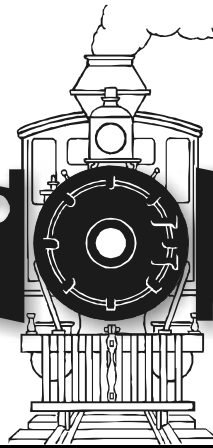


2009 Spring

Meet Issue

# THE CANNONBALL



Official Publication of the  
**SUNRISE TRAIL DIVISION**

**Northeastern Region  
National Model Railroad Association**

**VOLUME 39 ISSUE 1**

**SPRING 2009**

WELCOME to the first issue of the Cannonball for 2009! With this issue we would like to invite you to join the Sunrise Trail Division at its Annual Spring Meet on April 11th. On this page and page 3 you will find directions, the date and time, price of admission, the clinic lists and other aspects of the Spring Meet.

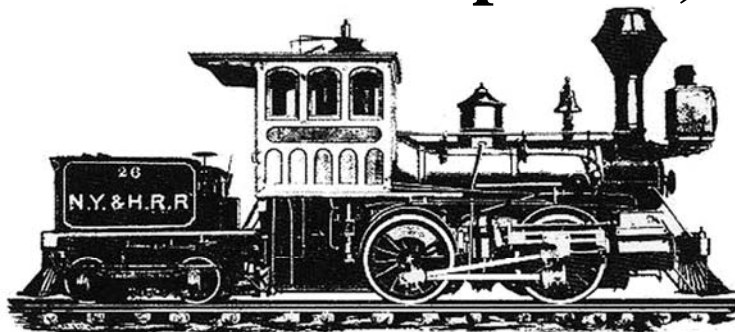
Inside you will also find information about some of the new Contests on tap for this Summer's 2009 Hartford National Convention. Also you will find some articles from Sunrise Trail

Division members. The first concerning correct Railroad terminology the second is an informative article on Structure Building and the third is about local Prototype History.

The inside back cover has details about and a Reservation form for the Sunrise Trail Division's Bus Trip to this years National Train Show in Hartford CT.

The back page as always has a list of select future events so you can plan accordingly. Anyway - Come on in!

\*\*\*\*\*  
**SPRING MODEL RAILROAD MEET**  
**April 11, 2009**\*\*\*\*\*



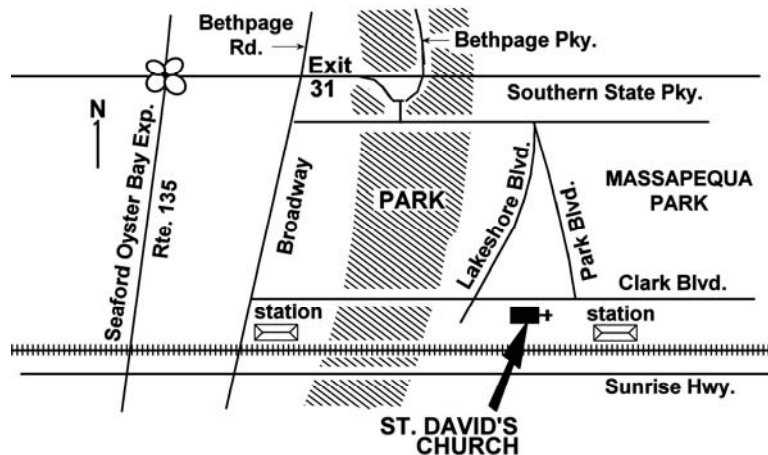
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- Model Contest (NMRA Merit Award Judging)
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- White Elephant Table
- Modular Layouts On Display
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### THE CANNON BALL

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guest commentary / WALTER WOHLKING

### STEAMED

Remember Howard Beale, the character played by late Peter Finch in the 1976 movie, "Network"? At some point during the movie, he leans out of a window and yells, "I'm mad as hell and I'm not going to take it anymore!" Well that's me, more or less, depending on what I happen to be mad as hell about at the moment.

Now maybe I'm not really *that* mad, but I've got a column to write, after all. And maybe I've just noticed what it is that I'm mad about for the column, but my game plan is to clamp a lid on it before it gets out of control. "And just what is it?" I can hear those of you, who haven't already nodded off, ask with cautious disinterest. Well, get ready, and if you're not seated, assume that position immediately, because the wobblers are gonna invade the old pegs when I break the news.

It's the growing use of the word, "steamer", when referring to a steam locomotive, as in the caption for photo 5 on page 64 of the April, 2009 *Model Railroader*, which reads, "The *steamer* is a modified Bachmann engine."

Uh oh! A "steamer" is *what?!!* Hold on. Wait a blinkin' minute. Want to know what a steamer is? I'll tell ya.

It's a clothes presser, an old automobile, a trunk, something to cook vegetables in, or a clam that I try to eat a lot. But it ain't a locomotive, so the sooner we nip that motive power malapropism in the bud (or the butt if it'll get quicker results) the better.

Why is it as I shuffle through the twilight of my years that I want to blame this outrage on some callow youth—some raw, unpracticed, insensitive *Model Railroader* summer intern assigned to picture caption writing? I can just see him. Having heard so much about the much ballyhooed, over-popular transition era (whoops—do I detect another possible gripe?), he's decided to move his model railroad back in time to then from its present, diesel-only period. And now he's teed off because:

1. that brass Erie Triplex acquired for more than pocket change has groaned to a halt and stalled on an 18" curve that his diesels negotiated with panache; and
2. the little Preiser engineer figure he placed in the articulated's cab seems to be flipping him the bird, very definitely adding insult to injury.

Well just suppose, Mr. Wise-Guy-Callow-Youth caption writer, we were to treat what is obviously *your* favorite engine type with similar disdain. Suppose if what was coming at us in photo 5 was the angled snout of a GP9, rather than the clocklike puss of a Baldwin consol, and the caption read, "The *dieseler* is a modified Walthers engine."

Do ya like that? Then why not apply it across the board? I'm sure the trolley guys would jump at calling an interurban freight motor a *motorer*. And let's not leave out the *turbiner*, Rapido's new TurboTrain model. This would be real equality in action. What's awful for one might as well be awful for all.

The late Theodore M. Bernstein, former New York Times editor and professor of journalism at Columbia, once wrote about another of my gripes. "He 'graduated high school' borders on illiteracy," Mr. Bernstein said. "Certainly you wouldn't expect anyone who had graduated from high school to write it."

Well, that's good enough for me to paraphrase before this alarming engine exigency gets out of control. So here goes: The "*steamer* is a locomotive" borders on... uh... well..., "ferroequinological farce."

OK, so it isn't as catchy as Bernstein's, and maybe most people don't know what in hell "ferroequinology" means (literally, the study of the iron horse), but as far as I'm concerned, the point's been made (remember I'm steamed and not to be trifled with).

I need some support on this, however, and not any namby pamby stuff, like letters to the editor. I mean Peter Finch, lean-out-the-window-and-shout support. With Bernstein and Finch long in their graves (and probably rotating like rolling pins if they've gotten wind of this prose), I can't turn to them for any more than what their creativity has already provided. The voice of the people is needed now.

So, people, just think about what we're dealing with here. It's nothing less than the very identity of that hissing, steaming, dripping, chuffing, creaking, clanking, craver of constant maintenance, over consumer of water, coal, and lubricants, and belcher of smoke, soot and cinders; that polluter without peer; that elegant assemblage of dirt, rust and oil streaked iron & steel; that marvelous piece of living machinery and noblest of mankind's creations. The steam locomotive, the steam engine, but not, for goodness sake, the *steamer*.

OK, so where's the nearest window?

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AD BY  
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PLUS ALL THE STANDARD CONTEST EVENTS AT THE...

**HARTFORD NATIONAL CONVENTION JULY 5TH~11TH**

## CLINIC SCHEDULE - SPRING MEET - APRIL 11TH - ST DAVID'S

10:30 Ray Muntz

### *Westbury and the Long Island Railroad*

The LIRR turned 175 this year and Ray will discuss its original purpose and how it has evolved over the years. Ray lives in Westbury and will cover the stations and a "first" that happened there. He will emphasize how this information can be used in modeling.

11:30 Kalmbach Clinics

### *Painting Backgrounds Realistic Layout Operations*

1:15 **Ask the Experts**

The "Experts," Walter Neumen MMR, Steve Perry and "Buzzy Washington" will try to answer any questions you have about any model railroading subject. Please try to present your questions in advance by leaving them in a box at the entrance door.

2:00 Walter Neumen MMR

### *Tortured Tortoise*

If you have a Tortoise Switch Machine that has seen its better days, it may have some life. Walter will dissect one and see if it has any life remaining.

2:30 Sam Berliner

### *First Diesels on the Long Island Railroad*

Sam's slides will focus on LIRR No. 401 which was the first road switcher (a box cab) and other AGEIR units. If time permits, he will talk about 1945 when the first hood units arrived — a Baldwin AS-6, five ALCO S-1s, and a Baldwin AS-6m.

3:30 **Results of Model and Photo Contests  
Swearing in of Officers and By-Law Results**

for further information contact:  
John Mac Gown, 32 Liberty Blvd.,  
Valley Stream, NY 11580  
516-285-0876 E-mail: burlyjohn@verizon.net



## KEEPING THE EMBERS WARM



Part of my job as Contest Chairman of the Sunrise Trail Division is to encourage members to feel comfortable about sitting down at their worktable to have **fun** in constructing a model that

they are going to enjoy building. The intent of this article is to build a simple model without being concerned about having it judged or having to worry about dotting the “I”s and crossing the “T”s. Weather you choose to build from a kit, kit-bash or scratch-build, **build it the way you like it.**

I personally keep a folder of pictures of architecturally interesting buildings as well as articles that I can refer to anytime I catch the “modeling bug”. The model highlighted in this article came from a Sept. 1983 Model Railroader magazine depicting a brick firehouse that was built at the turn of the last century in Orbisonia, Pa. I’ve been putting off building this structure until I happened to come across a product made by Paper Creek Models Works, ([www.papercreek.com](http://www.papercreek.com)) of a sheet of authentic looking brick that I happened to come across at a hobby shop while attending the NER Convention this past September at Syracuse, NY. It was this brick paper that gave me the inspiration to build this brick structure for the article that I had saved for the past twenty-five years.

### STRUCTURE:

The structure pictured is a simple rectangle that I reduced by 1/2 inch in length to give me a building with a footprint of 2 3/8” x 3 5/8” and a height of 3 3/8” at its peak. This final measurement allows the building to easily fit into the space I designated on my layout. Since I like working with wood I decided to frame this building with 1/16 sheet basswood that I had on hand. However, this same building can also be constructed using styrene (.060 plain styrene) or any other preferred material that the modeler chooses to work with.

Additionally, the brick paper overlay that I used around the outside of the building was actually a really good “find” so, in the absence of such a material, clapboard or another material would be just as suitable. The idea here is for the modeler to use materials he is comfortable with and which is readily available.

### CONSTRUCTING THE BUILDING:

#### Walls:

As indicated by **Photo #1**, I cut out the four walls using 1/16” basswood. The most tedious part of this structure is cutting out the openings for the

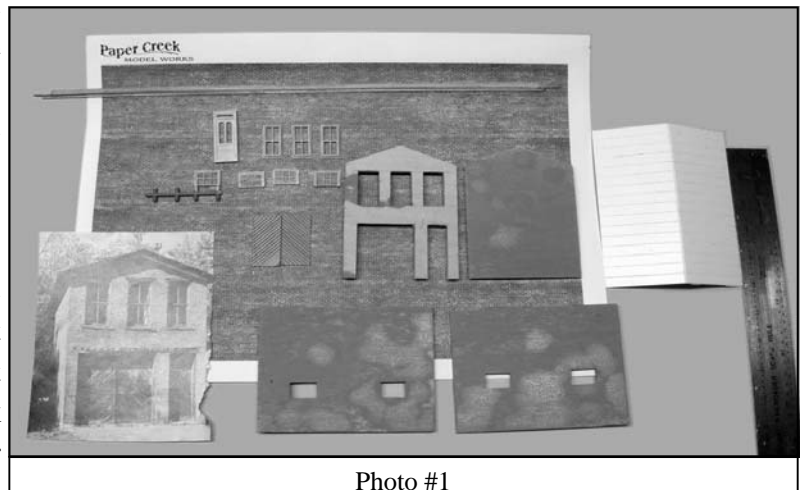


Photo #1

*(Continued on page 9)*

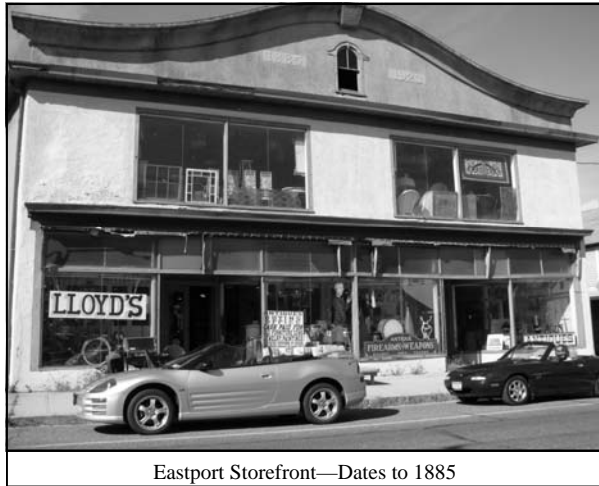
# Prototype History

## KING DUCK

I am fascinated by places. Whenever I visit an area I want to know about the people, how they lived, what they did for work, what was it like to grow up in the area, and all sorts of other pieces and bits of information that give an insight into the lives of an areas residents. Although I have an interest in the present, what I really like learning about is an area's past and how it became what it is today.



Anywhere I visit I at some point have to get out a map to study its location. If I'm fortunate I might even be able to find a nice old map to compare the changes that have taken place over 40, 50, 100 or even 150 years and more. An extension of maps that is available in recent years on the internet is Satellite Photography that let you see just about anything outside on the ground clearly and identifiably. If you haven't looked into this yet it is a great tool

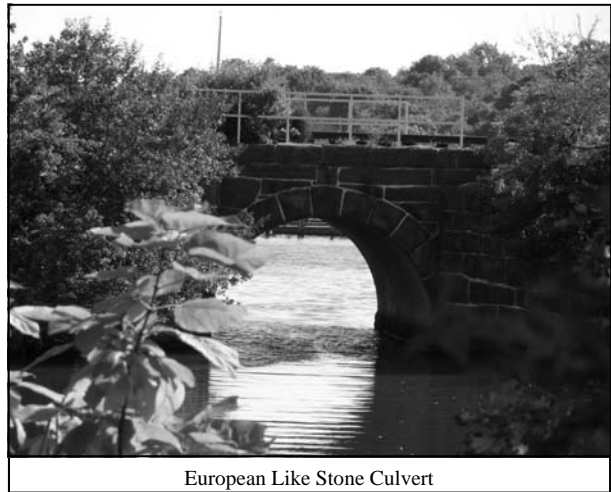
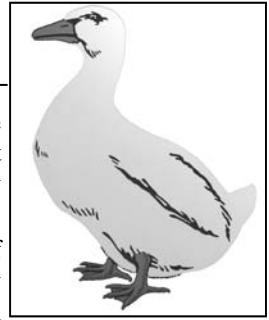


for finding current sidings, freight customers and even abandoned ROW. Remember the Railroads put a tremendous amount of work into engineering that ROW to be flat and straight.

Another thing that's great is finding old post cards, photos in books and the old time Birds-eye-view (Panoramic) maps. These kinds of items really help us to

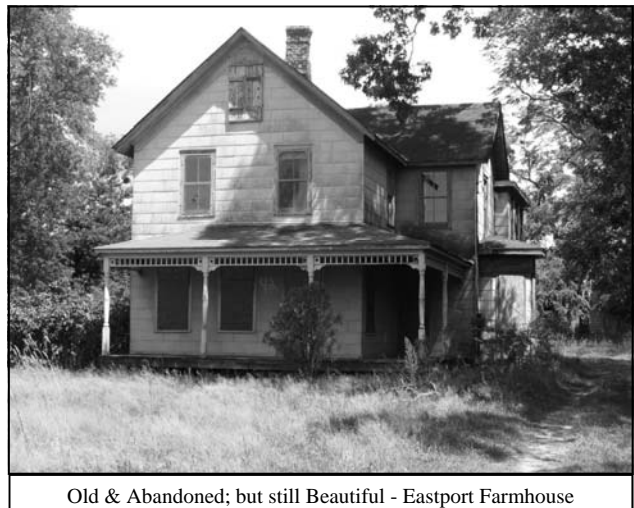
find things may not have changed too much from the past or things that have completely changed.

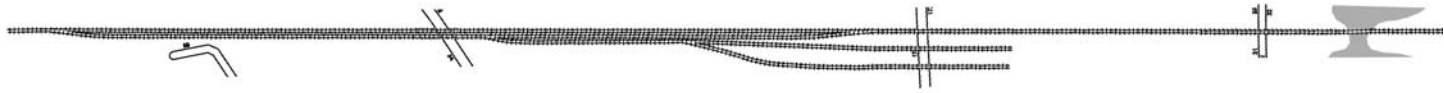
The wonderful aspect of these interests of mine is they back-up and support my Model Railroading. Just about any location of population density that you visit today at sometime in its history had a Railroad connection. Perhaps you have even been in a small city, town or village that has a Railroad Station, Depot, or even sidings although there is no sign of a Mainline anywhere coming in or leaving. Then when you get out that old Railroad map you discover that there



were 2 or 3 different Railroads coming through this little nothing of a town.

The New York & Atlantic 2008 Calendar got me thinking about a quiet little corner of Suffolk County with a very industrious past and a bit of International Fame. If you have the New York & Atlantic 2008 Calendar take a look. The front cover shows two NY&A GP38-2s and a NY&A MP15AC delivering a Covered Hopper to one of their customers, Eastport Feed, in Eastport NY. Of





course before Eastport Feed was a freight customer of the NY&A they were a customer of the Long Island Rail Road.

**Our Story**  
**Some Background History**

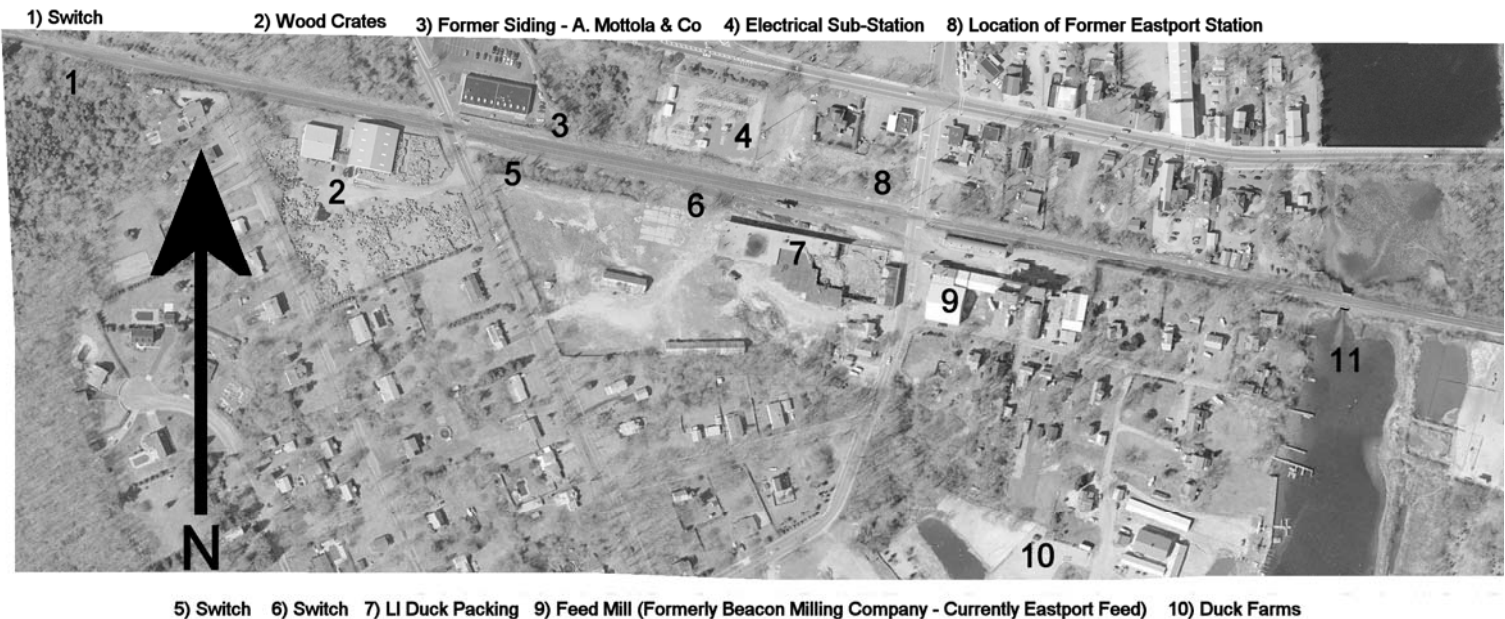
Since Colonial times ducks were raised on the family farms of the first Long Islanders. Our Story however begins much later in the late 1800's in fact. FoodReference.com conjectures that all of the Pekin ducks (not to be confused with "Peking Duck" - which is a method of preparation of the duck and not a breed of duck) in the United States are descended from nine ducks imported to Long Island in 1873. Not long after 1873 area farmers realized that Long Island's south shore was perfect

for its Model Railroad use as a track plan for a simple switching layout, micro-layout, or its use as a Layout Design Element for a larger layout as promoted by Tony Koester.

**Eastport**

Barely 1 1/2 square miles - Eastport started out as two communities Seatuck and Waterville. Gristmills were built at the heads of local creeks, one as early as the 1730s, and farming was the mainstay. The two hamlets joined in the 1850s and hoped to be christened Seatuck, but the U.S. Post Office nixed the idea. Seatuck was too close to Setauket. The runner-up was Eastport.

Eastport Families with names like Hallock, Corwin, Tuttle, Raynor, Jurgielewicz and scores of others owed



for raising Pekin ducks. And, Pekin duck could mean a very good living. The major duck producing areas of LI, all in Suffolk County, were mostly in the vicinities of the Moriches, Speonk, Aquebogue, Flanders, and Eastport.

At one point so many ducks were raised and processed in Eastport that it was known as the Duck Capital of the world. This came about and was made possibly when the Long Island Rail Road came to Eastport and this is where the railroad part of our story picks up.

This story of the Eastport duck and the LIRR could be read for its Long Island history, its LIRR history, or

their livelihoods during the later 1800's and early 1900's to the lowly duck. By 1900, 29 farms dotted the Eastport landscape, whittled to 15 by the late 1940s when Long Island produced 6.5 million of the ducks going to market.

**The Duck That Almost Wasn't**

Ironically if it weren't for a few key circumstances the Iconic Long Island Duck might never have been. The LIRR was originally conceived to cut the travel time between New York City and Boston and the Main Line was built in the straightest shortest most level line through the Long Island Pine Barrens to Greenport NY



to meet the Ferry to Stonington CT. Interestingly enough the Pine Barrens are aptly named, and the Long Island Rail Road was built far from the populated North and South Shore farms & villages of the Island. Just a few short years after reaching Greenport the "impossible" all rail line from New York, through Connecticut, to Boston was merged together and the LIRR had to find new sources of income. While the LIRR had at least tapped into the rich farming communities of Long Island's North Fork and the docks of Greenport it had missed other vast opportunities along the way.

The South Side Rail Road of Long Island filled the void along Long Island's South Shore building a line from Brooklyn out to Babylon, then to Islip and onto Patchogue. The management of the LIRR noticing the eastward progression of the SSRRLI decided to head them off and get out to the South Fork of Long Island

limited to the benefits of making Long Island more accessible to the rich, the Railroad also expedited the movement of processed duckling off Long Island and into New York City. The winds of change had begun to blow.

Around 1937, the Eastport Duck Packing Plant opened and by the 1940s, the Eastport Duck Packing Plant employed 85+ employees processing up to 3,000 ducks per day. More than 6.5 million ducks made it to market from Long Island in the late 40's. In 1962, the Long Island Duck Farmers Co-Op, owned by a group of eight farmers, modernized a new plant that at its peak could process 20,000 ducks a day, with 200 workers.

The trackage in Eastport as it is today can be seen in the accompanying graphics. While it is almost impossible to state with complete certainty all the Railroad elements of Eastport from the 1870's to the 1950's we can

12) Old Wood Automobile Bridge

13) School



11) Stone Culvert 12) Old Bridge

14) Bus Company

15) Plate Girder Bridge over Montauk Highway - (Suffolk) County Route 80

first. In the 1870's the Long Island Rail Road built the new branch out to Sag Harbor. Originally the plan was to create a juncture in Riverhead but that was rejected by Riverhead and the juncture was moved west to Manor (ville). The ROW connected Manorville with Eastport and than it continued northeast to Speonk, West Hampton, Hampton Bays, Southampton, and Bridgehampton terminating in Sag Harbor. The new branch out to Sag Harbor reduced the trip from New York City down to only a four-hour jaunt. The area began to receive an influx of summer visitors with many of the wealthy building summer homes on the Hampton Beaches. Not

get a fairly good picture from resources available to us today, some of which I list at the end of this article. Here are the conclusions I came to which of course are open to correction. The LIRR came down from Manor(ville) and continued east. The abandoned ROW between Manorville and Eastport can be seen on Google Maps and on maps found on the University of New Hampshire online Library. I found a reference that mentioned there was a wye in Eastport. From the description of the wye I believe it was located where today's present trackage heads southwest from Eastport towards East Moriches. Coming off the wye a train would head either northwest



to Manor(ville) or to east towards Speonk, Quogue and the Hamptons. A close look at the map on the front cover of the "Historical Profiles of Eastport Speonk/Remsenburg Westhampton" (see links) from the Town of Southampton shows trackage for the South Side Railroad of LI in Eastport south of the LIRR Trackage but from what I have found the South Side did not make it to Eastport until after it had been acquired by the LIRR. The Trainsarefun website shows a siding to A. Mottola Co. and a siding north of the mainline crossing Seatuck Ave. I couldn't find any other reference of this siding or company, and I even asked someone about it who grew up in Eastport in the 1930's. He remembered the Eastport Station, the Feed Mill, the Freight House, and going with his father to pick up farm equipment shipped to

them on the railroad, but he had no first hand recollection of the A. Mottola Co. or the siding.

### **Greenport Scoot**

One last piece of information I found interesting is that the Greenport Scoot was originally a designated train that ran from Sag Harbor to Eastport up to Manor than east terminating in Greenport. In Greenport it would be turned for the return trip to Sag Harbor.

### **In Conclusion**

To this day the phrase "Long Island Duck" is synonymous with nearly every farm raised duck in the United States, for culinary purpose. So although many of the families have relocated their duck farms off of Long Island they retain their LI roots and trace their flocks heritage back to the first Pekin Ducks original brought to Long Island in late 1800's, and to the markets opened by the arrival of the Long Island Rail Road.

Where to Find More: "History of Eastport, L.I., N.Y., 1775-1975," by LeRoy Wilcox

<http://www.longislandgenealogy.com/ducks.html>

<http://www.town.southampton.ny.us/areastudy/hiselect1.pdf>

<http://www.culverduck.com>

<http://www.trainsarefun.com/lirr/eastport/eastport.htm>

<http://arrrts-archives.com/sagh6.html>

<http://maps.google.com/>

<http://docs.unh.edu/nhtopos/nhtopos.htm>



(Continued from page 4)

windows and doors. When the openings for the windows and doors were cut and test fitted, I braced the inside of the four walls with 1/8" square basswood to prevent warping when I use glue to apply the brick paper.

### Doors & Windows:

The entry door was changed from the photo to a more Victorian style door that I had on hand. The three, second story windows were kit-bashed from a Tichy 4 over 4 double hung window which I framed with 2"x 6" scale lumber. These windows, when placed in the openings, were positioned upside down and reversed to closely match the photo. I painted the windows and door with Floquil reefer white, when dried I brushed on India ink diluted with rubbing alcohol to give them a wood look effect.

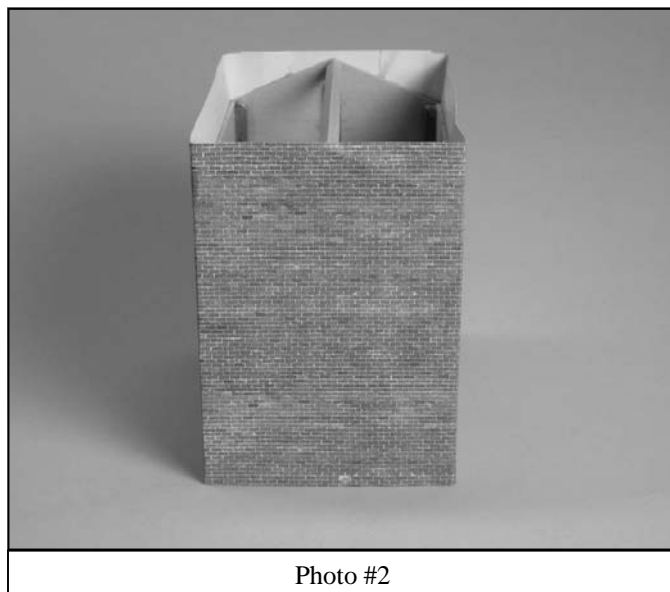
As I mentioned earlier, only a small amount of effort was required for me to match the prototype that I chose to duplicate. However, even in duplicating a structure a modeler can still do a little "freelancing" to bring out his own creativity.

For example, although the structure had no windows on either side, I elected to place 2 small windows on each side so that the flat brick walls would not look so plain. \*An important step here is to pre-fit the windows and doors into the walls to be sure everything fits before gluing the basic structure together. The large front door was made with 1/16" scribed siding cut at a 45-degree angle (as per photo) with a scale 4"x 4" wood post in the center. Additionally, I added a sign on each side of the building as well as an exhaust vent to give the sides more interest. Once everything is test fitted all I had to do was glue up the four walls into a rectangle matching the above footprint. It is important to have the four corners perfectly squared.

### Brick Sidings:

After giving a little thought on how I was going to apply the brick paper, I decided to wrap the brick paper around the wood structure just like the prototype does when they use the Tyvek wrap to seal up a house. I used Aleene's Tacky Glue for my

adhesive. I've used this product before with paper and Campbell's Aluminum siding with good results. Working with a brick sheet that measured 10" long by 3 1/8" wide [the height of the structure to its peak] I applied glue to the front of the building and then placed the front of the structure face down, squarely in the middle of the sheet. I didn't want any seams showing on the front, plus having to cut out the openings for the windows and doors I wanted as much brick paper to work with as possible. Gluing one side at a time, I gently positioned



the brick paper on the front wall making sure the brick rows were horizontal to the flat surface of my worktable. I then applied glue to one sidewall and gently folded the sheet around the corner making sure the brick remained horizontal to the surface and the corner had a sharp edge to it. The opposite sidewall was applied the same way. The sheet of brick was not long enough to completely wrap around the entire structure leaving the rear wall partly uncovered. Since the rear wall would not be visible once the building was in place, I cut and glued a small piece to cover the exposed wood. Thus, bricking the entire building as seen in **Photo #2.**

Once the glue had dried [very important] and with a new X-Acto blade, I trimmed the excess brick paper from the top of the four walls and then cut out the openings for the doors and windows. I wanted the openings to appear to look as if the

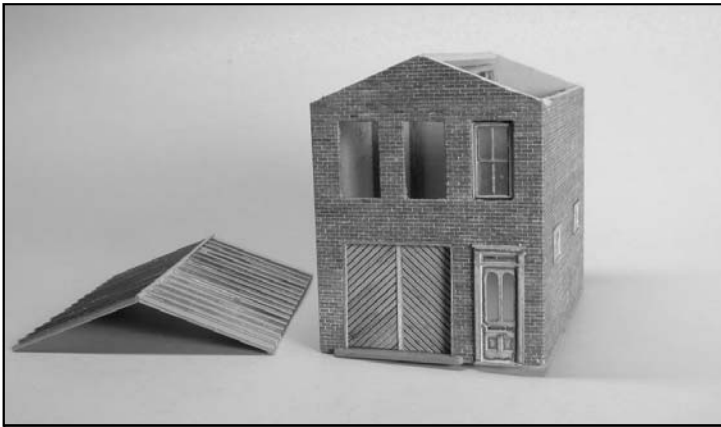


Photo #3

brick wrapped around these openings as well, so I cut out the openings by first making a cut down the middle of the window space and wrapped the brick into the window openings after I applied glue. Again making sure of nice sharp corners. I applied glazing to the windows before permanently installing the windows and doors in their respective openings. See **Photo #3**.

#### Roofing:

Since the building called for a sheet metal roof, I used Evergreen Styrene Metal Roofing with a ¼” spacing that I had on hand. I cut two pieces measuring 1½” x 4” long and sprayed the two sections with Wal-Mart’s Aluminum spray paint in a can [which I had on hand], I secured the roof to the structure using rubber bands after applying Aleen’s Tacky Glue to the top of the structure. I weathered the roof with Dullcote and pastels to give it a much worn appearance. For the exposed wood under the eaves and around the windows and large door, I used scale lumber with a wash of India ink and alcohol and then dry brushed with Reefer White to give the wood a weathered look. I used wood brackets that I had left over from another project for under the roof eaves.

#### Completing the Structure:

I completed the structure by adding a chimney, roof vent, the light over the front door and signs from my collection of items gathered over the years. See **Photo #4**.

As mentioned in the beginning of this article, I intended to create this building into a Firehouse as originally pictured. However, when I started looking through my sign folder I came across the Grusom Casket Co. sign and since the structure was taking on a somewhat eerie appearance I felt this sign was more appropriate...**and so**, the firehouse, when somewhat freelanced, became evermore



Photo #4

known as the “Grusom Casket Co.”!

So for a buck and a half [the cost for using a half of one of the two sheets that came in the Paper Creek package] a was able to build a nice little structure in a couple of evenings to fill in a piece of real estate on my Island Central Railroad.

#### Moral of the article:

**DO IT NOW, KEEP IT SIMPLE, HAVE FUN.**



welcomes...  
new to the Division since the last issue

Richard Chiarello  
Vincent Dirubio  
Ned Schwartz

Garden City  
New Hyde Park  
Wantagh

Registration Deadline is June 27th 2009

\*\*\*Bus Trip\*\*\* Bus Trip \*\*\*

# THE NATIONAL TRAIN SHOW®

★ Saturday-July 11, 2009

Connecticut Convention Center  
Hartford, Connecticut



☛ Sponsored by

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Northeastern Region, NMRA

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#1 — 6:00 a.m. ➤ Melville, (Park & Ride - Route 110 & I495)

#2 — 6.45 a.m. ➤ Hicksville, (Broadway Mall by Target)

#3 — 7:30 a.m. ➤ New Hyde Park, (Stop & Shop Shopping Center Parking Lot)

## ➔ **BUS TRIP RESERVATION** ◀

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c/o FERNAND WASHINGTON  
179-65 SELOVER ROAD  
JAMAICA, NY 11434-3411

**Saturday - July 11, 2009 (Registration Deadline is June 27th 2009)**

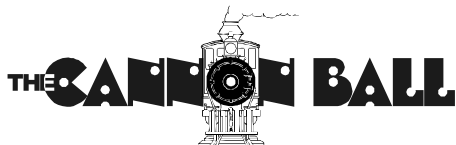
● NAME: \_\_\_\_\_ ● PHONE NUMBER: \_\_\_\_\_

☛ ADDITIONAL NAMES: ② \_\_\_\_\_ ③ \_\_\_\_\_ ④ \_\_\_\_\_

☛ \$40.00 per person ● Include Round Trip Bus Fare and Admission to the "TRAIN SHOW"

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HUNTINGTON NY 11743

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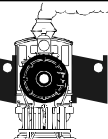
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STAMP  
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**IN THIS ISSUE**

WALTER GETS STEAMED  
HOWARD HAS SOME FUN  
2009 SPRING MEET APRIL 11TH  
HARTFORD NATIONAL STDIV BUS TRIP  
EASTPORT - DUCK CAPITOL OF THE WORLD

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Please send a completed copy of this form and a check made payable to the *Sunrise Trail Division* to:  
**Walter Wohleking, 5 Howard Drive, Huntington NY 11743-3032**

LOCAL

- Mar 22 8:30AM-1:00PM Northern Spur Train & Swap Meet - K of C Hall, 400 South Broadway, Lindenhurst NY Admission \$4.00 under 16 free w 1 paid - (631)666-6855
- Apr 11 10:00am-4:30pm STDiv Spring Meet - St. David's Lutheran Church, 20 Clark Blvd., Massapequa Park - John Mac Gown 516-285-0876 burlyjohn@verizon.net
- May 31 2:00PM-5:00PM STDiv Board of Directors meeting - 149 Clark Blvd., Massapequa Park NY - Walter Neumen - (516)798-0575 - mmmr205@verizon.net
- August 29 & 30 RMLI Riverhead - Railroad Festival - 416 Griffing Avenue Riverhead NY www.rmli.org
- Nov 7 10:00AM-5:00PM STDiv Fall Convention, TBA
- Nov 7 6:00PM-9:00PM STDiv Awards Dinner, TBA
- Jan 2010 TBA STDiv Winter Meet TBA

NORTH EAST REGIONAL / NATIONAL

- July 5-11 2009 National Model Railroad Association Convention - The Connecticut Convention Center, 100 Columbus Boulevard, Hartford, CT <http://www.HN2009.org>
- July 10-12 2009 NMRA National Train Show - The Connecticut Convention Center, 100 Columbus Boulevard, Hartford, CT [www.nationaltrainshow.org](http://www.nationaltrainshow.org)
- September 9-12, 2010 - 2010 NER Convention- Sheraton Burlington Hotel and Conference Center - Burlington, Vermont [www.nernmra.org](http://www.nernmra.org)

RECURRING (NMW means "new members welcome")

- 3rd Fri of each month, Sep-Jun, NRHS L.I. Sunrise Trail Chapter (NMW) meets 8:00PM-10:00PM at Christ Episcopal, Carl Ave & Prospect St, Babylon [www.nrhs-list.org](http://www.nrhs-list.org)
- 3rd Fri of each month, Sunrise Trail Model RR Club (NMW) meets at its HO scale layout in Farmingdale, Mark Conca 516-752-0636
- 1st Tue of each month, Long Island Model RR Engineers (NMW) meets at its multi-scale layouts at 3661 Horseblock Rd, Farmingville 631-345-3415
- Each Wed, Rockville Centre Model RR Club (NMW) meets 8:00PM-10:00PM at its HO scale layout, 200 Sunrise Hwy, Rockville Centre, Duane Yorke 516-520-2996
- 1st Mon, 2nd Tues, 3rd Wed, 4th Thurs 8:00PM (NMW) The Great South Bay Model Railroad Club (HO Scale) - 9 North Long Beach Ave Freeport - Kevin McKay (516)223-9357

DOWN THE TRACK