

**NO. 98
1972**

**SUMMER
FALL**

THE COUPLER

Official Bulletin of the Northeastern Region

of the National Model Railroad Association



NEW YORK CITY CONVENTION

The Fall 1972 NER Convention will be held in New York City over the Columbus Day Weekend with our headquarters located in the Statler Hilton Hotel, 33rd St. and 7th Ave., just opposite Penn Station.

For those of us coming from out of town, it is highly recommended that you use rail transportation if at all possible, due to the high cost of parking in Manhattan. (There is a large free parking lot at the new Metro Park Station, which is adjacent to the P-C main line, the Garden State Parkway, and 1 mile north of the New Jersey Turnpike; frequent train service is provided to the hotel at all hours.) (There is also plentiful parking at the P-C Station in Rye, NY, for those of you coming from New England, but with the new low fares, why not take the train all the way, or as far as you can?

Registrations will start at 6PM, with a program of slides, and movies, and/or club layout visits, at 8 PM.

Saturday's program consists of an even dozen clinics and seminars. Among those listed:

Air-brush Weathering Techniques
Scenery Before--Not After
The Best of Mr. Pullman
Rapid Transit, From A to Z
How I Run My Railroad, Doug Smith
Scratch-building Techniques
Mystery Clinic
Why Narrow Gauge
Detection Circuits

In addition to our regular contest, we will have a Locomotive Finishing Contest;

There will also be a choice of three Seminars: "Craftsman Models From Basic Kits" (extra fare: \$2.50, maximum registration: 15); "SCR Throttles" (extra fare \$20.00, max. reg. 15); "Prototype Operation" (extra fare: \$1.00) Registrations

for these seminars should be made separately, but all Convention Registrations can be sent to Irwin Lloyd, 44 Lincoln Drive, Glastonbury, CO 06033

The Fantrip will start on Saturday at 1 PM, when we will board our own private train for a tour of the MTA Subway, including a lay-over at the BMT Shops and Museum.

The Ladies will have the option of attending a Broadway Show, as part of a full program for our better halves.....

From The Right-Hand Side

It is with mixed feelings that I write this final message as President of the Region, for it shows that I'm nearing the end of the run, one which started three years ago in Bellows Falls.

Back then our membership was at the 500, mark--today it is over 1000, thanks to the fine job by the Bettengers and Ted Ritter.

Our Convention plans, under Jack Alexander, are at the point where we have at least tentative sites through 1975.

Two areas in which we also show solid growth are the Achievement Awards, which Don Robinson has so energetically chaired, and the Model Contest Program, to which Gordon and June Teele have given so much time.

It would be impossible to mention everyone who has lent a hand during my time at the throttle, but with me I'll take many fine memories of the help of those like Jack Brown, Fred Driscoll, John Nelsen, Ira Rotheb Nelsen, Ira Rothberg and Don Finnick.

More behind the scenes were Irwin LLOYD, Watty House, Ivon Preble, Roy Sullivan, Doug Handy, (I thank you all), and the girls such as Edna Sullivan, Kitty Brown, Jean Sanger, and my own Ellen. If by chance I missed anyone, it was only due to over-site, but thanks again to all of you for helping out.

It's the end of the run, now, and shortly the new crew of Graham Harvey and Gordon Teele will take over. I've been assigned to new duty, on the National's Convention Committee, and I look forward to continuing to serve you in that job.

I wish our new Officers well in the years to come, and hope they have as much fun, and make as many friends as I've had and made during my term.

Farewell,
Dick

Editorial, Part II

In keeping with our tradition of not mixing politics with our hobby, we wish to thank the Chief of the N.E.R.F.D. for refusing to issue the fireworks permit which was requested for the

In keeping with our tradition of not mixing politics with our favorite hobby, we would like to take this opportunity to thank the Chief of the N.E. R. F. D. for refusing to issue the Fireworks Permit at the Salem Convention. Contrary to the plans and hopes of some of our brethren, the highlight of that affair was not the Directors Meeting, but the well-run program of fellowship. As with any good convention, we didn't have enough time to see all of the program; of course how many chances do editors get to see and operate a full-size CTC board? (Were we the only two to read the maps given out?) We were highly impressed by the five operating layouts which we were invited to; many good ideas were tucked away for our own future use. And of course it was good to meet all of our old friends again, as well as the many new faces we met for the first time.

Charles Gerow,

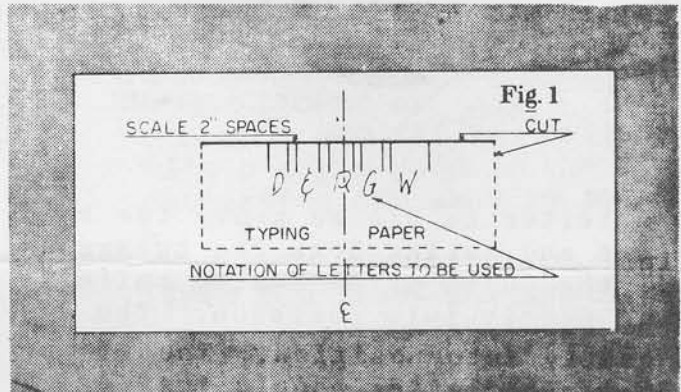
DRY TRANSFER APPLICATION

by Jon MacNeill

This article is of little value for those of you who have already mastered techniques in the proper use of dry transfers. If, however, you have trouble with the way you apply transfers, you might give my methods a try. As with anything else in model building, the key to success lies in how much time a person is willing to take in making a proper setup. A good comparison can be made with machine work--the actual time taken up in cutting a driver flange can be, as little as one minute, but the time necessary to get set up for the job can easily take over one hour. I finally had reasonable success in applying dry transfers ONLY after taking the time to make templates. It takes much longer, but it also takes all of the guesswork out of lining up the letters. So much for the philosophy course.

Begin by taping a plain sheet of typing paper to your drawing

table or work surface. Typing paper is used instead of card stock because it's thin, a help when you're applying the transfers. Next, draw a horizontal line long enough to take care of one line of transfer "type." Measure the width of each letter you need and make a note of it. Decide the spacing you want between each letter (with railroad initials I generally use a scale 2 inches). Once you have all the information, you're ready to lay out the "type" under the line you drew (See Fig. 1).



Now cut out the template, following carefully the original line as well as the dotted lines. Refer again to Fig. 1. Using the masking variety of tape (because it's easy on painted surfaces), affix the template to the car side. Use dividers here and pick a reference point common to both ends of the line. On a freight car, the lower edge of the fascia board can be used. The tape must be placed on either side of the template, not above or below (See Fig. 3). A short piece of tape torn in half lengthwise will be sufficient.

By far the best "tool" I've found for the actual application is the rounded end of a common paper clip. It's small enough to

Lettering Guide For Early Colorado

Narrow Gauge Freight Cars

By WILLIAM M. COHEN

Published by:
THE ROCKY MOUNTAIN REGION
of The
NATIONAL MODEL RAILROAD ASSOCIATION

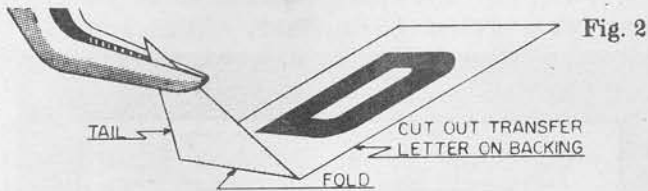
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Denver, CO 80221

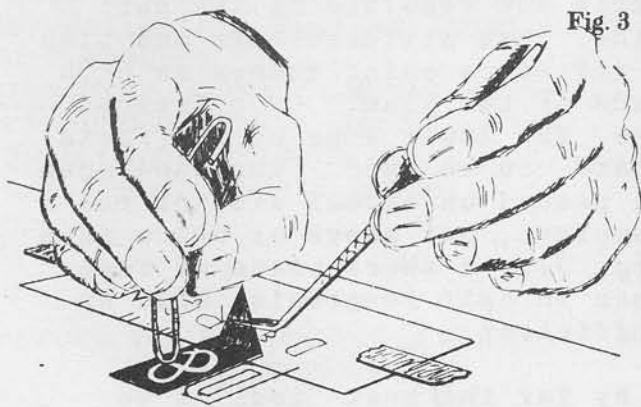
take care of the tiniest letters and is less likely to cause damage to your car side (a ball-point pen can create problems with softwood and/or heavy coats of paint). A paper clip is also more efficient on large letters.

Each letter is cut out from the sheet as shown below. Note the tail left on the end of the letter. When bent upward, this gives you a perfect handle for your tweezers to grasp the letter.



The letter is placed above the template and, using both the tweezers and the point of an X-acto knife, slid gently into position. The bottom of the letter should just touch the top of the template and should be inside the vertical lines allotted to it.

Now, with light and even strokes, transfer the letter to the car side or end.



Follow through with the rest of the letters and you can't miss producing an even lettering job.

When all the letters are in proper place, burnish them with the backing sheet as per the manufacturer's instructions. As a final and important step, carefully run a sharp knife or razor blade through the lettering at the scribe lines. This has the effect of "melting" the lettering into the car side. After cutting, use the edge of the blade to lay the lettering against the inside of the scribes. Now you're all set for weathering, etc.

(Reprinted by permission from the Rocky Mountain Region "Newsletter".)

48 / FT.

Forty Eight to the Foot

A QUARTERLY NEWS LETTER
BY FOR & ABOUT O-SCALERS

DAN B HENON (THE O MAN)
PUBLISHER AND EDITOR

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PROTOTYPE PRACTICES



by charlie gerow, jr.

I've long felt that the drilling, make-up and handling of passenger train "head-end" equipment is one of the all-too-often neglected aspects of model railroading. And yet, here is one of the easiest prototype operations a modeler can copy on his own pike!

There are many types of "head-end" cars: milk, mail, baggage, RPO, express and myriad dual-purpose combinations. Some roads, such as the B&O, Erie, PRR and AT-SF, even handle special box cars as head-end equipment.

Milk reefers can be distributed to team tracks, freight houses, creamery sidings or unloaded during mainline station stops. Milk tankers, on the other hand, are most often sent directly from creamery loading tracks to major processing stations.

Box cars, "pig" flats and other mail storage cars are carried between major cities and postal rail centers in "door-to-door" fashion. This variety of head-end trade is operated on many formats ... sizes and types of equipment in use vary from day to day and from season to season. Mail traffic is often the peak head-end trade during the

winter holiday period, due to the Christmas mail.

Other types of express equipment can be worked enroute or carried between major terminals. "The Fast Mail", an experimental mail run on the Burlington Northern, is a good example of "through" service of a point-to-point nature. Silk trains of an earlier era are another.

The following consist shows the cars handled on a regular basis in a typical mail train on the A&J Railroad:

Milk Refg	(2)	A-D	Ex. Sat.
Milk Tank	(1)	A-E	" "
Baggage	(1)	A-E	Daily
Mail Stge	(1)	A-H	Ex. Sun.
RPO	(1)	A-J	Daily
Mail Stge	(1)	"	"
Express	(1)	"	"
Baggage	(1)	"	"
Coach	(1)	"	"
Coach	(1)	A-D	M-F
Express	(1)	D-J	"
Bag-RPO	(1)	"	Ex. Sun.
Mail Stge	(1)	"	Daily
Mail Stge	(1)	D-H	M-F
Express	(1)	E-J	T-Th-Sat
REX Box	(1)	"	Daily
REX Box	(1)	A-H	"
REX Box	(1)	H-J	"

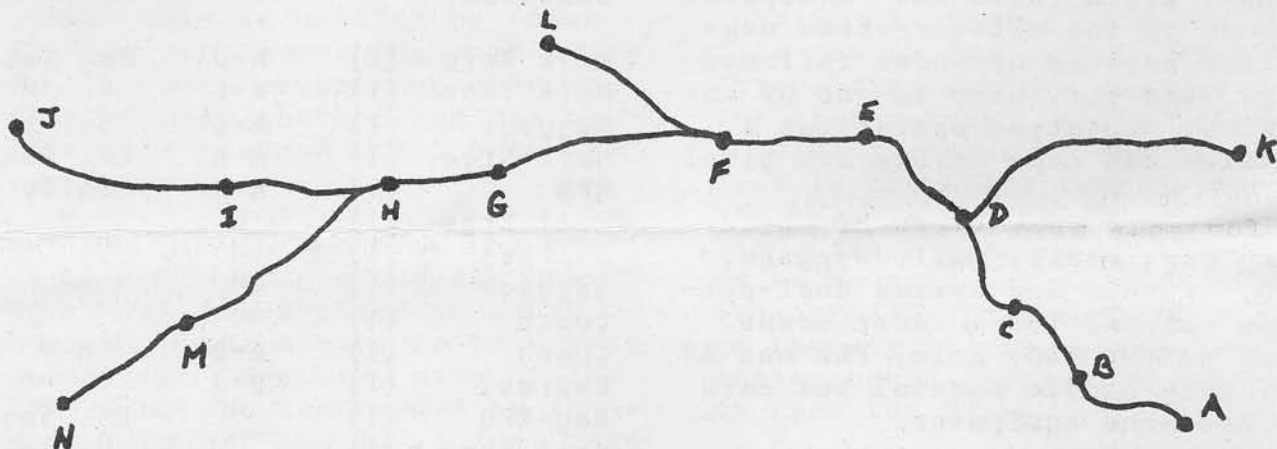
Motive power for this train would be either a 4-6-2 or 4-8-4, or an A-A/A-B-A road diesel lash-up. Not included above is the "rider" coach at the rear--some roads use cabooses, others use combines (the AHM combine is a model of an AT&SF "rider" coach). At least one road I know of used a baggage-dormitory streamline car as its rear-end "rider" coach.

The two milk reefers handle case milk delivered by truck at B, C and D. The baggage car slotted for E carries evening and next-morning newspapers to intermediate stops; the RPO delivers and receives mail at all stops on the "Daily Mail" run. Additional picks and drops are made on-the-fly.

The mail car ahead of the RPO is a sealed car; the one behind is for over-flow mail being processed by the RPO crew. The express and baggage cars are tended by messenger; he handles intermediate-stop on- and off-loadings.

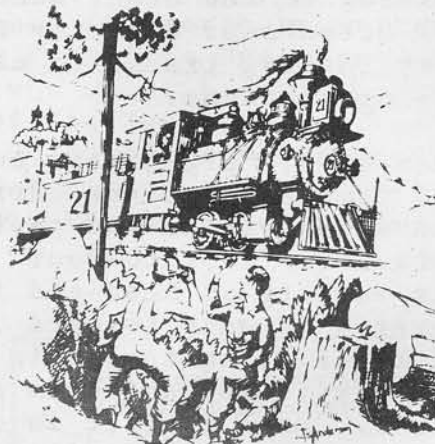
express and Railway Express cars are all sealed, also.

Using this consist and normal routing scheme as a starting point it shouldn't be difficult for a modeler to make up his own "head-end" consists. Each one of you will have different pike requirements determining train lengths and equipment needs; but each also will be missing something by not trying head-end operation. Few of us have the chance to see a prototype "Fast Mail" these days ... but, for those of us who remember, the thrill lingers.



Between A and D, late-evening commuters are accommodated on one of the two coaches carried in the consist. The express car behind the coaches is a sealed shipment.

The second RPO normally does not run on Sundays. If, however, A&J officials anticipate a baggage shipment, the RPO or a substitute baggage car will be spotted in the consist. The two mail storage cars behind the RPO are sealed, and could be pig-flats with trailers on occasion. The remaining



PROTOTYPE PRACTICES



by charlie gerow, jr.

The density of traffic on most of our pikes is heavy enough to make even the busiest of the 12:1 operations jealous; except, seldom does the modeler justify the traffic properly. The prototypes are there to, ostensibly, make money, and we should at least look like that is our aim, too!

One of the best ways of doing the job, as pointed out by John Armstrong (Track Planning for Realistic Operation, Kalmbach) and other knowledgeable authors, is to set the scene for your pike around a junction and/or terminal area.

Urban railroading is fascinating and, although greatly overlooked on this side of the Pond, is readily-adaptable to a modeler with limited room for right-of-way. In fact, a railroad of this type in this situation is prototypical -- due to the inherent high cost of real estate; frequent cuts, fills, tunnels, vertical walls, viaducts, complicated trackwork; and other interesting vignettes occurring within close proximity of one another.

Multi-track mains, handy for the man who enjoys continuous running;

tight yard configurations; compact passenger, freight and engine terminals -- all of these are in perfect harmony with urban railroading.

Operationally, the urban scene has more to offer us: tight curves, resulting in slower speeds; extensive tunneling or subway-type stations create the need for electrification and requisite engine changeovers; interlocking plants and complicated signal patterns show up more frequently -- mainline/mainline and mainline/branch junctions, etc.; reversible current of traffic approaches to downtown depots; short signal blocks. All of these are apparent to the model railroader who takes time to note them.

Been reading your rulebooks? I wonder how many of you took my advice and sent for one (the address is repeated elsewhere in this article)?

There is a whole section on Interlocking Rules, almost all of which may be enforced by brass hats to spice up operations on home and club pikes. ABS (Automatic Block Signal) rules will also apply to most modern prototype interlocking locations, and, possibly, the Traffic Control System rules as well.

This doesn't mean the rest of the book is "out the window"!! Note that the regs exempted are but two; #99 and #D-152, the latter being covered by the characteristics of the system (s) in use (as called for: "...the movement must be protected...").

One rule often thrown aside by model crews is #616 (see also #628 and #670). How often do we see a switcher reverse direction, in many cases right underneath the tower windows, neglecting to clear the block-while necessary turnouts are realigned? With most present interlocking machinesm such a move is impossible under ordinary circum-

**If you're on the Outside
you're missing half
the Fun!**

A small illustration showing a steam locomotive pulling a passenger car, with a person standing next to it. The scene is set against a dark background with some light effects.

National Model Railroad Association, Inc.
Box 1328, Sta. C, Canton, Ohio 44708

stances. Still, the rule makes it an "offense"!

On the heaviest-traveled lines, most often found in the areas under discussion here, a combination of ABS, TCS and Manual Block Signal systems is employed (this is seen on sections of mainline trunks, too). Frequent Block Stations (towers to you "duffers") are employed, each one having an interlocking with intervening automatic block signals. Often a form of TCS is incorporated where two block operators (towermen) must agree, along with the timetable and/or DS, on the established current-of-traffic for one or more, perhaps all, of the main tracks between them. This is handled by interlocking two levers for each track (one in each tower) together so that signals controlling the tracks cannot be cleared until both operators agree.

Those of you who know the basics of operating rules may ask how the MBS rules are applied in conjunction with the others in this type operation. Granted, many of the MBS rules are superceded by those governing ABS and TCS. Just read #251 and #261 again ... see that word "all"?

#305 is modified by #261; #308 isn't used, due to the 15mph restriction being superceded by #261 (Optional #308 applies instead).

#311: see #611 and #613; #315... note that this is the only rule which requires use of a block record (movements sheet), an ICC requirement of all interlocking operators.

#317 is modified by the notes in #99, #605, #254 and #264. Ditto, Rule #318. Regarding #326, modification is accomplished in the first paragraph by #254 and #264.

On Rule #327, see #267, #513-515 and #99.

#335: the blank is normally filled-in with the words "hand signals or dwarfs" (see #628). Most machines and signal installations have provision for dwarfs governing these moves, unless the practice is common enough to call for hand signals.

We started this installment with a discussion on making pikes more realistic through choice of locale and wind up with a brief treatise on operating rules common to one specific type of locale/railroad situation. The intent was to instill an interest in the Rulebook, and the book's application to our "model" operations.

While the choice of an urban locale can be the subject of a most interesting article (and/or book, for that matter), the RULES are seldom discussed to any great degree in the hobby texts. Merely one example was given of how realism suffers because of this neglect. As we've said before, the serious modeler AND those of us who "pretend" to operate in the seriously strict sense should consider it our DUTY to know the Rules.

Indeed, the VERY FIRST rule is that all those affected by the "Book" shall obtain a copy AND carry it at all times for handy reference. How can we ever hope to be "Class I" operators unless we follow Prototype Practices? For those who still haven't gotten a copy of the Rulebook ... contact the AAR, American Railroads Building, Washington, DC. Address your requests to the "Operating Department"!

THE GOLCONDA & ASPHODEL
A Rocky Mountain Railroad

Mary & Herbert Barnes
Lynbrook, New York

NER

SRT

Cocktail Hour will start at 6:30, with the Banquet at 7:30, followed by the Auction, conducted by the famed Hal Fletcher.

Various Mini-tours will be available on Sunday, including trips to the South Brooklyn RR, the Bush Terminal RR, the B.E.D.T., and the N.Y. Docks yard, as well as others. A yard tour will also be held on Sunday afternoon, with a visit to the Hoboken Terminal, and possibly an operating hump yard.

A special issue of the SRT Divisions's "Cannonball" is being sent out to all NER members. However, pre-registrations may be sent to Irwin Lloyd, 44 Lincoln Drive, Glastonbury Conn. 06033. Prices are as follows:

before 9/23---door prices

Full Package:
\$15.00 \$17.50

Family Member, full package:
\$14.00 \$16.50

Ladies Theater Group:
\$2.00 \$2.00

Registration only:
\$3.00 \$3.00

Reg. & Banquet only:
\$13.00 \$15.50

Seminar (extra fares)

Prototype Operations \$1.00
Craftsman Models 2.50
SCR Throttles 20.00
(pre-registrations only)

Hotel Rooms:

Special Prices for NER!
\$18.00 Single
\$24.00 Twin or double

send reservations to:
Front Office Manager
The Statler-Hilton
7th Ave. & 33rd St.
New York, NY 10001

An Editorial, of sorts.....

v n though my typ writ r is an old mod l, it works quit w ll xc pt for on of th k ys. I hav wish d many tim s that it work d p rf ctly. Th r ar 46 k ys that function w ll ough, but just on not working mak s th diff r nc . Som tim s it s ms to m that an organiza-tion is som what lik my typ-

writ r; not all th p opl ae working prop rly. You may say to yours lf, "I am only on p r-son; I don't mak or br ak a program." But it do s mak a diff r nc b caus an associa-tion to b ff ctiv n ds th participation of v ry p rson r lat d to it.

So th n xt tim you think you ar only on p rson and that your fforts ar not n d d, r m mb r and say to yours lf, "I'm a k y p rson in our or-ganization and am v ry much n d d."

(From SCL News, March-April 72)

ANNOUNCEMENT:

The HUB Division regrets that their newsletter, THE HEAD-LIGHT, can no longer be dis-tributed for free, but in the future, only by subscription. The cost is only \$1.00; please write to Jack Alexander, 111 South St., E.Bridgewater, Mass 02333.

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SALEM CONVENTION REPORT

The Spring Convention was a very successful affair, with many members attending; one of its highlights was the number of home layouts which the local boys opened up. Unlike some conventions we have been at, this one had too many programs, and we came away with the wish for more time. This is a situation which future conventions could be well advised to provide.

There were many fine Model Contest entries: John Johnson was the proud winner of the Delaware Trophy, for his HO_{n3} Boxcar; Dave Messer got the HUB's Runner-up Award for his HO Engine House; Charles Hunter was given a special award for the young modeler with much potential. Other winners were:

Other Winners:

Motive Power: Bill Lorence

Pass. Cars: Lee Doone, Ira Rothberg, James Metcalf;

Freight Cars: Phil Lent; Bill Brundage, Ira Rothberg, Margaret Towle; John Johnson, Dick Carpenter;

Maintenance of Way: George Lent, Ray Palleschi;

Structures: Dick Batstone, John Matthews, Bob Van Clef, Peter Watson, Charles Hunter, Ray Palleschi, Charles Tamm; Dave Messer;

Dioramas: Donald Clerke, Herbert Snyder, Robt. Baxter;

Photo Contest: Dick Towle, Jeff French, Henry Groth.

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NER

GSD

BALLOT COMMITTEE REPORT

Returns from the Elections as follows:

President:

VCID	10
Harvey	349*
Mallery	201
Teele	2
Towle	1
S.Pasko	1
blank	9

VICE-President:

VOID	10
Decker	241
Teele	314*
Bettenger	1
Robinson	1
blank	6

AREA REPRESENTATIVES

blank votes: 23

CANADA:

David Mealey 24*

Maine, Vt., N.H.:

Fred Driscoll 37*
Charles Tamm 15

New York State:

H. Wm. Brundage	49*
Glenn Wagner	1
David Messer	1
A. Hogle	1

Massachusetts:

Wm. MacIver	62*
Jack Alexander	53
Skip Hayden	1

Conn & Rhode Island:

Ralph Higgins	67*
Sandy Pasko	28
Stanley Kos	2
Forbes Hauntmann	1

New York City & Long J

Norman Briskman	68*
Marilyn Lorence	47

New Jersey:

Oliver Billings	83*
David Placer	1

MEMBERSHIP BLANK



Ted Ritter, Office Manager
42 Sunset Terrace
Vernon, CT 06066

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() Life Membership \$30.00
() Regular - 5 years \$ 6.00
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STATE: _____ ZIP: _____ AGE: _____ NMRA #: _____ NER #: _____

October 6-9, New York NY.
NER Fall Convention.
Friday-Sunday, 10/6-9, registrations start at 6 PM, The Statler-Hilton, 7th Ave. and 33rd St. @ full days of fantrips, clinics, seminars, auction, and other activities. Information: NER Conventions, P.O. Box 94, Syosset NY 11791.

October 30thth. Elberon NJ.
Garden State Division Meet.
Monday, 10/30, 8 PM, at the NY&LB RR Station. Seminar on Spray Painting of Locomotives, with active audience participation; operation of large club layout. Registration: \$1.50. Information: Bob Judge, 508 Lakewood Road, Neptune, NJ 07753 phone: 201-775-2394.

Nov 5th, Kew Gardens, NY
Westbridge Model RR Club Fall Auction: Hal Fletcher, Auctioneer. Sunday, 11/5/72, at Turn Hall, 44-01 Broadway, Long Is. City, NY. L PM. Donation. Info: A.L. Dunckelman, 98-08 Metropolitan Ave., Forest Hills, NY 11375 phone: 212-268-9147

November 11th, Arlington Hts. Mass. HUB Division Open House. 11/11, 10 AM - 5 PM, at the Arlington Heights Congregational Church on Massachusetts Ave. Donation: 50 cents. For Information: Bill Parker, 65 Coweaset Drive, Brocton Mass. 02401; phone: 617-586-0271

Nov 12, Manchester Conn.
Tri-City Model RR Show
Sunday, 11/12/72, 1 PM, at the Masonic Temple, 25 East Center St., Manchester, CO. Displays, Layouts, Exhibits, White Elephant Table, Door Prizes; donations: 50 cents.

Dec 3rd, Bronx NY. Greater NY Pre-Christmas Swap-O-Rama and Auction, Sunday, 12/3/72 10AM-4PM, at the Samuel Young American Legion Post #620, 1530 Hutchinson River Parkway, Bronx, NY. All scale trains, books and anything railroad. PLEASE NO TINPLATE. Buy, sell and auction; admission \$1.50; with table, \$5.00, both pre-registered. Free Parking. Information: Perry Mastrangelo, 740 E.183rd St., Bronx, NY phone: 212 LU4-0589.

THE COUPLER

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COMING EVENTS

September 23, Everett Mass.
HUB Division Meet. Saturday
9/23. 9:30 AM, at the Ever-
ett MBTA Shops. Tour of Shop
Facilities, Yard, Powerhouse
Information: Bill Parker, 65
Coweset Drive, Brocton Mass.
02401; phone: 617-586-0271

September 23rd, Essex Conn.
The Valley RR 1st Annual Rail
Fans' Day. Regular trains and
railfan extras with VRR #103
and VRR #97 (2-6-2 and 2-8-0)
making scheduled meets and al-
so photo stops. Working mixed
train departs Essex at 10:00
AM, seats available. Much in-
teresting equipment, including
side-rod gas switcher, CNW, CNJ,
DL&W cars, more. Ride trains
all day for \$4.00 ticket. Sit-
down dinner, in former D&H diner
by advance reservations only.
Information: Fan Day Chairman,
Valley Railroad, Railroad Ave.,
Essex CO 06426.

Sept 24, Poughkeepsie, NY;
Hudson Valley Railroad Society
Model Rail oad and Hobby Show.
Sunday, 9/24/72 1-6PM, at the
Oakwood School, Rte 9 and
Spackenkill Rd., Puoghkeepsie
NY. Donation: Adults 50cents,
children a quarter. Largest
show in this area in years:
displays, layouts, movies,
clinics, etc. For Iformation:
Hudson Valley RR Society, Van
de Water Drive, Wappingers Falls,
NY 12590; phone 914-462-3487

October 14th, Morristown NJ.
Garden State Division Meet.
Saturday, 10/14, 12:30 PM,
at the Morris County Museum
of Arts & Sciences, Normandy
Hts. Rd. & Columbia Rd., in
Morristown. Clinics, includ-
ing scratchbuilding switch
machines, passenger car oper-
ation, movies, and operating
club layout (HO). Information:
Ollie Billings, Fox Hollow Rd,
Convent Station, NJ 07961.
phone: 201-583-3413.