

# THE COUPLER

NMRA NORTHEASTERN REGION



Embracing Operations  
on the B&M, NH Div  
*Page 10*



No. 267      OCTOBER - DECEMBER 2017



Layout on Tour:  
CN Plymouth Division *Page 4*

Newport Convention Update  
*Page 7*



Open Doehr	2
News and Events	3
New Members	3
A Railroader's Railroad	4
Newport Convention Update	7
Open Loads	8
Tom Oxnard Embraces Ops	10
Made in the NER	14
Workin' On the RR	15
Billboards for Your Pike	16
Division Roundup	17
Great Train Extravaganza	18
NER Brass	20

## COVER PHOTO

Borrowed CSX power sets out container cars as a local pulled by a former Conrail unit now painted for Canadian National speeds by with an automobile train on Wally Brady's layout. It is one of many layouts on tour during the 2017 NER convention based in Newport, RI.

Photo: Bob Peters



[www.nernmra.org](http://www.nernmra.org)

## THE COUPLER

The official publication of the  
Northeastern Region of the  
National Model Railroad  
Association

Issue No. 267

### EDITOR

JEFF PASTON

315-682-8144

[editor@nernmra.org](mailto:editor@nernmra.org)

### CONTRIBUTING EDITOR

MIKE TYLICK MMR

### COPY EDITOR

STEVE RUSSO

### CIRCULATION

MARK HARLOW

[nerofficemanager@verizon.net](mailto:nerofficemanager@verizon.net)

### PRINTING

RAPID PRESS

Stamford, CT

©2017 Northeastern Region NMRA

*The Coupler* is published four times a year by and for the members of the Northeastern Region of the National Model Railroad Association. Subscription rate is \$10.00 per year. Any items related to the activities of the Northeastern Region and its member divisions are gladly accepted by email. Photos submitted must be high resolution of at least 300 dpi in order to be considered. Please send change of address to [nerofficemanager@verizon.net](mailto:nerofficemanager@verizon.net).

## FROM THE EDITOR . . . By JEFF PASTON

You almost feel like a conductor running this train called *The Coupler*! Every issue requires a certain balance so you, the reader, find something of interest across a myriad of subjects.

This time, we're giving you some bonus pages thanks to the generosity of the Great Train Extravaganza set for Albany, NY, on December 3. Because space is tight in our new format, we offered the GTE folks a chance to sponsor extra pages that includes a full page advertisement and a feature story for their event.

It also provided us extra space to give you a roundup of what our NER divisions are doing. On another page, our print subscribers can make use of some *authentic* automobile billboards from the 1940s and 1950s.

Many years ago, I saw these billboards papered on the exterior of a museum in Syracuse, NY, devoted to automobile memorabilia. I photographed them "just in case." You never know when you might need a model railroad billboard! I'm really glad I took the pictures because the museum and these billboards

are no longer there.

I hope you have made reservations for this year's NER convention in Newport, RI. I know I have and am looking forward to the many unique attractions. The convention committee brings you up to date on its plans on Page 7 of this issue. On Page 4, Contributing Editor Mike Tylick gives us a look at Wally Brady's railroad, one of the many layouts that will be on tour during the convention.

And, in this issue, we give you not one, but two "Empire Builder" features! Master Model Railroader Tom Oxnard shares his Boston & Maine-themed layout and explains how he has embraced operations on it. His story starts on Page 10.

Mike Tylick returns on Page 14 with another "Made in the NER" feature — the story of Audio-Visual Designs. The company is well known for its railroad postcards and Pennsy calendars.

We round out the magazine with one of my favorite model railroad topics. Jeff Hanke shares the fun of adding those "little details" in his "Workin' on the Railroad" column on Page 15.



## OPEN DOEHR By JOHN DOEHRING NER President

# Nothing Happens Unless First a Dream

I believe I first heard the idea from leadership expert Lou Tice, who explained that 'first you see, and then you do – you don't do first.' And poet Carl Sandburg wrote beautifully that, "nothing happens unless first a dream." Today, I also appreciate the neuroscience behind this concept – human beings are vision driven creatures, and this capacity to dream and do is a big deal.

Model railroaders might be even more highly vision driven than the average. After all, many of us spend years designing entire railroad schemes, endless landscapes to build them through, and completely fabricated histories to explain their very existence. Roger that on the dreaming stuff.

So too, it is (or should be) with our organization, the NMRA – and more specifically our Region, the NER. We'll all benefit, if in the NER, we have a sense of clarity (and consensus) about who we are, why we're here, and where we want and need to go together. That's why a few of us, building off of the tremendous input we received from the 2015 NER member survey, have been working on (and have now largely completed) a five year *strategic plan* for the Region. Our objective in this effort is in part to paint a more deliberate picture of what we want to accomplish (by 2022) as an organization of scale model railroaders. We'll have more details of this plan to share with you this fall, and as always, I want to encourage you to weigh in, add to, and improve on our thoughts and ideas with your own. A good strategic plan is always in beta-mode, being used, tested, and made better. And as Dwight Eisenhower once reminded, "plans are nothing, planning is everything."

The long and short of our NER vision is pretty simple: *we want to get better and better at*

*providing value and fun for NMRA members in the Northeastern Region.* Through this effort, we expect to *grow* our membership numbers (forget what you read about in declining membership – this is up to us). Growth will bring in new railroaders, modelers, connections, and friends. We also expect that the NER leadership team will develop and grow larger and stronger along the way, as more members see the possibilities (and the needs) of serving our association. And of course, we want to minimize the administrative side of things while maximizing the experience and fun associated with *trains*. Pretty simple!

NER leaders have already made some great strides over the last two years – especially with improvements to *The Coupler* and with our regional conventions. Next up on our work plans are an overhaul of the NER Web site, new efforts at recruiting and member outreach, and additional and creative ways to support our divisions. We're also looking this summer at the regional governance model, with possible changes this fall and regional elections next year. Meanwhile, we have a new division (Lakeshores) in western New York, and an initiative to create a new division elsewhere (still a secret!). *Things are on the move in the NER – because Nifty Fifty leaders are stepping up and getting stuff done!*

Finally, we're now closing in on convention time, and I hope that you're planning on joining us in Newport this November for *Rails to the Gilded Age*. There's still time to register, but do it now – activities and rooms are filling up! Come be an active part of your association and your tribe – and learn, grow, have fun – and be inspired. Remember, nothing happens until you dream your own dream.



## Dick Johannes 1947-2017

On July 12, the HUB Division lost one of its most beloved members. Dick Johannes MD (Doc) passed away at 70 years old from an apparent heart attack after returning home from a morning exercise class. Needless to say, the many members who knew him were stunned at the news. His contributions to the organization were staggering and he will be greatly missed.

Dick joined the HUB in 1995 and served on its board from 1997 to 2016. He was the HUB president from 2008 to 2011, after which he took over the directorship of the New England Model Train EXPO (NEMTE) from 2011 until his death. Dick was awarded the *Don Pierce Award* in 2011 for his contributions to the HUB.

He was a true model railroad enthusiast and was crazy about the HUB Division for which he felt there was nothing else like it in the world. Dick gave several clinics at RAILFUN, Spring TRAINing, NER Conventions, and National Conventions, particularly on signaling, his latest model railroad passion.

He became a major force in the HUB modular layout signal project, for which he had to learn all about railroad signaling to make the project a success. It was developed in time to be displayed at the Cleveland National N MRA Convention in 2014 and was a great attraction at the National Train Show.

Another of Dick's favorite interests was hand-laid track and turnouts. When the Fast Tracks™ tools came to the market, it was a dream come true. He proceeded to buy the tools and hand lay every switch on his Newton, MA, layout, called the *Guilford Rail System, Newton Center Division*. In fact, he gave a clinic on hand-laid track just this past winter at RAILFUN.

He was renowned for his customized detailing of Guilford locomotives. He wrote an article about locomotive detailing for a recent issue of *Railroad Model Craftsman*.

With respect to the modular group, and using his medical contacts, he arranged for the HUB modular layout to be displayed at the Children's Hospital in Boston for a number of years. Another of Dick's more notable contributions to the HUB included obtaining a grant from his employer, Cardinal Health, to fund the purchase of a new trailer for the Modular Group at a time when money was in short supply in the treasury.

His management of the NEMTE since 2011 turned the show around, and was instrumental in its success over the last several years to re-establish the HUB show as one of the biggest and best train shows in



the Boston area.

Dick had been a doctor in an emergency room in Baltimore at Johns Hopkins in his early career. On three occasions, he had to render medical assistance to HUB members at gatherings. We all felt a little more secure knowing we had a doctor in our midst.

Many members have stories and enjoyable memories of Doc. He was very well read and informed, and a great talker and joke teller. Unfortunately, there will never be another guy like Dick coming our way. We can only be thankful and fortunate that we had him in our midst for the time that we did. Certainly he will always be remembered and greatly missed. — Ken Belovarac  
(Adapted from the HUB Headlight; Sept-Oct 2017)

## NER Leadership Changes

There are some changes of NER Brass to report. Peter McKenney has stepped down as treasurer, replaced by Roger Oliver, who will add Region duties to his job as convention treasurer.

David Abrames is the NER's new Webmaster, taking over from Ed Hinton, who has relocated out of the Region.

Ed O'Rourke of the CNY Division has been named as New York State director; and Jim Rizzolo is the Region's new Membership Committee chair.

NER President John Doebling thanked McKenney and Hinton for their service, and welcomed the new staffers.

## \$40 Million Model RR is NER's Newest Attraction

Add another attraction to your bucket list! America's answer to Hamburg, Germany's *Miniatur Wunderland* is *Gulliver's Gate*, and it's right here in the NER located just off Times Square in New York City.

The 49,000 sf HO scale model railroad display is reported to have cost \$40 million to build. It has renditions of a hundred landmarks amid scenes from around the world.

We hope The Coupler can bring you a bigger look at this "Exploring the NER" attraction in a future issue. In the meantime, check out the Web site at <https://gulliversgate.com/>.

The New York City scenes at right give you an idea about the level of detail at Gulliver's Gate. There are thousands of HO plastic people, and plenty of automobiles as well.

## THE COUPLER Deadlines

NOVEMBER 18 – Jan-March issue  
FEBRUARY 16 – April-June issue  
MAY 18 – July-Sept issue  
AUGUST 17 – Oct-Dec issue

### NER ANNUAL MEETING

The annual meeting of the Northeastern Region, NMRA, will be held at the Atlantic Resort Hotel in Newport, RI, on Sunday morning, November 12.

### CONVENTIONS

October 12-15: MER Convention – *The Susquehannock*; Harrisburg, PA  
<[www.mer2017.org/](http://www.mer2017.org/)>

November 9-12: NER Convention – *Rails to the Gilded Age*; Newport, RI  
<[www.newport2017.org](http://www.newport2017.org/)>

September 13-16, 2018: NER Convention – *The Erie Limited 2018*; Mahwah, NJ

### SHOWS

November 4-5: *Great New York State Model Train Fair*; State Fairgrounds; Syracuse, NY  
<[www.modeltrainfair.com](http://www.modeltrainfair.com/)>

December 2-3: The HUB-sponsored *New England Model Train EXPO*; Best Western Royal Plaza Trade Center, Marlborough, MA

December 3: *Great Train Extravaganza*; Empire State Convention Center; Albany, NY  
<[www.gtealbany.com](http://www.gtealbany.com/)>

January 27-28, 2018: Amherst Railway Society's *Railroad Hobby Show*; Big-E Fairgrounds, West Springfield, MA  
<[www.railroadhobbyshow.com](http://www.railroadhobbyshow.com/)>

### MEETS

November 4: *Garden State Railroad Prototype Modelers Meet*; Union County Vo-Tech, Scotch Plains, NJ  
<[gsrpm.org](http://gsrpm.org/)>

## NEW MEMBERS

Compiled By MARK HARLOW  
NER Office Manager

As of 8/1/17

### NEW BRUNSWICK

Christopher Allworth Robert E. Kane



Two photos: Gulliver's Gate





EMPIRE BUILDER

*Rails to the Gilded Age*

# A Railroader's Railroad on Tour

By MIKE TYLICK MMR  
Contributing Editor

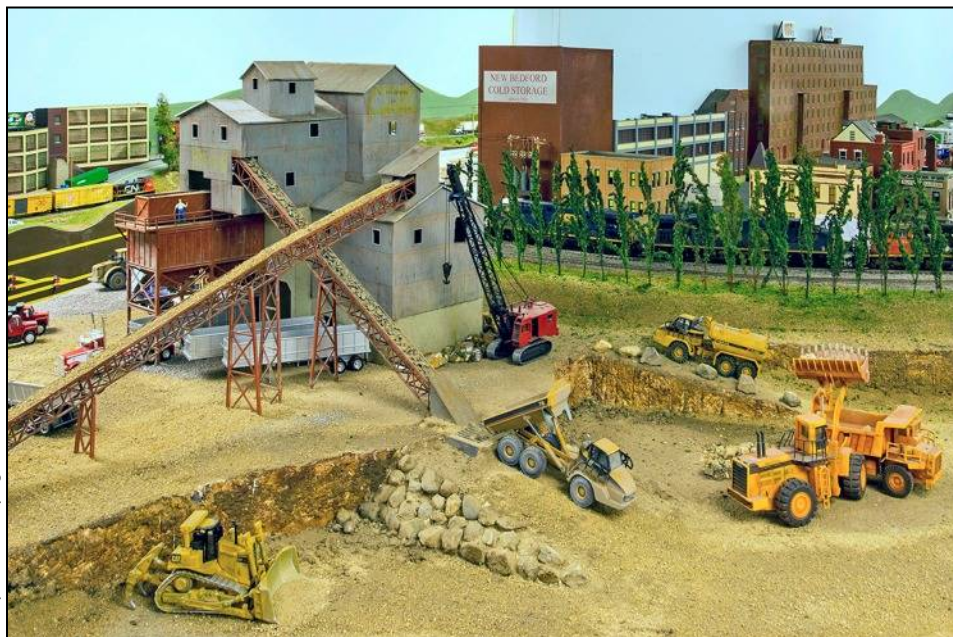
Among the many layouts on tour during the NER 2017 convention, "*Rails to the Gilded Age*," is Wally Brady's *Canadian National Plymouth Division*. The layout is even more significant when you realize that Wally

comes from a railroad family. His grandfather was a time keeper at the Beacon Park (Boston) Yard and his father was an engineer, both worked for the Boston and Albany (New York Central) Railroad. Like most other boys his age, Wally had toy trains (American Flyer). His mother bought him an HO set when he

was 12, and it just mushroomed from there. It was assumed that Wally would join the railroad, but the Vietnam War intervened. He joined the Air Force, and while on leave in Japan, he was fortunate enough to purchase numerous Tenshodo brass models. By the end of the war, railroad jobs were scarce as mergers and bankruptcies eliminated many lines. But family members arranged an interview with the MBTA (Massachusetts Bay Transit Authority), and Wally ended up with the "T" to keep peace in the family.

When Wally started out in the hobby during the '60s, there were not a lot of commercially-available choices for road names. Pretty much everything was painted for Union Pacific, Santa Fe, Pennsylvania, or New York Central. He wanted to model something different, and was attracted by Canadian color schemes. The Canadian National is his favorite. He decided to switch to DCC control with his present layout. It seemed easiest to start with the newer diesels that both run well and have DCC already installed, so he sold off all of his old steam and diesel "collection." Also, because there are those "odd" engines and cars running on the CN that will likely never be offered in plastic, he always seems have a kit-bashing or painting project on his workbench.

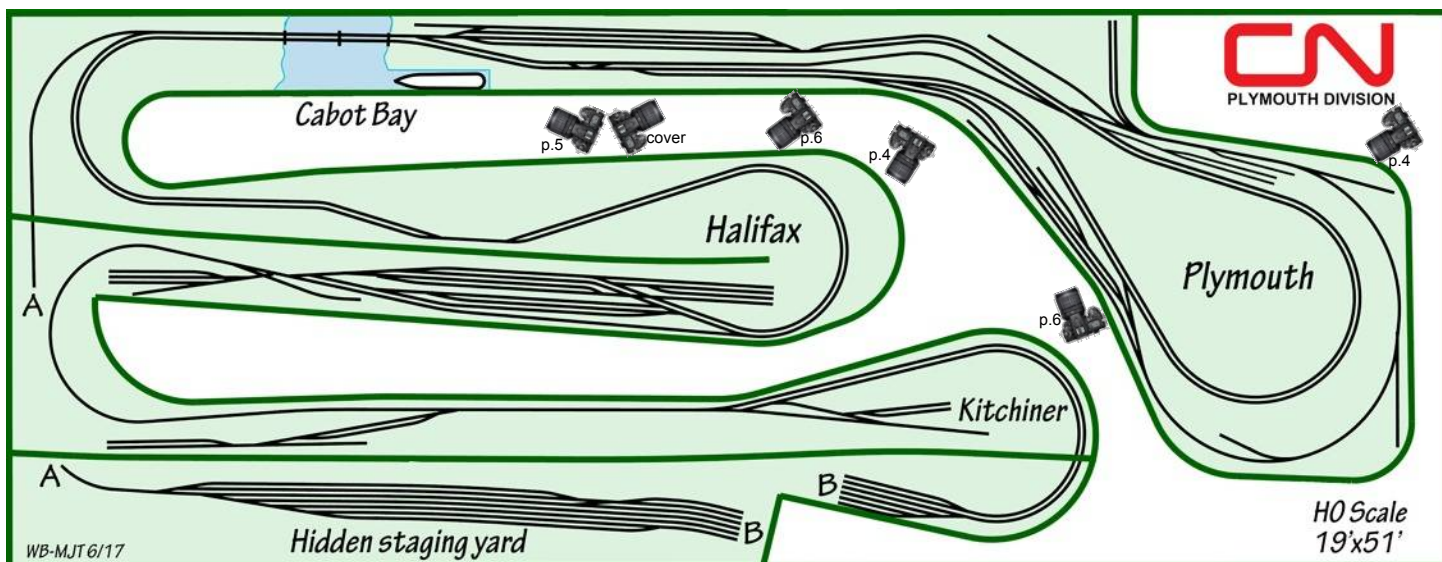
Wally is a longtime member of the North Shore Model Railroad Club of Wakefield, MA, and had also built four good sized home layouts. The HO scale Plymouth



A large model railroad allows space for some large industries like *Kimble's Sand and Gravel* at Halifax. It's also a good way for Wally Brady to show off some nifty HO construction equipment. At top of page, not many model layouts boast a tourist railroad, but modeling such an operation allows Wally to operate long gone equipment such as the RDCs and F unit.

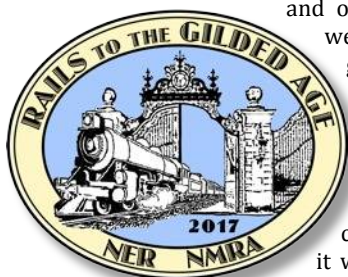
Two photos this page: Bob Peters





Trackplan drawing: Mike Tylick

Division was built in only a few years. Once he gets started, he tends to keep going without stopping. Visits from club friends and open houses were always good incentives to get to work.



Having done some building contracting, it was obvious

to Wally to prepare the layout room first. He installed plywood walls over studs without insulation. The joints were taped and sanded, then painted a sky color. A drop ceiling with twenty 2x4 fluorescent fixtures, and carpeting were installed.

While finishing the room and building the benchwork, it became obvious that about the only reasonable track plan was a dog bone configuration with a lobe in the middle — an “E” shaped design, a continuous loop with hidden staging seemed to be the best idea. Long distance trains could run from

end of the staging to the other and reappear as different trains later on. The loop is also very useful when guests are visiting. The mainline track was laid by trying different configurations on the table top, adding crossovers, sidings, and yards where they looked good. That is not to say that there was not a great deal of trial and error. Some locations were redone several times. Shinohara Code 83 flex track and Peco DCC Ready #6 switches are used throughout.

Wally's previous layouts had a maze

(Continued on page 6)



Bob Peters

There's a lot of activity in this scene. Two trains await departure orders in front of the Solombrino Grain COOP, named after Wally's good friend and fellow model railroader. The ore ship *New Haven* is being

loaded at left. Cabot Bay drawbridge is in the background. Many of Wally's structures are kitbashed to fill the appropriate space on the layout.





## *Rails to the Gilded Age* A Railroader's Railroad on Tour

(Continued from page 5)


of wire connecting the power blocks. With DCC, the wiring is very simple — just a power bus and a control bus run around the perimeter. The railroad is operated walk around style, so the operators are always near the turnouts. He only operates in the daytime, so there is no interior lighting in any of the structures.

Scenery was formed from two-inch thick foam insulation cut and contoured to the desired terrain. Once Wally was happy with the terrain, he painted everything a

brown earth color. Clay from the yard was strained to make the dirt for ground cover. He thinks this worked better than any commercial product. Woodland Scenics ground foam was used to vary the color of the ground. The trees are all Scenic Express Super Trees.

With the exception of about eight wood kits, structures on the layout are built from styrene kits from many manufacturers. Most of these have been kitbashed or changed in other ways. Wally started by building mockups in place on the layout, using tape to

hold the kit walls in place until he had something he liked. Most of the structures are repainted different colors. There are many additional details, especially on the roofs. There are many signs, naming industries mostly after friends and family. If Wally finds suitable models at a show, he might be tempted to replace some of the houses in the town of Plymouth.

Wally's plan is to enjoy operating the railroad. He's happy with his model railroad and he believes others will enjoy it as well. 



A CN local switches Barrow's Barrel at Plymouth Junction, above. Note the real stone Wally Brady uses to make ground cover along the tracks and in gullies. The top photo illustrates an example of the long sweeping curves on Wally's layout.

Photos: Bob Peters





By STEVE ERICKSON  
and MIKE TYLICK MMR

There is plenty of news to share about our upcoming "Rails to the Gilded Age" convention. And it is good news! If you've already registered and would like to join in these "new" activities, merely visit our Web site [www.newport2017.org](http://www.newport2017.org) and follow the links to change your registration.

Although the regular clinic schedule is not finalized as yet, we are pleased to announce two new hands-on clinics. Steve Funaro of Funaro and Camerlengo will take us through the construction of one of his craftsman resin gondola kits. Space is limited to 25 people. Rudy Slovacek will show us how to weather those shiny new freight cars using an Accurail model. This clinic is limited to 15 participants. Bill Brown's "Trees, Trees, Trees" clinic is now filled. All three clinics run for extended sessions and carry a charge of \$15 each. Detailed descriptions of these hands-on clinics are available on our Web site.

Also now available on the Web site are the descriptions and schedules for the always well-attended operating sessions at 17 different layouts. Once again, Al Oneto has done a great job of finding a number of interesting model railroads on which to operate. In order to participate, you must indicate your interest on your registration

form. Sign up soon! Al will be sending email notices to registered participants shortly.

If you've been told that the trip you wanted has been sold out, please do not despair. The popular Newport and Mansions Tour has already had additional sections

**...please visit the Web site  
<[www.newport2017.org](http://www.newport2017.org)>  
and follow the links to  
sign up...**

added. If you would like to see this beautiful city, please visit the Web site and follow the links to sign up for this trip. Additional spaces have been added to the popular Newport & Old Colony railfan trip. Other trips are filling up and plans are being made to accommodate additional guests. We are also arranging a Rail Explorers pedal power trip over the rail lines in Portsmouth for interested individuals. We will be announcing a group rate price for this activity shortly. This trip would allow you to

travel the complete rail mileage on Aquidneck Island.

"Rails to the Gilded Age" is looking for volunteers to help with all sorts of things at the convention. If you are interested, please contact Sue Osberg at [sosberg1701@gmail.com](mailto:sosberg1701@gmail.com). Here's a good chance to earn some Volunteer AP Award points!

It's not often that an NER convention is held at such a wonderful resort at bargain prices, so it is not surprising that despite our having added additional rooms to our convention block, the convention hotel is now fully booked. So, we have compiled a list of quality hotels that are close to the convention. Some are in downtown Newport and have spectacular views. This list is available on our Web site and will be updated periodically.

Many other hotels are available through Hotels.com, Kayak, Travelocity and discover newport.org. In addition, there are numerous bed and breakfast opportunities at reasonable rates, as well as a number of AirBnB locations.

See you in Newport! 

A few of the things to see and do at "Rails to the Gilded Age" — Counter-clockwise at top, Don Irace's Providence & Worcester HO layout; Marshall Sommer's Rhode Haven Railroad; a tour of the Seaview Railroad; an excursion on the Old Colony & Newport; visits to famed Newport mansions, including the Vanderbilt family Breakers mansion; and the Quebec & New England Railroad of Jim Reddington. The Newport and Mansions Tour was an early sellout, but convention organizers are trying to arrange more trips on this and other events. Rooms in the convention hotel, The Atlantic Resort Newport, right, are already fully booked.

Photos: Top left, low right— Doug Scott; low left, top right— layouttour.com; bottom— Mike Tylick; mansion— Steve Erickson



Steve Erickson



# How the Western Bay Railroad



By AL SOHL MMR  
Photos by the Author

Our Western Bay 0 narrow gauge 950 sq. ft. railroad was designed and built for operation. Our all day Op sessions take place here in Port Saint Lucie, FL, about every two months and we presently use a hand written switch list. Yes, we are working on a fully automated (JMIR) computer-generated list for our 20-plus operators/ conductors, but still do it the manual way so far. This article is NOT about operation, but how the WB handles its open loads.

Most of our flat cars (yes, *most*) have removable loads which are designed and labeled to fit a particular car. All of our gondolas (we have three different types) have removable loads which are labeled for which type of car each is to be loaded in. Prior to our op sessions, members (yes, this is a privately-owned layout, but we run like a club) go around and either load up the empties or remove the loads for which they then write up the necessary switch lists.

Follow along as the loads come and go.

*Photo 2* is of a flat car delivering a load of lumber to the team track at Cheyenne Switch siding. Once the load has been removed, the flat (*photo 3*) is ready to be picked up by the next day's local.

A load of sand was dropped at the Denver Yard sand bin (*photo 4*). The same gon unloaded is ready to be put on the next through train out of town in *photo 5*.

While in Denver Yard, we can also catch an empty drop bottom gon sitting in the ash loading track in *photo 6*. It has been loaded and stands ready to be pulled out on the next through train to (our) Alamosa yard in *photo 7*.

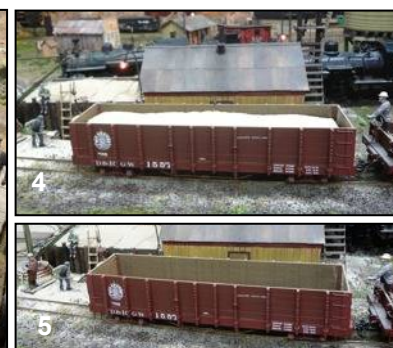
Three different types of empty gons sit under the Ute Coal and Coke Co. chutes in *photo 8*. Using our pre-fabricated loads, those gons are ready for pick up by the next daily "Mine Run" (*photo 9*).



2



3



5



6



# Handles Its Open Loads




Okay, "we ain't perfect"! The photo *above* (1) shows we do have some non removable loads on flat cars. The tractor loads are sent to the Dulce team track unloading ramp, where we "assume" they will be unloaded and picked up by some sort of flat bed for transport to a (not modeled) tractor repair company. During the next session, it is again "assumed" those tractors were repaired, returned to Dulce, and reloaded onto the flat car for shipment to another town.

The pipe load is "assumed" to be unloaded at the team track. Pipes needing to be exchanged (maybe worn out or needing repair) are reloaded (between Op sessions) and taken to one of three hidden yards - or to Denver - to be transloaded onto a standard gauge flat car or flat bed truck.

We label all of our loads (*at right*) so they can be quickly identified as to which car they belong. When loads are not in service,

they are stored in a drawer by the layout.

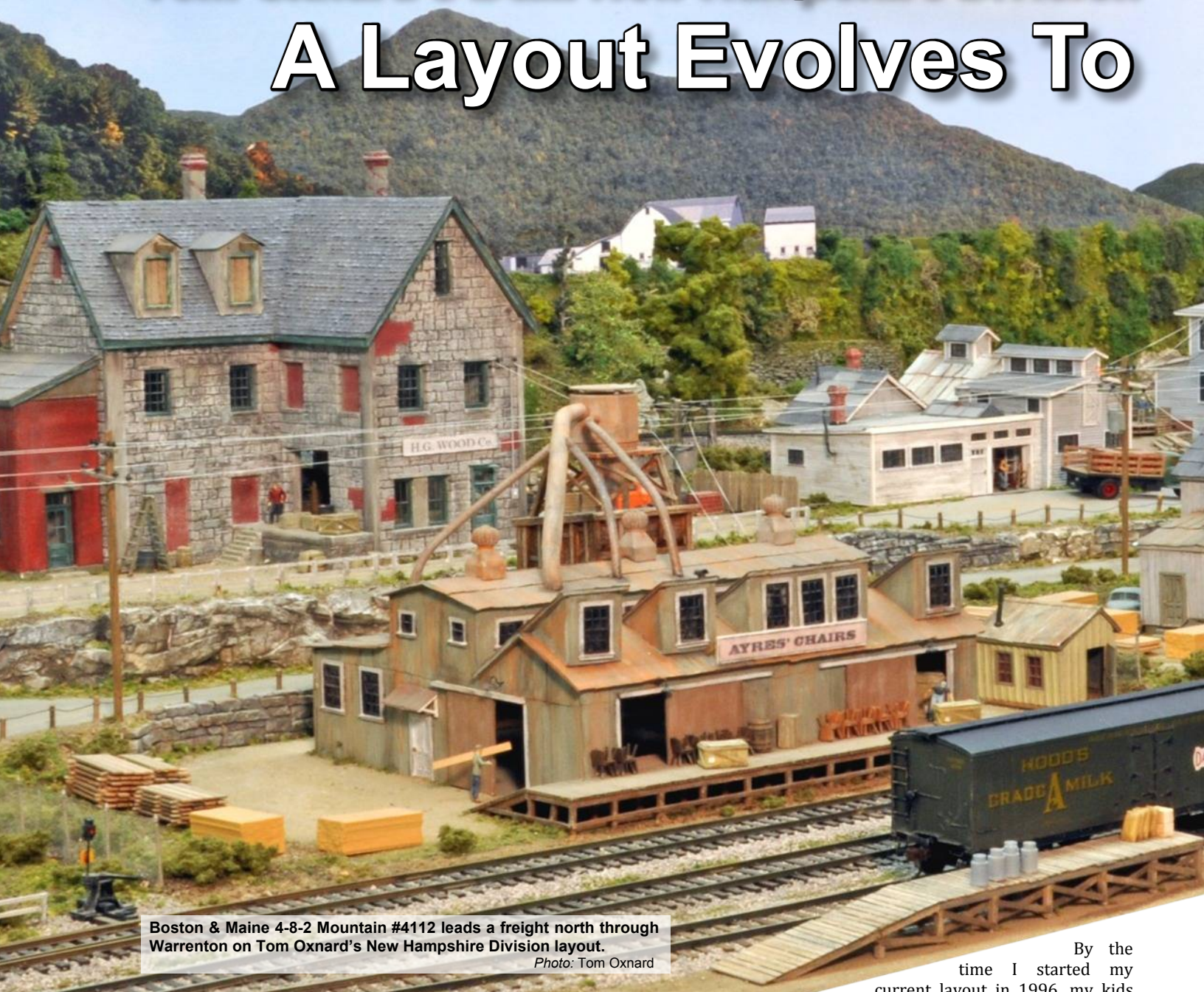
This is how the WB RR handles open loads so as to not have to squint every time a load of coal (for example) is returned to a coal mine to be RELOADED???? Huh? Yeah! It does happen on some model railroads! Just saying, there is a better way! 

*Al Sohl is a former NER member who relocated to the warmer Florida climate.*





# Tom Oxnard's B&M New Hampshire Division A Layout Evolves To



Boston & Maine 4-8-2 Mountain #4112 leads a freight north through Warrenton on Tom Oxnard's New Hampshire Division layout.

Photo: Tom Oxnard

By **TOM OXNARD** MMR

I am impressed whenever I see a layout – large or small – that has been designed for operations, and functions like a real railroad. Some layouts start off as well-planned or professionally drawn railroads. Some have prototype scenes and layout design elements. For others, these big concepts of a working, functioning railroad may take several different layouts, or years, or a lifetime to figure out, as they did in my case.

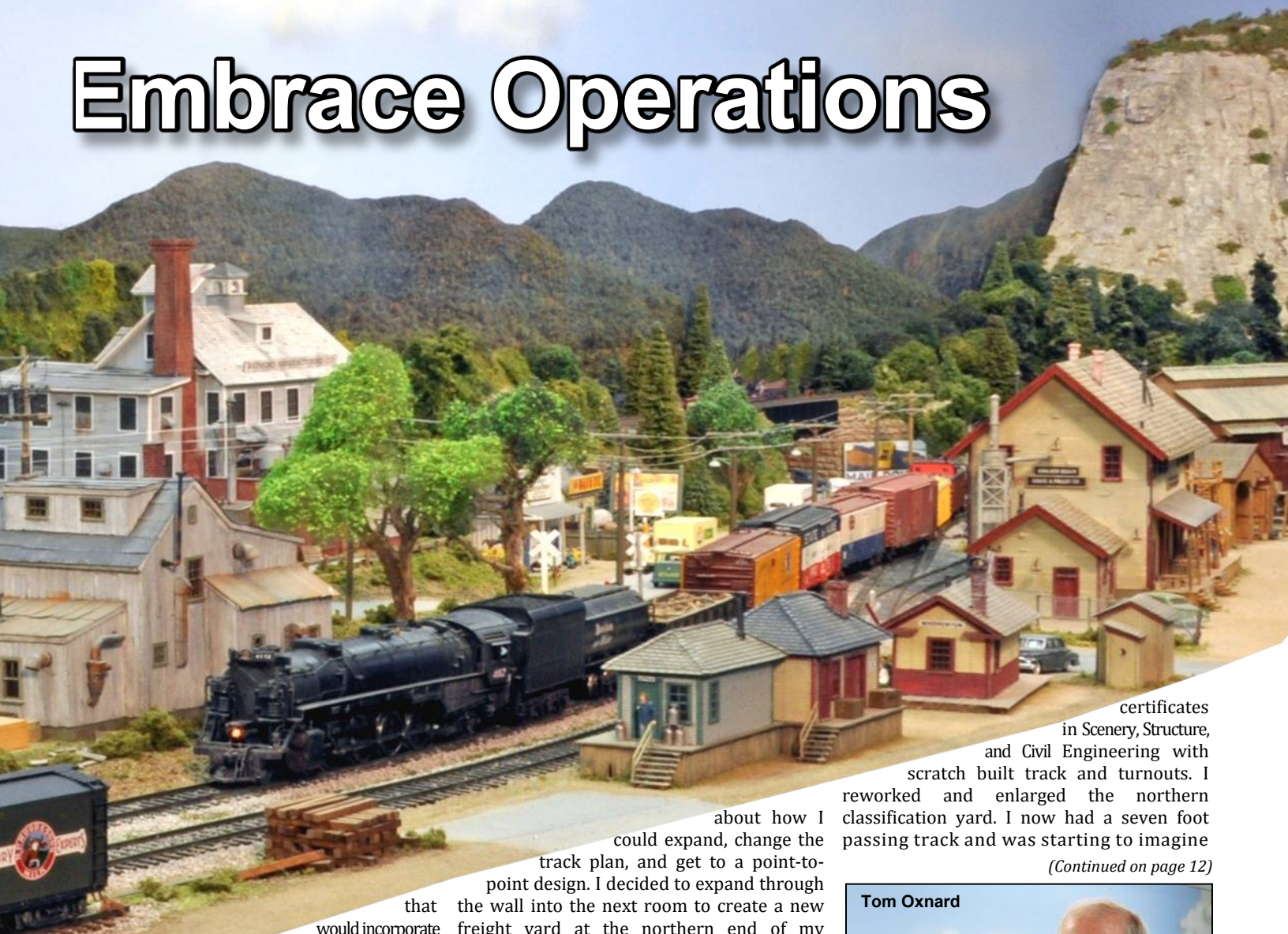
I started with an interesting small oval that I built as a layout for my kids. It was a 4-by-8 foot freelanced Linn Westcott design, and it fit nicely on top of the ping pong table, and it was DC. I was eager to get it up and running. Building it taught me a lot, and I am sure I could have developed some operations on it over time. But I realized I wanted more — more running length, more scenery, more towns, and more industries. It was at that time that I started to think about the concept of operating.

By the time I started my current layout in 1996, my kids were off to college, and I had been subscribing to *Model Railroader* magazine for a while and seeing the potential of what could be built in my basement space of 18-by-15 feet that was limited by a furnace at one end and a sink and freezer at the other. I picked up some magazines and read *101 Track Plans* by Linn Westcott, *Track Planning for Realistic Operations* by John Armstrong, and *Walkaround Model Railroad Track Plans* by Don Mitchell.

I spent a summer designing a plan



# Embrace Operations



that would incorporate my original layout and maximize my space. I made it a continuous loop with two reversing tracks. The railroad went from Boston to the New Hampshire seacoast and then upstate into the mountains. I think I did a good job of including different towns, industries, sidings, freight and passenger stations, a classification yard, passing tracks, and an engine service facility – all needed for operations. It was basically a large convoluted walk-in oval that filled the 18x15 foot space. And I made it DCC!

I chose my year of operation as 1953 on the Boston and Maine and removed inappropriate locomotives and repainted some cars. I ran trains on this scheme for 10 years. I joined the Seacoast Division and heard about members that were *operating* their railroads. Doug Hartwell would visit my layout and frequently would offer advice

about how I could expand, change the track plan, and get to a point-to-point design. I decided to expand through the wall into the next room to create a new freight yard at the northern end of my railroad. I kept the continuous loop feature. The yard was great for storage, classification, and a passenger station stop.

Bruce Robinson introduced me to operations, and I continued with Dave Sias, Bruce Reynolds, John Newick, Keith Shoneman, Don Howd, and Bill Brown at the Syracuse convention. I learned invaluable information about layout design and operation from these experts and realized I was getting closer to creating a point-to-point railroad, which is what everyone else in operations seemed to have.

My next big improvement was redoing and extending the loop toward the north end of the layout over the sink about 8 feet. This new large 16 foot area called Warrenton improved my industries, spurs, passing tracks, and scenery. I put my improved skills together and received my AP

certificates in Scenery, Structure, and Civil Engineering with scratch built track and turnouts. I reworked and enlarged the northern classification yard. I now had a seven foot passing track and was starting to imagine

*(Continued on page 12)*

Tom Oxnard

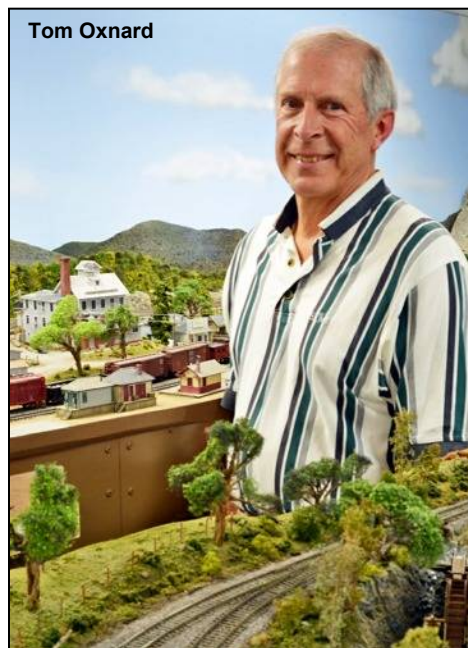
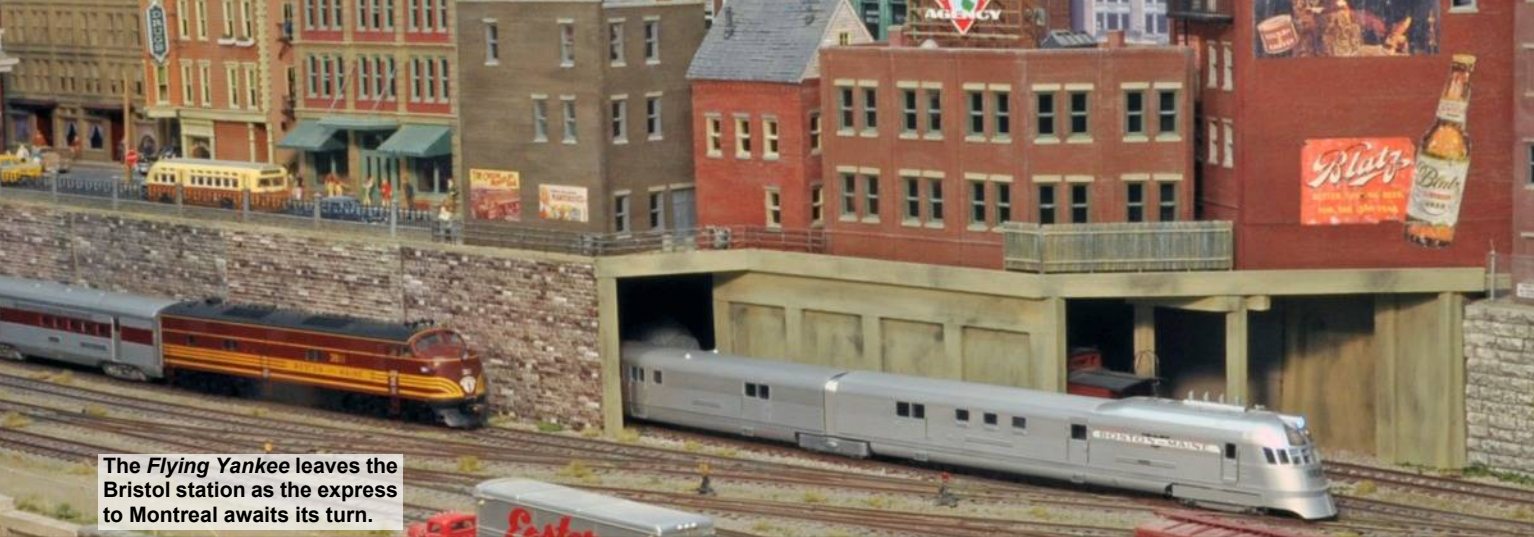


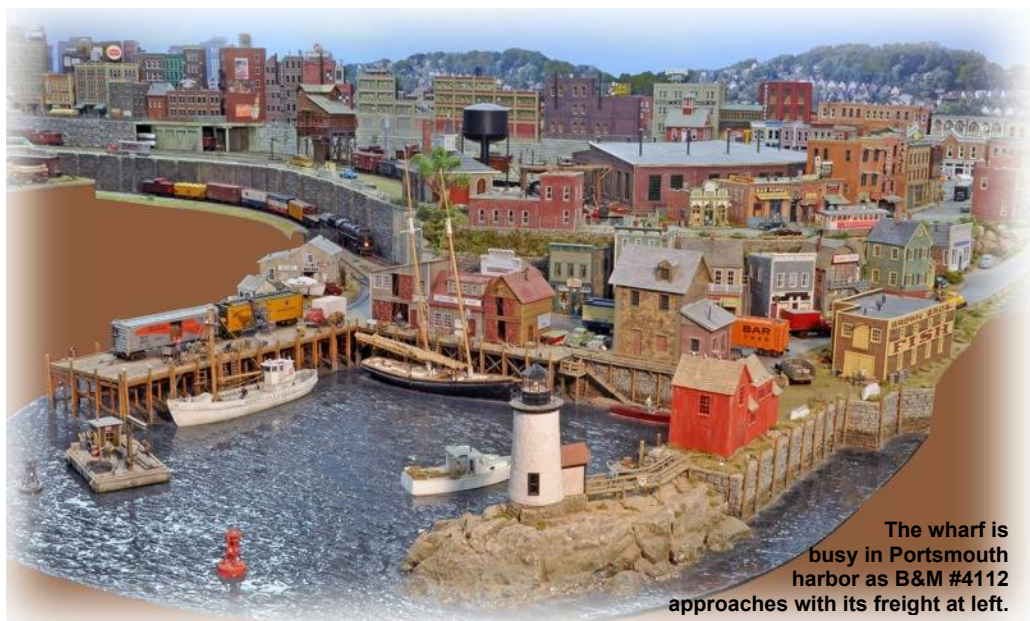
Photo: Jeff Paston





The *Flying Yankee* leaves the Bristol station as the express to Montreal awaits its turn.

Three photos this page: Tom Oxnard



The wharf is busy in Portsmouth harbor as B&M #4112 approaches with its freight at left.

(Continued from page 11)

a point-to-point plan for my large convoluted oval.

What I still did not have was a southern end facility. So in 2012, I decided to extend the railroad 19 linear feet beyond the

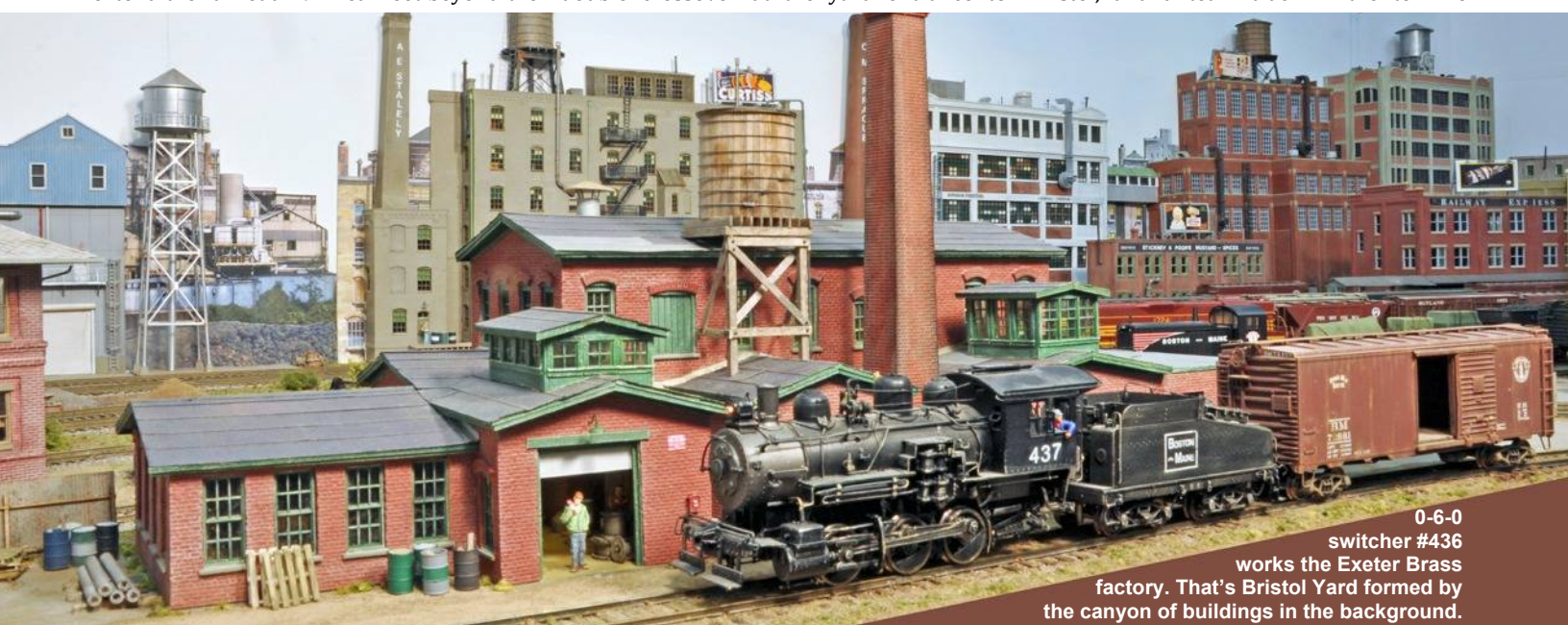
furnace and built a classification yard at my southern end in Bristol. It contained several spurs and industries named for Boston businesses, a crossover on the arrival track for the head end engines to escape, and a double crossover at the yard entrance to

allow for different routes. It also had a loop under the city buildings for turning engines and continuous running for open houses and grandchildren.

Next I reworked my original central layout. I replaced all of the code 100 track with code 83, put in a crossover between my mainline and the track leading to the passenger station in Bradford, and reworked the turnouts to my industries for a much smoother flow using a diamond, which I had seen utilized at another layout operating session. I also removed a tight reversing loop around the town of Bradford left over from the original 5x9 layout. I now had a passing track in Bradford of five feet.

I added six inches and three tracks to my northern classification yard with appropriate crossovers to move engines off the front end. I now had the potential for interchanges at this northern end, at the southern end with imagination, and into Bradford from a hidden track under Bristol. I had my point-to-point or "point to loop" railroad, and still had the ability to have continuous running!

I have added a new industrial spur at the Bristol yard end, a new crossover in Bristol, and a team track in the town of

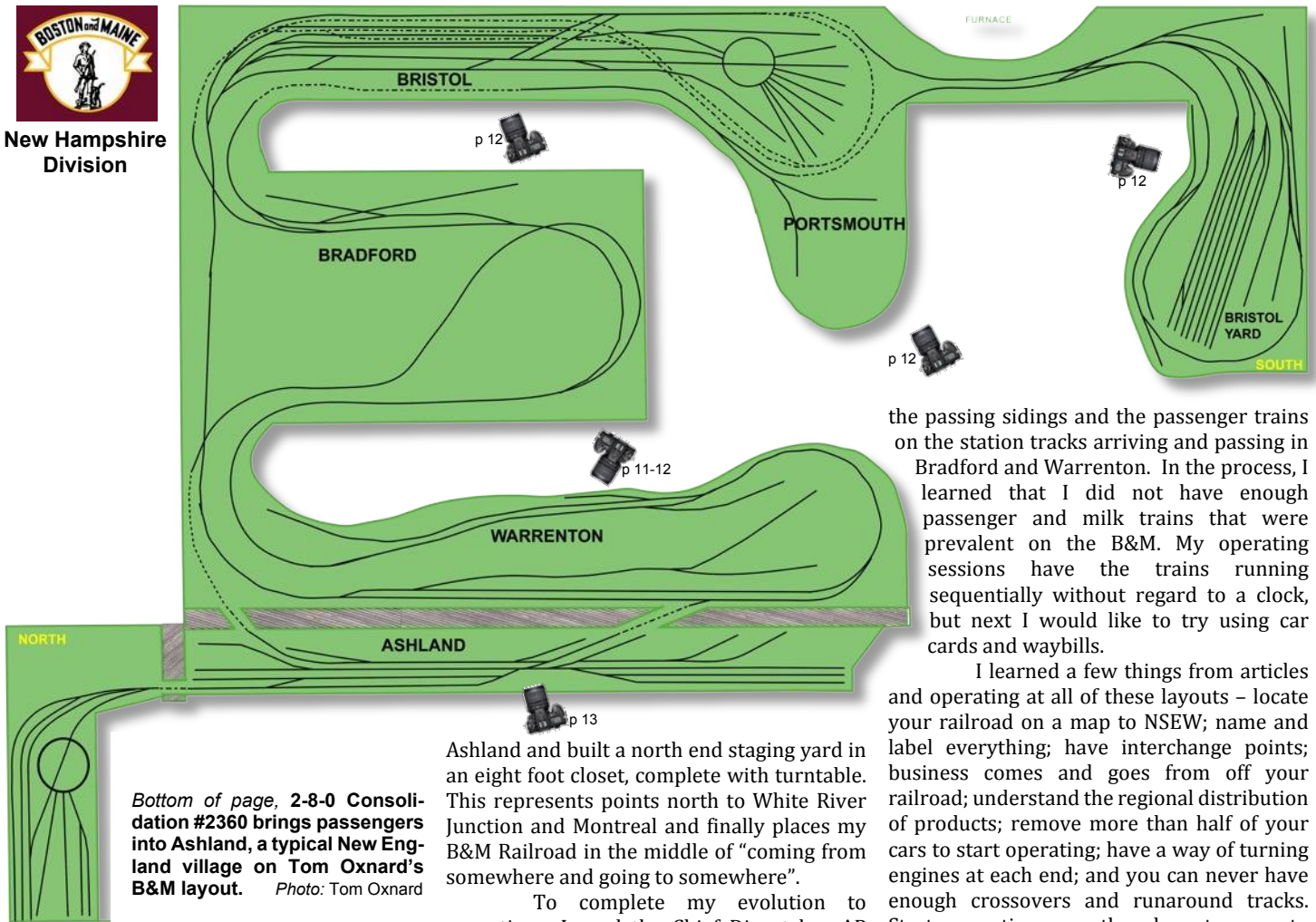


0-6-0 switcher #436 works the Exeter Brass factory. That's Bristol Yard formed by the canyon of buildings in the background.





New Hampshire  
Division



Bottom of page, 2-8-0 Consolidation #2360 brings passengers into Ashland, a typical New England village on Tom Oxnard's B&M layout. Photo: Tom Oxnard

Warrenton near the station. Because I enjoy building structures and scenery, I decided to make the town of Ashland on the north end shelf in the space where I removed extra track. This includes some prototype structures of the town station and freight house, the Ossipee Center grain elevator, the Squam Lakes Woolen Mill, Hickory Hills Creamery, and the Ashland Lumber Company.


My last "breakthrough" moment came when I cut a hole in the wall north of

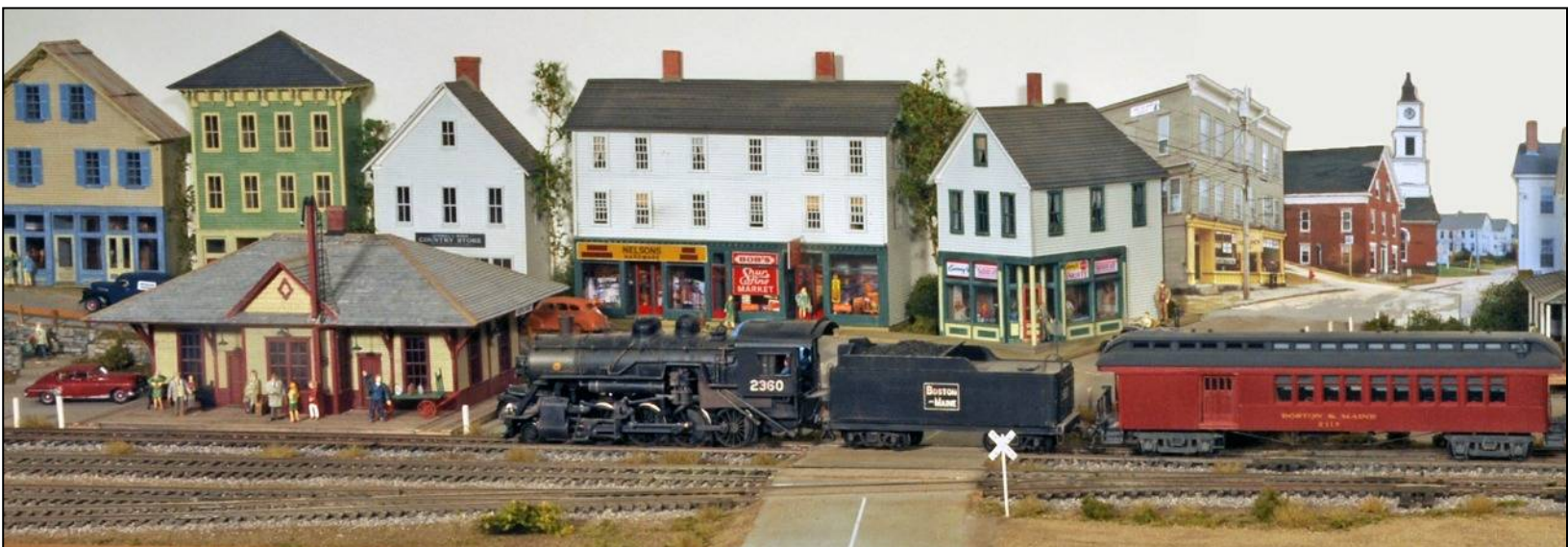
Ashland and built a north end staging yard in an eight foot closet, complete with turntable. This represents points north to White River Junction and Montreal and finally places my B&M Railroad in the middle of "coming from somewhere and going to somewhere".

To complete my evolution to operations, I used the Chief Dispatcher AP certificate as a means of educating myself on how to develop my operating plan. The article in *Scale Rails* (Sept 2008) was a good start with track schematic, straight line layout schematic, timetable, and train graph. Advice from Bruce Robinson and from Erich Whitney, who had just finished his operating plan, was very helpful. I used a switch list for 12 trains – six north and six south; six freight and six passenger trains. Using my string graph and a timetable, I had the freights on

the passing sidings and the passenger trains on the station tracks arriving and passing in Bradford and Warrenton. In the process, I learned that I did not have enough passenger and milk trains that were prevalent on the B&M. My operating sessions have the trains running sequentially without regard to a clock, but next I would like to try using car cards and waybills.

I learned a few things from articles and operating at all of these layouts – locate your railroad on a map to NSEW; name and label everything; have interchange points; business comes and goes from off your railroad; understand the regional distribution of products; remove more than half of your cars to start operating; have a way of turning engines at each end; and you can never have enough crossovers and runaround tracks. Start operating on other layouts now to improve your own layout.

We all learn from experience and as our knowledge increases, some hobbyists create new layouts because of moves or desire to upgrade. I knew I wasn't moving and am happy to say that rather than tearing out and starting over, I was able to grow my layout from an oval to a realistic operating point-to-point railroad over time. All of this is thanks to operating sessions and lots of suggestions from others. 





# A Picture Perfect Business Still Going Strong

By **MIKE TYLICK MMR**  
Contributing Editor

**W**e've become so immersed in the virtual world of digital media that we often overlook the printed page. The *Kindle* has helped erode the idea that printed matter would always be used at the beach and in the bedroom and bathroom, and even newspaper classified advertising is now mostly read on the internet. But, Gutenberg's concept of the printing press has not yet disappeared and the printed page is still around. So, it is encouraging to see a business that continues to prosper selling printed images of railroad subjects in this new world order.

Founded by Carl Sturner in 1964, Audio-Visual Designs has continuously sold railroad postcards, notepapers, and calendars for more than 53 years. Joe Suo had enjoyed photography and railroads since his youth and thought it would

postcards or calendars. Carl's widow, Irene Sturner, replied that because of Carl's untimely death in 1995, they were no longer accepting submissions for publication, and mentioned that A-VD was for sale. In March 1997, Joe purchased Audio-Visual Designs with his wife and business partner, Colleen. It is remarkable and wonderful that they have been able to work and live together in such close proximity, and still, after so many years, seem to truly love, respect, and enjoy each other's company!

Colleen and Joe both grew up in Walkill, NY, and married in 1985. Feeling that their hometown was fast becoming a suburb of New York City, they joined Joe's brother Michael in Ilion, NY, in 1988. "CC" and Joe found various jobs in the Mohawk Valley until eventually settling in Herkimer, NY, along the former New York Central "Water Level

Route." This year, they celebrate 20 years as the "new" owners of A-VD. Their hopes and aspirations for the business are to keep Carl Sturner's tradition of quality railroad printing going for decades into the future. Having no intention to retire, they say the enjoyment their jobs bring is like never going to work a single day.

When the business started, Carl Sturner sold audio recordings of various locomotives on reel to reel and cassettes. CC and Joe are not sure how long that product line lasted. But well after A-VD was recognized for the calendars and postcards, its name and logo remain unchanged. The Suos feel that the stylized logo clearly represents Audio-Visual Designs to their loyal customers. The current line consists of the *All Pennsy Calendar* (celebrating 51 years of production), railroad postcards, and greeting cards — holiday, birthday and blank style notecards. They also provide extensive custom publishing services including custom greeting cards, postcards, posters, and corporate calendars. A-VD has also produced books as well. Not all the custom work is related to railroading and they welcome dealer and individual inquiries.

Their simple philosophy goes back to the New Testament — "Treat others the same way you want them to treat you" (Luke 6:31). As long as customers continue to show interest in their products, they plan to continue building on the last 20 years of success.

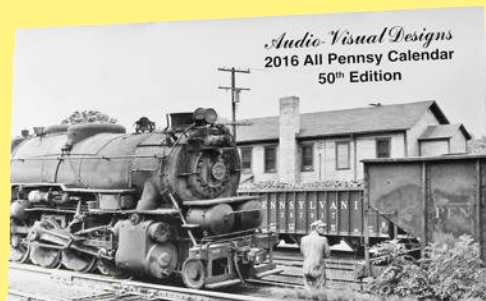


A young Joe Suo on the back of a Penn Central caboose. Always the railfan, Joe recorded the railroad and car number so we know it to this day.



Here's a corporate holiday card photographed by the author in 2004.

Mike Tylick



**Audio-Visual Designs**  
PO Box 836  
Little Falls NY 13365-0836  
315-508-5374  
[www.audiovisualdesigns.com](http://www.audiovisualdesigns.com)



# The Little Details

By **JEFF HANKE**

**H**onestly, working on the railroad at times is hurried. A small gap of time may present itself between mowing the lawn and going to a kids' soccer game. What to do with 15 or 30 minutes? Most projects on the railroad require pre-work, set up, thought and patience to complete correctly. However, if you are presented with a small window of time, try working on the *little* details. These little micro projects are a great change of pace and a quick fix to your sense of accomplishment on the railroad. For example, I recently decided to add some small details to the Martinsburg area on my layout.



First, a plastic phone booth needed to be detailed. In prototype photos, this phone booth was prominent at the top of the steps between the parking lot and platform. The kit was crude, to say the least. A quick look at the real thing and I painted it silver, red and white to match. It took no more than 30 minutes due to the fast drying acrylic paints I use.

Next up was the newspaper machine. It was a flat brass kit that had to be folded into two main pieces and glued



together. To speed painting I sprayed it with Rustoleum® yellow, bypassing my air brush. Less than an hour later I had the decals on it and it was taking its place next to the phone booth.

A dumpster that sat in the parking lot was banged out in just five minutes or so. It came pre-painted dark green. I just rusted it up with some pastel chalks and sealed it with Testor's Dullcoat.

Utility poles are great additions to any layout. My research shows there were more than 20 in the Martinsburg passenger

station area alone. Finding cheap kits at swap meets or train shows is easy. They are usually well detailed, but are poorly colored in medium brown plastic. Structurally, the only thing I do is remove the number of cross arms on some of the poles. Most HO scale poles come with three cross arms. My area has many single and double cross arm poles, so I just shorten the poles by trimming their tops. Also, take a look the next time you are out, and you will find that telephone poles come in a myriad of shades, but none are totally medium brown. From prototype photos of the East End, and from around my home in Connecticut, the most common pole color is a very light tannish grey color at the top with the bottom three to six feet a dark brownish black color. Brand new poles have a greenish tint today, but the older ones seem to be creosote treated and fade from the top down as described earlier. Weathering light poles makes for a great quick project. I usually do them in sets of four to five poles. I start with black or dark brown on the whole pole and start dry brushing lighter and lighter shades of tannish grey until I am happy with the look. By doing them in batches, you get different results each time, and your collection of poles will have a natural variation when you plant them. I

paint the insulators silver and then pick a few to paint with clear green. This makes it look like some of the insulators have been replaced over time.

Lastly, I decided to add guard rails. There are two types, but they used similar parts. First was the wire type on the lower lot. I broke out the Chopper II™ and started making proper length cuts of the post styrene shape. I then glued a small piece of brass

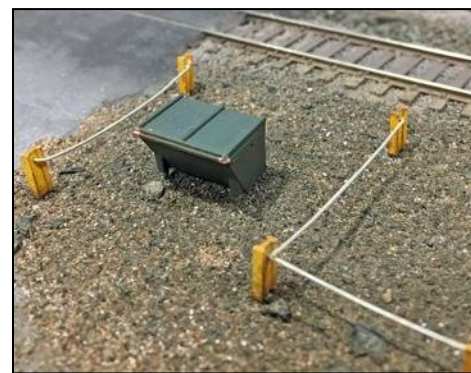
wire to each post to help me plant it later in the scenery. I drilled a hole in the top of each post for the wire cable that would eventually go between each one. Holding the pieces in a clip, I sprayed the two dozen or so with the same yellow Rustoleum® as before. I weathered the bottom of each pole with rust and dirt colors to make them look properly aged. I drilled a small hole in the layout for each post and inserted them with a drop of CA on the wire. Once the CA was dry I added brass wire and bent a slight droop between the posts. I painted the wire silver with



Three photos: Jeff Hanke

acrylic paint. This now provided a proper barrier to prevent automobiles from going on the tracks at the passenger station.

Finally, I added the guard rail on the stone wall. It used the same posts, but without holes drilled for the wire. Instead of wire, I used wood between the posts. This wood bumper is simply strip wood painted yellow and cut to length. I carefully measured with a 32nd of an inch-marked ruler, so the seams would be on the posts. I also



weathered this guard rail in the same manner. This part took me a little longer, but I broke it up into several small quick steps.

So, do not let a lack of time be an excuse for not getting something done on the railroad. There is always enough time to get something done...it just may be a very *little* something.

I look forward to sharing more on the new East End going forward, but until then... Keep on workin'!



# BILLBOARDS for Your PIKE

There's no question that billboards add notable detail and define periods of time for model railroads. The billboard above on Jim Heidt's Ogdensburg & Norwood Railway defines his modeling era as 1948 because the Nash ad is announcing the company's upcoming 1949 car model.

Below are a few classic billboards. These are the real thing from the huge automobile memorabilia collection of Walter Miller. For a number of years, he papered a museum he operated in Syracuse, NY, with these. And, that's where your editor photographed them for use someday. Enjoy!

Jeff Paston





# NER Divisions Deliver Annual Reports

Summarized By DAVE INSLEY

The local divisions make up the heart of the Northeastern Region and the NMRA. This is where most of us have our interactions with fellow modelers, but did you ever wonder what happens in other divisions across the NER? Each year the division superintendents submit a report to the NER. The full report can be found on the NER Web site <[www.nernmra.org](http://www.nernmra.org)>. Here is a summary of what you will find happening in your neighboring divisions.

## CENTRAL NEW YORK <[www.cnynmra.org](http://www.cnynmra.org)>



The Central New York Division's 77 members meet approximately every six weeks, usually at a member's home where they can review progress of the host's layout. Members also have an annual dinner meeting.

The Division publishes a newsletter called *The Red Markers* which is distributed in advance of each Division meeting. The Division will be the host of the 2019 NER convention being held in September 2019 in Liverpool (Syracuse), NY.

## GARDEN STATE <[www.nergsd.com](http://www.nergsd.com)>



The Garden State Division's 226 members meet four times a year, including a joint meeting with the New Jersey Division of the NER.

The Division publishes a quarterly newsletter called *The Whistelpost*, which is distributed to members via electronic mail. The membership is showing a strong interest in the AP program with nine members actively participating, including three receiving their Golden Spike awards, and three receiving Civil Engineer. The Garden State Division is also busy planning for the 2018 NER convention in September 2018, *The Erie Limited*.

## GREEN MOUNTAIN <[www.greenmountainnmra.com](http://www.greenmountainnmra.com)>



The Green Mountain Division has eight life members and 25 regular members that meet bi-monthly at the Essex Junction Library, where members present a topic of railroading interest and share progress on their modeling projects. The Division distributes news and other information

through electronic mail and by posting information on its Web site.

## HUB <[www.hubdiv.org](http://www.hubdiv.org)>



The HUB Division's 370 members generally meet on the third Friday of the month from September through June at their RailFUN events which includes a clinic presentation. The Division also hosts a train show on the first weekend of December each year.

The Division publishes a bi-monthly newsletter called *The Headlight*, which is mailed to all members twice a year and is available by subscription or electronic distribution. The HUB is also exploring a venue for hosting the 2020 NER convention.

## HUDSON VALLEY <[www.facebook.com/HVrailroad/](http://www.facebook.com/HVrailroad/)>



The Hudson Valley Division's 60 members have met five times in the last year and recently completed construction of a mobile double-decked layout.

The Division publishes a monthly newsletter called the *Hudson Valley Headlight*, which is distributed electronically to all members. The Division is working with the Garden State Division to co-host the 2018 NER convention, *The Erie Limited*.

## HUDSON BERKSHIRE <[www.hudson-berkshire.org](http://www.hudson-berkshire.org)>



The Hudson Berkshire Division's 183 members generally meet monthly from September through May at either a community facility which features a clinic presentation or at a member's home. The Division hosts the *Great Train Extravaganza* on the first Sunday of December each year in Albany, NY.

The Division produces a monthly newsletter called the *Form 19*, which is distributed to members either through the mail or by electronic distribution.



## LAKESHORES

The 95 members of the Lakeshores Division represent the latest additions to the Northeastern Region. They met three times last year with meetings that included clinic presentations by members and tours of neighboring layouts.

The Division produces a quarterly newsletter called the *Lakeshores Limited*. Members are currently working on T-track modules for display at local shows.

## LITTLE RHODY <[www.littlerhodydiv.org](http://www.littlerhodydiv.org)>



The Little Rhody Division has 94 members on the NMRA roster and is hosting monthly meetings from September through May on the first Saturday of each month. Membership is showing growth, reflected in well attended meetings. Members also enjoy summer activities including a cookout and trips. They host an annual train show in Warwick, RI.

The Division produces a bi-monthly publication called *Rhode Rail*, which is distributed electronically. The Division has partnered with the Newport Preservation Society to build and run its Lionel Christmas model railroad at the Breakers Mansion. In Newport. They are also refurbishing the NYC and G scale layouts at the Breakers Stables. Little Rhody is host of this year's Northeastern Region convention, *Rails to the Gilded Age* November 9-12 in Newport.

## METRO NORTH <[metronorthnmra.org](http://metronorthnmra.org)>



The 64 active members of the Metro North Division have five meetings per year. The Division meetings include two to three clinics, with the December/January meeting featuring a larger venue with a keynote speaker. The Division is currently looking for a meeting location in Westchester County to help balance travel for its Connecticut and New York members.

The Division produces an email newsletter that is distributed electronically before Division meetings.

## NUTMEG <[www.nutmegdivision.com](http://www.nutmegdivision.com)>



The Nutmeg Division has around 225 members and meets bi-monthly on the second Saturday of the month. The events generally include time for socializing, selling equipment, clinics, and open houses. Nutmeg also holds occasional events in outlying areas of the Division.

The Division produces a quarterly newsletter called *The Flyer*, which is electronically distributed to all but 13 members that have access to a computer. The Division is in the process of creating a new Web site that will allow for better presentation and retrieval of its newsletter, eBulletin, INFONET news, many other items, and also will allow a Calendar of Events that will greatly reduce the number of pages presently required in the newsletter.

## SEACOAST <[seacoastnmra.org](http://seacoastnmra.org)>



The Seacoast Division is hosting quarterly meetings for its 184 members. These meetings are held in different areas of the Division. Seacoast also hosts a monthly meeting in Derry, NH, called *Derry Railroad Fun Nights* on Fridays from September through May.

The Division produces a quarterly newsletter called *The Switch Tower*, which is distributed electronically. The Division has strong participation in the NMRA AP program with 19 certificates awarded in 2015. It also co-hosted the 2016 *National Narrow Gauge Convention* in Augusta ME.

## SUNRISE TRAIL <[sunrisetraildiv.com](http://sunrisetraildiv.com)>



The Sunrise Trail Division holds three meetings per year for its 159 members - with large events in the fall and spring, and a smaller winter meeting.

The Division publishes *The Cannonball* four times per year. The newsletter is posted on the its Web site.



# The Great Train Extravaganza™



By IRWIN D. NATHANSON

VP Hudson Berkshire Division, GTE Publicity Chairman

**T**he largest model train event in the New York state Capitol Region, the *Great Train Extravaganza* has been a popular pre-Christmas annual event for the past 30 years or so. Originally founded and managed by The Update Train Associates, an independent club of O-scalers, the show needed a healthy infusion of "new blood." This is where the Hudson-Berkshire Division stepped in to assist in 2007. The following year, HBD took over active management of the event and the show has been growing and rock-solid ever since.

Although just a one-day event, GTE has attracted as many as 5,000 visitors, more than many shows attract in two days! Perhaps some of this success is because other family-friendly events take place in the same general location on the same day such as the Taste of New York Fair, Craft Fair, and annual Lighting of the New York Christmas Tree.

This does not imply that the show is just for kids. This show is also for serious modelers. Sure, there is a huge Lego layout, but this



is in addition to some nice, prototypical operating layouts in most gauges. And although some vendors sell model train sets for newcomers, others offer everything from spare parts for old Lionel trains to HO and N scale craftsman kits.

Last year, the show sold out with more than 300 tables of model trains, train sets, parts & accessories, scenery items, books, videos, DVDs, prints, railroad memorabilia and related items for sale.

Actual counts for GTE 2016 included 249 vendor tables, 70 educational display tables and eight layouts. This included a table promoting the NMRA and some White Elephant tables where HBD members could sell their surplus items.

In addition, there are educational displays and free seminars, including a Blue-Box, make-n-take box car clinic run by Bob Hamm and Irwin Nathanson. Refreshments are also available.



Under the able leadership of Rich Smith, a team of four starts working on the event each July, six months in advance. On the day of the show, about 50 HBD volunteers run the show.

"I send out letters to vendors and exhibitors starting in July and Irwin starts submitting our advertisements at the same time, starting with monthly magazines which require a lot of lead time," said Smith, who will be stepping down as show manager after GTE 2017.

"This year, we expect to sell out yet again," said Smith. "As usual, the convention center will be jam-packed with model railroaders and families as they admire the layouts and shop for various merchandise," he added.

Referring to the other events going on the same day, Smith says he is pleased. "We plan intentionally for that. Having complementary events helps to create an exciting atmosphere and attracts newcomers to the show and - hopefully - to the hobby."

Overall, GTE is a whole day adventure, with several awesome events eventually culminating with the tree lighting and caroling at 5 PM and with some killer fireworks immediately following. 🚂



# Great Train Extravaganza™



## Public model train show and sale.

Bigger and Better Than Ever!

**Sunday, December 3rd**  
**10 am - 4 pm**

Adults only \$7  
Children 12 and under free



- Operating model railroads
- Sales of model trains, train sets, parts and accessories, building kits, scenery items, books, videos, DVDs, photographs... everything related to model trains and railroading
- Free educational seminars
- Roaming Railroad train rides
- Refreshment stand
- Giant Lego layout for kids of all ages

### Empire State Convention Center Albany, NY

From I-787 heading south, take Exit 3A. Heading north, take Exit 3. Follow signs to Empire State Plaza to Visitor Parking.

Many other family activities same day/same location.

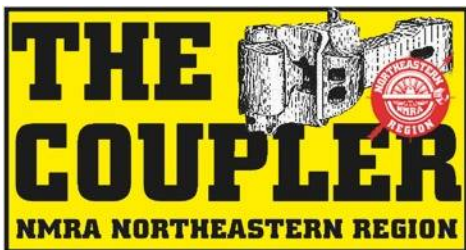
[www.gtealbany.com](http://www.gtealbany.com)

Sponsored by the Hudson Berkshire Division  
of the National Model Railroad Association  
and the Upstate Train Associates



The  
perfect  
place to  
do your  
holiday  
shopping.



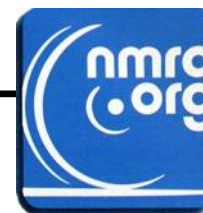


**National Model Railroad Association  
NER OFFICE MANAGER  
802 Brookhaven Ln.  
Woonsocket RI 02895**



# NORTHEASTERN REGION

## NATIONAL MODEL RAILROAD ASSOCIATION



**PRESIDENT**  
**JOHN DOEHRING**  
Pepperell, MA 978-877-9148  
[john@doehring.com](mailto:john@doehring.com)

**VICE PRESIDENT**  
**ROBERT DENNIS**  
Staten Il, NY 718-351-0782  
[bob.dennis@gmail.com](mailto:bob.dennis@gmail.com)

**PAST PRESIDENT**  
**GEORGE "SCOOTER" YOST**  
Baldwinsville, NY 315-303-0100  
[gyoust@me.com](mailto:gyoust@me.com)

### DIRECTORS

**CANADA**  
**STEVE MCMULLIN**  
Saint John, NB 506-672-6960  
[mcmulls@nb.sympatico.ca](mailto:mcmulls@nb.sympatico.ca)

**CONNECTICUT & RHODE ISLAND**  
**STEVE ERICKSON**  
Middletown, RI 401-324-9051  
[sperickson@gmail.com](mailto:sperickson@gmail.com)

**LONG ISLAND & NYC**  
**KEVIN KATTA**  
W. Babylon, NY 631-759-0534  
[boxcarny@yahoo.com](mailto:boxcarny@yahoo.com)

**MASSACHUSETTS**  
**BARBARA HOBLIT**  
Marlborough, MA 617 955-6359  
[BLHoblit12@gmail.com](mailto:BLHoblit12@gmail.com)

**NEW JERSEY**  
**ROBERT DENNIS**  
Staten Il, NY 718-351-0782  
[bob.dennis@gmail.com](mailto:bob.dennis@gmail.com)

**NEW YORK STATE**  
**ED O'ROURKE**  
Syracuse, NY 315-425-9224  
[eorourke@twcnv.rr.com](mailto:eorourke@twcnv.rr.com)

**NORTHERN NEW ENGLAND**  
**JAMES VAN BOKKELEN**  
Amesbury, MA 603-394-7832  
[jvnb@tlc.net](mailto:jvnb@tlc.net)

**NMRA EASTERN DIRECTOR**  
**JOE GELMINI**  
Fayetteville, GA 770-460-8873  
[papagel@comcast.net](mailto:papagel@comcast.net)

### DIVISIONS

**CENTRAL NEW YORK DIVISION**  
**SUPERINTENDENT**  
**BOB VERKUYL**  
New Hartford, NY 928-853-8770  
[watingverkuy@msn.com](mailto:watingverkuy@msn.com)

**GARDEN STATE DIVISION**  
**PRESIDENT**  
**BRUCE DEYOUNG**  
W. Milford, NJ 201-803-9766  
[pres@nergds.com](mailto:pres@nergds.com)

**GREEN MOUNTAIN DIVISION**  
**SUPERINTENDENT**  
**DANA BROWN**  
Essex Junction, VT 802-872-8602  
[dana24mn@gmail.com](mailto:dana24mn@gmail.com)

**HUB DIVISION**  
**PRESIDENT**  
**JAMES VAN BOKKELEN**  
S. Hampton, NH 603-394-7832  
[jvnb@tlc.net](mailto:jvnb@tlc.net)

**HUDSON-BERKSHIRE DIVISION**  
**PRESIDENT**  
**PAUL HOFFMAN**  
Mechanicville, NY 518-899-5707  
[trains@hudson-berkshire.org](mailto:trains@hudson-berkshire.org)

**HUDSON VALLEY DIVISION**  
**PRESIDENT**  
**WALTER PALMER**  
Otisville, NY 845-467-5161  
[Waltpal57@gmail.com](mailto:Waltpal57@gmail.com)

**LAKESHORES DIVISION**  
**SUPERINTENDENT**  
**RAYMOND HOWARD**  
Geneva, NY 315-789-4801  
[rhoward1@rochester.rr.com](mailto:rhoward1@rochester.rr.com)

**LITTLE RHODY DIVISION**  
**SUPERINTENDENT**  
**SUE OSBERG**  
Coventry, RI 401-822-0956  
[sosberg1@verizon.net](mailto:sosberg1@verizon.net)

**METRO NORTH DIVISION**  
**SUPERINTENDENT**  
**SCOTT RUSSELL**  
203-426-1407  
[upturbine@aol.com](mailto:upturbine@aol.com)

**NUTMEG DIVISION**  
**SUPERINTENDENT**  
**ANDREW PORTER**  
[jhtsbh\\_2014@yahoo.com](mailto:jhtsbh_2014@yahoo.com)

**SEACOAST DIVISION**  
**PRESIDENT**  
**ERICH C. WHITNEY**  
Derry, NH 603-537-1120  
[conductor@blackcatrailroad.com](mailto:conductor@blackcatrailroad.com)

**SUNRISE TRAIL DIVISION**  
**PRESIDENT**  
**DENNIS DEANGELIS**  
Northport, NY 516-885-3901  
[rs31556@yahoo.com](mailto:rs31556@yahoo.com)

**INACTIVE DIVISIONS**  
**MARITIMES DIVISION**  
**DIVISION ALOUETTE**

### REGION STAFF

**SECRETARY**  
**CHIP FAULTER**  
Phippsburg, ME 207-443-3135  
[faulter@comcast.net](mailto:faulter@comcast.net)

**TREASURER**  
**ROGER OLIVER**  
Denville, NJ 973-625-3414  
[oliver2@verizon.net](mailto:oliver2@verizon.net)

**OFFICE MANAGER**  
**MARK HARLOW**  
Woonsocket RI 508-528-8587  
[nerofficemanager@verizon.net](mailto:nerofficemanager@verizon.net)

**MEMBERSHIP COMMITTEE CHAIR**  
**JIM RIZZOLO**  
Scotch plains, NJ 908-294-0953  
[rizzoljim@gmail.com](mailto:rizzoljim@gmail.com)

**NOMINATING COMMITTEE CHAIR**  
**KEVIN KATTA**  
W. Babylon, NY 631-759-0534  
[boxcarny@yahoo.com](mailto:boxcarny@yahoo.com)

**INVESTMENT COMMITTEE CHAIR**  
**JOE SANTORO**  
Wolfeboro, NH 603-569-2282  
[JL.SantoroCPA@aol.com](mailto:JL.SantoroCPA@aol.com)

**ACHIEVEMENT PROGRAM**  
**BILL BROWN, MMR**  
Jamesville, NY  
[larcproducts@yahoo.com](mailto:larcproducts@yahoo.com)

**OP-SIG COORDINATOR**  
**AL ONETO**  
Fairfield, CT 203-255-1331  
[aloneto@optonline.net](mailto:aloneto@optonline.net)

**WEBMASTER**  
**DAVID ABRAMES**  
En field, CT 860-519-2261  
[dcabramas@yahoo.com](mailto:dcabramas@yahoo.com)

### CONVENTION STAFF

**CONVENTION CHAIR**  
**DAVID INSLEY**  
Townsend, MA 978-855-4363  
[david.insley@comcast.net](mailto:david.insley@comcast.net)

**CONVENTION REGISTRAR**  
**GERRY COVINO**  
Hollis, NH 617-543-0298  
[gcovino@charter.net](mailto:gcovino@charter.net)

**CONVENTION TREASURER**  
**ROGER OLIVER**  
Denville, NJ 973-625-3414  
[oliver2@verizon.net](mailto:oliver2@verizon.net)

**MODEL CONTEST CHAIR**  
**KENNETH MAY**  
Tolland, CT 860-872-3441  
[kenneth.may@comcast.net](mailto:kenneth.may@comcast.net)

**PHOTO CONTEST CHAIR**  
**WILLIAM BARRY**  
Marlborough, MA 508-251-1252  
[ner.photocontest@gmail.com](mailto:ner.photocontest@gmail.com)