

NER COUPLER

Northeastern Region, National Model Railroad Association, Inc.

September, 1990, Number 164

From the editor

Albany 1957

A near record number of persons attended the Fall Convention held in Albany, New York, according to figures supplied by Chairman Dave Finnegan and Convention Coordinator Charles McK Welling.

The records show that from 280 to 300 persons attended the fan trip, while 153 stayed for the dinner. In addition, 93 members attended the breakfast and annual business meeting. The highest attendance in recent years was recorded at Concord, with about 135 taking the fan trip, 134 at the dinner and 109 staying for the breakfast. It was noted by Chairman Finnegan that the figures far exceeded advance registrations and all expectations.

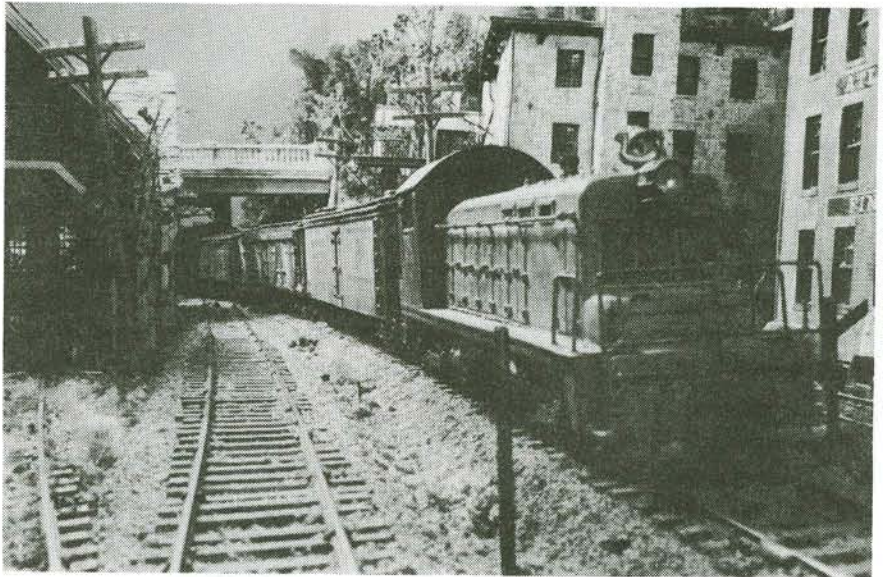
A very bright day greeted members and friends of the region on Saturday, October 12th, the first day of the convention. Everyone

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Interior Detail

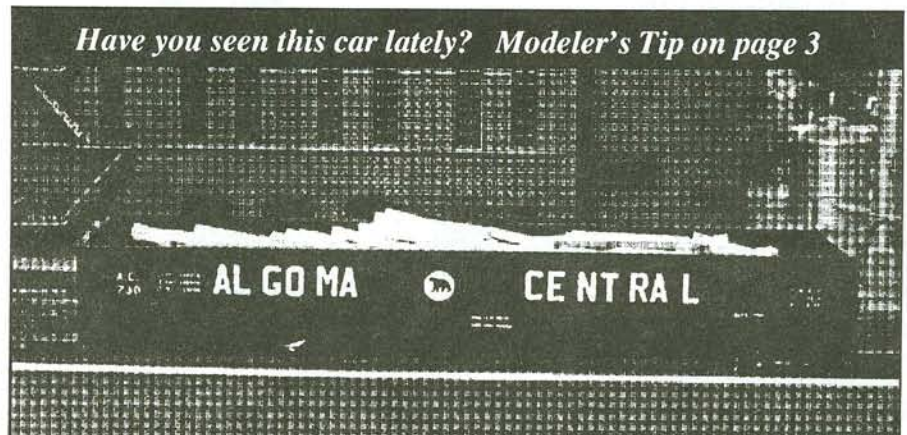
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"Empire State Express"



The layout scene above is on The Fitchburg and Southbridge Railroad built by Michael Tylick of Sturbridge, Massachusetts. I discovered this and a few more unpublished (in 1987) photographs while hunting through the COUPLER back files for articles to include in this issue. The layout will be open to visitors sometime during the weekend of the Fall NER Convention. For details on the Fitchburg and Southbridge and other layouts open during the convention, see pages 5 - 9.

If you have a good photograph of one of your models, layouts scenes, or dioramas you would like to see in print, submit it to the NER COUPLER at the address listed on the inside (page 2) of the issue.



Have you seen this car lately? Modeler's Tip on page 3

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NER COUPLER

164, September, 1990

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

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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 color or black and white low contrast prints. *Enclose a stamped, self-addressed envelope for photos to be returned.*

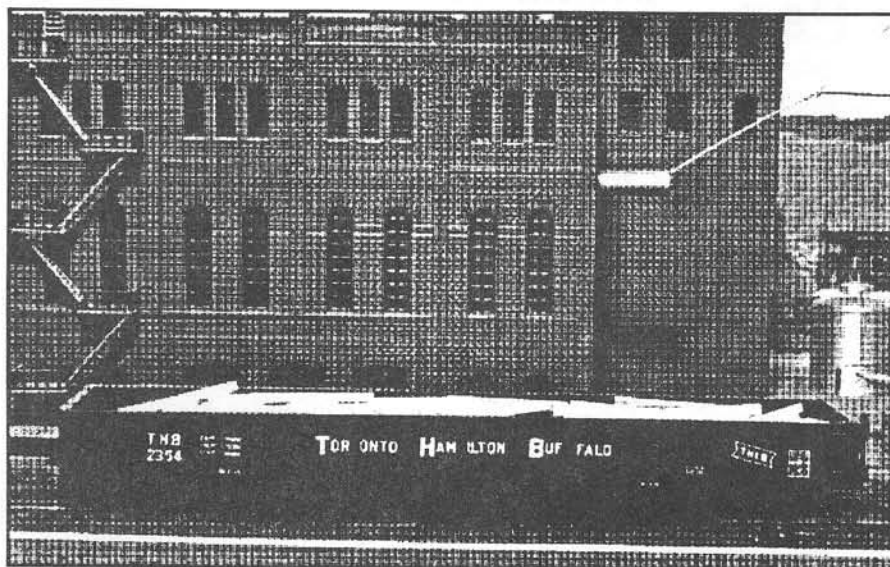
Letters to the editor, and editorial opinions are welcome; however, criticism should be professional in nature, not personally directed at any individual.

DEADLINE for the January 91 issue is December 20, 1990. The issue will be mailed First Class approximately January 15.

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 is found on page 11 of this NER Coupler.



Or perhaps it was this one?



Dennis Fortier has submitted this operating suggestion for those modelers short on yard space (and who isn't).

Having a small layout and not being able to keep many cars in my yards, I take two RR names having the same color for cars and put one name on one side and another on the other!

The pictures show the same car having Algoma Central CDS S-39 on one side and Toronto, Hamilton & Buffalo CDS S-132 on the other.

Technically, you have two destinations per car...and if it is loaded and unloaded (removable loads), you automatically have four destinations.

Model contest news

Baldwin Trophy winners will receive permanent recognition.

According to NER Model Contest Chairman Don Howd, certificates and plaques have been designed and are ready for presentation to previous and future winners of the Baldwin Trophy during the Fall NER Convention in Albany, NY. The Baldwin Trophy signifies "Best in Show" awards in the model contest at each convention, and is engraved with the winner's name. It is passed along to the next winner at each succeeding convention. Comments in the past, and from most recent award winners have indicated that there needed to be a permanent indication of an individual's achievement that he/

she could retain, after relinquishing the trophy to the next winner. A plaque and certificate has been approved by the NER Board and has been designed by Ken May.

Steam/Diesel & Other contest categories remain

Although there has been some requests for a separate contest category for diesel locomotives, the present classes of steam vs. diesels and other will remain, according to Don Howd. The NER follows the NMRA national contest categories, and thus far there has been no

continued on page 11

Albany 1957, from page 1

was kept busy registering, meeting old friends, visiting local layouts and seeing the CTC of the D & H in operation.

After lunch, the group met at Union Station in Albany for the fan trip through the Port of Albany, over the Castleton Bridge and back to the Central's Selkirk yard. The trip was not made in Budd Cars as had been originally thought, but in near modern coaches with a gondola coupled to the rear and hauled by a diesel road switcher. During the trip, the gon was more like an open sardine can. Even so, the coaches were fairly crowded with wives, people coming in and out of the chill breezes and several conferees. The only disappointment in the trip was the fact that NYC's 999 was not at Selkirk as advertised. Through some misunderstanding, 999 was in transit to another show in New York City.

It was a hungry group that sat down to dinner in the Sheraton Ten Eyck Hotel that evening. After dinner, Chairman Finnegan introduced his committee and officers of the region. He then introduced the speaker for the evening, Mr. Allan Shepherd of the B & M whose topic was to have been, "Development of the Steam Locomotive." Of the ten page speech, half was devoted to the development; the rest concerned the railroads' financial structure and complex tax problems.

Arthur J. Sessa of Yonkers, NY won the Best in Show award and the Delaware Trophy for a model of a Missouri Pacific gantry crane for loading tractor bodies on gondolas

Roger Marble, Doug Smith, and Roger Ramsdell were elected to two-year director posts, and Chuck Ogren received the one-year post. The Board of Directors named Irwin F. B. Lloyd as 1958 NER President.

The President's Pen



This will be my last general correspondence to all Northeastern Region members through the media of the president's column in the Coupler.

After six years at the throttle, guiding the Region over crossings and crossroads, up steep grades and around sharp curves, traversing mountains and rivers, it is time to change the engine crew and turn the throttle over to a new president.

We have come a long way in the past six years. Some of the notable "mileposts" that we achieved were:

- The Minuteman '86 NMRA National Convention
- The formation of a new NER Division in Vermont
- Improved quality of the NER Coupler
- A turn-around in the long term trend of decreasing Region membership
- A revision and streamlining of the NER Constitution and By-Laws.
- The continuation of the Regions commitment to offer its members and guests two excellent convention each year.
- Increased women's activities and contests at Region conventions.
- Acquisition and use of computer equipment for record keeping and convention registrations.
- Increased recognition and support of model railroad clubs

within our borders.

- A significant contribution to the formulation of the NMRA HO Scale Module Standards.
- A better awareness of the common denominator that exists between all model railroad organizations and the common interests that exist between all model railroaders.

There are a few things that I have been working on, or pushing to have accomplished by others, that unfortunately I will not be able to complete. These include:

- The formulation and publication of "G" Scale Standards
- The completion of NMRA long term planning of goals and objectives.
- The formulation of NER long term plans compatible with those developed by the National.
- Completion of the update and revision of the National Executive Handbook.
- The realization of a significant increase in attendance at the Northeastern Region conventions.

Note: Significant changes or revision adopted at the National level definitely affect the operation and performance of the Regions.

Oh well, I guess no matter how long and hard you work in an organization such as this there will always be more and different things that need to be done. I am thankful for the opportunity to have participated in the team effort that resulted in the things that we did

accomplish and I feel certain that my successor will endeavor to carry on with new program for the benefit of the Northeastern Region and all of its members. I am pleased to be able to hand over the gavel to your new Northeastern Region President, Jim Heidt, at a time when this Region is in a strong and extremely stable condition. A new president has plenty of things to contend with and certainly does not want the added burden of inheriting the problems associated with an operationally unstable or insolvent Region. Under Jim's direction the NER should continue to prosper and grow.

The excellent condition of the Northeastern Region has been made possible by a dedicated and hard-working group of Officers, Directors, and staff members who hold the multitude of appointed positions. I wish to take this opportunity to acknowledge each member of this administration's staff team.

In addition to the above mentioned staff, there are several other people whose generous contribution of time and expertise throughout the years have contributed notably to the well being of the Northeastern Region.

Jack Alexander, former permanent convention chairman

Dave Messer, immediate Past President and former Secretary.

Ed Permon, recently deceased Northern N. E. Director

Ken May, former Coupler Editor

Irwin Lloyd, permanent Convention Treasurer

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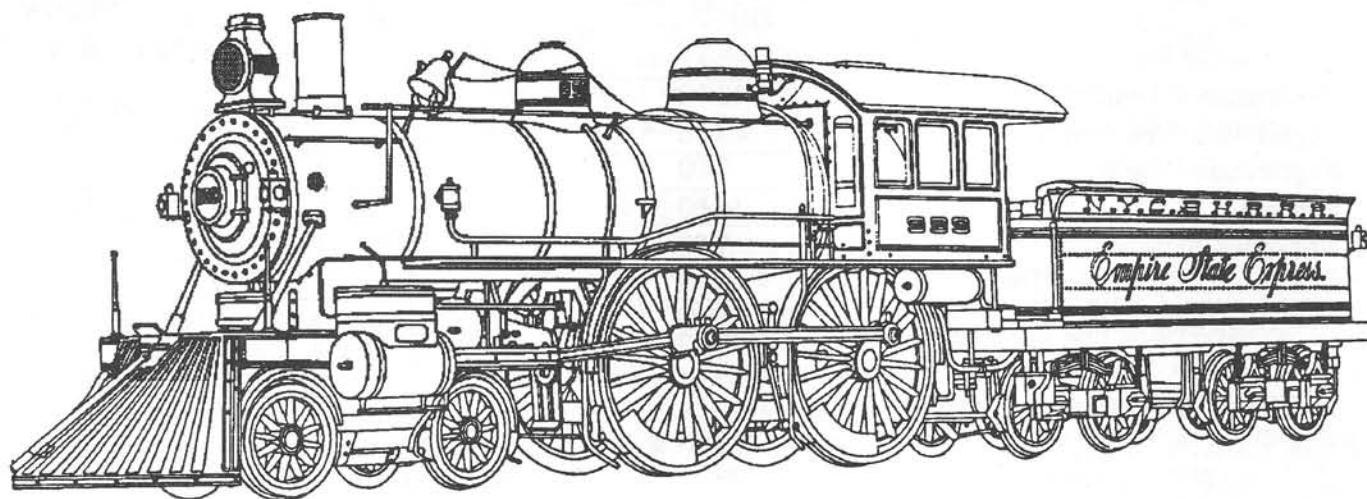
Empire State Express

NER Fall Convention

October 19, 20, 21, 1990

Sheraton Airport Inn

Albany, NY



The startling 112.5 mph performance of the 999 in 1893 greatly advanced the search for a high-speed locomotive.

October 1990 is the time the NER will re-visit the Capital area of New York State. This area is a wonderful place to visit for the fan of either prototype or model railroading. Convention Co-chairmen Bill Mischler and Tony Steele have a fun-filled weekend planned - as many as fourteen layouts and three prototype facilities. And the Non-rails aren't left out either; they'll be visiting the New York State museum and taking a cruise on the Hudson river. There's a special treat in store as we'll be sharing our

weekend activities with the Railroad Prototype Modelers of the area. They will bring their own special emphasis on replicating the prototype as closely as possible. So reserve the weekend of October 19th thru 21st now and plan on attending the NER Fall Convention "Empire State Express."

Our headquarters for the weekend will be the Sheraton Airport Inn in Colonie, New York. Conveniently located off I-87, at Exit 4, this modern hotel will offer

most of the amenities that we've all become accustomed to at our conventions. There are 153 comfortable rooms, function rooms, an indoor pool, and lounge and restaurant. Located nearby are the Colonie Shopping Center and Northway Mall for those interested in shopping and/or dining options nearby. The Albany Airport is also nearby for those interested in flying to Albany; airport transportation is available.

continued on page 7



Empire State Express Registration Form

NER 1990 FALL CONVENTION – ALBANY, NY, OCT 19 – 21, 1990

Name: _____ NER Number: _____

Address: _____

City, State/Prov: _____ Zip/PC: _____

NER COUPLER

Please
Enter
Names
Here

EVENT	PRICE prereg'd	Please Enter Names Here				Total	PRICE at door
Registration (Member)	10.00					12.00	
Registration (Non-member)	13.00					15.00	
Registration (Youth)	5.00					7.00	
Banquet	16.00					18.00	
AMTRAK Shop Tour	7.00					9.00	
CONRAIL Selkirk Yard Tour	10.00					12.00	
Non-Rail Albany Tour	15.00					17.00	
Total							

Banquet entree choices Roast Sirloin of Beef Roast Turkey Baked Stuffed Pork Chops

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

Sheraton Airport Inn, 200 Wolf Road, Albany, NY 12205

October 19 – 21, 1990

Rates: \$65.00 Single \$75.00 Double

Arrival Date and Time: _____ Departure Date: _____ # Beds per room _____

Number of Rooms: _____ Number of Persons: _____

Name: _____

Address: _____

Phone: _____ Today's Date: _____

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

(1 Night) Exp. Date: _____

Please complete and mail to:

Sheraton Airport Inn
Attn: Reservations Manager
200 Wolf Road, Albany, NY 12205

Empire State Express NER Fall Convention

Albany, N.Y. October 19 - 21, 1990

The hotel is near the junction of major north-south and east-west highways which make it especially easy to reach. I-90 runs east-west from Boston to Syracuse; I-87 runs north-south from Montreal to New York City. If you plan to travel by automobile, they make the trip quite easy.

Friday

Friday activities will begin with the opening of the registration desk in the hotel lobby from 3:00 to 9:00 PM. Early arrivals can pick up their registration packages before the evening activities begin.

Following the dinner hour there will be six home layouts open for your visitation, including the RPI club's NEB&W and Tony Steele's Second Subdivision of the D&H. Maps and directions will be provided in your registration package to direct you to those layouts you might choose to visit. At the hotel a hospitality room will be open, as well as movies and videos.

Saturday

The Saturday schedule provides a little bit of something for everyone. The program at the hotel will feature clinics and movies/videos, as well as the model, photo and craft contests. There will be a morning fan trip that will feature visits to the D&H Kenwood yard for an equipment display/photo shoot, and then a visit to Amtrak's Rensselaer Shops. At Rensselaer there will be a guided tour of the

facilities, and available equipment can be photographed.

In the afternoon a guided tour of Conrail's Selkirk yard will be offered. Details have yet to be finalized, but areas of the facility that have been requested for the tour include the Locomotive Shops and Service Areas, Car Repair shop, Hump Tower area, Trim Area and Departure Tracks, TFOC and AUTO areas, as well as photo opportunities.

Each of the above tours is offered as a separate item on your registration form, so you may do either, or both. NOTE: There is a less than one-half hour break scheduled between the morning and afternoon tours - if you plan to get lunch in that time period, be warned well in advance.

For those interested in live steam, the Adirondack Live Steamers will be running in Saratoga Springs on Saturday from 10 AM to 4 PM. They are just one-half hour north on I-87.

Saturday Evening

Saturday evening will begin with a happy hour beginning at 6:30 PM. There will be a cash bar available. Then at 7:30 PM we will sit down to a banquet dinner featuring a choice of entree of Roast Sirloin of Beef, Roast Turkey with sausage or Baked Stuffed Pork Chops. Following the banquet Dr. Tom Phelan, Dean of Humanities at Rensselaer Polytechnic Institute, local historian and "Renaissance

Man" will speak on the industrial and transportation history of New York's Capital District.

Sunday Morning

Sunday Morning will begin with the NER Annual Meeting at the hotel. Following the meeting, there will be eleven home layouts open for visitation on the way home. For those who find it difficult to attend a convention without the opportunity to spend some cash on a few more model railroading items, there will be a large train show on Sunday from 10 AM until 4 PM at the RPI armory and gym. This show is sponsored by the Ellicott City Scale Model Railroad Assn. It is considered a "high quality" train show. A discount admission for all Convention Attendees is being negotiated.

Contests

As usual at NER Conventions, the Model, Photo and Craft contests will be operating. Models, photos and crafts will be accepted on Saturday morning. Judging will take place on Saturday afternoon. Don Howd for Model contest, Dick Towle for Photo contest and Linda Craigie for Non-Rail contest will welcome your entries and attempt to spur you on to new heights in your modeling efforts.

Non-Rail Program

The Non-Rail program is particularly exciting for this convention. Although topics and clinicians names were not available at press time, there will be clinics presented in the hotel on Friday evening.

Saturday morning the bus will depart from the hotel at 10:00 AM. It will travel to the New York State museum where those taking the tour will be given a guided tour of the museum's Adirondack Wilderness exhibits. Following that tour will be a visit to "Giants of the

Deep", a life-sized, animated exhibit of sea animals from the dinosaur era. Following the visit to the museum will be a two-hour narrated boat cruise down the Hudson River from Albany to Catskill-on-Hudson and back. This tour will give views of the Port of Albany, graceful mansions and old Dutch homes on the banks of the Hudson, and high bridges. Upon completion of this you will be returned to the hotel. Another option might be to stay in Albany and visit on-your-own other attractions such as a free State Capitol Tour (Executive, Assembly and Senate Chambers), Coming Tower Observation Deck (Free views from the 42nd floor observation deck of the Adirondack, Catskill and Berkshire mountains), or the Albany Institute of History and Art (free displays reflecting the art, history and culture of the Albany and Upper Hudson Valley region). A bus will be shuttling between the hotel and Albany locations between 10 AM and 5 PM.

Clinics

As of the advance deadline for this pre-registration package, the clinic schedule has yet to be finalized. Plans call for a schedule of nine live clinics drawing not only from the ranks of experienced NER Clinicians, but also from the Railway Prototype Modelers who will be participating in our convention. This program should offer something for everyone.

Home Layouts

This is a capsule view of the twelve home and club layouts that will be open at one time or another during the weekend:

The Northern Railroad of Jim Coon is located in Glenmont, NY. The Northern Railroad is a 13' x 26' HO scale pike set in the 1950's. This railroad is inspired by the Lehigh Valley from Cortland to

Scotia NY. Jim has a strong interest in railroad and rural architecture as is evident in fine scenery and structure modeling.

The Farmington and Chama Railroad of Frank Czbryt is located in Adams, MA. The Farmington and Chama is a 14' x 24' On3 pike representing Colorado/New Mexico narrow-gauge. The railroad represents the line from Farmington to Chama, New Mexico, and shows fine workmanship with strong parallels to structures, facilities and equipment of that area.

The Boston and Albany Railroad of Paul Delasco is located in Lennoxdale, MA. The Boston and Albany is a 16' x 40' O scale pike set in the 1940's. The railroad represent the New York Central from the state line to Springfield, MA. The trackwork and structures are of particular note on this pike.

The Hoosac Valley Railroad of Dick Elwell is located in Adams, MA. The Hoosac Valley is a 22' x 39' HO scale pike set in the period 1930 to 1956. The railroad is a freelanced route from Whitehall, NY to Pittsfield, MA. There is much to recommend this pike: beautiful fall foliage, excellent craftsmanship and detailing, accent on New England mill towns and connecting traffic with a division-point yard.

The Iron Gorge and Western of Bob Hamm is located in Saratoga Springs, NY. The Iron Gorge and Western is a 14' x 14' HOn3 pike set in the 1930's and 1940's. The railroad is based on the Denver & Rio Grande Western. Beautiful backdrop work is evident as well as fine equipment. Emphasis is on ore mining and smelting, as well as rugged Rocky Mountain scenery.

The West Ridge and Moriah of Bill Mischler is located in

Schenectady, NY. The West Ridge and Moriah is a 12' x 20' HO scale pike set in 1955. Though a freelanced design, it represents northeast prototypes. This pike features excellent craftsmanship with many contest-winning models. Port switching, a division-point yard and branchline operation highlight this pike.

The Poco Valley Railroad of Ken Nelson is located in Scotia, NY. The Poco Valley is a 13' x 25' HO scale pike set in the timeframe of 1950 to present. This pike is a freelanced design representing a line from Jefferson Junction, PA to Albany, NY. Interesting features are a cement plant, division-point yard, branchline and connecting traffic.

The New York Central Railroad of Henry Probst is located in Burnt Hills, NY. The New York Central is a 15' x 60' HO scale pike representing the New York Central from Albany and Selkirk to Utica, NY. A double-track main line has been under construction for the last two years. Equipment varies from classic NYC to current inter-modal. The layout will focus on Mohawk Valley industry, the Selkirk Division-point yard, Albany Union Station, and connecting traffic.

The New England, Berkshire and Western of the Rensselaer Model RR Society is located in Troy, NY. The NEB&W is a 32' x 126' HO scale pike representing the Rutland and D&H railroads from Troy, NY to Canada. Outstanding aspects of this large layout are scenery and structures, with great fidelity to specific prototypes; very fine rolling stock and locomotives; areas surrounding Troy, NY, Plattsburg, NY and Burlington, VT. A must-see for all!

The West Hoosic Division of the Boston & Maine of Lou Sassi is located in Ballston Lake, NY. The West Hoosic Division is a 24' x

36' HO scale pike representing the B&M from Adams, MA to Williamstown, MA and Bennington, VT. This pike features outstanding scenery with fine structures and equipment. New England mill towns and rural areas are featured, with emphasis on connecting traffic and branchline operation.

The Upper Second Sub-division of the Delaware & Hudson of Tony Steele is located in Waterford, NY. The Upper Second Sub-division of the D&H is a 24' x 40' HO scale pike built on three levels that is intended to be a representation of the D&H from Delanson to Richmondville Summit, NY. Tony is doing something most of us only dream about - a faithful recreation (as much as possible) of a specific portion of the D&H. D&H track geometry, bridge and right-of-way details, structures, etc. Well worth the visit, despite only partial completion status.

The Fitchburg and Southbridge Railroad of Mike Tylick is located in Sturbridge, MA. The Fitchburg and Southbridge is a 6' x 14' HO scale free-lanced New England shortline from Belchertown to Amherst, MA. A very photogenic layout with excellent scenery, structures and detail. Mike also has built the Bay Path Traction Co., a 2.5' x 12' O scale traction display layout representing a trolley line from Gilbertville to Ware, MA. Scenery, structures and detailing are excellent here too. Both will be available at the same time.

Marcel Zucchini has an unnamed model railroad in Saratoga Springs, NY. This pike is a 15' x 30' freelanced railroad in HO scale of traditional design. Set in 1950, operation features both steam and diesel motive power, as well as an electrified territory.

Adirondack Live Steamers

The Adirondack Live Steamers will be operating on Saturday from 10 AM to 4 PM in Saratoga Springs, NY. This group operates in 1 1/2" scale on an outdoor railroad with 2,000 foot main line in a wooded area. There is a full-size station, bridges and hills as well as a servicing area. This facility is well done and maintained, and the accent is placed on visiting equipment. All who enjoy live steam should consider a visit.

Movies/Videos

There will be a selection of movies/videos that offer exciting glimpses of most of the prototype railroads that have played a significant part in the transportation history of the Albany and Upper Hudson River Valley. These would most certainly include the New York Central, Delaware and Hudson, Boston and Maine, and Rutland railroads; but there might be a surprise or two in store. Come and find out!

Railway Prototype Modelers

Railway Prototype Modelers is a relatively new group in the hobby. Consisting of modelers whose principal goal is the most faithful reproduction of a specific prototype, this loosely organized group seeks to approach the bounds of perfection. They base almost all of their work upon carefully acquired research - principally

photographs - and then seek to produce an accurate reproduction. Some of their work must be seen to be believed! Come and see!

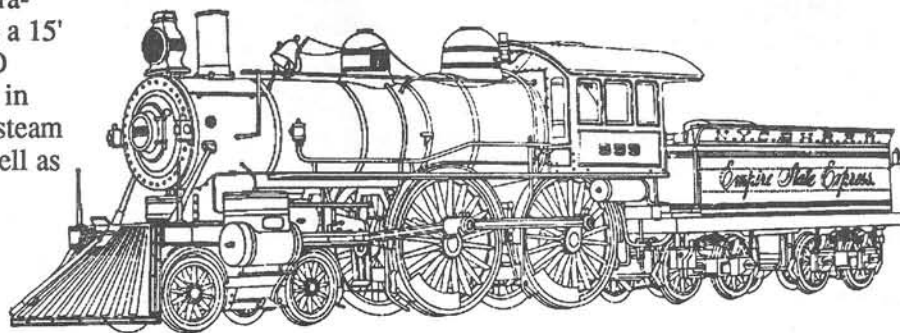
Hotel Room Reservations

Your hotel reservation should be made as early as possible directly with the hotel using the attached form. If you choose to make reservations by telephone, please call the hotel directly at (518) 458-1000.

Getting to the Convention Hotel

Getting to Albany is especially easy using Interstate routes I-87 and I-90. Whether coming from the South, East or West, you will be looking for I-87 north. From the South and west you will take Exit 25 off the New York Thruway (I-87 north from New York City; I-90 east from Syracuse). After passing thru the toll booths, stay to the right for the I-87 (the Northway) entrance. Coming from the east, stay on I-90 west thru Albany proper. Just before you reach the interchange with the New York Thruway, I-87 (the Northway) exits to your right. Once on I-87, get off at Exit 4 (Shaker Road). Turn right at the bottom of the ramp. Take right onto Wolf Road, Sheraton is on your right.

Coming from the north on I-87, get off at Exit 4 (Shaker Road). Turn left at the bottom of the ramp. Take right onto Wolf Road, Sheraton is on your right.



Scratchbuilder's Corner

by Dave Messer

Reprinted with editorial changes
from the Fall 1979 COUPLER

Modeling Tools

The object of this article is to provide a guide for assembling a basic collection of quality tools and indicate which can be added as needs, experience and funds dictate, not to anticipate everyone's tool needs nor amass a large collection of tools as an end in itself. The following tools serve as a basic collection:

- tweezers (fine-pointed)
- Xacto knife (medium)
- razor saw
- pin vise and drills
- jeweler's pliers (chain nose)
- jeweler's pliers (diagonal cutters)
- needle file (half round)
- scale rule (steel)

Believe it or not, this vast array, plus a few additional items such as sandpaper (use aluminum oxide "production" paper), double edged razor blades, paintbrushes, and soldering iron (for metal work) can carry out at least 90% of the needed operations. Additional tools can perhaps do a job faster or, in some cases, better, but they are not actually necessary. Not, for example, that the half round needle file can serve in most cases in place of a flat, round, square, triangular and maybe a few more.

It I had to say which two of the above were the most important, I'd pick the tweezers and the Xacto knife (or equivalent). Use of the knife is obvious, although sometimes a razor blade can do a better job where a thin or flexible cutting edge is needed. Hint: Keep your blade sharp (on a small stone) and it will make a cleaner, more precise cut. Once you get in the habit, the

tweezers become an automatic extension of your fingers, allowing positioning of small objects and providing a reach into places otherwise inaccessible. The razor saw enables you to cut objects too hard or thick for a knife accurately. A helpful item here is a "Miter Jr." or equivalent for square or precise angle cuts. This can be homemade for general use, or in the form of a jig for a specific job.

A in vise is an indispensable tool for accurate drilling of small holes. For greater precision and comfort one with a rotatable know at one end is recommended over the double ended type.

As far as pliers are concerned, a well made pair of chain-nose jeweler's pliers allows you to hold objects more firmly than with tweezers without damaging the item being held or being too cumbersome. The diagonal cutters, with cutting edges running to the tip, enable accurate cuts to be made in small lengths of wire, etc. The use of a scale rule is obvious but

important and it can also serve as a straightedge for even cutting.

In addition to variations of the tools described some modelers may want to add the following:

- Jeweler's screwdrivers (set)
- small vise and clamps
- taps and dies
- airbrush (with compressor and gauge)
- Moto-tool (or equivalent)
- Unimat (or equivalent)

Each of the above provides greater flexibility or enables the modeler to do specific, specialized tasks difficult or impossible otherwise. They also represent a considerable expense (particularly motorized tools), but with proper care will provide long service.

It is my personal view that no serious modeler can progress very far without the airbrush. A good one is not cheap. However, for less than the cost of a typical brass engine one can have an instrument for achieving finished results unattainable any other way.

In summary, the acquisition and use of quality tools – and the right tools – will make model-building easy and enjoyable.

MR. TWEEDY

by Ned Riddle



"I burned all our credit cards and told Edna she has to pay cash for Christmas items she buys this year."

New Members

(since July 27, 1990)

Connecticut

James G. Bungler	Southington
Philip H. Sheridan	Riverside
Neil M. Shively	Danbury
Murray Warner	Madison

Maine

David A. Crouthamel	Wells
Bruce A. Roma	Scarborough

New Hampshire

Peter S. Davis	Nashua
Daniel R. Deveau	Candia
Peter G. Dupuy	Keene
Stirling MacDonald	Plainfield

New Jersey

Joseph Milani	West Orange
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New York

Ernie Barone, Jr.	Albany
Herm Botzow	Tuxedo
Hilton P. Heming	Plattsburgh
John E. Krauss	Oswego
Robert S. Lisch	Jamaica Estate

Regular members	598
Life Members	98
Honorary	2
Total	698

The President's Pen

continued from page 4

Pat and Charlie Bettinger, NER Convention Registrars

The entire staff of the Minuteman '86 National Convention

Obviously an extra special "Thank You" goes to my wife, Moira. Moira has typed all of my handwritten correspondence, accompanied me to most of the NER Conventions and, in general, has given me support and encouragement throughout my six years as president of the Northeastern Region. Without her help I could not have functioned in the manner that you all have come to expect.

I sincerely thank all of you for your assistance and cooperation during my term of office. I feel that together we have made contributions that will permanently have a positive effect on the Northeastern Region and I hope that the historians will treat this administration kindly.

Once again, I appreciate all the time and effort put forward by the staff and the cooperation and participation of the entire membership of the Northeastern Region.

Looking forward to seeing all of you in Albany.

Model Contest News from page 3

impetus for this change in the NMRA. Don indicated that he does not see a need for the change at this time. Aside from a few modelers who enter "electric powered" units in contests (Ed Hoffman, for example) the majority of entries are either steam or diesel and fit nicely into the present classifications.

Member Service Center

For Sale \$200
HO Scale Heljan Roundhouse
 2 Stalls (1 Stalls completed)
 Outside diameter 60 inches
 Inside diameter 30 inches
 Each stall is 15 inches deep
James Freeman, Nashua, NH
 (603) 888-3047

NER Membership Application / Renewal

NAME _____
 ADDRESS _____

\$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)

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

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On The Schedule



National Conventions

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

Northeastern Region

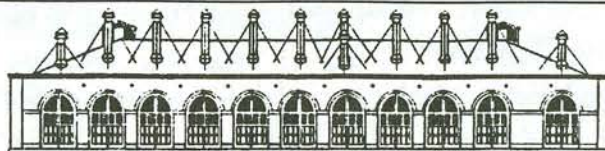
October 19-21, 1990: Fall Convention at Sheraton Airport Inn, Albany, NY
Spring 1991: TBD
Fall 1991: Tri Region (NER, MER, NFR) convention, Binghamton, NY.

Hub Division Fall Show

November 10, 1990: Royal Plaza Trade Center, Rte 20, Marlboro, MA. Same large show in same large location as last Fall

Saugus Train & Toy Show

October 28, 1990: Saugus (MA) High School, 9 am - 3 pm; Adults \$2.50, Children under 12: \$.50



The V & T Roundhouse and Shops Foundation
P.O. Box 651, Carson City, NV 89702

Gentlemen:

There is a crisis of magnitude happening right now in Carson City, Nevada.

You may have heard of the VIRGINIA & TRUCKEE RAILROAD, one of the most famous railroads of the old west, whose trains carried the gold and silver from the Comstock Lode in Virginia City that helped build San Francisco. What you may not be aware of, the very lifeblood of that gallant railroad was contained in the V&T ROUNDHOUSE AND SHOPS, located in the heart of downtown Carson City, where it has stood to this day.

Now, the entire complex is being threatened by the wrecker's ball. Yes, this historic structure is now being considered to be razed by its present owner, unless some-

thing is done through a purchase agreement.

The V&T ROUNDHOUSE AND SHOPS FOUNDATION hopes to accomplish this goal. We need your support now.

Crisis or opportunity? The choice is yours. You can make all the difference. Send whatever you can. Together we can save this historic structure (it's on the National Register for Historic Places and also included in the Historical American Buildings Survey, 1976) for our future generations.

Make your check payable the "V&T ROUNDHOUSE" and send it to the address above.

Thanking you, I remain,
Very truly yours,
MR. Jan C. Benson
Vice president

NER Office Manager

79 Hemenway Road
Framingham, MA 01701

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