South Manchester". In case you didn't know, George owns and operates Fine Scale Miniatures, and also is doubling the size of the layout. This layout is fantastic! I don't think I've ever seen urban scenery to this scale before. Earl Smallshaw does work of the same quality (my opinion), but even Earl has not built anything of this scope. I can't recall seeing such stunning stonework anywhere else. I could see this layout a dozen times, and still come away having seen something new. I never had the fortune to have seen John Allen's railroad in person, but now I have been fortunate to have seen George's railroad.

Next stop was David Drislanes's "Crossties Division of the B & O". David's railroad occupies a portion of the basement that has been finished nicely for the

Continued on Page 5

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**NER Coupler**

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**DEADLINE**

for the next issue, #154, Spring 1988 is February 1, 1988. The issue will be mailed approximately one month after this date.

Other deadlines:

#155, Summer 1988 - June 1, 1988

## Collecting Model Trains

By Stan Bradley

Model railroading has for many years been a most intriguing and interesting hobby, and the NMRA itself originally came into existence in 1935 as a result of its increasing popularity. During that year a group of modelers got together and decided to hold a national convention.

It is interesting to recall that for many years prior to that time the Lionel Corporation was busy manufacturing toy trains that were more or less authentic to the prototype. The youth of the nation were at the time quite excited over owning one, to a degree unequalled by any other current toy. It was an exciting thing to own, and to operate for your friends. Do you remember YOUR first "train set", probably received as a Christmas gift so many years ago? It was a thrill never to be forgotten, either then or now.

The Lionel Collectors Club of America was an outgrowth of this youthful exhilaration. For many years it held its own annual conventions. Jim Gates was one of the founders, and his enthusiasm was boundless. As a youngster he had wanted a train set, but it was not until he began working for the Milwaukee Railroad at the age of 18 that he could start fulfilling this desire. Today he is the proud owner of more than seventy, and his interest propelled him all over the nation in the formation of Lionel Clubs, having more than 7,000 members.

"When I became old enough to earn a living," Gates recalls, "I hired on with the Milwaukee. My dad was a conductor there, and I ended up as a brakemen. When I brought home my first pay check, I went downtown and bought a Lionel train. My folks had a positive fit over "such nonsense", but I stayed with it. The railroad has gone into bankruptcy since then, but I am still railroading, even if its only in my basement."

"It's an investment", says Jim. "Like putting your money into a bank, only it's better because you can enjoy it in the meanwhile. Any train collector can make money if he knows the ropes. The right thing to do is to buy rare and expensive items, which you can often pick up for a song in rumage sales or garage sales. Usually the price will increase dramatically

as they become more scarce, and your investment increases in value along with the pleasure that you get out of the hobby. I have been picking up various sets since 1953, and today they list and are insured for over \$20,000. One of these days, if I happen to need a little money, this makes a nice little nest egg to fall back upon."

And it's fun at the same time.

## Achievement Program

By Don Howd, AP Chairman

Congratulations to the following NER members who were presented Achievement Program Certificates at the Holyoke, MA and Lexington, MA Conventions in May and November.

Rod Brown

Association Volunteer

Elizabeth Brown

Association Volunteer

Brian Whiton

Master Builder - Structures

Pete Watson

Master Builder - Prototype

Rich Laube

Model Railroad Author

The NMRA has introduced a new level of recognition for the Achievement Program - **The Golden Spike Award**. This award will be presented to any NMRA member who does not hold MMR status. It will be administered by the Regional and Divisional AP Chairmen under the direction of the National AP Chairman. All AP regulations and definitions apply for scratch-built and super-detailed models. To qualify for the award the member must complete the following checklist and obtain the signature of the Division AP representative or other NMRA member designated by the Division Representative. The Division Rep will submit the signed form to the Regional AP Chairman who will issue the Golden Spike Award Certificate. Working toward the Golden Spike Award or any of the other Achievement Program Certificates can make you a better model railroader.

At Lexington, the first Golden Spike Award given out in the NER was awarded to Bob Morse of Millis, MA.

## RAILS EAST '88

### NER SPRING 1988 CONVENTION

Will be held in SAINT JOHN, New Brunswick, Canada, on May 20-22, 1988. This location will afford an opportunity for a vacation for the whole family, as well as a complete weekend of model and prototype railroading.

As reported in the last issue of the Coupler, RAILS EAST '88 will be quite different from previous NER conventions. Firstly, it will be held the farthest east than any convention, and secondly, it will be combined with the convention of the Maritime Federation of Model Railroaders. Thirdly, we will be having a STEAM fan trip on the Salem & Hillsborough Railroad! These attractions, as well as the fact that the affair will feature more operating modular layouts than ever before, will truly make it a convention not to miss!

Added local attractions that modelers and their families might want to partake in are: A day trip to Moncton on VIA Rail's train the "Atlantic", which departs Saint John daily at 9:30 in the morning, and return on their Budd Car "Railiner" that afternoon at 2:00 p.m. The Atlantic features modern F40PH-2 diesels, with older steel passenger coaches, and a dome car! The trip to Moncton is about an hour and three-quarters each way, allowing a short visit to the city. The Moncton VIA station is near the Highfield Square shopping center, in the center of the city. The current fare is only \$18.00 Canadian per person return, which would be about \$15.00 in U.S. funds. The VIA station is just a short walk from the convention hotel, the Delta Brunswick, in uptown Saint John.

The City of Saint John is a very interesting historical city, and this will demonstrated by a guided walking tour of the uptown area, for the non-rail enthusiasts. The local "Loyalist Trail" features local landmarks, the Victorian Kings Square, the burial ground of the Loyalists, a restored nineteenth century home, and a look at the site of a business once operated by Benedict Arnold. There is also a chance to visit to a restored 19th century general store, complete with all of the hardware. All of these sites are within easy walking distance of the convention hotel.

Saint John is also known for it's "Reversing Falls". The Saint John River empties into the Harbour, creating "falls" (actually rapids) as it flows. When the high Bay of Fundy tide (up to 28 feet) comes in, the "falls" reverse, with the rapids flowing the other way. There is a tourist bureau and restaurant near the Falls, which is only a few miles from the Hotel.

Though it may be early in the season, the city has a huge natural park, Rockwood Park, that has trailer facilities, swimming, a golf course, and a zoo, all not far from the city center.

Reports from the 1987 Spring convention in Holyoke said there was a heat wave at the time. This is not likely to be a problem in Saint John, as it is always on the cool side in May, as it is the rest of the year. No hot muggy weather here! Located on the Bay of Fundy, the City is "air conditioned" year round by this body of water. A modern auto ferry leaves the city twice a day on a 2 1/2 hour trip across the Bay to Nova Scotia. This could provide another day trip to members wishing to extend their stay.

Those not wishing to drive to the Convention might consider flying in from Boston. Air Canada flies direct to Saint John daily, and airport limousines will bring you right to the convention hotel.

Contests - it has been a feature of the local Maritime Federation of Model Railroaders' conventions to hold model and photo contests that are different than the judged NER/NMRA ones. All convention attendees are given a ballot to vote for their favorite models in all categories. This has worked out quite well in the past, and will continue at RAILS EAST '88. Those wishing their models judged under NER rules will have them judged by the NER contest staff. Everyone is urged to bring at least one model and/or photo to enter. We can all learn from others' models, and it gives us all a greater feeling of participation.

More specifics in the next issue of the Coupler, including registration forms. Start planning your next years' spring vacation NOW! If you have any specific information requests, please drop a line to:

Bob Boudreau  
P.O.Box 7122, Station A  
SAINT JOHN, N.B., Canada  
E2L 4S5

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**Lexington** (Continued)

railroad. I was very impressed with the way he had the railroad organized into relatively independent scenes - a strong belief of mine. Though most modelers would probably say that few modeling scenes are "complete", all of David's scenes were at least fully sceniced. I don't know David's future plans, but the overall impression was very favorable. Due to the fact that only five or six people could see the railroad at a time, it was very much a matter getting in, taking some pictures, and getting out so another person could have his turn.

Next stop was the North Shore Model Railroad Club's "Chesapeake System". Now I am a fan of modern, class 1 railroading, and this railroad was enough to make me want to move up there. Though only about 25% of the layout was sceniced, that portion was just beautiful. The rest, though open benchwork, showed all the promise of a fantastic layout. Large radius curves, long gradual grades, thirty to fifty car trains headed by three and four unit motive power. What I really wonder is why the club doesn't consider the use of command control - in my opinion that would really improve its operating appearance. Oh was it hard to leave!

Last stop was Peter Arnott's "St. Catherine and Grant's Corner". Peter has crammed a lot of railroading into a small space on the third floor of his home. The railroad was fully sceniced, and operating nicely. He even made use of a small closet-like space off the main room to create more of a run. The overall level of detailing and completion of scenes was excellent. Again, due to narrow aisles, this was a layout visit with a short time to view.

Then, the bus headed back to Lexington. I found that my wife had already begun to get ready for the banquet, so I hurried to catch up with her. The banquet began right at 7:00 with Hub Division Chairman Rod Brown as Master of Ceremonies. After an excellent meal of roast beef, baked potatoe and carrots with onions, and dessert, the regular activities of the evening began. Don Howd gave out achievement program certificates and a Golden Spike Award to Bob Morse, Brian Whiton gave out the Model Contest Awards, Peter Watson the Photo Contest Awards, and Linda Craigue the Raliette Contest Awards. Those are all detailed elsewhere in this

issue, so I won't repeat them here. After the dinner, the group was addressed by Gordon Fay. Mr. Fay is a railroader, model railroader, member of the Hub Division, and Chairman of the Bay Colony Railroad Corporation. He talked about the concerns and challenges of operating a regional railroad (short-line) in the 1980's, and what he perceives to be the opportunities of rail service today. One of the interesting facts he presented - if you have a spare \$18,000 hanging around, he can get you your very own GE U28B. You just have to find a place to put it!

Sunday morning, after a breakfast buffet in the hotel restaurant, the Region held its Annual Meeting. All officers and Staff gave their Annual Reports, and much discussion was held concerning the coming year - in particular, the lack of bids for future NER conventions. Parties interested in presenting bids are asked to contact Jack Alexander as soon as possible.

After the meeting, we left for home, with a stop in Sturbridge, Mass. to visit Mike Tylick's "Fitchburg & Southbridge Railroad". After seeing the article in **Model Railroader** I was particularly interested in seeing this pike. I guess I was surprised at what I found - for some reason I had thought Mike's railroad would be a large, fills the basement railroad. Yet, it's not much larger the 8' by 14' (my rough estimate, not measured). Yet the balance between scenery and trains and structures is so well done that the railroad appears larger. Mike is another who tries to isolate the railroad into scenes relatively independant of each other. Don't look now, however, for Mike has just added to the house including more space in the basement. Don't be surprised if the railroad grows rapidly.

All in all, this was a very satisfying convention. If you didn't attend, I hope this report has given you some small feeling of what you missed.

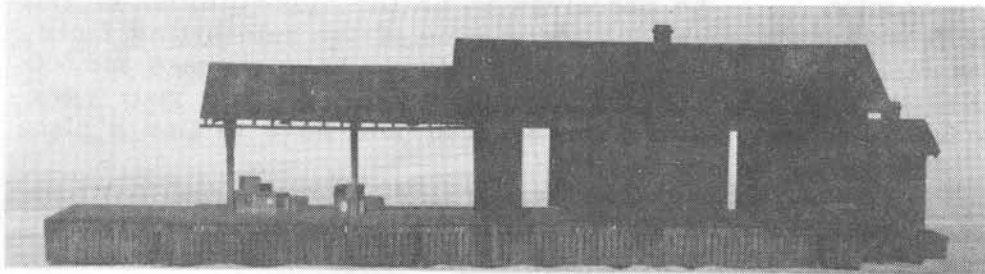
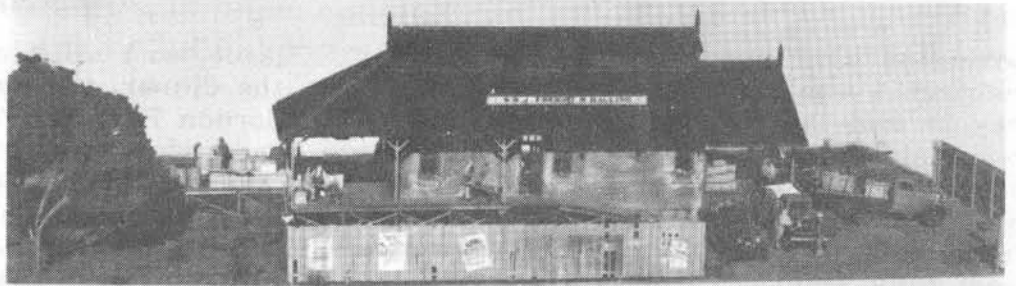
## Lexington Contest Results

### Model Contest Results

Model Contest Chairman Brian Whiton reports the following results in the Model Contest:

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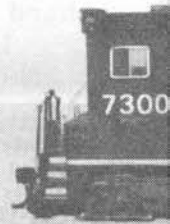
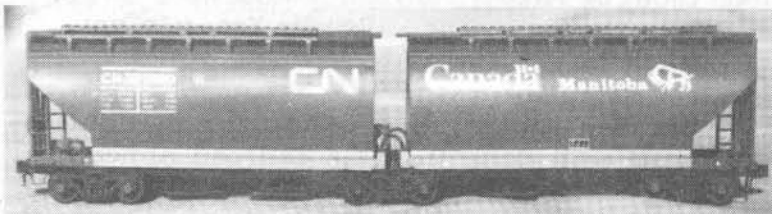
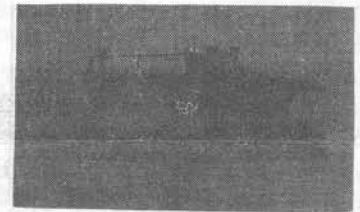
→ Jack Ellis entered the S & J Freight Hauling in the contest and a 2nd Place. ↓ Robert Oakley won a 1st with his CNS & M freight house.



→ Elizabeth Brown won Best In Show in the Railette with this beautiful counted cross stitch Victorian Christmas House.

↓ Bob Boudreau won a third place with this CN snow plow.

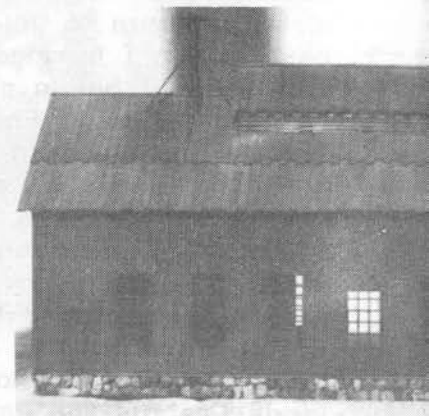
→ Bob Boudreau's Light House won a Merit Award, and his articulated Grain Car ↓ won a 2nd place.

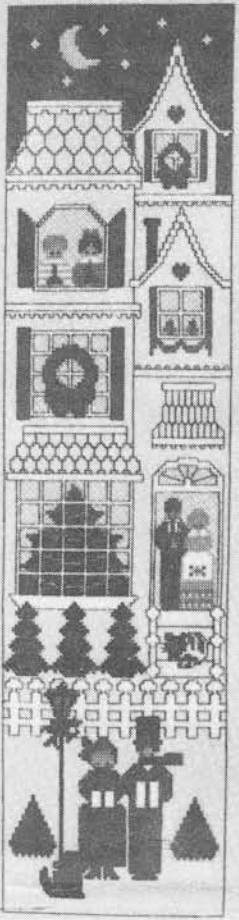


Irwin Lloyd and Patti Bettinger at the Registration Table at the Lexington Convention.



Two more of Bob Boudreau which won a 3rd place; ↓ a 2nd place. ↓ Michael engine house. ← Michael his freelance water tower.





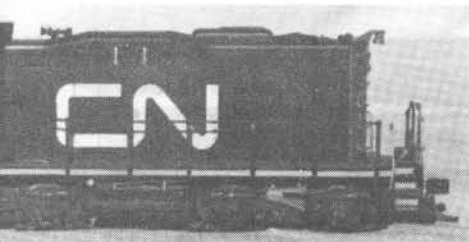
Earl Smallshaw →  
receiving the Baldwin  
Trophy from Contest  
Chairman Brian Whiton.



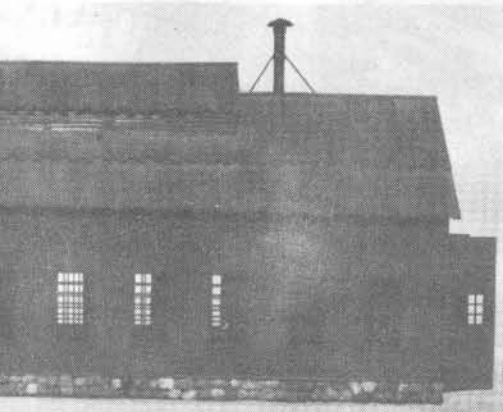
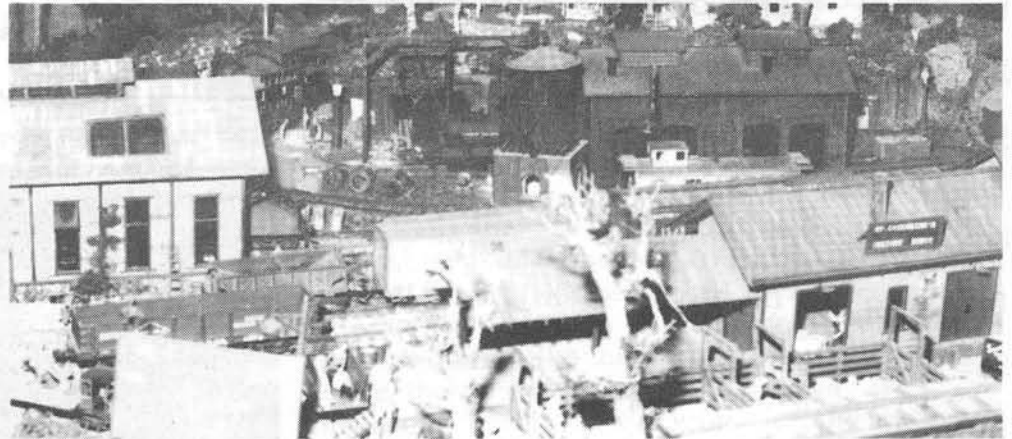
Walter Neuman  
receiving a Photo  
Contest award from  
Photo Contest Chairman  
Peter Watson. →



A scene from Peter  
Arnott's "St. Catherine  
and Grant's Corner",  
one of the layouts  
featured on the layout  
tour. ↘



s models ← a VIA F40PH  
and a CN CPA-16-5 which won  
erose won a 3rd place for his  
Derose won a 2nd place for



**Contests** (Continued from Page 5)

**Master Category**

Diorama:

- 1st Place: Earl Smallshaw - Urban Backyards-**Baldwin Trophy**  
2nd Place: Jack Ellis - S & J Freight Hauling

Structures:

- 1st Place: Walter Neuman - Freelance Freight House - **Hub Award**  
Merit Award Bob Boudreau - Light House

Non-Revenue:

- 3rd Place: Bob Boudreau - CN55400 Snow Plow

**Craftsman Category**

Structures:

- 1st Place: Robert Oakley - CNS & M Freight House  
2nd Place: Michael Derosé - Freelance Water Tower  
3rd Place: Michael Derosé - Freelance Engine House

Freight Cars:

- 1st Place: Brian Whiton - Whiting Milk Reefer  
2nd Place: Bob Boudreau - Articulated Grain Car

Locomotive - Other:

- 1st Place: Bob Boudreau - CN GS-413a  
2nd Place: Bob Boudreau - CN CPA-16-5  
3rd Place: Bob Boudreau - VIA F40PH

Thanks to all who judged this contest.

**Raillette Contest Results**

Raillette Chairlady Linda Craigie reports the following results in the Raillette Contest.

General Category:

- 1st Place:  
Elizabeth Brown  
Oil Lamp  
2nd Place:  
Ellie Groth  
"Good Luck" Welcome Wreath

Railroadiana Category:

- 1st Place:  
Betty Owens  
Counted Cross Stitch Train Sampler  
2nd Place:  
Elizabeth Brown  
Counted Cross Stitch Steam Locomotive

Needlework Category:

- 1st Place:  
Elizabeth Brown  
Counted Cross Stitch Victorian Christmas House - BEST IN SHOW  
2nd Place:  
Marjory Fredlund  
Wedding Pillow

Thanks to all those who judged this contest.





**Rails East '88** [Continued]

P.S. Please note our city is spelled SAINT JOHN, and not St.John's! - that's the name of the capitol city of the province of Newfoundland. Spelling it right will ensure you mail gets to the right destination!

**From The Editor's Desk**

by Kenneth May

Well, we all had a good time at Lexington, and now it is the time of the Holidays again. Among the things that have happened since I last wrote one of these columns to you was a rush Fall issue mailed with the Summer issue a full *eight* weeks prior to convention time, hopefully in plenty of time to allow all of you who wished to go to Lexington to make the arrangements. We're going to try to get the same performance for the spring convention.

The Spring Convention is a long way away for most of us, in St. John, New Brunswick. Members of the BOD have been looking at various alternatives to traveling by automobile, and have come up with two options:

Chartered Bus - Leaving Hartford, CT, time of departure to be determined but flexible, stops could be made in Springfield, Worcester and Boston, MA; Portsmouth, NH and Portland and Bangor, ME. Fares from Hartford would be about \$80 (based on 40 subscriptions) or \$100 (based on 30 subscriptions).

Plane - The plane situation looks terrible from anyplace other than Boston. CP Air flies daily Boston to St. John at 1:15. The return on Sunday leaves St. John in mid-afternoon. Round-trip super-saver fare is \$117. This fare will require 30 day advance reservation. The bad news is that there are no combination fares available at any

decent rate, and few other direct flights into St. John.

I have agreed to act as a collector of names of people interested in one or the other of these options. At this point all we need is an indication of interest, and which mode of transportation you prefer. If we do not get enough of an interest in group transportation, we will drop the idea.

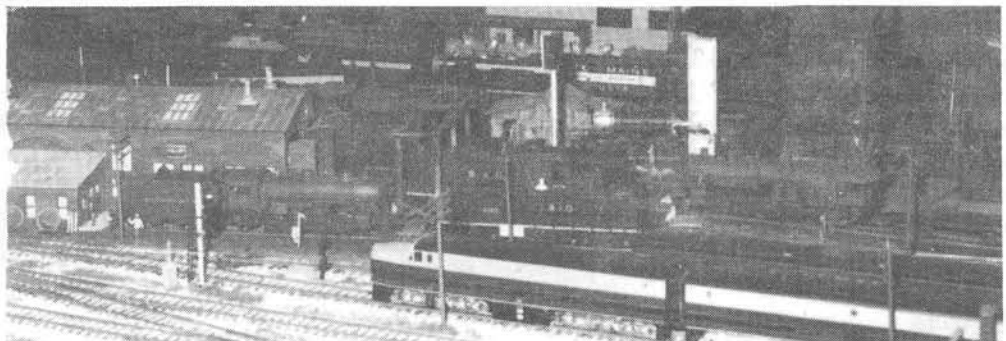
\* \* \* \* \*

On December 6th the BOD meet in Vernon, CT for the whole day. It was a meeting with a very full agenda, and once again the bulk of the conversation revolved one way or another around the convention situation. At this time, other than St. John, there are no firm convention bids accepted by the BOD. A group on Long Island is working toward fall 1989, but beyond that the Board is not aware of any moderately certain efforts underway. Jack Alexander is working on a possible Fall 1988 convention near Manchester, NH, but even that is not certain at this time. So if any of you can put together a bid for a convention, please let Jack Alexander know what your ideas are, and he'll help you get the ball rolling.

Along the same lines, the Promotion and Membership Committee has developed a questionnaire which is enclosed in this issue. The questionnaire asks a lot of questions about NER membership, the **NER Coupler**, and NER Conventions. The intention is to collect information so the BOD can try to make decisions that better meet the needs of the membership. Please take the five minutes of your time and spend the 22 cents to send it in to the Committee so we can try to make the organization more responsive.

I hope that the holidays were enjoyable for you, and that 1988 holds promise of many happy experiences in both modeling and friendships in the hobby. Happy New Year to you all.

A scene from David Drislane's "Crossties Division of the B & O", one of the layouts featured on the layout tour.



**Soot & Cinders:  
The Early Days of Railroading**  
by Richard M. Hanschka

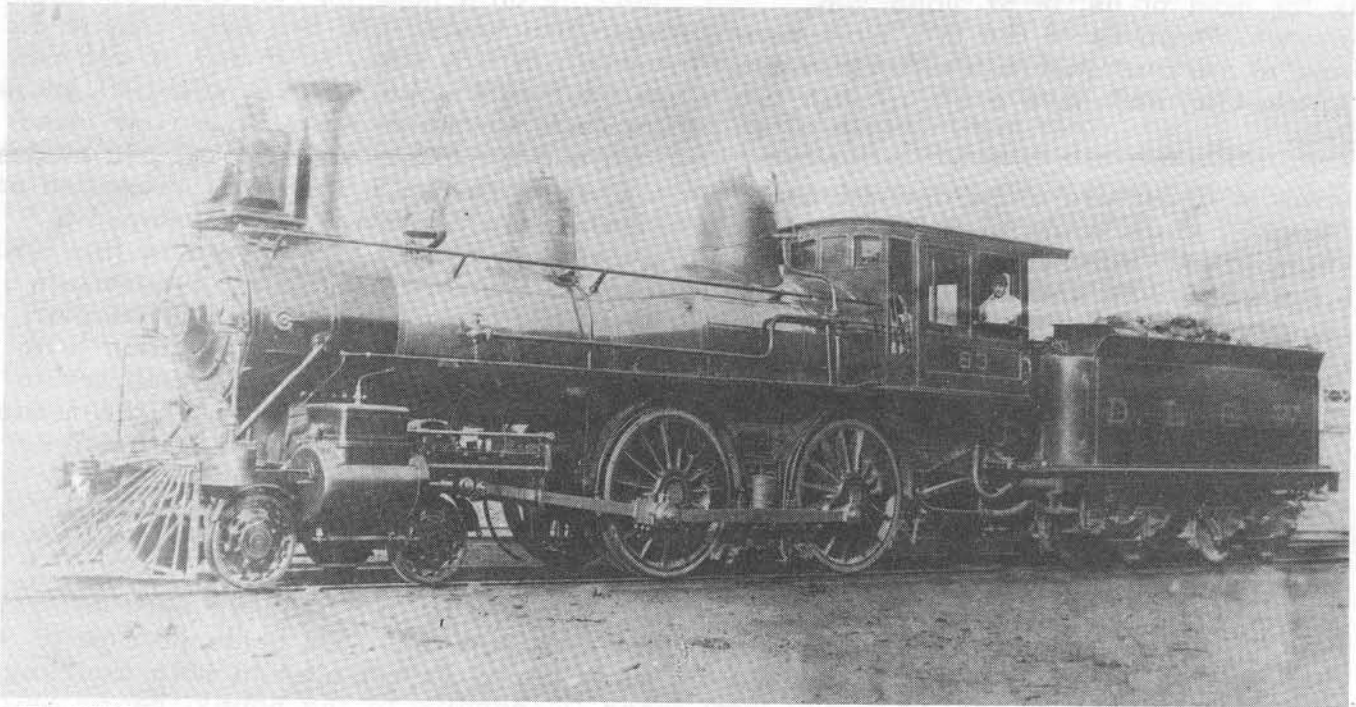
Back in 1969, the NER held a convention in New Jersey. Included in the program was a fan trip on what was then the Morris County Central tourist railroad. This railroad ran over trackage that was essentially the the former Morris & Essex Railroad, later the Morris & Essex Division of the D. L. & W. Today the Lackawanna is gone, much of the trackage operated by NJ Transit.

The D. L. & W. ran from Millburn east to New York City. The photo shows #83, a 4-4-0 with M & E Division markings in Hoboken in 1898. Please note how clean this locomotive is! This is a commuter locomotive. Even if a locomotive was old it need not look forgotten. Pride in ownership and operation would not allow the railroad to let a locomotive look dirty

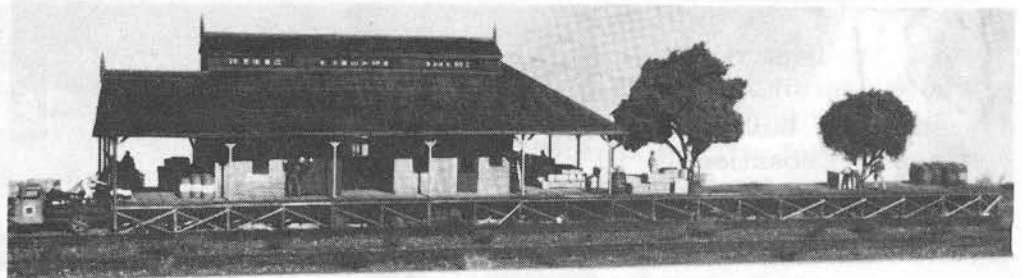
or rusty.

Let's look at a couple of features of this locomotive. Notice the pilot coupler. It has a long shank and radial coupler for dual service. This locomotive could be coupled to both link and pin and knuckle couplers. These engines were used for many many years prior to electrification. The smoke boxes were coated with graphite and the boiler casings were made of Russian iron for heat resistance. They had the appearance of a blued gun barrel.

The fireman standing in the cab of the locomotive is wearing white coveralls. The Lackawanna burned anthracite, and a clean stack was the mark of a good fireman. In addition, the cabs were made of wood - such as black walnut - certainly combustible. It was in the best interests of the crew not to burn it up! Another point - note that there are no flags on the pilot. That indicates the locomotive is in regular service.



Walter Neuman's free-lance **freight house** was the winner of the Hub Award for the second highest point total in the contest.



## From The Divisions

### Nutmeg Division:

The Nutmeg Division has had a quiet fall program. The Annual Train Show was held this year in September in East Hartford - a change both in month and location. The show was a success - we did not have a good day for weather, and a change of location usually has some negative impact, but the attendance was about 600, and most people seemed happy with the dealers and displays.

Then the division held a meeting at the home of Harold Horner in Windsor. Boy can he build models! A good time was had by those who attended.

Our Annual Meeting is scheduled for "The Buckboard" in Glastonbury on January 8, 1988. Dinner will be approximately \$10 per person. No announcement has yet been made concerning the program. Any interested person is invited to attend the meetings. Directions to meetings can be obtained from Joe Sokol, 213 Regan Road #12, Vernon, CT 06066.

Kenneth May

### Central New York Division:

The Central New York Division has not been sitting on its hands this fall. Two meetings have been held. The first was September 20th in Rome, a joint meeting with the St. Lawrence Division of the NFR. This meeting featured a the open home layouts of John Collins, Bill Swain and Ed Scott. The day continued at the YMCA with live clinics from noon to 3 PM, and then the model contest and a brief meeting at the Scott's at 3:30. The contest featured some close races in some of the categories. Finally, the day finished with a slide show presented by the New York, Ontario and Western Railway Historical Society.

On November 1st, the Division was in Syracuse to visit the Haase's. This was the more traditional Sunday afternoon meeting. Featured attractions were Al's layout, a passenger equipment contest, a slide show by Bill Fredlund showing slides from the Eugene National Convention, as well as refreshments and the raffle.

From "Red Markers"

### Hub Division:

The main news item, of course, is the

Fall Region Convention Hub conducted in Lexington, MA in combination with the regular large Hub Fall Show, all on November 6, 7, and 8. The attendance was excellent at both events, including a good turnout for the layout and ladies tours. The Saturday evening banquet and program were well attended and both were fine presentations. The overall story of the event, plus contest results, will probably appear elsewhere in this issue of the Coupler.

One little glitch we may have perpetrated was that the MBTA Riverside shop and terminal tour was held at the same time as the layout tours. Only two people showed up for the tour, along with me as the monitor. However, the MBTA shop foreman was happy to take the three of us through, claiming he much preferred three to thirty-three! And, as a super thrill for the three of us, he let us run an LRV train and a new type 7 train back and forth on the shop tracks - we haven't stopped talking about that yet! Now, who can we call for a similar trick out west on a DD40AX or should that be a DDA40X?

We were very sorry to receive the resignation of Greg Nazarow from our Board of Directors. In the few years that he has been with us, he has performed yeoman service. For all the time I have been Headlight editor, Greg did all the Headlight typesetting and provided a number of fine articles and photos for publication. Among many other good tasks, many of you will remember the excellent job he did in setting up and running the transportation desk and department for Minuteman '86 and the setting up, planning and execution of all the layout tours for that event. Greg left his position as engineer at Gillette in order to return to school full time on an accelerated course of study for his Masters Degree. This leaves him very little time for other endeavors. We all wish him the very best.

Glenn Owens

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**NER Office Manager**

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**ON THE SCHEDULE**

National

July 18 - 24, 1988, Birmingham, AL.  
1989, Houston, TX.  
1990, Pittsburgh, PA.  
1991, Denver, CO.

Northeastern Region

May 20 - 22, 1988, St. John, NB, Canada.

NER Divisions

January 8, 1988 - The Nutmeg Division will hold its Annual Meeting at "The Buckboard" in Glastonbury, Ct. The evening will feature dinner and a program yet to be announced and will begin at 7:00 P.M. Further information can be obtained from Joe Sokol, 213 Regan Road #12, Vernon, Ct 06066.

March 19, 1988 - The Sunrise Trail Division will hold its Spring Convention at Baldwin United Methodist Church, Merrick Road,

Baldwin, NY. The convention will run from 10:00 A.M. to 5:00 P.M. and will feature clinics, slide shows, video tapes, HOTrack, NTrak, model and photo contests, displays, white elephant table and a banquet with guest speaker. Further information can be obtained from Bob Gatland, 21 Royden Drive West, North Merrick, NY 11566.

**Other Model Railroad Activities**

March 12, 1988 - The Northwestern Vermont Model Railroading Society is sponsoring a Show at the S. Burlington Middle School, Dorset Street, S. Burlington, VT. (Exit 14E off I-89) Dealers, displays, operating layouts, videos. Hours: 10:00 AM to 4:00 PM. Contact: Michael Saunders, 84 Aldis St., St. Albans, VT 05478 (802) 524-4429

**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.

**Urban Backyards -**

Earl Smallshaw brought this diorama built for the Middletown & Mystic Mines to Lexington and took home the Baldwin Trophy. Wonderful modeling!

