

THE COUPLER

NMRA NORTHEASTERN REGION



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Gulliver's Gate
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JANUARY - MARCH 2018

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'The Erie Limited' Ready to Roll!

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COVER PHOTO

A Chesapeake & Ohio Allegheny rolls through Thurmond, West Virginia, on Ted Pamperin's HO scale layout. This is scheduled to be one of many layouts on tour during the 2018 NER convention, *The Erie Limited*, based in Mahwah, New Jersey.

A preview of the convention starts on page 6.

Photo: Ted Pamperin



www.nernmra.org

THE COUPLER

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FROM THE EDITOR . . . By JEFF PASTON

After attending the Newport convention, I headed to Florida for a family visit. While there, I had the opportunity to visit Al Sohl MMR and see his spectacular On30 scale *Western Bay Railroad* that he has shared in the pages of *The Coupler*.

What an experience! Al's modeling is museum quality and fills a 950 square foot room in his house in Port St. Lucie. I could really sense the 1938-era model streets right down to the dust, dirt, and debris. The structures in his Colorado towns have detailed interiors, and you can hear dogs barking, horses neighing, and people yelling. It's *that* realistic!

To show us the interior of his award-winning stamp mill, Al pushed a button and automobile seat motors lifted the mill's roof!

His work has been featured in a number of model railroad publications over the years.

Al moved to Florida and retired there after living on Long Island and being a long time member of the Sunrise Trail Division. His current layout is operated with the aid of a club he started in Port St.



Lucie that meets most Tuesday evenings. I thank Al for hosting me and my friends on such short notice.

Back here in the NER, Irwin Nathanson and wife Julie take us on a tour of one of the NER's newest attractions — the HO scale *Gulliver's Gate* in New York City, starting on page 12 of this issue. I noted in the last *Coupler* that *Gulliver's* opened this past spring off Times Square. Irwin also offers comparisons to Hamburg, Germany's *Miniatur Wunderland*.

Last year at the NER convention in Albany, I entered the model contest for the first time and did pretty well. So, I entered again in Newport, and took home a merit award and two first place certificates! I'm frankly surprised that more members don't enter. I found it to be a lot more fun than I once thought. And, any merit awards can be used toward gaining AP awards.

Of course, I'd be remiss if I didn't point out a review of *Rails to the Gilded Age*, the NER's 2017 convention in Newport, RI, and a preview of the 2018 convention in Mahwah, NJ, *The Erie Limited*, both in this issue of *The Coupler*. Enjoy! 🚂

OPEN DOEHR By JOHN DOEHRING NER President

This and That

I'm just back from the 2017 NER convention in Newport, RI – my sixth consecutive annual event. This has become a happy place weekend for me; a chance not only to play with trains, but also to hang out with my friends – and my tribe. Hats off to the local Little Rhody convention team (and helpers from the HUB and elsewhere), along with our regional convention gang. Another superb event enjoyed by all.

In Newport, I presented my first ever annual President's Award to four very deserving individuals: former Treasurer Peter McKenney, Secretary Chip Faulters, AP Chairman and former Director Bill Brown, and Convention Chair Dave Insley. There are in my view several more worthy candidates, so stay tuned for future awards.

Only about 15 percent of our members attend the convention, but those who do are happy campers – and tend to come back year after year. I'm convinced that another 200 NER members would join this annual fall weekend if we could just get them there once or twice. All of us need to be looking out for new prospective conventioners in our divisions. Twice the attendance, twice the fun. (Next stop is Mahwah, NJ, in September, 2018!)

We've got a busy year ahead in the NER, starting with the rollout of our new five year strategic plan. This process began a couple of years ago with the Region Member's Survey – where we heard from over 300 of you. Building on this feedback, we created a draft plan, then reviewed this with division superintendents and region chairpersons – receiving additional input from both groups. I presented the updated plan at the Newport convention. I'd like to begin sharing this survey and plan information at local division

meetings throughout the year. (Let me know if you'd like to have this review at one of your upcoming meetings.)

Next up for the Region Board is the issue of governance. Specifically, the Region is looking now at who sits on our board (at large electees as we now do, or superintendents from the divisions), term length of Region directors (four years today, but possibly three or even two in the future), and term limits (none today, but perhaps in the future). We've completed a detailed benchmarking survey of the other 16 NMRA regions, and have the input and preferences of our current directors. We expect to decide what changes will be made in short order, because 2018 is an election year in the NER.

After we nail down the new governance model, it'll be on to the next project: rebooting the NER Website. Under newsletter editor Jeff Paston, *The Coupler* is at its all-time best; Dave Insley and the team

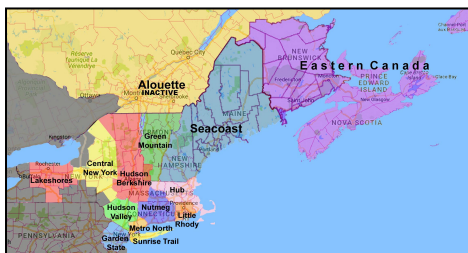


have the Region convention pipeline as strong as ever. Now we'd like to build a Website that is itself a best in class example of a one stop repository of relevant and useful information, resources, and connections. We've rolled up a lot of ideas about how to accomplish this vision, but there is still room for your thoughts – and your participation. Please reach out for me – or for Webmaster David Abrames – and let us know your ideas, and how you'd like to help.

We've got a lot going on, and a lot to do this year – and we certainly need your talents and passion on the NER team. Don't be shy – or lazy. Jump in and become a part of the 'Nifty Fifty' Region team, working to make our Region the biggest, baddest, and best – in all the world.

All aboard! 🚂

NEWS & EVENTS



New Eastern Canada Division Underway as Officers Elected

The NER's newest division has taken the essential step of selecting its officers so it may begin operating. NMRA Canada President Steve McMullin reports that an email election was conducted for the Eastern Canada Division (formerly the inactive Maritime Division) of the NER.

The following active NMRA members have agreed to serve:

President – Greg Williams, Canterbury, NB;
Vice President – George Jarvis, Conception Bay South, NL;
Secretary – Bob Henry, Quispamsis, NB;
Treasurer – Bill Turczyn, Hampton, NB.

With a response rate of 82 percent, NMRA members in the four Atlantic provinces unanimously elected the slate. President McMullin says several members expressed great enthusiasm that they would once again be part of an active division after so many years of inactivity.

Prototype Modelers Schedule March Meet

A popular venue for many NER modelers is the Railroad Prototype Modelers Valley Forge Meet at the Desmond Great Valley Hotel in Malvern, PA. It is March 23-25 and will include prototype clinics, vendors and model display room, ops session, and layout tour. Details are at www.rpmvalleyforge.org.

NER Announces Golden Spike Challenge

A year-long *Golden Spike Challenge* has been made to each of the Northeastern Region's divisions by Achievement Program Chair Bill Brown at the Newport convention awards breakfast.

The Golden Spike is the initial award in the AP given to someone who has started to build a layout or module and meets certain criteria. This competition will track the number of Golden Spike awards earned by each division, and prizes will be awarded to those individuals who participated from the winning division. The champion



will be determined by computing the number of awards as a percentage of that division's total membership, thus leveling the playing field for different size divisions.

NER President John Doehring and Brown, who are the "brains" behind the competition, will be soliciting prizes from model train businesses in the NER. Anyone wishing to donate prizes can contact Bill Brown at LARCProducts@yahoo.com. The prizes will be announced and awarded at next fall's Mahwah, NJ, convention.

NER VP Bob Dennis and Membership Chair Jim Rizzolo work the NER / NMRA tables at the Great Train Extravaganza put on by the Hudson-Berkshire Division in Albany, NY, on Dec. 3, below. The new banners behind them were designed by Chuck Diljak and promote the Region, the NMRA, and next year's *Erie Limited* convention.



Jeff Paston

THE COUPLER Deadlines

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

TIMETABLE

Compiled by JACK LUTZ

CONVENTIONS

September 13-16: NER Convention – *The Erie Limited* 2018; Mahwah, NJ
<www.ErieLimited.org>

SHOWS

- January 6-7:** 60th Annual Model Railroad Show; Garden State Model Railway Club, North Haledon, NJ <www.gsmrrclub.org>
- January 6-7:** Greenberg's Great Train & Toy Show; Hanover Mall, Hanover, MA
<trainshow.com/hanover>
- January 27-28:** 50th Anniversary Amherst Railway Society's Railroad Hobby Show; Eastern States Exposition Fairgrounds, West Springfield, MA
<www.railroadhobbyshow.com>
- February 22:** Model Railroad, Train & Toy Show; Zandri's Stillwood Inn, Wallingford, CT
<www.classicshowslc.com>
- February 11:** Fishkill Model Train and Railroad Hobby Show; Fishkill Recreation Center, Fishkill, NY <kingstontrainshow.com>
- February 25:** Worcester Model Railroaders Annual Show; Auburn Elks, Auburn, MA <www.wmrr.org>
- March 3-4:** Greenberg's Great Train & Toy Show; Rochester Dome Arena, Rochester, NY
<trainshow.com/rochester>
- March 4-5:** Bay State Model Railroad Museum Show; Bay State Model Railroad Museum, Roslindale, MA <www.bsrm.org>
- March 10-11:** Spring Model Railroad Show & Open House; South Shore Model Railway Club & Museum, Hingham, MA <www.ssmrc.org>
- March 10:** Vermont Rails Model Railroad Show; Collins Perley Sports & Fitness Center, St Albans, VT <www.nvrrailroad.org>
- March 10-11:** World's Greatest Hobby on Tour; New Jersey Expo Center, Edison, NJ
<wqghshow.com/edi2018>
- March 11:** Southern Connecticut Model Train Show; Greenwich Civic Center, Greenwich, CT
<www.southerncttrainshow.com>
- March 17-18:** Greenberg's Great Train & Toy Show; Shriners Auditorium, Wilmington, MA
<trainshow.com/wilmington>
- March 24:** Maine3Railers Annual Train Show; Elks Club, Augusta, ME
- March 25:** The Wayne Train Show; Wayne P. A. L. Hall, Wayne, NJ
<www.eastcoasttrainparts.com/wayne.htm>
- March 30-31:** East Coast Large Scale Train Show; Wyndham Garden Conference Center, York, PA
<www.eclsts.com/show-info.html>

MEETS

- March 3:** GSD Winter Meet 2018; Fulton Friendship Lodge #102, Park Ridge, NJ
<www.nergsd.com/upcoming.html>
- March 23-25:** Railroad Prototype Modelers Valley Forge Meet; Desmond Great Valley Hotel, Malvern, PA <www.rpmvalleyforge.com>

CONVENTION REVIEW



Newport Convention

"Rails to the Gilded"



Little Rhody's Justin Maguire is presented with Master Model Railroader award by Chair Bill Brown MMR as MMRs Peter Watson, Larry Cannon, Bruce DeYoung, Mike Tylick, and Tom Oxnard watch.

Bob Peters



Newport & Old Colony RR conductor shows the route.

Three OC&N photos: Jeff Paston



Enjoying the ride are Rudy Slovacek (HUB), and Linda and Rick Spano (GSD).



Awards breakfast.

Jim Walsh



Bruce Robinson receives HUB Division's Keith Shoneman Award for promoting prototypical operations from Dave Insley.

Bob Peters

By SUE OSBERG
Superintendent, Little Rhody Division
Convention Co-Chair

It was billed as a "Destination Convention." This year's NER convention, *Rails to the Gilded Age*, certainly lived up to that designation. From the outset, people were excited to be in Newport, RI. The weather mostly cooperated – although a bit cooler than expected, the ocean sparkled in the sunshine. People returned from the outdoor train tour to the Seaview Railroad, and the Old Colony & Newport Railroad ride with smiles on their faces, talking about how wonderful it was. And people went for runs on Cliff Walk and walks on Easton's Beach. Where else can one find such things?

Where else could you take a bus trip that ended at the

"summer cottage" of Cornelius Vanderbilt, *The Breakers*, but in historic Newport, RI? And then go over to the stables where the Vanderbilt's housed their horses and carriages, but now also houses a delightful HO scale rendition of their New York Central rail line showing the history of the railroad, including several versions of Grand Central Terminal. This five-diorama layout is being restored by several members of the Little Rhody Division and was a treat to view.

Throughout the convention, attendees scattered to visit the various layouts that were open for viewing. There were 22 layouts spread throughout Rhode Island, Massachusetts, and Connecticut. One could visit during the convention, or on the way to or from Newport.

The clinics lived up to their hype – they were plentiful and

Sue Osberg leads tour of Breakers Stables and NYC layout.



Jeff Paston



Kaylee Zheng

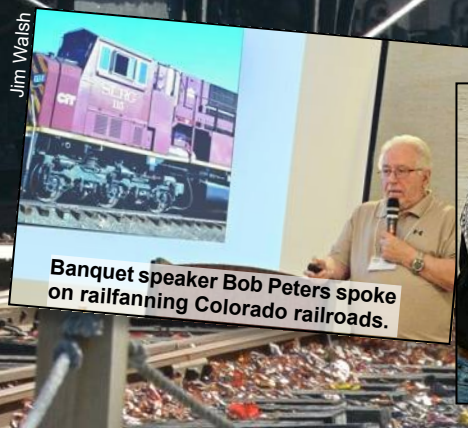
Jeff Paston



Seaview Railroad tour, above and at left.

Age" Satisfying Time

Jim Walsh



Banquet speaker Bob Peters spoke on railfanning Colorado railroads.



NER President John Doebling presents President's Award of Appreciation to Chip Faulter, left, Dave Insley, and Bill Brown.



Photos: Bob Peters



GSD President Bruce DeYoung announces plans for 2018 NER convention in Mahwah, NJ.

Jim Walsh

terrific. The clinic rooms were alive with train talk, how to make better trees, how to improve sound in locomotives, 3-D printing, and so much more. Attendees commented about how much they learned.

The sunny contest room was spacious and full of light allowing all who entered the chance to easily view the photographs and models. And were they wonderful. The awards given out to photographers and modelers highlighted the talent of members of the Northeastern Region.

The train show was a popular stopping point with six operating layouts. Everything from N scale through O scale was included, and the New England Fre-mo HO scale layout was open for operations. Also included in the train show were some premier

vendors including Bar Mills, Deerfield River Laser, N-Scale Architect, Train Troll, and several others.

Instead of having a long awards banquet, it was decided to separate dinner from awards. The Saturday night banquet highlighted the 2018 convention in Mahwah, NJ, and presented a railfan tour of Colorado Railroads by Little Rhody member Bob Peters. The Sunday breakfast spotlighted all of the photography and model awards, along with a long list of Achievement Program awards and a brand new Master Model Railroad.

If you missed this year's NER Convention, *Rails to the Gilded Age*, many agree you missed a great convention and a fantastic destination. 🚂

CONVENTION
PREVIEW



SEPT
13
THURSDAY

The Erie Limited Plans for New Jersey Convention Underway

The Lackawanna's *Phoebe Snow* travels over the famed New York Society of Model Engineers' O scale layout, one of the layouts scheduled to be on tour.

Photo: Mike Sullivan

By CHUCK DILJAK

The 2018 NMRA Northeastern Region convention will be held September 13-16 at the Doubletree Hotel in Mahwah, NJ, the convention headquarters. Mahwah gets its name from the Lenape Indian word, "mawewi," which means "meeting place" or "place where paths meet." This area is also known as "The Crossroads", where multiple highways intersect, making travel easy for all convention attendees. The Erie Railroad's mainline between Jersey City and Chicago passed through Mahwah. The railroad's premier passenger train, *The Erie Limited*, traveled on this route with its E8s as the headend power, providing the inspiration for the convention logo. And, Mahwah is centrally located in the combined Garden State and Hudson Valley divisions, co-hosts for the convention.

The Doubletree Hotel provides quick access to many of the area's highways, getting you on your way to your operating session, tour, or non-rail destination. Breakfast is included in your hotel stay.

But, if you are looking for lunch or dinner to maintain the energy level you will need during the convention, there are many area restaurants to choose from, including the hotel's Boom Burger restaurant and several popular New Jersey diners. A list of restaurants and map will be provided in your convention program.

There are 55 clinics planned for the convention in several formats. Peter Youngblood, one of the leaders of the NMRA's *Modeling with the Masters* program, will be giving one of that program's clinics. This program is very popular at NMRA National conventions, offering a hands-on learning experience in building a model. The convention will also have a "Works-in-Progress" session as part of the clinic program. For those of you not familiar with this format, it provides close-up demonstrations of modeling techniques. Multiple clinics are run simultaneously and repeated in the clinic room, giving conventioners an opportunity to learn new skills up close. The remainder of the clinic program will be filled with traditional



The Doubletree Hotel in Mahwah, NJ, will be convention headquarters.



A typical session being planned might resemble Jim Homoki's presentation of his "Works-in-Progress" clinic on adding wood flooring to gondolas.

Fred Dell'Alacono

Jim Walsh



Among the sites open to visits during the convention is the Erie Railroad's original Mahwah passenger station, which currently serves as part of the Mahwah Museum, above. Below left, one of

the entrances to the Sterling Hill Mine in Ogdensburg, NJ. The mine will be one of the prototype tours featured. Ringwood Manor, below right, will be a non-rail convention destination.

classroom style clinics, covering railroad history, modeling techniques, operations, and many other topics.

A model railroad convention would not be complete without offering layout tours and operating sessions. The nation's oldest model railroad club, the New York Society of Model Engineers, will open its club for the convention, featuring its O scale and HO scale layouts. Those of you that are interested in operating sessions will not want to miss Ted Pamperin's HO scale C&O and HOn3 Mann's Creek layout. The layout is set in 1943, is fully scened, and has a CTC system on a portion of the layout as well as ABS signaling. Many other layouts will also be open for tours and operating sessions.

In addition to layout tours, there are several prototype tours planned for the convention. The Sterling Hill Mining Museum will be a very popular tour for both rail and non-rail attendees. The mine produced over 11 million tons of zinc ore, is one of the oldest mines in the country, and was the last operating underground mine in New Jersey, closing in 1986. Between the Sterling Hill Mine and others

nearby, 90 different mineral species have been identified as fluorescent and are highly regarded by collectors around the world. You will have the opportunity to tour this underground mine and see its vast collection of mining equipment and minerals. For more information, visit its website <sterlinghillminingmuseum.org>.

For those interested in the non-rail program, a tour of Ringwood Manor is a must. The history of the property dating to the Revolutionary War ties in with New Jersey's iron industry and the prominent families associated with it. The home and its gardens are a National Historic Landmark. More information is at <www.ringwoodmanor.org>.

As you can see, the planning for *The Erie Limited* convention is well underway and Mahwah is a perfect meeting place. You can keep up to date with the convention plans by bookmarking the convention Website <ErieLimited.org>, or on Facebook at <www.facebook.com/ErieLimited2018>.

Meet you in Mahwah! 🚂



Model Photos by Scooter Youst



Contest Chair Ken May presents *Baldwin Trophy* to Tom Oxnard, who won first place and scored highest with his Charles River drawbridge.



Bob Peters

HIGH QUALITY MODELS



Jeff Paston, 1st Place



Mike Bowler, HM

By KEN MAY Model Contest Chair

The Model Contest at the NER Convention held at the Cambria Hotel in Newport, RI, was run using National Rules. I was assisted by Bill Barry, Photo Contest chair, and Larry Cannon.

There were 22 models to be judged. There were many structure models entered, but only one locomotive. The quality of the entries was quite high. Fourteen of the models earned Merit Awards (*indicated by ribbons in photos*).

Now, to the entries. Our Best In Show—the *Baldwin Trophy*—went to Thomas Oxnard for his outstanding Charles River drawbridge. This model placed 1st in *Scratch Built Structures*. The HUB Award for the model with the 2nd highest score went to Andy Reynolds for his Wisconsin dairy barn, which placed 2nd in *Scratch Built Structures*. We did not award a *New Modeler* at this contest.

Rudy Slovacek won 1st place in the *Scratch Built Caboose*, *Scratch Built Freight Car*, and *Scratch Built Non-Revenue* categories for his Taconic Lumber Company caboose, log car, and water car; and 2nd place for his Taconic Lumber work car.

In the *Scratch Built Passenger Car* category, Larry Cannon won 1st place for his combine car.

Tom Oxnard also won a 3rd place in the



Contest award entrants: From left, Mike Bowler, Justin Maguire (*Model Showcase*), Rudy Slovacek, Rich Breton, James Van Bokkelen, Larry Cannon, Steve Ascolese, Andy Reynolds, Artie Krass, Tom Oxnard, Irwin Nathanson, Jeff Paston, and Howard Miller. Model Contest Chair Ken May is at right.

Photo: Bob Peters



Andy Reynolds
HUB Award
and 2nd Place

STAND OUT in NEWPORT

Scratch Built Structures category for his Exeter Brass Works factory. Honorable Mentions went to James Van Bokkelen for his Rowley, MA, station; Artie Krass for his uncovered bridge; Steve Ascolese for his MacDonald Coal dealer; and Mike Bowler for his engine house.

In the *Kit Built Diesel & Other Locomotive* category, Jeff Paston won a 1st place for his Delaware & Hudson RS-3U.

In the *Kit Built Freight Car* category, Rich Breton won a 1st place for his B&M Bulkhead Flat Car; and Howard Miller won a 2nd place for his Boston & Maine box car.

In the *Kit Built Passenger Car* category, Jeff Paston won a 1st place for his New York Central observation car.

Irwin Nathanson won a 1st place for his NYC barge in the *Kit Built Structures* category; Howard Miller won a 2nd place for his Fred and Reds food stand; and a 3rd place for his two story house.

I thank the people who helped with the judging: Bill Barry, Rich Breton, Larry Cannon, Mike Evans, Chip Faulter, Glenn Glasstetter, Peter Higgins, Mal Houck, Joe Lacaroz, Paul Lessard, Mike Tylick, and James Van Bokkelen. Thank you also to all who participated in the contest in Newport. We hope to have more models in Mahwah, NJ, next year.

(More awards on page 10)



Rudy Slovacek, three 1st Place awards
and one 2nd Place (above and at right)



Steve Ascolese, HM



Howard Miller
2nd Place (above),
3rd Place (at right)



Newport Awards

(Continued from page 9)

The following Achievement Program Awards were announced by NER AP Chair Bill Brown MMR at the NER convention in Newport.

EASTERN CANADA

Donald Fitzpatrick Golden Spike
Louis McIntyre Golden Spike
Blake Woolley Golden Spike

GARDEN STATE

Craig Bisgeier Chief Dispatcher
Robert Dennis Official
Chuck Diljak Structures
Kai Ebinger Golden Spike
James Fawcett Volunteer
Jim Homoki Author; Volunteer
Anthony Piccirillo Golden Spike

GREEN MOUNTAIN

Gerald B. Fox Volunteer

HUB

John Doehring Official
Malcolm Houck Proto Modeler
David Insley Volunteer
Ernie Johansen Golden Spike

David C. Trimble Electrical
James Van Bokkelen Chief Dispatcher; Official

HUDSON BERKSHIRE

Robert Hamm Proto Modeler
Arthur Krass Volunteer
Irwin Nathanson Volunteer; Author

LAKESHORES

Harold Russell Scenery

LITTLE RHODY

Thomas Emmett Scenery
Justin Maguire Cars; Proto Modeler

NUTMEG

James Mayo Chief Dispatcher

SEACOAST

Richard Breton Author
Peter McKenney Official; Author
Glenn Mitchell Chief Dispatcher
Thomas Oxnard Proto Modeler
Bruce Robinson Scenery

SUNRISE TRAIL

Joe Bux Volunteer
John Feraca Structures



Tom Oxnard
3rd Place



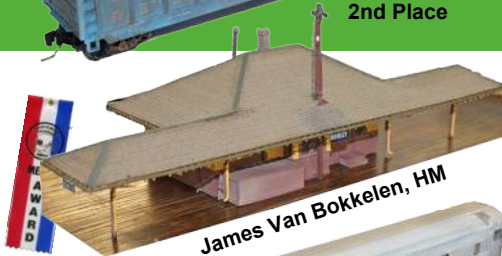
Irwin Nathanson
1st Place



Larry Cannon, 1st Place



Howard Miller
2nd Place



James Van Bokkelen, HM



Jeff Paston, 1st Place



Rich Breton
1st Place



Artie Krass, HM



AP award recipients at the convention: Tom Oxnard, James Van Bokkelen, Mal Houck, Rich Breton, James Mayo, Thomas Emmett, Dave Insley, Bob Dennis, Irwin Nathanson, John Doehring, Bruce Robinson, Justin Maguire, and Artie Krass.

Photo: Bob Peters

Newport's Breakers Mansion

Little Rhody Helps Christmas Display

The Little Rhody Division has returned to *The Breakers*, the Newport, RI, mansion built as a summer estate by New York Central Railroad magnate Cornelius Vanderbilt II.

Last Christmas, members of Little Rhody helped laying out model railroad track as part of *The Breakers* Christmas display. Because of that connection, *The Breakers* was added to the Viking Tour of Newport during the *Rails to the Gilded Age* NER convention. Little Rhody returned the week after the convention to put down track for this year's display, and by Thanksgiving weekend, the trains ran once again.

The Christmas layout consists of two Lionel figure-eight formations. During evening special events, Little Rhody members are available to run the trains; during the day, volunteers operate the trains with Little

Rhody member Tom Emmett on call.

The trains at *The Breakers* are a hit with all the tourists who come through the



LRD members Brian Osberg, Tom Emmett, Mike Wlochowski and Steve Ryder lay out track.

mansion during the holidays. Children are encouraged to operate trains by remote controls and push buttons for sound to the delight of their parents. With the trains running, Christmas at *The Breakers* is truly special. —Sue Osberg

Sue Osberg



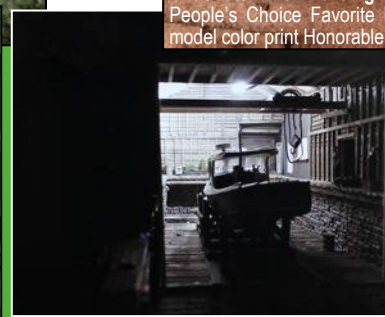
"Flag Stop at Matthews Station" by Rich Breton: 2nd Place model color print.



"Powering Up," above, by Rich Walz: 1st Place model color print; People's Choice Best in Show. Left, "Taking Sand – Durango 1970" by Bob Verkuyl: 1st Place prototype color print. "Run Around" by Tom Oxnard, right, People's Choice Favorite Prototype; and 3rd Place prototype color print.



"Tidewater Wharf Building" by Andy Reynolds: People's Choice Favorite Model Color Print; model color print Honorable Mention.



"Boat Repair Shop" by Andy Reynolds: 3rd Place model color print.

First Timers Add to Photo Contest

By **BILL BARRY**
Photo and Art Contest Chairman

There were 15 entries this year with more than half from first time entrants at the 2017 NER Photo and Art Contest. Entries came from only two of the judged photo categories, *Color Print of a Model* and *Color Print of the Prototype*. There were no entries in the *Graphic Art* or *"Imagineered" Photography* categories.

The Photo Contest is open to several judged categories: *Black and White Print of a Model*, *Color Print of a Model*, *Black and White Print of the Prototype*, *Color Print of the Prototype*, *Graphic Art*, and *"Imagineered" Photography*.

In addition to the judged contest, convention attendees are invited to vote for their favorite entries, leading to our Peoples' Choice Awards.

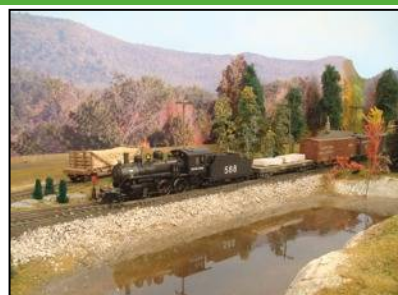
I thank my panel of judges Bob Peters, Doug Scott and Mike Tylick.

If you've been on the fence about entering the contest, please give it a try at next year's convention. Gather up some of your favorite photos, print them or have them printed and mount or mat them as per the contest guidelines.

You should also think about entering other photo categories. Just because you take your photos in color doesn't mean you can't enter the black and white categories. If you have a photo that looks like a black and white photo (we had several in this year's contest), you should convert to a black and white image and enter it in one of these categories.

If you're handy with software, maybe you should try entering the "imagineered" category. This category lets you enter photos that are created from a composite of images, filtered, modified, etc.

I would also love to see entries in the graphic arts category. This can include paintings, drawings, or even needlepoint as long as it has a railroad or model railroad related theme.



"1909 Reflections of B&M" by Rich Breton, above, Best in Show – model color print. "Horse-Power," far right, by Kaylee Zheng: 2nd Place prototype color print. "Fresh Paint on NHN #3823" by Rich Breton, right, prototype color print Honorable Mention.



Photo Contest winners, from left, Andy Reynolds, Rich Breton, Rich Walz, Bob Verkuyl, Kaylee Zheng, and Tom Oxnard, and Contest Chair Bill Barry.

Bob Peters

Gulliver's Gate

Visiting an Amazing HO Attraction in New York

It Invites Comparison to Miniatur Wunderland

By IRWIN NATHANSON

Vice President, Hudson-Berkshire Division

Those of you who have visited my separate, but interconnected American (HO), German (HO) and British (OO) layouts, or had seen them in the August 2016 issue of *NMRA Magazine*, know that they were in part inspired by the HO scale Miniatur Wunderland <www.miniatur-wunderland.com> in Hamburg, Germany. Wunderland is, by far, the most famous model railway exhibit in the world. But, it is not the only one of its type. There are the Pendon in the UK <www.pendonmuseum.com>, Mini World in France <www.miniworld-lyon.com/en>, and now Gulliver's Gate <www.gulliversgate.com> right here in the NER.

Located off New York City's Times Square, Gulliver's Gate opened this past May and seems to be doing well. Open daily from 10 AM to 8 PM, the entrance is at 216 West 44th Street. You enter at street level and then walk up one floor to the



main exhibit. Admission fees are \$36 for adults, \$27 for children 6-12 and seniors, and no charge for children 5 and under. If you book online ahead of time, you save \$5 per ticket. Interestingly, there are no in-and-out privileges. Once you leave, you need to buy a new ticket to come back inside.



The author studies the Grand Central Terminal model, above and at left. Above, huge models of the Brooklyn and Manhattan bridges greet visitors to Gulliver's Gate.



Miniatur Wunderland in Hamburg, Germany

Since I've visited Miniatur Wunderland twice, I couldn't help comparing Gulliver's to Wunderland.

Both locations have amazing HO model scenery, and I wish each had more of a focus on the trains than on the scenery. I believe Wunderland has more trains than Gulliver's. And Gulliver's claims to be the largest model railway in the world. Perhaps they are by adding up all of its square footage. But when you deduct aisles and open space, I believe Wunderland actually is larger. Wunderland is generally one long, continuous, room-to-room, country-to-country layout whereas Gulliver's is laid out as separate, themed layouts.

NEW YORK CITY

Entering the main floor, the first module is New York City. And it's amazing! The first thing my wife Julie and I saw was a massive Brooklyn Bridge. (Even though we both grew up in Brooklyn, we only walked across the bridge for the very first time earlier that day.) We then came to a beautiful, cutaway model of Grand Central Terminal, with all above and below ground levels modeled and populated. We also came across the first of many "key stations;" this one to operate a



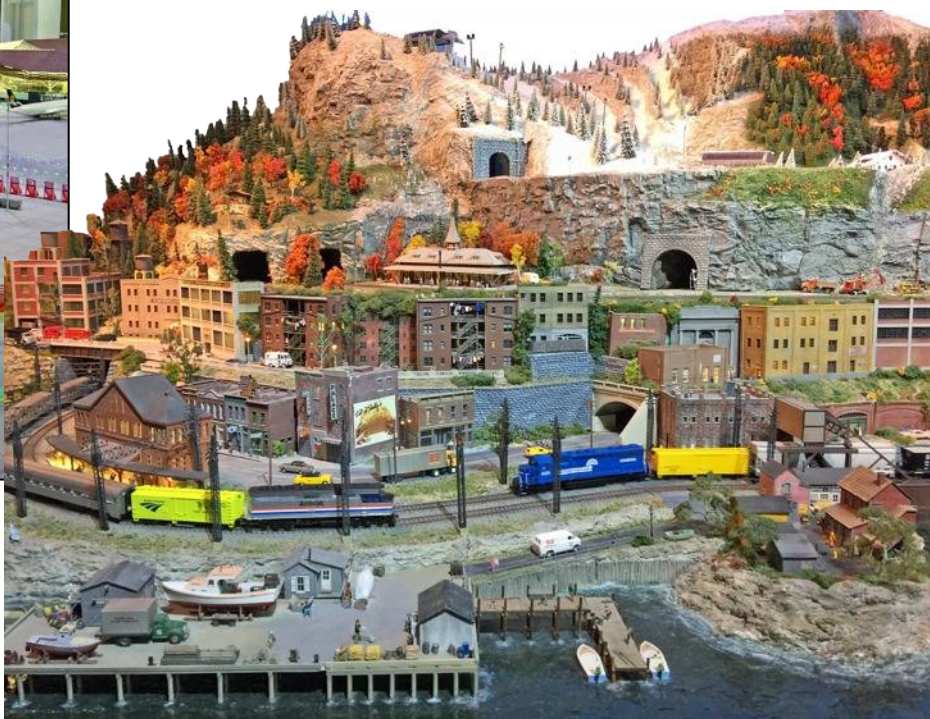
helicopter. At the admission desk, they give each person a metal skeleton key on a lanyard. Throughout the layout are these stations where you insert the key to operate something. While visiting New York City, you get to see the Macy's Thanksgiving Day Parade in progress, complete with its famous floats. You can also find the giant "Stay Puft Marshmallow Man" from the original *Ghostbusters* movie.

Continuing counterclockwise, you come to the separate New England model railway. Also beatifically scened, this multi-level layout has, perhaps, the most trains of all the locations within Gulliver's.

Next in line is the British Isles layout. This included an innovative model of Parliament and Big Ben, wrapped around a vertical, metal H-Beam and an operating Tower Bridge over the Thames. A key station here activates the monster which surfaces in Loch Ness.

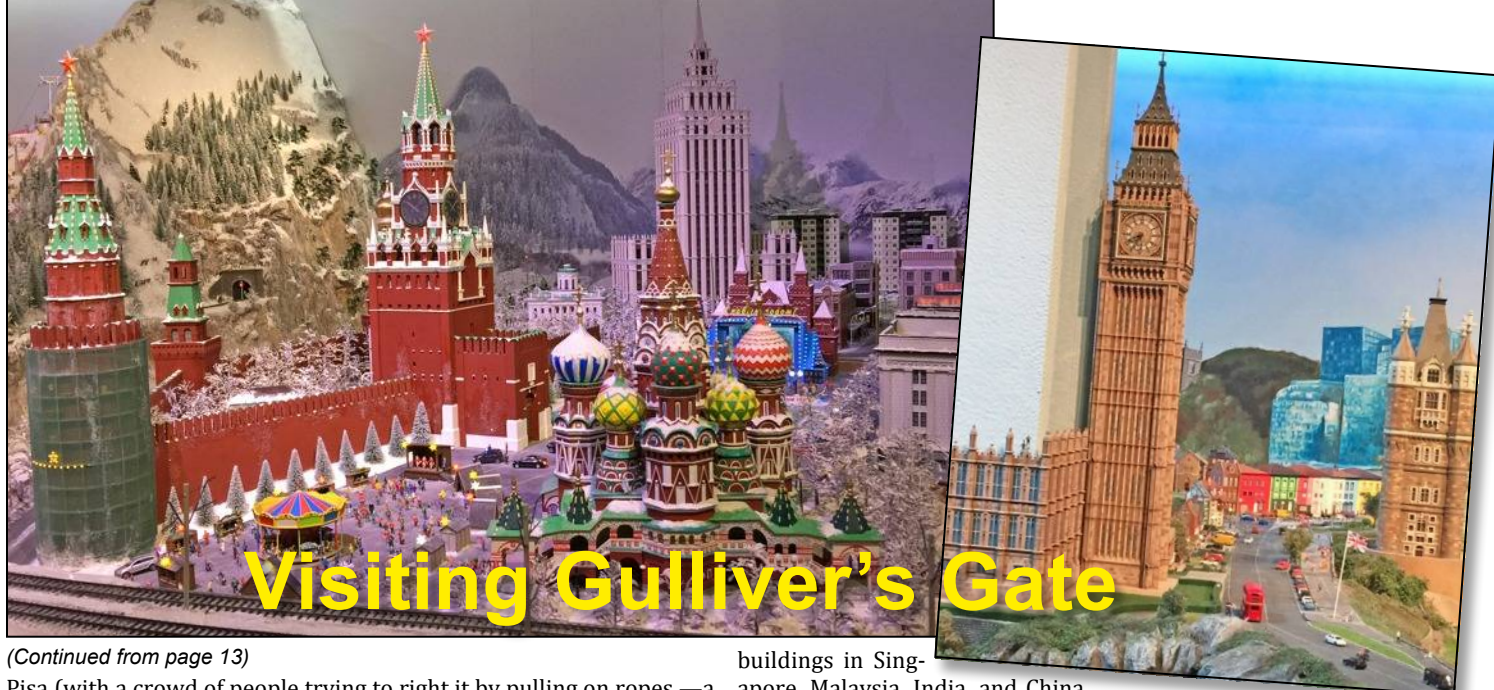
A TOUCH OF WHIMSY

Continental Europe is next, where one country runs into the next. Models include the Eiffel Tower, the Atomium, the Leaning Tower of Pisa, and the Colosseum. (Continued on page 14)



Gulliver's Gate features many separate layouts with individual themes. New England from the Atlantic coast to industrial cities to the mountains and ski areas is depicted above. At top of page, New York City's famed Macy's Thanksgiving Day Parade with its iconic balloons passes near Grand Central Terminal. Gulliver's Gate has its own airport, complete with aircraft taking off and landing, taxiway lights, and large terminal building. These HO layouts are controlled by computer and monitored throughout the day by staffers in a control room visible to visitors, left.





(Continued from page 13)

Pisa (with a crowd of people trying to right it by pulling on ropes — a good example of the whimsy found throughout Gulliver's), and Neuschwanstein Castle in Germany (this is the real castle which Disney used as inspiration for Fantasyland). Throughout the layouts, Gulliver's extensively uses the Faller Car System with operating vehicles of all sorts.

Mentioning whimsy, along the same lines, the very accessible, friendly and knowledgeable docents were happy to point out details it might have been easy to miss. They also hand out seasonal scavenger hunt check-off sheets, challenging old and young alike. The one we received was themed for Halloween and the check off list included the *Ghostbusters*, flying witches, Michael Jackson performing "Thriller," the Headless Horseman, Dracula, mummies, Captain Jack Sparrow, and many more. I don't recall ever seeing docents at Wunderland. It's a nice touch!

RUSSIA AND ASIA

Next, the Russia layout, frozen and white in the midst of deep winter! Here, a good number of snow and ice-covered trains roll through. The model of the Kremlin is truly outstanding, as is the frozen Volga River.

In the middle of the layouts is the glass-fronted control room with massive computer displays and desks where technicians run and monitor the entire Gulliver's Gate.

At this point, we arrived at Asia. The modeling includes famous

buildings in Singapore, Malaysia, India, and China, including a massive model of the Forbidden City, which Julie and I and our sons visited for real earlier in 2017. Here, the focus was really on the buildings and the landscape; tracks and trains were few and far between.

Continuing around the room brought us to the Middle East with a great model of old town Jerusalem. In the middle of this room is a separate layout of Latin America, including a massive Iguazu Falls with real water.

Next stop is the "Works in Progress," where I assume during normal week day work hours, you can glimpse the modelers hard at work.

A MODEL OF YOU?

At the 3D scanner area, you can have yourself immortalized as a full color, true-to-scale HO, O, or even G scale model! For Julie and me, it would have cost about \$80 in HO. We were ready to go ahead until we found out that, specifically for HO, you don't get to keep your figure(s)! Gulliver's keeps them to further populate its model railway. So, we passed!

On the opposite side of where our tour started, we came to the (stand-alone) model of an operating modern airport. Like the one in Wunderland, planes will take off and land.

Our visit to Gulliver's Gate was a lot of fun and we will likely return again for another look.



Among the many models from around the world is Jerusalem's Old City at left and its religious sites sacred to Jews, Christians, and Muslims. China's Forbidden City is depicted above in the Beijing scene.

At top left of page, the Kremlin and other Moscow scenes are depicted in a wintertime setting. Parliament, Big Ben, and the Tower of London are featured in the English model layout, top right.

The Paper Work

By **JEFF HANKE**

What?! Paper work! What sort of hobby is this? I am looking for a hobby, not a job! Yes, there is paperwork in model railroading and it can be confusing. It doesn't have to be, if you understand the basics of what it is for and how it's used. If you get to the point where your railroad is up and running, the topic of operations is sure to come up. What is meant by operations is the process by which you move trains over your railroad in a manner like the prototype railroads do or did.



There are several methods the prototypes have used over time to control how a train moves over the railroad. Time table and train order, CTC, TWC, DTC, etc. All have their pros and cons. These are different ways to keep trains from running into each other. The actual building of a train by

sorting cars in yards is the same across them all. What I use is a rather simple scheme of a Chessie schedule (timetable) with the Micro-Mark car card system to keep things fun and fluid.

CARDS AND WAYBILLS

First, every locomotive, freight car, passenger car and caboose needs a car card. This is part of my "standard" I spoke of in an earlier column. A car has one when it is built and is not allowed on the railroad without one.

Second, waybills need to be created for the industries on your layout. A waybill is the routing slip that shows what the load is and where it is going. A waybill is for the load, not the car. Each stop on the load's trip is written on the card. The Micro-Mark system allows for four stops per card.

Research is required to really understand what types of cars are inbound and what types are outbound to each industry. A grain elevator will deal almost exclusively with covered hoppers in my era, but occasionally a box car of machinery or grain bags may be needed. A team track, known in the hobby as a universal industry, has practically no limits for in or outbounds.

You also need to make waybills for loads that move as bridge traffic, or from the layout's end to end without stopping for loading or unloading. Coal, loaded on the West End and transported to the docks in Baltimore, is a great example on my layout. You will also need some empty car requests. These are light blue cards in the Micro-Mark system. These cards tell a yard that an industry needs a car to fill.

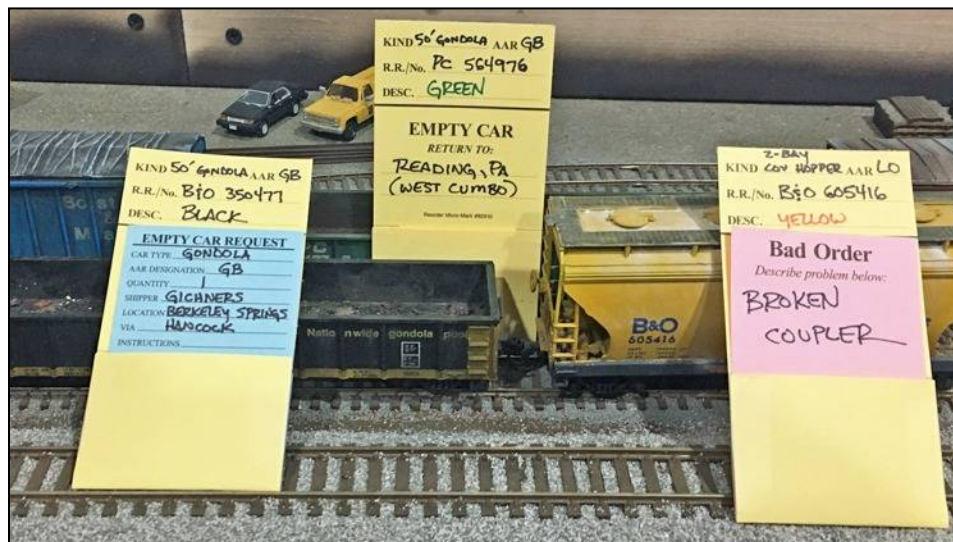
Brunswick Yard may just look like a jumble of cars, but it really is the puzzle for the yardmaster to solve. His job is to sort the cars

with his switcher into blocks. A block is a group of cars heading to the same destination. Those cars bound for the East End stay in yard tracks waiting for locals or turn trains to be delivered. Many cars though are destined for locations west of the East End's western terminus of Cumberland, MD. Those cars are blocked for the three major off-layout points west —

demands that pop up from each industry. If an empty of the proper type is not available, the yardmaster has to ask other yardmasters for an empty car to fulfill the request.

AVAILABLE DATA

Choosing which block goes on to what train was really quite easy given the data that is readily available from the Baltimore & Ohio Museum Shop. A Chessie era schedule is available showing every train and when it



Jeff Hanke

The light blue empty car card request form is asking for a standard GB type gondola. In the background, a barely visible Penn Central gondola doesn't have a waybill, and shows its proper empty car routing. The third car is what a typical bad order looks like, hence the pink slip.

Chicago, Pittsburgh and St. Louis. These blocks are put together and run over the road to Cumberland staging.

SORTING EAST AND WEST

At the same time the westbounds are being sorted, eastbounds in Brunswick have to be treated the same way, only in the opposite direction. These cars, however, get blocked for Washington, Baltimore or Philadelphia and run the short distance into the eastern end staging. Cars dropped off by eastbound trains for Brunswick area industries are stored in a yard track for a local to deliver later.

This same type of east and west-bound sorting happens at all of the yards on the East End, only at much smaller volumes. Very small yards, like Miller, do not have a switcher assigned, and any sorting of cars into tracks is done by the road crew dropping off the block of cars.

Each yardmaster also has to keep some empty cars handy to fill the blue slip

made its scheduled stops. That train made the scheduled stop at the scheduled place, picked up any cars that were heading their way and dropped off any that are destined for that particular yard.

How many trains you run in an operating session and how many cars are in each train is up to you, but the basics are the same. My goal is about 10 trains of 12 to 15 cars each. The East End saw about that many scheduled trains. If I want more, I can just run an extra train. The prototype East End actually ran more extras than scheduled trains, but I don't plan on replicating the full volume of the road. Extras are used to handle the additional volume of traffic over and above the schedule. For example, grain extras – entire trains of covered hoppers – are common during harvest season.

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

NEW MEMBERS

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As of 12/11/17

QUEBEC

Robert Drouin

MAINE

Adam Cavanagh

James Husson

Mathias Poulin

MASSACHUSETTS

Shawn Cavaretta

Peter Forte

David Geohegan

Fred Isbell

Richard Labonte

NEW HAMPSHIRE

Steve Doyle

Lakes Region MRR Museum

Alex Mansur

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