

Time, Distance Affect Convention Plans

Over forty members responded to the Convention Attendance Questionnaire published in the last issue of the NER COUPLER. A significant majority of those responding indicated that they attended conventions at most once every couple of years or so, but enjoyed them when they did.

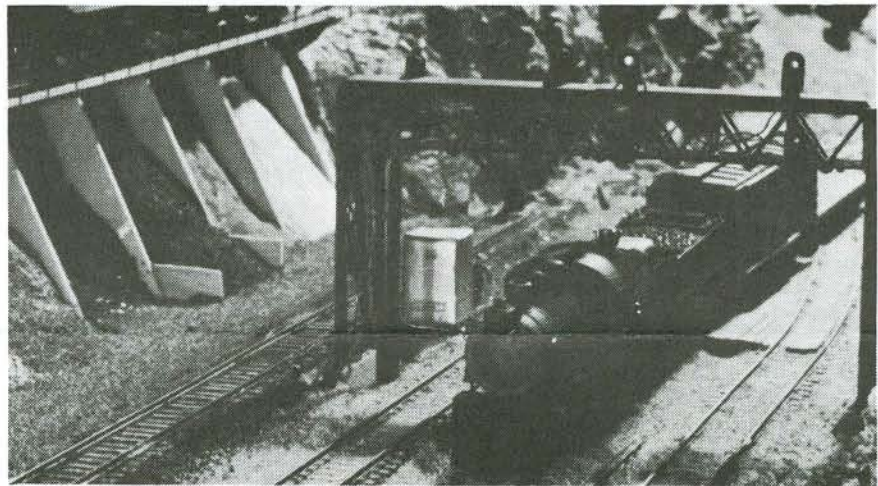
Most respondents indicated that time (generally associated with getting off from work) and distance (a day's drive each way) were the major factors preventing them from attending more conventions. Only a small number of the questionnaires indicated that the expense of the convention itself (registration, lodging, banquet and trips) was a factor in their decision, although some did equate the time and distance required with cost. It should be noted, however, that many respondents were Canadian.

Interior Detail

O Scale Convention	3
The President's Pen	4
NER Convention Info	5
Soot & Cinders	9
Module Interest Group	10
Letters To The Editor	11
Member Services	11
On The Schedule	12

Sunrise Trail Division Ready For NER Fall Convention

October 27-29, 1989



A local freight on the Montauk Valley Railroad passes in front of a coal yard. This scene is on the layout of the Nassau Model railroad Club and will be one of several layouts on exhibition during the Northeastern Region's Fall Convention at Hofstra University, Hempstead, New York.

All of the answers indicated interest in most convention activities. Layout tours were first in priority of things they like to do. Social activity (meeting people) was also high on the list, as was dealer displays and exhibits, an event usually not directly part of a convention, but held in conjunction with a club or division show. The Fall NER Convention will follow this procedure.

Admittedly, the poll was not scientific and the people who sent in their questionnaires are probably the ones most interested in NER activities, anyway. There may be a

large body of the membership who are not interested in convention activities at all, and did not respond. It is up to the Board to try to reach those members to provide for their needs. Meanwhile, the NER COUPLER will continue to be the member's voice.

DO NOT DELAY
Deadline for sending in NER Convention hotel reservations is OCTOBER 6 to receive special rate.
Registration Forms on Page 6

NER BRASS

Officers

William S. ParkerPresident
65 Cowesett Drive
Brockton, MA 02401
(508) 586-0271

Brian C. Whiton ... Vice President
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

David MesserSecretary
12 Hillview Court
Wyantskill, NY 12198
(518) 283-0372

James CondryTreasurer
58 Estes Street
Everett, MA 02149
(617) 387-8208

NER Office Managers

Rod and Elizabeth Brown
79 Hemenway Road
Framingham, MA., 01701
(508) 877-1827

Department Chairpersons Achievement Program

Donald Howd
32 Adams Street
Lawrence, MA 01843
(508) 689-9102

Convention

Brian Whiton
94 & 96 Spring Street
Windsor Locks, CT 06096
(203) 623-8512

Model Contest

Donald Howd
32 Adams Street
Lawrence, MA 01843
(508) 689-9102

Photo Contest

Richard Towle
14 Loading Place Road
Manchester, MA 01944
(508) 526-1409

Non Rail & Crafts

Linda Craigie
26 Thurman Park
Everett, Ma 02149
(617) 389-3194

Directors

Canada

Norman C. Guinard
9 Dube Street
Edmundston, NB E3V2G1
(506) 735-6084

Connecticut & Rhode Island

Joseph F. Sokol
213 Regan Rd #12
Vernon, CT 06066
(203) 872-2240

Long Island & New York City

John A. MacIntosh
150 Kildare Road
Garden City, NY 11530
(516) 746-6288

Massachusetts

Wayne R. Craigie
26 Thurman Park
Everett, MA 02149
(617) 389-3194

New Jersey

Richard C. Laube
11 Long Road
Freehold, NJ 07728
(201) 780-6761

New York State

James Heidt
Box 195
Camden, NY 13316
(315) 245-3664

Northern New England

Edwin R. Permon
385 Donald Street
Bedford, NH 03102
(603) 622-7991

Past President

David Messer
12 Hillview Court
Wyantskill, NY 12198
(518) 283-0372

Coupler Staff

Phil Ackerman, Editor
Dick Ketcham, Assistant Editor
PO Box 6461
Nashua, NH 03063-6461
(603) 886-6430

NER COUPLER

160, September, 1989

This newsletter is the official publication of the Northeastern Region, National Model Railroad Association, Inc. and is published four times a year.

Phil Ackerman, Coupler Editor
c/o Images and Ideas, Inc.
P.O. Box 6461
Nashua, NH 03063-6461
(603) 886-6430

Send address changes to the NER Office Manager; all other material should be sent to the Editor. Editorial material may be handwritten legibly or typewritten, or can be sent on Macintosh, Apple II, or IBM 360K formatted disks. Please do not format your material as we reformat it when it is typeset. If you have any questions, please call.

For best results, photos for publication should be black and white high contrast prints. Enclose a stamped, self-addressed envelope for photos to be returned.

Letters to the editor, and editorial opinions are welcome; however, criticism should be professional in nature, not personally directed at any individual.

DEADLINE for the January 89 issue is December 15th 1989. The issue will be mailed approximately January 7.

Membership in the NER is open to all members of the NMRA, regardless of scale modeling preference or experience. Dues are \$6.00 per year and can be paid to the NER Office Manager, 79 Hemenway Road, Framingham, MA 01701. A membership application can be found on page 11 of the NER Coupler.



Report From the National O-Scale Convention

My son Stephen and I arrived at the Sheraton Towers in Stamford, Connecticut on July 20th and unloaded our modular layout and merchandise through a freight elevator large enough to hold my truck. After the layout was set up and the merchandise placed on display, we checked out the hotel. The main hall accommodated five aiseways roughly ten feet wide, four double display rows of eight feet each and two single six foot display rows. The second room was just a little less than one-third the length of the main room. They were joined by a twenty foot sliding set of doors. Three operating O-Scale portable layouts were set up in the lobby just outside the main hall that included the Weaver Scale Models' display and a unique point to point switching setup that came in from Texas and was modeled in English prototype. Our own modular layout was in the main hall with the rest of the dealers and traders.

The convention doors opened at 9 AM Thursday morning and remained open until 6 PM. No one was allowed into the halls until they reopened at 7:30 PM for two more hours of selling and trading. This schedule was repeated on Friday. Saturday's trading stopped at 6 PM in preparation for the buffet banquet and meeting. Some 190 conventioners attended the banquet, and none went away hungry. The doors reopened at 9:30 for an additional hour of trading to close off the convention. We noted that much of the serious trading went on during this last hour.

The meeting was quite an enjoyable gathering. Bob Wagner,

Convention Chairman, announced that there were 847 paid O-Scalers at this year's gathering, in spite of the rain that fell all three days. The first speaker was Pat Mucci, 1990 Convention Chairman from Detroit. He described the tentative schedule of events that the committee had in store for everyone in Motown. Tom Smink, the 1991 Convention Chairman from North Carolina was next. There are going to be lots of model layout and prototype tours for everyone, when they're tired of trading. There will also be many other tours for the non-railroad minded folks that have come along to be with their spouses. Three bids were made for the 1992 convention site (Chicago, Cincinnati and Columbus, Ohio). A show of hands was taken by the O-Scalers and Chicago was selected.

As far as the show halls go, the two rooms were an O-Scaler's heaven. There was everything anyone could imagine, from the smallest B&O Docksider to both UP "Big Boy" and SP "Cab Forward" articulated locomotives. If I didn't already own a model of the "Cab Forward", I would have gone berserk trying to figure out how to finance this gorgeous model.

Sam Sachs of Boston was selling some of his collection, consisting of custom-built locomotives, freight cars and passenger cars; locos priced in the \$3,000 range and full passenger trains that went for over \$4,500. Quite a number of these very expensive and unique items were sold; the high prices weren't a problem for some of the collectors. Just to have an item that was the one-of-its-kind

was all the collector could wish for.

Although I saw a number of locomotives and rolling stock I would have loved, price was a factor. We did manage to obtain a Labaugh SP crude oil tank car that was beautifully assembled. We also found a couple of assembled All Nation freight cars, and Steve obtained a large box of O-Scale Tru-Scale curved roadbed that we'll be using on our new, larger modular layout that we'll be operating at our own fall meet this October. We're hoping to get it ready for the Wolfboro meet in August and the Concord, NH and NMRA-NER-Hub meet in November, this season.

I also had a difficult time resisting a mint US Hobbies SP MT-3 4-8-2 locomotive, an item that I've been looking for some time. There was a 1 of 5 custom-built model of a Boston & Albany 2-8-4 by Fred Icken (40's vintage) that sold for \$1,000. I also noticed a Jack Ferris NYC L-2A 4-8-2 (late 30's vintage), a plumber's nightmare that was offered at \$2,000. These two models were exquisite, considering that they were constructed so many years ago.

The following manufacturers were on hand displaying their current and future models. Dan Key of KEY Imports displayed his new EMD E-7/8/9 diesels. Dave and Jeanne Busch of Precision Scale Models were there with their new NYC 4-6-0 loco and about ten custom painted pilot models of SP, NYC, and PRR passenger equip-

Continued on Page 11

The President's Pen

I Was there, where were you?

I kept looking for you at the Astroville Hotel Complex in Houston, Texas, but you never showed up. Imagine how disappointed and hurt you would be if you spent a tremendous amount of time and money to prepare a fantastic "party," sent out invitations to all of your friends and, come the big day, only a few showed up. You would be devastated and certainly would think twice before you decided to host another large "party."

The AstroRail Convention Committee prepared a great party and arranged to hold it in a facility that could accommodate thousands of people. Then they sent an invitation to all 23,000± of their NMRA friends. Less than a thousand decided to accept the invitation and attend. A few hundred local friends and acquaintances dropped in for a while (one or two-day registrations) so this helped to swell the ranks.

You missed an excellent party/convention. The hotel rooms were good and the clinic and contest rooms were excellent. The convention program was well prepared and the functional execution was nearly perfect. There was something of interest for everyone who attended and all present had a good time.

Generally speaking, even the weather was cooler and nicer in Texas that week than it was in New England. The only exception to the string of warm sunny days was on Tuesday, August 1st, when Hurricane Chantelle came blowing through town at 85-90 mph. Only the Houston Harbor Channel Cruise and the Galveston Tour had to be cancelled on Tuesday morning; all

other trips and layout tours departed on schedule.

Now I fully realize that every Northeastern Region member cannot attend every national convention, year after year. Clyde Gerald of Baltimore is an exception — he made 43 of them in a row. I also realize that most of you can make it to a few of them over a period of time. Why not plan to take the first week in August 1990 as a vacation week and accept the Pittsburg Convention Committee's invitation to attend their party.

The 1990 National Convention will be close to home for NER members, no more expensive than any other week's vacation (probably less expensive) and will have ten times the amount of things to see and do as most any other place in the world that you can go to for a vacation. Participate in the NMRA National and Regional Conventions — you'll be glad you did!

A few of the things you missed by not going to Houston are as follows:

- The first NMRA "aquatic" layout tours (12 inches of rain in six hours).
- The first NMRA jet layout tour (Houston to San Antonio).
- A real Texas Bar-B-Que.
- A whole herd of fine model railroads.
- An enormous silent auction.
- The Galveston Railroad Museum and the Texas State Railroad.
- A variety of excellent clinics — many brand new.

- A great roast beef banquet dinner.
- AND — a fantastic trade show that filled a 200,000 square foot room in the Astrodome and attracted approximately 30,000 people on Saturday and Sunday.

When those Texans said they were going to put on a big convention, they meant a **BIG CONVENTION!**

My report on the Houston Convention covers only the "tip of the iceberg." There were so many things to do and places to see that you couldn't possibly do everything — but I tried. I had to go back to work to rest up. It really was an excellent convention.

In my next column I will review some of the more important things that are happening at the NMRA Board of Trustee meetings and try to give you some insight on how they will affect the general membership.

I will be at the Northeastern Region's Fall Convention at the Long Island Marriot and Hofstra University. Won't you join me in the enjoyment of a fun weekend of model railroading and renewing old friendships — a combination you can't beat.



Rails to the Sunrise Trail

NER Fall Convention

Hempstead, L.I., N.Y.

October 27-29, 1989



The Fall '89 NER Convention, *Rails to the Sunrise Trail*, will be hosted by the Sunrise Trail Division. We will be visiting a highly populated area with quite a large model railroader population - the Sunrise Trail Division boasts of a membership of nearly three hundred fifty! There are excellent club layouts in many scales in addition to fine home layouts - twelve in all! There is the Long Island Railroad - and a fine fan trip and visit to the Morris Park Yards of the LIRR. There will be a full clinic schedule - six are already on the schedule - featuring two clinics by Art Curren of the staff of *Model Railroader* magazine. In addition, there will be the Convention staples - modular group layouts, manufacturers and dealers, and a full complement of Region contests.

Our hotel, the Long Island Marriott, has all the facilities of a major four-hundred room hotel, including an indoor pool, health club, sauna, hydrotherapy pool and racquetball courts. It is adjacent to Meadowbrook Parkway (a major North-South L. I. parkway) and a short walk from the Hofstra University Student Center, where the majority of the activities will take place. Room rates are \$85 per night. The Marriott can provide dining to suit any taste. There is *Chardonnay's*, with an elegant atmosphere, skylight view and gourmet dishes. *The Cafe Lido* provides traditional favorites and international specialties either buffet style or a la carte. It is also the scene of Nassau County's most spectacular Sunday brunch. For a quick snack or lunch,

there's the *Lido Park Bar*. In addition the Hofstra Cafeteria will be open 11:00 AM to 2:00 PM for brunch. Other eating establishments are in the vicinity and a map will be enclosed within your registration package.

The main convention facility will be the Student Center at Hofstra University. Its main convention room will have modular layouts, and many manufacturers and hobby shops have been invited to display their wares.

Friday Evening

Registration opens at 3:00 PM in the Marriott.

Six layouts will be open for visitors.

The display area will be open at 6:00 PM for module set-up for those who bring a module and wish to go on the fan trip Saturday morning.

Friday night Non-Rail activities will include a law lecture on "Estate Planning" and will be of interest to those who have inventories of trains or their spouses.

Saturday Morning

Registration will open at the Hofstra Student Center at 7:15 AM.

Contest Rooms

Due to the early start of the fan trip, the Model Contest room will open at 7:30 AM and remain open until 10:00 AM for contest entries. It will close at 10:00, at

which time the models received will be judged. The contest room will reopen at noon, and remain open until 2:00 PM for additional entries. the remainder of the judging will take place at 2:00 PM.

The Non-Rail Contest room will be open for entries from 7:30 to 8:00 AM ONLY.

The Photo Contest room will accept entries from 12:30 to 2:30 PM ONLY.

Fan Trip

You will be bussed to the Hempstead station of the Long Island Railroad where you will board a train to take us to the Jamaica station. Upon arrival we will visit the Morris Park Yards of the LIRR. This may be the last opportunity to visit these vintage facilities with roundhouse and transfer table as they will be replaced shortly by new facilities now under construction at Hillside.

The fan trip will be made up of two groups. Group "A" will depart the Marriott at 8:00 AM and Hofstra at 8:15 AM. Group "B" will depart the Marriott at 9:00 AM and Hofstra at 9:15 AM. Preferences will be given on a first come basis. Please indicate your preference on the Registration Form. The trip will be limited to the first 150 registrants. Group "A" is scheduled to return to Hofstra at 12:00 PM and group "B" at 1:00 PM.

Display Area

For those not going on the fan trip, the display area will open at

REGISTRATION FORM

NER 1989 FALL CONVENTION - HEMPSTEAD, L.I., N.Y. OCTOBER 27 - 29, 1989

Name: _____ NER Number: _____
 Address: _____
 City, State/Prov: _____ Zip/PC: _____
 Title for Badge: _____ Is this your first NER convention? Y/N
 Name 2: _____
 Name 3: _____
 Name 4: _____

EVENT	PRICE prereg'd	1	Person 2	3	4	Total	PRICE at door
Registration (Member)	10.00						12.00
Registration (Non-member)	12.00						14.00
Registration (Youth)	5.00						6.00
Banquet	20.00						21.00
L.I.R.R. Fan Trip **	10.00						12.00
Non-Rail Trip	10.00						12.00
Saturday Only	8.00						9.00

Total = _____

Total Purchased _____
 Please Select Banquet Entry:
 _____ Prime Rib

_____ Fillet of Sole

Please select departure time:
 Trip A (departs at 8:00 AM) Trip B (departs at 9:00 AM)

Please make checks payable to "NER CONVENTIONS" and mail with this form to:

Pat & Charlie Bettinger
 NER Convention Registration
 29 Foster Drive
 Vernon, CT 06066

(For office use only)
P Preregistered or **W** Walkin
 Paid by **C** check or **M** cash
 Amount Enclosed: _____

NER HOTEL RESERVATION FORM

Long Island Marriot, Uniondale, L.I., NY
October 27-28, 1989

Rates: \$85.00 Single \$85.00 Double \$85.00 Triple \$85.00 Quad
 Arrival Date and Time: _____ Departure Date: _____ # Beds per room _____
 Number of Rooms: _____ Number of Persons: _____ Non-smoking room upon request: _____

Name: _____

Address: _____

Phone: _____ Today's Date: _____

Check Enclosed: _____ Credit Card: AE MC VI Card #: _____

(1 night) Exp. Date: _____

Please complete and mail no later than October 6th to:

RESERVATIONS
 Long Island Marriot
 101 James Doolittle Boulevard
 Uniondale, L.I., N.Y. 11553
 or call 1-800-228-9280 and ask for NER, NMRA Rate

Check-in time is 4:00 PM
 Confirmations will be sent

Convention (Continued from Page 5)

9:00 AM. Here manufacturers will show off their latest creations and dealers will lure the cash right out of your wallet for the special knick-knack you've been looking for all summer.

Non-Rail Activities

Saturday morning will get off with a good start with a cosmetics demonstration. At approximately 10:00 AM, the buses will be waiting at the Marriott (10:10 at Hofstra) to take you to the "Sands Point Preserve", home of the Gould Mansion. They will be offering a "Medieval Festival". You will experience a sample of what it was like in the old days of bold knights and damsels in distress. Could it be just a coincidence that the Gould mansion was built by a rail baron? You are scheduled to return at approximately 3:30 PM.

Saturday Afternoon

The convention hall at Hofstra will buzz with the modular layouts in four scales, plus manufacturers and dealers displays. In addition, four large classrooms will have live clinics, video tapes and contests. The clinic schedule, in particular, is something special! The return of Art Curren of the *Model Railroader* magazine staff to the Sunrise Trail Division will feature two clinics. Art's clinics will be given twice each, so that everyone will have the opportunity to see them. In addition, there will be four other clinics to be given by members of the Sunrise Trail Division.

Clinics

Kitmingling Plastic Structures.

Art Curren has had many articles in *Model Railroader* featuring his kitmingled structures. He will explain how to change character of simple plastics kits. He will touch upon techniques for painting and working with plastic,

showing ideas on combining kits and detailing them so that they are different from those on many layouts.

Scenery As I See It.

Art Curren will focus attention on the foreground scenery, and discuss the use of materials readily available from sources other than hobby shops, and how those materials can be used in making trees, bushes, weeds, grass and rocks. He will try to get us to look for those details that are often overlooked in scenery modeling, which add extra realism to a scene.

Pennsy Steam - A to Z.

Fred Leger will discuss the development of Pennsylvania Railroad steam power. This clinic should be of interest to those with little knowledge of the PRR and would like to know more on how their steam locomotives developed.

Grade Crossing Detection.

David Metal will present a clinic for an electronic grade crossing circuit that uses a non-contact detection system for automatic operation. The circuit utilizes existing room illumination, using common electronic parts available from Radio Shack.

Scenery - Western Style.

Buzz Rosa and Al Sohl will tell us about a method for making mountain scenery using water-based colors, home made rubble, and real dirt. They will use seven identical mock-up scenes to take the audience thru the grey-areas of scenery modeling.

Freight Car Loads.

Mike Collins will stir the imagination toward filling those empty freight cars. He will demonstrate freight car loads derived from standard catalog items, modified loads and scratchbuilt loads including some of uncommon origin. You may have seen some of his work

recently on the cover of the May 1989 NMRA Bulletin.

Movies/Videos

Four how-to videos will be shown.

The Art of Soldering. This video by P-B-L (the importers of those neat Sn3 brass locos and manufacturers of Sn3 plastic kits) is probably the best exposition of soldering techniques.

Airbrushing for Model Railroaders. Jim Hediger, Gordon Odegard and Allen Keller show you how to use and maintain an airbrush. They explain the principles of airbrushing then take you through a step-by-step painting of a brass model.

Weathering Railroad Models with Malcolm Furlow. Furlow's tape begins with the weathering of structures, then shows you how to texture wood and use stains and washes. You learn how to simulate wood and metal using styrene; create masonry; master his crumbled stone technique, and more.

Building Model Railroad Wood Structures. Wayne Weslowski (remember his superb coaling tower articles in last year's RMC) shows how to create wood structures that are a cut above average. He concludes by taking you through the construction of the popular Campbell Skull Valley Station Kit.

Computerized Switching Contest

There will be a computerized SWITCHING CONTEST in the Display area. It utilizes a way freight train crew working on John Allen's Timesaver layout. A prize will be given to the person making the fewest moves to complete the problem.

White Elephant Table

There will be a White Elephant Table in the display area. Bring your surplus model railroad equipment and we will try to sell it for you.

Saturday Evening

Saturday evening activities continue at Hofstra with Happy Hour at 6:00 PM and the Banquet at 7:00 PM. The Banquet will feature your choice of entree - Filet of Sole, or Prime Rib of Beef - plus salad, vegetable, desert and coffee. Following the meal, the NER Contest awards will be presented and other announcements made. Slides of the winning entries in the model and craft contests will be

shown. Following that portion of the program, Tom Nemeth and Denis Connell of *Railspace News-magazine* will present a fast-paced slide show titled "The D & H Railroad from 1960 to Date." This program comes highly recommended by those who have seen it.

For the ladies who choose not to stay for the program, bingo and other games will be available, along with craft oriented video tapes that are guaranteed to be completely free of trains — both real and modeled.

Sunday Morning

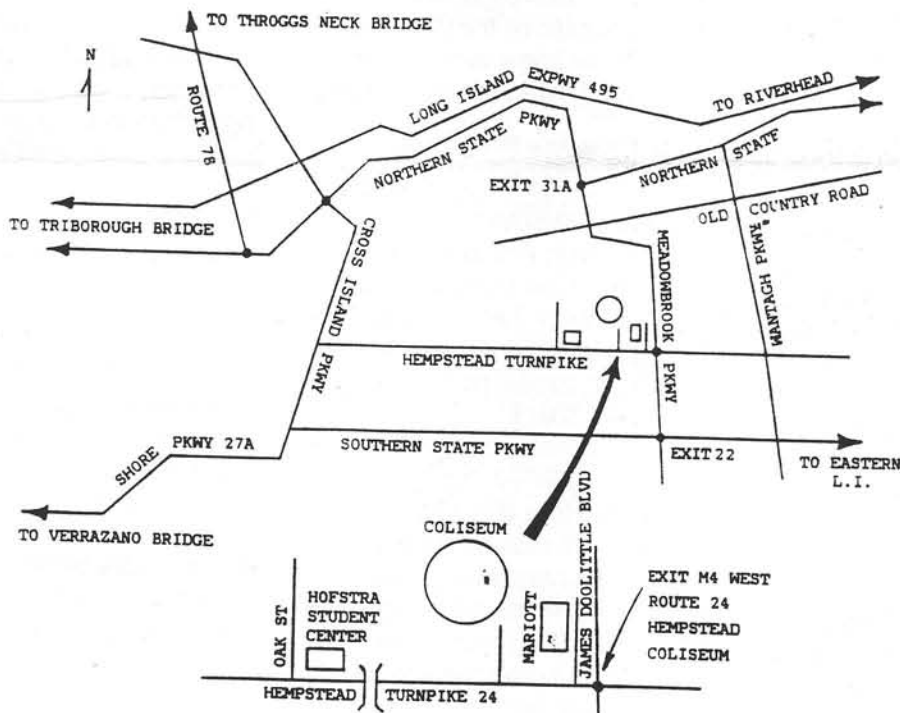
Sunday morning activities will begin with the NER Annual Meeting at 10:00 AM at the Marriott to

which all members are invited. Since we have no Spring convention site, your ideas will be welcome. There will be six more club and home pikes available for visits starting at 10:30 AM on the way home.

Saint Vincent's famous Model Train, Toy & Doll Show in Elmont will be open at 10:00 AM and convention attendees who are wearing their badges will be admitted at half price.

Dan Monahan has consented to open his layout to those who will be taking the ferry from Orient Point to New London. It will be open on Sunday from 9:00 AM to 4:00 PM (map will be supplied with registration package)

Getting to the Convention Hotel



From the North:

Take the Throggs Neck Bridge to either Cross Island Pkwy or I-78. Exit at Northern State Parkway - West. Follow Northern State to Meadowbrook Pkwy (Exit 31A). Take Meadowbrook to exit M4 West -Hempstead Tpk. The Marriott and Hofstra Student Center are on the north side.

From the South:

Take the Verrazano Bridge to Shore Pkwy 27A. Continue to Southern State Pkwy and exit at Meadowbrook Pkwy (Exit 22) North. Take Meadowbrook to Exit M4 West -Hempstead Turnpike. The Marriott and Hofstra Student Center are on the north side.

FERRY SCHEDULE

(Friday to Monday)

From New London:

7:00, 8:00, 9:00, 11:00 AM, 12:00 Noon, 1:00, 3:00, 4:00, 5:00, 7:00, 8:45 PM.

From Orient Point:

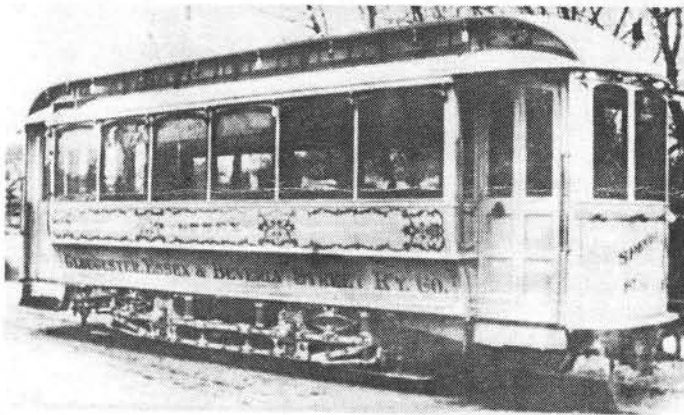
7:00, 9:00, 10:00, 11:00 AM, 1:00, 2:00, 3:00, 5:00, 6:00, 7:00, 8:45 PM.
Call (203) 443-5281 or (516) 323-2525 for reservations or information.

Soot & Cinders

Memories of the Electric Car

Model rail lines nearly always use electric motive power. The electric car appeared about one hundred years ago. One of the prime purposes was to provide commuter service to go to cities or within cities. They did not require large numbers of passengers and freight was a minor contribution to income.

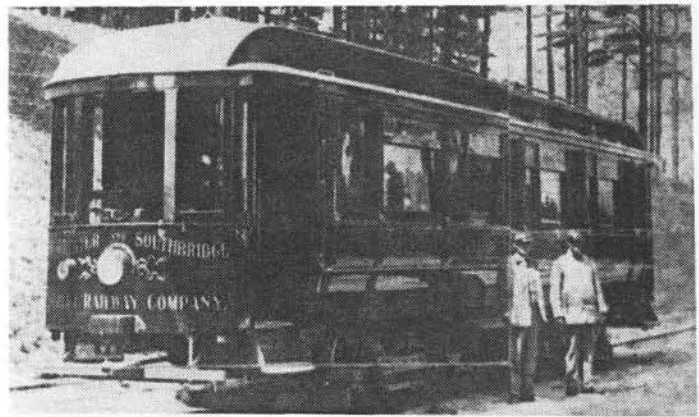
For example, the Gloucester Essex & Beverly Street Railway car is on Grapevine Road in Wenham, Mass. at the present site of Gordon College, which has just turned 100 years old. Parlor Car Essex is one of four cars the line owned. The car was built in 1895 and this picture was taken in 1898. This was a comfortable "home-like" Parlor Car where you could read the daily paper, catch up on business, write etc. while you travelled.



The frames were built of heavy cast iron castings and the running gear was also heavy iron. In addition, the propulsion motors were large. A large heat sink was required to provide cooling for the short, high power runs then stops, where the heat of operation dissipated.

The car body and the floor were made of wood and highly decorated. This made the center of gravity very low so that sharp street corner turns did not overturn the cars.

The ex-Eastern RR Station (B&M) is still



standing at Beverly, and is now restored as a restaurant.

The second car is shown at the town of Sturbridge in 1911. It is the main street of the village, outside the restored village on what is now Route 20. The New Haven Railroad Station at Southbridge, Mass. also remains and was the starting point of the Worcester and Southbridge through to Worcester Station, which also still stands.

Cars such as these have been preserved and can be seen in trolley museums in Kennebunkport, Maine and East Haven and Warehouse Point in Connecticut.

On a model railroad, it would not take much room to run a trolley line. Curves can be very sharp, like turning a street corner. The usual loops are not needed since trollies were bidirectional.

If overhead wire is a problem, consider using third rail, as in New York City. It looked much like Lionel Track, except it was level with the pavement.

Battery cars were also used for short lines, especially in flat locations. The batteries were charged at night, when the cars did not run.

Actually, some of us did this with older six-volt motors prior to World War II. Dry cell batteries were used to run the Christmas Lionel train service. Each year you got new batteries. Wet cell batteries were reused by taking them to your druggist to replace the chemicals and the zinc anode. Yes, model trains often preceded home electrification!

**Invite a friend to join the Northeastern Region.
Share the Experience**

NER Module Interest Group

Module Standards Available

A few months ago I had a telephone conversation where the question of module standards came up. The fellow said that his group was holding back on building modules because of standards. It was not clear which standards to use.

I made certain that he received a copy of the NMRA's national module standards and recommended practices.

I hope that by now you all know that the NMRA has voted and accepted national module standards. If you cannot find them in the February 1988 issue of the NMRA Bulletin where they were part of the ballot, then send a business-size SASE and I will send a copy.

Power Pack Shelf

I have access to a couple of module groups. One of them came out of a show with a self critique. They had placed their power packs on some tables behind the modules. The problem was that they could not easily see the trains because of the width of the tables combined with the height of their skyboards.

The simple solution is to use a shelf for the power packs to do away with the tables. this description is for a simple-to-make clamp-on shelf that can be used on the rear of any module. The Bedford Village Boomers have used a couple of variations of a shelf in the past. This is my latest offering.

I rummaged around in a pile of leftover lumber stock. The basis is a piece of shelving that comes somewhat pre-finished. It is a

nominal 1-inch by 10 by 24-inch piece of particle board which has a formica-like surface on at least one side. They are sold in stores for build-your-own shelving.

The size is just what I happened to have on hand. It is large enough to hold two large power packs. You can adjust the size to what you happen to have around, if you don't want to purchase new stock.

I then added a 1 by 5-inch (nominal) piece of pine cut to the 24-inch length of the shelving. The actual dimension of the pine is 4.5 inches. Pine is easily damaged by the usual C-clamps used with modules. In anticipation, I also cut two pieces of 1/4-inch thick tempered masonite.

The final items are two angle braces, about three to four inches in size.

Measure and mount the angle braces at least far enough in from the ends of the pine to clear the pieces of masonite. I then fastened the pine to the particle board to shelf using the angle brace's screws and carpenter's glue along the wood joint. I did not use screws through the top of the shelf for the sake of appearance.

CURRENT NER MEMBERSHIP STATISTICS

Paid Members	612
Life Members	94
Honorary Members	2
Total	708

New Members (since Jun 6, 1989)

Massachusetts

Oliver J. Gaudette Lowell

New Hampshire

Stephen C. Lang Merrimack

New Jersey

Walter B. Schaed South River

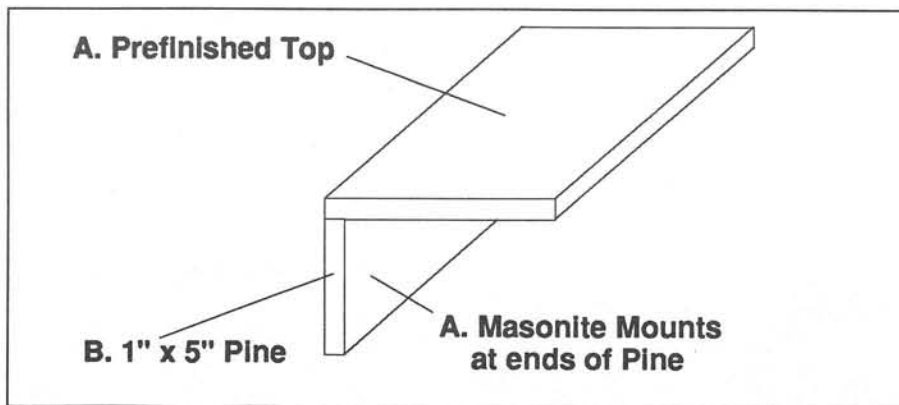
New York

James A. Cengia Franklin Square
John Lockman Long Beach

The last step is to attach the pieces of masonite using wire brads and carpenter's glue.

Finish by sealing the wood with a good coat of paint. If you do start with a piece of pre-finished wood like I did, try to keep the paint off that top surface.

Then put that new shelf to use in your next module setup and watch them trains roll!



Letters To the Editor

A Collector's Hobby

Once upon a time, one could buy the monthly model R.R. publications and find all sorts of interesting information, articles, and merchandise offered by the various manufacturers at prices that were not out of this world. I joined in 1950 and little by little the greed motivated collectors have been infesting our hobby like a plague. First it was Lionel. They completely destroyed the market for the children for whom it was originally intended. Now it is G gauge [sic], at astronomical prices, \$75 and up for a freight car?! Pick up any late issue of MRR and glance at the ads – for Lionel and G-gauge (garden railroads, they say). This has been carrying over into HO and N scale – \$50 to \$100 for a locomotive, plastic no less. AHM & Rivarossi plastic locomotives at outrageous prices equal to brass locomotives–freight car kits \$20 & up. Just wonderful. Model Railroading is fun–collecting is an obsession.

Bill Brundage
Tallevast, Florida

P.S. Why don't you publish membership fees????

Reflections Of Houston

The 1989 NMRA National Convention is now history, but it will linger as an enjoyable memory for the 1000-plus who attended. the typical Houston climate (sunny, warm and humid, but with a soft breeze) – interrupted for one day by Hurricane Chantelle, who dumped 8–10 inches of water and made getting to some of the layouts a bit soggy...the ubiquitous cicadas...several notable layouts: Gil Freitag's Stony Creek & Western and Lorell Joiner's Great Southern particularly stand out...an excellent clinic program...all kinds of prototype activity...an excellent selection of contest models...a huge trade show that attracted 30,000 to the Astrodome complex...several new products, especially in the area of train control. On to Pittsburg, 1990.

Dave Messer
Wynanskill, NY

*We do, Bill. See below.
Perhaps we ought to go back to pre-1950 days and start modeling from scratch again...or have our kids forgotten how to do that?
Perhaps we should teach them.*

Member Service Center

For Sale

HO Locomotives & Passenger Cars, many custom painted, including NH, NYC, EL, Chessie. SSAE

Paul Stevens, 151 Fayette Avenue, Wayne, NJ 07740.

O-Scale Convention

Continued from page 3

ment. Bob Weaver of Weaver Models promoted his new ALCO FA-1 and FB-1 models. Tom Marsh of Overland Models had his usual three glass showcases jammed full of assorted O-Scale brass imported locos and freight cars. Both versions of the new B&M 4-6-2 locos which were due to be released by August were displayed. Many of you have seen Tom's display cases at the Springfield meets.

This convention seemed to be more enjoyable for me because I knew most of the people there and met a lot I'd only known through magazines and the mail. We're looking forward to the 1990 convention in Detroit. Perhaps we'll only take it in as a conventioneer and leave the layout home.

NER Membership Application / Renewal

NAME _____
ADDRESS _____

Please remit in **U.S. FUNDS**
Make checks/postal orders payable to **NER-NMRA**

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

NORTHEASTERN REGION, NMRA

RENEWAL _____ NEW MEMBER _____

\$6.00 for 1 year membership

\$15.00 for 3 year membership

\$110.00 for life membership

(only if you are an NMRA life member)

Office Use Only

#	Xp	New	
Chk	Csh	File	Card

Central New York Division Schedules Christmas Auction

The Central New York Division will host its Christmas Auction on December 10, 1989, at the Syracuse Model railroad Club, Eastwood American Legion, James Street and Nichols Avenue in Syracuse from 1:00 to 5:00 pm. Admission is free to all modelers.

A large selection of items are already in stock to sell, but attendees are encouraged to bring items as well. This division fund raiser/social event is held every other year and is a good opportunity to view a fine HO-Scale club in operation, as well as witness the divisions merit contest awards ceremony.

Persons interested in attending should send an SSAE for a flyer with a map attached. Write to Jim Heidt, RD #2, Box 509, Camden, NY 13316.

The annual exhibition of the Bay Ridge Model Railroad Club will be held on the last two weekends in October and the first weekend in November. The hours are:

Friday – 8 to 10 P.M.
Saturdays – 2 to 6 P.M.
Sundays – 2 to 6 P.M.

Organized in 1946, the club is a result of the merger of the former Brooklyn Model Railroad, founded in 1932, and the Shore Haven Central, founded in 1936. The present club was formed in 1947 and incorporated in 1955 as a non-profit organization to provide recreation for the members and guests in the hobby of model railroading and trolley. The club quarters are at 28 Marine Avenue, Brooklyn, New York 11209, and occupies 180 square feet.

The railroad is a true scale model built to O-Scale. Work on the permanent layout installation was started in 1946.

Discover The World Of Model Railroading

Just Beyond The Horizon



**See You On Long Island
Oct 27-29, 1989**

Bedford Village Boomers 7th Annual Model Railroad Exhibition

November 12, 1989
10 AM to 4 PM
McKelvie School, Middle Hill Rd.
Bedford, New Hampshire
A true exhibition — NO Dealers
Hub Division, NER, NMRA
Annual Fall Show
Royal Plaza Trade Center
Marlboro, MA
November 4, 1989, 10 AM – 4 PM
New Larger Show than Before

On The Schedule

National Conventions

July 30 - August 5, 1990, Pittsburgh, PA.
June 30 - July 6, 1991, Denver, CO.
August 1 - 8, 1992, Columbus, OH.
1993 - Valley Forge, PA.

Northeastern Region

October 13-15: Fall Convention

Hofstra University, Long Island, NY

**Spring 1990: No Conventon Scheduled as
of publication.**

**October 19-21, 1990: Fall Convention at
Sheraton Airport Inn, Albany, NY**

NER Office Manager

79 Hemenway Road
Framingham, MA 01701



Ronald J Bergeron
5 Cemetery Road
RR 2
Essex Jct VT 05452