

**NERx IS BACK, AND EVEN STRONGER!**

**APRIL 10TH & 11TH**

**2-6 PM, 7-11 PM Eastern**

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Check the outstanding work on one of  
the NER's new Website:



**www.  
nerx.org**

## FREIGHT CAR THEORY

**MAX BRISBEN**

Keeping New England's cargo rolling in 1970



PAGE 10



**NMRA NORTHEASTERN REGION**

**ISSUE 281**

**SPRING 2021**



A Front Range dummy kit was the basis for this rare Western Maryland blue unit. Seen here at Hancock, WV, it is positioned in a GP9s normal position in the middle of the three locomotive power set.

**JEFF HANKE'S USE OF UNPOWERED LOCOMOTIVES  
GIVES A NEW MEANING TO "DUMMY"**

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**This is the online edition. All web links are live.**



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## ON THE COVER

A FRONT RANGE DUMMY KIT WAS THE BASIS FOR THIS RARE WESTERN MARYLAND BLUE UNIT. SEEN HERE AT HANCOCK, WV, IT IS POSITIONED IN A GP9S NORMAL POSITION IN THE MIDDLE OF THE THREE LOCOMOTIVE POWER SET. THIS GP9 PROVIDES GREAT REALISM FOR LESS THAN \$20.

**NMRA**  
**NORTHEASTERN REGION**  
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# OPEN DOEHR

**JOHN DOEHRING**  
 PRESIDENT, NORTHEASTERN REGION, NMRA



## I Imagine - NMRA 2030

I've been imagining this week an NMRA I'd like to help build and enjoy - here in the early 21st century - perhaps a ten-year path to 2030. There is much in the NMRA today to be proud of, a foundation to build upon, indeed. And yet, I'm satisfied with almost none of it; I see near-unlimited opportunity for change, improvement, and transformation - at every turn. These are some of my ideas today (who knows what tomorrow will bring)? How do you see it? What is it you would build in the NMRA - on our road ahead to 2030?

**Much Bigger:** I imagine the NMRA as a truly global organization - one with more than 100,000 members, and 1/3 of these outside the USA. I see bigger as funner (!) - because it's relevant to way more (and more types of) model railroaders - scale modelers, prototype enthusiasts, collectors, technologists, animators, electrical wizards, scratch builders, artists. I see member value that is obvious and rarely argued, and with railroaders the world over want to join.

**Digital Everything:** I imagine an NMRA that is digital to the core (in its DNA) - a place where the gathering, curating, and sharing of data, information, ideas, and solutions - is connected by design. I see an association more like a global social media platform, but combined with a universal library. Connecting, sharing, supporting each other is the main point. Everything is digital, shareable, usable, relevant - and right at our fingertips.

**Achievements All:** I imagine an NMRA with an Achievement Program that is vibrant and active, difficult but doable, and pursued in some way by half of the members. The point is to learn, share, and improve - with connection and mentoring central. I see double the number of MMRs, and before long doubling that yet again. More engagement, more connecting, more volunteering - more achieving.

**Order Here:** I imagine an NMRA where membership fees are much more flexible - menu pricing based value, or value pricing at multiple package levels (bronze, silver, gold, platinum). I see options with a basic price of \$39 or \$49 USD, and then more for additions (like \$29 for a division membership, or AP support, or the digital magazine ...)

**Chose Your Division:** I imagine an NMRA where each member begins as a national, at large member only - with the option then of choosing a local division affiliation (or not). Division options might center on geographic location (as they do today), or around other like-interests (like SIGs). Members who desire might more easily create their own new divisions. No one would be unhappily forced into a division they didn't choose.

**Franchise Model:** I imagine the NMRA as a smooth running business, with a high value, standardized franchise structure - offering set up, information, and support for 'the business side' of the work. I imagine a national organization invested in division success - and not constrained by resources, energy, or imagination. Local divisions could then focus on making and delivering the product to customers.

**Big Tent:** I imagine an NMRA with multiple 'prototypes' of target clients - each with a clearly designed and identified persona. I see an association of much more than just retired or soon-to-be retired boomers with money. I want to see an aggressive outreach to younger modelers, modelers of color, women and families, and young kids. I see a world full of train people - all welcomed by our tribe.

**Small Pikes:** I imagine an NMRA with a new, loud, and aggressive posture which says that small layouts (shelf designs, 4X8s, modules, and dioramas) are not only ok - but they are now the 21st century norm. I see a hobby where basement empires are still treasured, but less common, and where people with more limited resources, time, and space express their creativity, initiative, and art on smaller canvases.

**All Scales:** I imagine an NMRA where scales are embraced and celebrated – where diversity of modeling size is a true wonder – and where we all learn from one another independent of our scale of choice. I see an association where sub-tribes of different scales can find one another more easily, where the competition between scales is friendly, inclusive, and good natured.

**That's Us Too!** I imagine an NMRA that enthusiastically embraces the exploding diversity of modeling subgenres in our hobby today – computers, animation, simulation, propulsion, 3-D printing, virtual reality, video and audio content creation, custom weathering – on and on. I see an association with thousands of members in each of many different subgenres – and where average members are constantly availed of 'new paths' to ponder and explore.

I see a lot in my imagination for the NMRA and its possibilities. Some will disagree with these ideas (that's OK) and others will agree but claim there's no real chance of it actually happening, developing (that's less OK). As John Lennon once reminded us – "you may say that I'm a dreamer, but I'm not the only one."

**So, tell me about your NMRA – in 2030.**



## DC A VIEW FROM THE BRIDGE

CHRIS CARFARO EDITOR

MORE THAN A FEW YEARS AGO I WATCHED AN INSANE MODELER, PAUL PREUSS SOLDER TOGETHER WHAT LOOKED TO ME, LIKE ONE GREAT BIG SHORT CIRCUIT.



Funny as it may seem, Paul was creating intricate street trackage for an industrial area at Jim Thorpe, Pa. at The Model Railroad Club of NJ. Fascinating, but I wasn't crazy enough to try that. Yeah, you see where this is going... Between my exposure to articles and books on carfloats, harbor railroads and associated street trackage, it really wasn't too long before I became "crazy enough". Paul nudged me toward industrial railroading, Tom Flagg and others towards the harbor and as I began working on my own hand made design for girder rail (street track) an NER convention gave me a conversation I didn't know I needed. At one of our conventions, I brought in a portion of street railroad I had been working on for the Modeler's Showcase. Bob Hamm took one look at it and said 'wow, you really should speak with Bill Brandt'. I said ok, who is that. Oh, he's right over there pouring over your display. Bill may or may not remember me and our exchange, however we could all learn a lesson and take heart from that encounter. Bill was excited about what I was doing and asked me a simple question to begin our discussion. "Where are the single point turnouts?" Me: "The what?" Bill: "Oh, do we have things to talk about." Forty five minutes later we had to stop because the room was closing. What a great experience. Bill proceeded to enlighten and inspire me. From that weekend on, I reveled in creating a realistic street scene. And his generosity of time and interest is, to this day a gift to me. I would encourage each of us not to underestimate the value of what we may have to share.

This year with most of our interactions through "virtual" regional and division events, it's even more important than ever to take a little time to attend. Let me close with an advertisement I made for the Hartford National Convention... **Inspire Us** Yes, and let's strive to inspire each other.

Your models, photos and crafts go beyond self serving. They inspire the NMRA's next generation.

Salute the mentors who energized you. Pay it forward and

**INSPIRE US!**

Hartford National is your next big chance... *A Celebration of Models, Photos & Crafts!*

- "Kit Build" Contest
- An afternoon of "Meet the Entrants"
- People's Choice Award (popular vote)
- Model Showcase (show & tell)
- A time to review with the judges

Plus all the regular contests you know and loved.

Visit the NMRA's Website/Contest page for more information. <http://www.nmra.org>

Hartford National  
NMRA 2009  
Convention 2009

◀ THIS PHOTO OF A SINGLE POINT TURNOUT COMES TO US THROUGH THE GENEROSITY OF MR. PAUL STRUBECK. MR STRUBECK HAS AN EXTENSIVE COLLECTION OF PHOTOS FROM THE BROOKLYN, NY INDUSTRIAL AREAS. MANY OF HIS PHOTOS ALONG WITH OTHER AMAZING GEMS CAN BE FOUND ON PHILLIP GOLDSTEIN'S WEBSITE.

[HTTP://WWW.TRAINWEB.COM](http://www.trainweb.com)

LIVE



In this issue of NER Coupler, NEWS & EVENTS is collected from the NER News, and other sources. You will see that members and divisions are keeping busy with their model railroad activities.



▲ AN NERX REFRIGERATOR CAR, MODELED BY ED O'ROURKE. PRINT YOUR OWN DECALS FOR THE NERX CONVENTION CAR AND FINISH AN UNDECORATED CAR KIT THAT YOU SUPPLY.

## TWO NEW MASTER MODEL RAILROADERS IN THE NER

### Ed O'Rourke Master Model Railroader #672 The Central New York Division



The certificates Ed earned are:  
Master Builder - Cars  
Master Builder - Scenery  
Model Railroad Engineer - Electrical  
Chief Dispatcher  
Association Official  
Association Volunteer  
Model Railroad Author

### Joe Kavanagh Master Model Railroader #673



Joe earned these certificates in three different divisions, when he was first a member of the Sunrise Trail, then Metro North and his current division, the Hudson Berkshire.  
The certificates Joe earned are:  
Master Builder - Cars  
Master Builder - Structures  
Model Railroad Engineer - Civil  
Model Railroad Engineer - Electrical  
Chief Dispatcher  
Association Volunteer  
Model Railroad Author

## NER COUPLER Submission Deadline Dates:

MAY 20TH FOR JULY ISSUE

AUGUST 20TH FOR OCTOBER ISSUE

NOVEMBER 20TH FOR JANUARY 2022 ISSUE

**JUST IN THIS MORNING, NMRA 2021 Rails By The Bay, NMRA's 2021 is going with an online version this July. For details, visit: <http://pcnrmra.org/NMRA2021/>**

## DIVISION SPOTLIGHT



### Taking a 2 x 4 to a Model...well, sort of. Plus, Working with Peco Flex Track

Did you ever think of taking a 2 x 4 to a model? Or how about using a 2 x 4 to make a model? Lou McIntyre shows you examples of how he used pieces of lumber as the core for some terrific models in the March issue of the *Hot Box*. Also in this issue, Dave Gunn shares some tips he has learned over the years when working with Peco Flex Track. You can even tour Dave's layout with this YouTube video!

<https://www.youtube.com/watch?v=TMABWCQRLrg>



### The California Zephyr on Tour

Back in the Oct-Dec 2020 issue of *The Coupler*, Scott Dunlap provided a photo essay of the B&O's "Capitol Limited" touring The Model Railroad Club's HO scale layout, the Hudson, Delaware & Ohio.

Scott's latest article in *The Whistle Post* is of another premier train touring the HD&O, the "California Zephyr". Learn about the history of this grand train and follow the tour with Scott's photos.



### A lot happening at HUB

The next virtual meets on Zoom will occur on April 16 at 8 PM.

March's, guest presenters were from *Rapido Trains* will present a clinic on how they research, design, tool, and manufacture their products.

April's topics will cover a model railroad club and a personal layout. The club is the **Old Colony Model Railroad Club**. And, Jeff Padell will talk about his **Lehigh Valley layout**.

To receive the Zoom connection information, send an email to: [officemanager@hubdiv.org](mailto:officemanager@hubdiv.org)

### Headlight Newsletter:

The latest issue of the HUB Headlight features many stories of interest, including:

- Kitbashing a pair of Walthers New River Mining kits into the Whitman-Southern Coal Tipple
- Building the Vector Cut laser kit, Weston Station.
- The first part of Erich Whitney's article on Turnout Control with Signal LCC
- A great tip on how to keep pairs of containers stacked in your train, but also can be easily separated.
- And, information on a new podcast called "High Green"

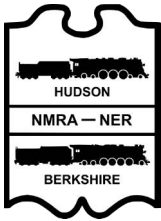
## TIMETABLE

### Compiled by Jack Lutz

Of Note, the NMRA National Convention in Santa Clara has been cancelled.

All events for the Spring of 2021 have been cancelled. Events for the Summer look hopeful.

Events in the Fall are happening, like our MillCity21!



### The Last Railroad Drawbridge on Lake Champlain

Well known author, Robert Mohowski, has a very interesting article on the last railroad drawbridge on Lake Champlain. It is the first part in the series published in the February issue of **Form 19**.

You will also find Part 3 of Ken Nelson's series on **"Tips for Operation"** in this issue. But, hold on!

The last issue of NER News mentions part 1 in the series. What happened to Part 2? You can find it in the January issue of **Form 19**.



### More On Designing the AZER Southern Pacific...Plus, Getting that Grey Steel Look

In the last NER News email, we shared a link to the Lakeshores Limited newsletter with part 1 of Jim Fairbanks article on designing the Southern Pacific AZER Division in HO scale. Part 2 is in the latest issue of the **Lakeshores Limited**.

Also in this issue, **Richard Senges, MMR**, shares his technique to achieve that grey steel look.



The Green Mt. Division Is taking advantage of the video presentations on both **NERx** and the **NMRx** video feeds. Along with a **layout tour** by **Dana Brown**, an update on street track paving by Chris Carfaro, and an update and refresher by Glenn Glasstetter on the Achievement Program especially for several

new members. Several of our members are working on an online video commercial to encourage model railroaders to come aboard the NMRA. We'll update you when there's more to tell.



the platform, connected to an LED with a random flash pattern and enhanced by a custom WAV file, loaded into the decoder for sound effects.

On your bench? A welder, really? Chris Carfaro's Northcoast Electric Railroad's Catenary Maintenance Vehicle needed a welder in the raised platform and well, he grew up using a Lincoln just like the photo. Now there is a little one on



On Saturday, March 6, Little Rhody hosted a two clinic Zoom event.

### Make it Look Real, and On the Cheap

Tom Staton, the presenter of this clinic, often looks to Mother Nature when building his layout. He often uses what nature provides for his scenes and feels nothing looks more real than the real thing.

### Passenger Operations

John Lowrance, MMR and Tom Crosthwait presented this clinic at the 2017 NMRA National Convention in Orlando. In this video, they cover how passenger trains are composed, the function and design of each type of passenger car, and the different passenger train types.



### Triple Header of Event

This past March The Sunrise Trail enjoyed a Triple Event. part 5 of the series "The History of Narrow Gauge Railways" was presented.

Along with

1st: **"Modeling the Kennicott Water Softener Plant at Oneida, NY"** by Joe Bux

2nd: **"The Vintage Back Yard"** exposes you to prototype subjects that are intended to stimulate your modeling ideas.

## NEW MEMBERS

Compiled By **MARK HARLOW**  
NER Office Manager

### WELCOME!

#### MASSACHUSETTS

Paul St.Martin Dick Hanson  
Michael Lasko David Reade  
John Huff James Openshaw

#### MAINE

Ronnie Ramsdell Bill Morgan

#### NEW BRUNSWICK

Steven Obrien

#### NEW JERSEY

Salomon Vulih Joseph Tucker

#### NEW YORK

Larry Festa Robert J Demkowicz  
Andy Estep Michael Losi  
Eugene Ceccano

#### RHODE ISLAND

Daniel Rogers

#### VERMONT

Ben Elmore

## In Memoriam



A few months ago, Jack DeRosset, one of the owners of the Model Railroad Shop in Piscataway, NJ passed away. I remember the day when my brother Mark and I went to the store to shop for our little brother. Jack waited on us and helped us get

started. He sold my brother and I, the *Atlas King Size Book of Model Railroad Plans*. I

was knocked out by the "Plywood Summit Lines" and over the years I've cited that very moment as when I was absolutely hooked onto model railroading. From then on I was a steady devotee. As years passed, I would visit his shop and delight in shopping there

again and especially that he remembered me. And as is inevitable, he has passed away. And yet, I believe those of us who had the pleasure of his influence in our lives, can still keep his memory. Paying his kindness forward when we can. I remember him as a generous and patient man who took a little time for a couple of teenage boys and in doing so, spurred a lifelong love of model trains and a lot of joy.

Rest in Peace my friend. - Chris Carfaro






## PG FRESH AIR • STALE BASEMENT

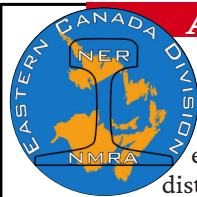


**MAX BRISBEN**  
ASSISTANT EDITOR

I am interested in the responses that some of the content in the previous issue generated. I don't wish for this to become a political place. It is the absence of politics that I appreciate about model

railroading; the fact that the wonder of miniature trains can unite people of all backgrounds. I firmly believe that every single person in this country needs to take a step back, a deep breath or five, and have an inner moment of silence with themselves. If we want to survive, and I stress the word survive, we have to be willing to engage in civil discussion with each other, and if we want to do that, we have to understand that politics are an insignificant part of this big, beautiful universe that we all share.

Recently a NASA rover named Perseverance travelled an incredible distance to reach our nearest planet, Mars. Despite the tumult and turmoil at home during it's trip, this American built and designed scientific masterpiece persevered and reached its destination. We too, have a destination to reach and must persevere. What our destination will look like depends on our willingness to look at each other as fellow human beings, regardless of appearance or belief. Look up at the sky on the next clear night and open up your mind to what a world without hatred would look like. It starts with you. Now back to the trains. 

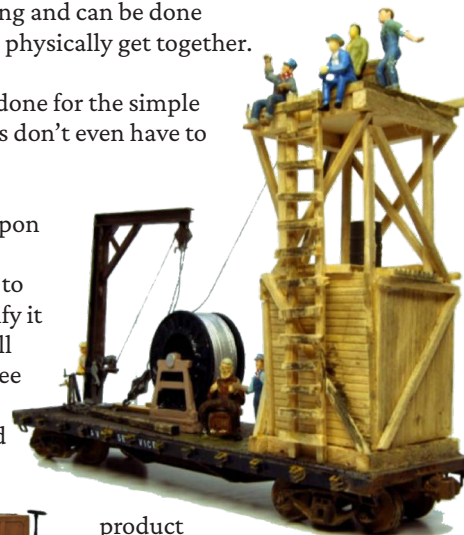


## A Shared Activity

One of the clubs in Atlantic Canada had a great idea to bring modelers together with a fun challenge in a safe setting. This is especially important in this time of social distancing and can be done without ever having to physically get together.

It's a model challenge done for the simple joy of it; and the entries don't even have to be judged!

Start with an agreed-upon theme. In this club's "contest" the idea was to take a flatcar and modify it with loads or even a full kitbash. Then, take three or four photos of the finished



product and share them with the others via Facebook, Instagram, email or social media of choice. There doesn't even have to be a

winner. This can be done in a club setting, or with a group of friends who are local or hundreds of miles apart. Here are some of the results from the club that tried it.



THIS SHORT ARTICLE  
COME TO US COURTESY  
OF THE EASTERN CANADA  
DIVISION'S NEWSLETTER,  
THE HOTBOX.

The **NER COUPLER** is pleased to consider your submissions to the magazine.

Did you know, a large part of the content in the *NER Coupler* is from people like you? We also pull material from some of the region's Division newsletters. In fact, the short piece above, comes to us from the Eastern Canada Division's newsletter, *The Hotbox*. In fact I hope to see many more contributions from our Canadian members.



And, Hey Canadians, don't forget, **YOUR MEMBERSHIP INCLUDES THE PRINT VERSION OF THE NER COUPLER in your mailbox!**



Email the NER Office Manager, Mark Harlow at [nerofficemanager@verizon.net](mailto:nerofficemanager@verizon.net) and say "Please put me on the mailing list for the NER Coupler"



As the editor of the *NER Coupler*, I personally want to encourage new voices in our pages. Pitch me or Max Brisben a column idea or send us a photo essay. Get creative. And your work with the Coupler counts towards your Achievement Program certificate for Model Railroad Author.

It's our 75<sup>th</sup> Diamond Jubilee, who has something on DIAMONDS? Jeff Hanke got us rolling in our last issue with BLACK DIAMONDS, let's keep it up. Someone *has* to have trackwork in their DNA, who can tell us about track diamonds or someone else who knows about developing a mining operation. And while we're at it, let's make our own NEWS...let's encourage our members in the NER to produce 75 Gold Spike awards. That'll make the National office wonder. Please send photos and articles to the Editor or Asst. Editor.

[vermontcarfaro@gmail.com](mailto:vermontcarfaro@gmail.com) or [assteditor@nrmra.com](mailto:assteditor@nrmra.com)

AND in case you are new to submitting to a magazine, whether it's regional like the *NER Coupler* or national, all photos must be at least 300 dpi or larger, and PLEASE do not submit an article that you have sent to another publication. Once you send it to the *NER Coupler*, we consider it ours, EXCLUSIVELY to hold and use, unless you request it to be released.



**NERx is back!**  
**April 10th & 11th**  
**2 to 6 PM, 7 to 11 PM**



The NERx Convention Team is busy planning a weekend of fun activities on April 10-11. The website for the event is constantly changing with updated information. More information will also be provided in emails, including the schedule and how to watch the event.

So, go online now, before the event to bookmark the website, keep checking your emails, and we will see you there!

### Clinics

We are still gathering information from all of the clinicians. And you can expect a wide range. Once we have information, it will be published on the NERx.org page for clinics. Currently, the website features the clinics presented during the first NERx Convention in December.



In addition, we will be able to assemble the schedule for the NERx convention. Keep an eye on the website, [nerx.org](http://nerx.org)

◀ **Jim Homoki** recently completed the requirements for the AP Chief Dispatcher

certificate, including development of a timetable. Jim will be sharing his knowledge on timetables and how to develop one for your own layout in a clinic for NERx.



### Modeling Vehicles by Jeff Hanke

Jeff will cover researching, planning and modeling vehicles for your layout in this clinic. He will cover all types of vehicles, including makes, models and age of your models. Jeff will also discuss setting standards for your vehicle models, as well as covering several brands of model vehicles on the market. Jeff will wrap up the clinic with tips to consider as you add vehicles to your layout.

▶ **Rick Abramson's** HO scale layout represents the New Haven's main line between Bridgeport and Devon, CT.

### Model Showcase

We have received many entries in the NERx Model Showcase and are in the process of loading them on a separate page of the convention website. They will also be shown during the live event, in between clinics and layout tours.



What have you been working on during the pandemic. Send your

▲ An O scale stone barn model by Mike Tylick

### Layout Tours

At the same time we are gathering information for clinics, we are assembling the information on layout tours for the NERx.



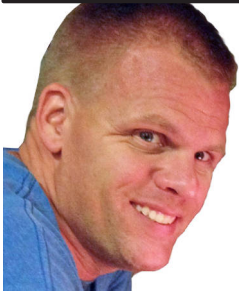
### Dave Martini's CSX Northeast

Dave Martini's CSX Northeast is a freelanced layout representing both CSX and Conrail prior to the breakup of Conrail. The layout features a single track mainline from Buffalo, NY to Cleveland OH, both represented by staging. The CSX Northeast features several overhead freights moving heavy tonnage along with east and west Amtrak service. There are several large industrial switching areas served by both locals and sweeper trains. A branch line to the second deck allows access to a large coal loading facility. Two short line railroads, the fictional S&N and the Central Ohio System, have interchange locations in addition to servicing their own customers.





JEFF HANKE



## I Like Dummies

ONE ELEMENT OF MODEL RAILROADING THAT

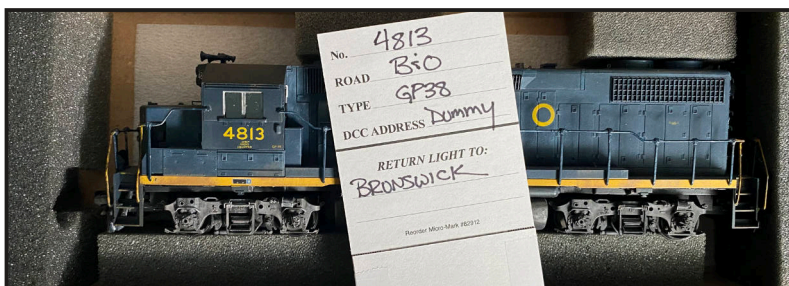
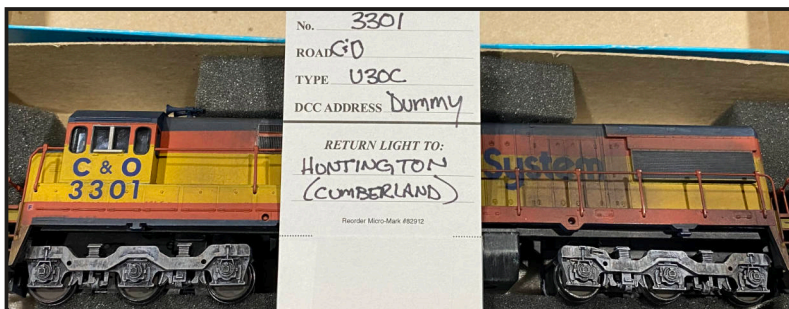
DOESN'T GET MUCH PRESS IS THE COST OF THIS HOBBY. I ALWAYS LOOK FOR CREATIVE WAYS TO SAVE COST ON MY LAYOUT. SOME WAYS TO REDUCE COST ARE WELL KNOWN, LIKE USING REAL DIRT FOR SCENERY, REPURPOSING HOUSE HOLD ITEMS FOR FREIGHT CAR LOADS, ETC.

There is however, a great way to save cost, that may make the purists turn up their noses. One of the most expensive things to buy for any of us are the locomotives. At \$100-300 a piece for an HO scale unit, getting a roster of locomotives up and running could break the bank.

Some of us are old enough to remember a time when the Athearn blue box kit was the industry standard. Athearn was one of the few manufacturers to offer dummies, which are locomotives without motors. These kits cost less than half the price of a powered locomotive. Athearn offered dummies in all of their models and made them for many years. Other companies, like Stewart, Front Range and Proto 2000 also offered dummy kits.

Dummies can still be found today on eBay. A recent search showed over 700 on active auction on HO scale kits. I generally pay about \$15-20 for a dummy. They are not popular and few auctions get a bid. Also, train shows are another great place to find them. They generally don't sell, so try negotiating for an even better price than listed. A third source of dummies is to buy a broken

▼ **An undecorated Athearn U33C dummy kit was the starting point for this rare Chessie U30C. I mark all car cards with "DUMMY" to let operators know that these units**



ALL PHOTOGRAPHS BY JEFF HANKE

locomotive from a train table and strip it of the motor, turning it into a dummy.

### Why a dummy?

So, other than saving a ton of money, why should you consider using a dummy? For starters, today a single powered locomotive can easily pull almost any train we put together. The current pulling performance is so good, that a consist of multiple locomotives is not required to get the freight over the road. However, many of us like to duplicate the look of a consist in our trains. By making the lead locomotive powered and trailing locomotive(s) as dummies, a model railroader can have the look of a real train at a minimal cost and still be able to pull the train. I modeled Western Maryland GP9 5961 with a Front Range kit for this purpose. On the Chessie System in 1982, GP9s were usually trailing locomotives in a consist and 5961 serves perfectly in this role.

Secondly, dummies are a great way to model a rare locomotive that you don't plan on running every session. On my East End layout, this B&O territory did not see many C&O General Electric locomotives. So, to model this rare occurrence, I made a dummy C&O U33C 3301, from an undecorated U30C Athearn kit, for use as a trailing locomotive.





Another way to use a dummy is as a helper. If you are worried about having a powered locomotive on the front and rear of your train, make that helper in the back a dummy. Using a dummy eliminates any chance that the rear engine will shove too hard and derail the cars in the middle. There is one downside to this, the dummy can not be cut off the train on the run. I modeled SD40-2 7619 from an undecorated Athearn kit for this purpose.

A further benefit to modeling with a dummy is to use one for an experimental modeling project. If you don't feel comfortable tackling a kitbash with a \$200 powered unit, try the project on a dummy. If you completely mess it up, you'll be out \$20, not

▲ A dummy can also be a quick way to experiment, while putting little money at risk. I converted an Athearn GP38-2 dummy into a B&O GP38, seen here as the trailing unit in this photo. B&O GP38s had no sight glass on the hood door and an extended range fuel tank. These mods were quickly done

▼ An Athearn SD40-2 dummy serves well as the second unit of a double helper set. Our home layouts rarely need the power of two helpers, so this is a great way to add realism in appearance while not causing

\$200. I did a minor kitbash on an Athearn dummy GP38-2, turning it into B&O GP38 4813. Another such project for me will be to use a dummy to create a B&O slug locomotive. These types of locomotives are not available commercially, so I'll have to kitbash one.

## Numbering

Finally, I've created a unique way to solve a minor issue with running dummies. I didn't want my operators being confused on which locomotives were powered and which were not. To differentiate the two on my line, my powered locomotives have even road numbers and dummies have odd ones. This way, any operator can quickly tell if the unit should move under its own power or not. To further stress the point, on my car card system, I fill in the line for DCC Address with "DUMMY".

I hope you try a dummy project in the future. They are not commonly used, but do have numerous benefits on any model railroad. I look forward to sharing more on the new East End going forward, but until then...keep on workin'.





# FREIGHT CAR THEORY **MAX BRISBEN**

KEEPING NEW ENGLAND'S CARGO ROLLING IN 1970



**LOCOMOTIVES GET ALL THE GLORY. I GET IT; THEY'RE BIG, LOUD, AND ANIMATED. BUT BEHIND THE HEAD PIN IS WHERE I THINK THE REAL ACTION HAPPENS.**

I think people have a tendency to overlook freight cars, so in this article I will explain my theory behind why it is important to model a prototypical fleet of rolling stock and my methods for doing so.

It begins with the era you've chosen to replicate. In my case, I model a freelanced shortline based in Vermont during the winter of 1970. Research is paramount to your success and I suggest using as many photographic archive websites and books as you can get your hands on, such as Morning Sun's excellent Northern New England Color Guide to Freight and Passenger Equipment. Finding that prototype photo is half of the battle sometimes. If you come across a car that you think is interesting but you have too many projects already, tag and save it anyways! I have a stash of potential projects that I dip into every now and then.

I have to be able to justify why I have this particular car on my roster. Doing that starts with determining what types of freight cars to invest both time and money in. This will depend on two factors; the industries my layout serves and run-through traffic, if applicable. On the Thatcher Brook Railroad the main commodities transported are talc, forestry products, grain and feed, fertilizer, general merchandise, and fragile cargo such as furniture. So, what does that equate to in terms of the types of cars I need? A lot of boxcars. This is 1970 and most of the goods moving across the rails were shipped in boxcars, but not all of them are created equal. Different cars had different appliances, characteristics, and features depending on the shipper's needs.

In 1965, the Maine Central's Reading Car Shops were rebuilding and repainting their fleet of 40ft 1937 AAR boxcars. Modifications included a rebuilt sill and new 8ft Superior style doors. The Branchline Blueprint kit I started with was already in Maine Central colors, but the paint job was so lackluster that I gave it a long bath in isopropyl alcohol and started fresh. I then replaced the doors with the correct Superior style ones which were a separate part from Branchline. These are getting more difficult to find, so a Kadее door will work too.

To add some additional detail I installed a Plano etched metal roofwalk to replace the molded plastic one, hand-bent wire cut levers, and Precision Scale brass air hoses. I also modified the sill and door tracks accordingly to match prototype photos using strip styrene. All of my rolling stock runs on Kadее HGC trucks with Code 88 metal wheels and Kadее #158 scale head couplers. Kadее offers an excellent selection of prototype trucks available with both Code 88 and Code 110 wheels. I prefer the semi-scale Code 88 wheels because they really sell the look.



For paint I used Tamiya self etching surface primer and TruColor Maine Central pine green and harvest gold. To seal the paint prior to decals, I sprayed on a coat of Tamiya gloss clear finish. The decals came from both Highball and Microscale. One of the biggest sticking points for me is having correct car data. It is good to have supplemental freight car decal sets on hand in case the set that you purchased doesn't have all of the odds and ends you need to match your era. These include things like repack dates, lube plates, shop dates, and ACI tags. Microscale and others make several different decal sets that have everything you'll need. For placement of these additional decals I refer to prototype photos. If I can't find a photo of the specific car, I improvise based on what similar cars look like. No two freight cars are identical after they've been shopped a few times.

ALL PHOTOGRAPHS BY MAX BRISBEN





Regional differences are another important consideration in choosing what freight equipment to operate. Knowing your regional railroads can help a lot to inform your purchase decisions because sure, that Northern Pacific airslide is exceptionally done, but would you have really seen that in the backwoods of Vermont? Maybe once. But keeping foreign rolling stock to a minimum will ensure that you have a believable and realistic roster. For me, this means a lot of cars from Maine Central, Delaware & Hudson, Boston & Maine, and other New England roads both big and small.

Thanks to Tangent, ExactRail, Moloco, Kadec, and other premium freight car manufacturers, it is easier than ever to amass a collection of quality, (almost) ready-to-run rolling stock. This Tangent Scale Models Pennsylvania Railroad X58B was only five years old in 1970 and the light coat of weathering it received reflects that. Despite being in the Penn Central era, there are still plenty of unpatched PRR freight cars out there. After adding ACI tags, I sprayed two coats of Tamiya TS-80 matte finish for a light fade, then faded it even more with acrylic washes, blended into the surface with a mop brush. To add accents I used powders and then finished the car with two more light coats of TS-80. This particular boxcar features cushioned draft gear and a large door opening, which makes it perfectly suited for shipping finished furniture from the factory on my layout.

Sometimes I bend reality a bit for the sake of achieving a certain aesthetic. Model railroading is an art and exceptions can be made to your self-imposed creative constraints if you're masochistic like I am. After all, it is your railroad and only your rules apply. Don't let anyone try to tell you otherwise. Most of my "cheating" comes in the form of covered hoppers. I love the look of the hoppers that Pullman Standard and ACF were building in the 1960s, plus all of the railroad shop rebuilds for salt and woodchip service. There were so many variations and unfortunately this is a highly underrepresented area in the hobby. There are not many options out there for early covered hoppers unless you want to undertake kitbashing or scratch building your own. This is where the premium rolling stock manufacturers come into their own, because they have the ability to focus on producing these lesser seen prototypes. On my layout, there are three industries that utilize covered



hoppers; Salt unloading, bulk grain and feed unloading, and bulk talc loading.

Salt is big business in Vermont, especially during the Winter months.

Prototypically, salt hoppers ran in sets of five 100 ton cars, eight 70 ton cars, or some variation in between. This information comes from Robert Nimke's book on the Green Mountain Railroad which is an excellent resource for getting a sense of how a scrappy New England shortline operates. They were most commonly unloaded at public delivery tracks or state department of transportation facilities.

This ACF 2-bay hopper was made by Bowser and relatively inexpensive. The paint and printing is very crisp and attractive with its big Shippers Car Line billboard lettering. Because of this, these cars make great upgrade projects. I started by trimming off all of the molded on steps and grabs and discarding the trucks. Originally I wanted to drill out the posts in order to install wire grab irons, but the plastic is so thin that this was next to impossible to do. So, I improvised and used round styrene which offered a quick and dirty, but quite decent looking compromise without the need for getting way too familiar with my pin vise. For the discerning modeler, Tichy offers plastic preformed ladder rungs. Not everything has to be detailed to death, especially when it is sixteen-deep in a manifest freight, but you want it to look good from at least three feet away. To round it out I installed A-Line metal stirrup steps, hand-bent cut levers, and Precision Scale brass air hoses. This allows the car to have enough detail to look good on its own, set out on a siding. For the weathering I improvised based on what similar salt service hoppers looked like. After installing Kadec trucks and couplers, this made for a great looking and believable addition to my salt hopper fleet.

In a future article, I will cover creating and designing freight cars for the Thatcher Brook Railroad. So there you have it, freight car theory. There is an art to curating a collection of rolling stock and I find it enjoyable to do. I'm selective in what models I purchase and always do so with a service-need-based mindset. I feel as though these creative constraints make it more fun to do. If your biggest takeaway from this is that I've lost my mind, then you're correct; I went to art school.





# Paint as a Detail

BY DAVE DURR



FIGURE 2

ALL PHOTOGRAPHS BY DAVE DURR

Further, paint can also be used to simulate structural details on our models. This is not a new idea; it's been seen within other modeling articles. Here two uses I've found for this application are featured.

The first time I used paint as a detail part was to model the access panel found on the pilot of F-units. Based on prototype photos the pilot was masked, and a couple coats of gray primer were sprayed. I added some NBW castings to the corners, and completed the rest of the pilot detailing. Figure 1 shows this pilot detailing before final painting and weathering. Figure 2 is the finished F3 locomotive.

FIGURE 1



Paint was also used to replicate the patch panels found on PRR X29 boxcars. Several years ago I built a Red Caboose pre-painted and pre-lettered model kit of the X29, but for some reason I never finished weathering the car. Figure 3 is a shot of the model

FIGURE 3

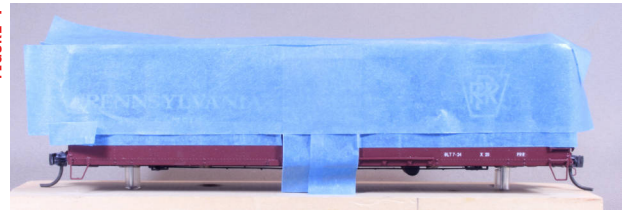


as built.

As I understand it, Pennsy X29 boxcar side panels were prone to rusting through in the bottom sections. So by the time the "shadow keystone" paint scheme was applied to the cars, almost all had patch panel repairs applied to the sides. The panels varied in height even on the same car; it appears that most extended 18" to 36" above the sill. Given the frequency with which patch panels were used on X29 boxcars, I considered it important to add these subtle details. To model the panels over an already

lettered car I suppose I could have used strips of clear decal sheet. Alternatively I chose to mask the sides and use four coats of Model Master Lusterless (Flat) spray. (Figure 4) Note that the masking on the right side of the door matches the bottom rung of the ladder. This just simplified cutting and positioning the masking tape. The edges of the tape were

FIGURE 4



burnished immediately prior to painting. This insured a sharp edge.

FIGURE 5



Figure 5 shows the patch panel detail with the masking removed.

After weathering with diluted sprays of Scalecoat II Engine Black, Grime #1, and Roof Brown, drybrushing PolyS Flat Aluminum and Rust on the roof, and applying various chalks,

FIGURE 6



another coat of Model Master Lusterless spray sealed the results. Figure 6 is the finished model.

Just in case the experiment didn't work out, I did not mask and spray patch panels on the other side of the car. Instead I went ahead and weathered the stock paint job. However, after the first side turned out as hoped, I decided to see if the patch panels could be added to an already weathered car. So, the second side was masked and sprayed with four coats of the Model Master Lusterless paint. Although not so evident in

FIGURE 7



photographs, I believe the second side turned out better. Note the two different heights of the panels to the right of the door in Figure 7.







## MILLCITY 21 is on track for October, and I know I'm ready!

BY PETER A WATSON

Who is ready for a convention? I think most of us are ready to see old friends and make some new ones while having fun sharing our hobby. We can't be 100% certain how the situation with the pandemic will play out. However, now that the vaccines are here, there is light at the end of the tunnel!



Narrow Gauge action to look forward to, on the SJR&P

The NER, the HUB Division and the Mill City 21 Convention Committee are moving forward with the planning and organizational work to bring you a GREAT convention this October. We are committed to putting on a safe and enjoyable Model Railroading event so mark October 8 – 11, 2021 on your calendar and plan to be with us in Westford, MA for a fun weekend.

Our hotel will be the Westford Regency located just off Route 495 at Exit 32. It has all of the amenities you would expect including free wifi, an indoor pool and a health club. There is a café and a pub on site and there are several restaurants within walking distance. We have a room rate of \$109 for

single or double occupancy. New England in the Fall is an explosion of color as the trees change into their fall clothes. The scenery is breathtaking with bright reds, yellows, and oranges. The Columbus Day weekend is the peak weekend for fall foliage in our area so you may want to extend your stay. The hotel has agreed to extend the room rates so that our members can take advantage of the season. The room rates are good from October 7-13. If you want to extend beyond those dates then contact the hotel or email the convention staff at [info@millcity21.org](mailto:info@millcity21.org).

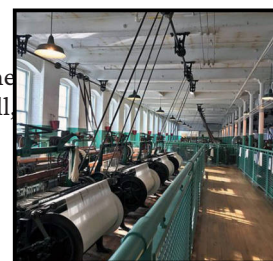


Visiting power moving downgrade at bridge 45A

One of the attractions in any convention is the ability to see layouts of other modelers. These visits can be a great learning experience. You get to see how other modelers built their pikes. What techniques did they use, what problems did they run into and how did they solve them? It's a great way to get ideas for your own layout. MillCity 21 will have many fine layouts in all scales from N to large scale available both for visiting and for operating sessions. The HUB Division is the home of several operating groups and many of the layouts host regular operating sessions during the year so come prepared to operate!

We will of course have a full schedule of clinics by some of the Region's most well-known modelers. We will also have clinics by some of the Division's local talent that you might not have seen before but who are accomplished modelers. In addition to the regular clinics, we will have some participation clinics. Andy Reynolds will be doing a Make and Take clinic building a Bar Mills "Magee's Tire Repair". If you need some stone walls on your layout (modeling the northeast? Who doesn't?) Mike Tylick will be doing a participation clinic on building stone walls. Bill Brown will help you learn how to make a "High End Oak Tree". Erich Whitney and Kaylee Zheng will do a two-part clinic on DCC.

Lowell, MA is known as the Mill City and was the home of many water powered textile mills. It is also the location of a canal system that connects the mills at Lowell with the city of Boston. The Boott Cotton Mill, the Wannalancet Mill water power exhibits and part of the canal system which have a canal and lock boat tour will be a featured tour at the convention.. These are operated by the National Park Service. We are expecting the park to be open and we will have tours on these as well as rides on the trolley system that services the museum area.



So get ready for a fun filled weekend at the MillCity21 NER Convention in Westford in October. You can check out the web site for details at [www.millcity21.org](http://www.millcity21.org). We all look forward to seeing you there!



▼ Chesapeake tunnel motors





# Northeastern Region Election of Officers



## NORTHERN AREA:

**EASTERN CANADA, GREEN MOUNTAIN AND SEACOAST**

### DIVISIONS

**NORTHERN DIRECTOR - TOM OXNARD, MMR**

## PRESIDENT

**JOHN DOEHRING**

I'VE BEEN AN NMRA MEMBER AND VOLUNTEER NOW FOR A DOZEN YEARS. I SERVED AS THE NORTHEASTERN REGION'S NEWSLETTER EDITOR FOR FOUR YEARS, AND ON MY LOCAL DIVISION BOD FOR SIX. I'VE BEEN THE NER PRESIDENT NOW FOR FIVE YEARS, WITH MY SECOND TERM ENDING NEXT SUMMER. WE'VE MADE CONSIDERABLE PROGRESS IN THE REGION (STRATEGIC PLAN, GOVERNANCE MODEL, MEMBERSHIP, NEWSLETTER, CONVENTION, AND THIRTEEN ACTIVE DIVISIONS). WE HAVE MORE TO DO AND THE NMRA IS (AND SHOULD ALWAYS BE) A WORK IN PROGRESS. I'M PROUD OF OUR TEAM AND EXPECT GOOD THINGS AHEAD.

PROFESSIONALLY, I'M A MANAGEMENT CONSULTANT. WE HELP CLIENTS PLAN FOR THE FUTURE, GROW AND DEVELOP THEIR BUSINESS AND IMPROVE OPERATIONAL RESULTS. OUR ENGAGEMENTS FOCUS PRIMARILY ON BUSINESS STRATEGY; LEADERSHIP DEVELOPMENT; FIRM GROWTH; AND OPERATIONS TRANSFORMATION — EFFORTS THAT I BELIEVE TRANSLATE DIRECTLY INTO RELEVANCE FOR THE NMRA. BEYOND CONSULTING, I SPEAK AND EMCEE EXTENSIVELY AT CONVENTIONS AND CONFERENCES AND AM THE AUTHOR OF THE BOOK *FAST FUTURE! TEN UBER-TRENDS CHANGING EVERYTHING IN BUSINESS AND OUR WORLD*.

NOW IS OUR TIME FOR CHANGE: BOLD VISION, FOCUSED STRATEGIES, AND ACTION OVER WORDS. LET'S MAKE THE NMRA'S NORTHEASTERN REGION WORK BETTER FOR EVERYONE.

HERE'S MY SUMMARY ABOUT MODEL RAILROADING IN MY LIFE: "WE COME TOGETHER TO SHARE OUR LOVE FOR TRAINS — AND STAY TOGETHER TO SHARE OUR LOVE FOR ONE ANOTHER."

## VICE PRESIDENT -

**ED O'ROURKE**

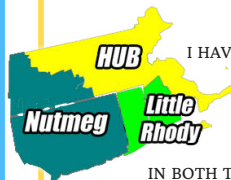
ED O'ROURKE'S CAREER AS A MODEL RAILROADER BEGAN WHEN HIS FATHER BROUGHT A SET OF MARKLIN HO TRAINS HOME FROM HIS SERVICE IN GERMANY DURING THE KOREAN WAR. ED STILL MODELS IN HO SCALE, DEPICTING THE NEW HAVEN RAILROAD IN THE LATE 1940'S - EARLY 1950'S. HE HAS ALSO DABBLED IN G SCALE, ALTHOUGH HIS PRESENT HOME DOES NOT HAVE ROOM FOR A GARDEN LAYOUT. HE REJOINED THE NMRA, FOLLOWING A 20-YEAR HIATUS, AFTER MEETING A GROUP FROM THE CNY DIVISION AT A TRAIN SHOW, AND HAS FOUND IT A SOURCE OF FRIENDSHIP, INSPIRATION, AND INFORMATION. ED IS CURRENTLY DIVISION CLERK, CO-EDITOR OF THE DIVISION NEWSLETTER, AND CO-CHAIR OF THE 2019 NER CONVENTION COMMITTEE. HE CURRENTLY SERVES AS NER WESTERN DIRECTOR, AND ON THE REGION CONVENTION COMMITTEE. HE HAS RECENTLY COMPLETED THE REQUIREMENTS FOR MASTER MODEL RAILROADER. ED HOLDS A BACHELOR AND A MASTERS DEGREES FROM SYRACUSE UNIVERSITY AND IS RETIRED AFTER 42 YEARS AS A PUBLIC SCHOOL BAND DIRECTOR. HE SERVED FOR 13 YEARS AS TREASURER OF THE SYRACUSE TEACHERS ASSOCIATION, AND IS CURRENTLY TREASURER OF THE PROFESSIONAL MUSICIANS OF CENTRAL NEW YORK, LOCAL CHAPTER.

I AM RUNNING FOR ELECTION AS THE NORTHERN DIRECTOR TO THE NER BOARD OF DIRECTORS. I AM A RETIRED PEDIATRICIAN, WHO JOINED THE NMRA IN 1998. I HAVE BEEN IN THE HOBBY MOST OF MY LIFE AND SEEN SOME TREMENDOUS CHANGES TAKE PLACE. FROM THE ENTRY LEVEL LAYOUTS TO MODULES AND SHELF LAYOUTS. FROM PERSONAL HOME ENJOYMENT TO OPERATIONS WITH OTHERS, FROM TRYING TO LEARN IT ALL ON MY OWN TO HOW MUCH MORE I CAN LEARN FROM WONDERFUL DIVISION MEETINGS AND REGIONAL CLINICS, AND THE RISE OF THE VIRTUAL HOBBY. I HAVE TRIED TO ADVANCE MY OWN KNOWLEDGE THROUGH THE ACHIEVEMENT PROGRAM AND HOPEFULLY CAN PASS THAT ALONG TO THE MEMBERS THROUGH ARTICLES, CLINICS, AND AP PROMOTION. I FEEL THE DIVISION MEETINGS AND NER CONVENTIONS ARE PLACES WHERE WE CAN SHARE IDEAS AND INSPIRE EACH OTHER TO KEEP OUR HOBBY MEANINGFUL. I HAVE BEEN SECRETARY AND AM CURRENTLY AP CHAIRMAN OF THE SEACOAST DIVISION.

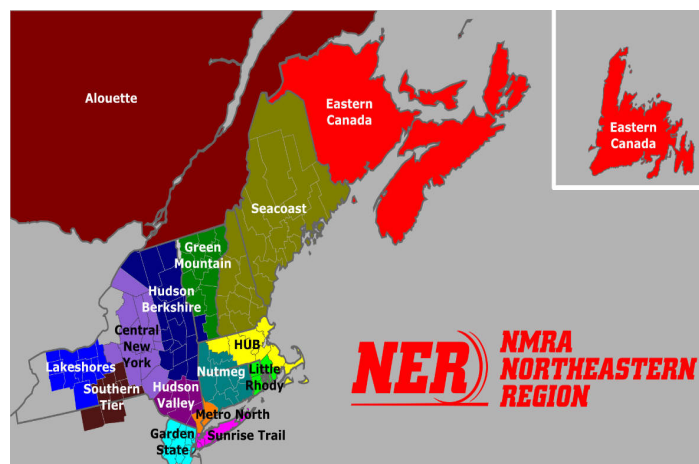
## EASTERN AREA: HUB, LITTLE RHODY AND NUTMEG DIVISIONS

**EASTERN DIRECTOR -**

**GERRY COVINO**

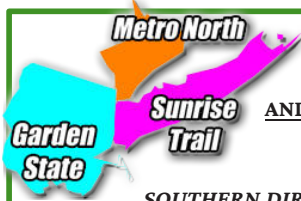


I HAVE BEEN ACTIVELY INVOLVED WITH THE NMRA FOR OVER TWENTY YEARS. I AM CURRENTLY RETIRED HAVING WORKED OVER 40 YEARS IN ACCOUNTING AND LATER IN FACILITIES MANAGEMENT WORKING IN BOTH THE HI-TECH INDUSTRY AND LATER YEARS FOR THE COMMONWEALTH OF MASSACHUSETTS. I HAVE BEEN THE TREASURER OF MY DIVISION FOR THE PAST 15 YEARS. IN ADDITION TO THE POSITION OF TREASURER, I HAVE BEEN ACTIVE IN THE DIVISION'S MODULAR RAILROAD GROUP. I AM IN THE PROCESS OF BUILDING A NEW HOME LAYOUT IN HO SCALE, MODELING A MODERN ERA CSX FREELANCE RAILROAD. IN ADDITION, I HAVE BEEN THE NER CONVENTION REGISTRAR FOR THE PAST THREE YEARS AND SERVE AS ASSISTANT REGION TREASURER FOR THE PAST YEAR. I AM SEEKING THE REGION DIRECTOR POSITION OF EASTERN DIRECTOR, REPRESENTING THE HUB, LITTLE RHODY AND NUTMEG DIVISIONS. I AND WOULD APPRECIATE YOUR CONSIDERATION AND VOTE. I WILL BRING MY WEALTH OF EXPERIENCE TO THE REGION IN THE NEW CAPACITY HELPING TO MEET THE NEEDS OF THE MEMBERS I WILL SERVE.





There are 4 Area Directors up for election/re-election. Although each person is from the various geographic areas within the NER they represent all of us as directors at large. When voting you can vote for any or all directors.



**SOUTHERN AREA:  
METRO NORTH, GARDEN STATE  
AND SUNRISE TRAIL DIVISIONS**

**SOUTHERN DIRECTOR - CIRO COMPAGNO**

AS THE SOUTHERN AT-LARGE REGIONAL DIRECTOR, I WOULD INCREASE REPRESENTATION FOR METRO NORTH, GARDEN STATE AND SUNRISE TRAIL DIVISIONS. IT IS ESPECIALLY IMPORTANT FOR DIVISIONS TO HAVE GOOD, CONSISTENT, AND RELIABLE REPRESENTATION ON THE NER BOD. IN THE EVENT, A SUPERINTENDENT/PRESIDENT, OR THEIR DELEGATE, CANNOT MAKE A NER BOD MEETING, I WOULD STAND IN AND KNOW THE PULSE OF THEIR DIVISION. I WOULD UNDERSTAND WHAT IS WORKING WELL AND WHAT ADDITIONAL SUPPORT IS NEEDED FROM THE NER.

I HAVE BEEN AN ACTIVE BOD MEMBER FOR THE GARDEN STATE DIVISION SINCE 2004. I HELD SEVERAL ROLES INCLUDING PRESIDENT, SECRETARY AND DIRECTOR. THE MANY ACCOMPLISHMENTS I AM PROUD OF IS COORDINATING AND EMCEEING THE DIVISION'S 50TH ANNIVERSARY, SUPPORTING RECRUITMENT AND MEMBERSHIP RETENTION, REPLACING KEY BOD ROLES AND POSITIONS, ETC. IN ADDITION, I HAVE EARNED TWO AP CERTIFICATES, WRITTEN NUMEROUS ARTICLES FOR THE DIVISION NEWSLETTER, AND COORDINATED AND IMPROVED THE DIVISION WEBSITE WORKING CLOSELY WITH THE WEBMASTER. I CREATED AND MAINTAIN THE DIVISION'S TWITTER ACCOUNT.

BASED ON MY DIVISION EXPERIENCE AND ACCOMPLISHMENTS, PASSION FOR THIS GREAT HOBBY, HANDS ON AND SUCCESSFUL WORK EXPERIENCE, I HOPE TO ADVANCE THE RELATIONSHIP WITH THE DIVISIONS BY LISTENING, SUPPORTING, AND ACTING. I LOOK FORWARD TO SERVING YOU.

**ANYONE WANTING TO WRITE IN A CANDIDATE FOR ANY OF THESE POSITIONS** CAN DO SO, BUT ALL WRITE IN'S MUST BE RECEIVED

BY THE BALLOT CHAIR NO LATER THAN **MAY 15<sup>TH</sup>**. THE FOLLOWING

INFORMATION MUST BE SENT TO BOB DENNIS

([BOB.DENNIS.NYC@GMAIL.COM](mailto:BOB.DENNIS.NYC@GMAIL.COM)).

NOTE: THE WRITE IN BALLOT SHOULD FOLLOW THE TEMPLATE BELOW:

POSITION \_\_\_\_\_

NAME \_\_\_\_\_

NMRA VALID MEMBERSHIP # \_\_\_\_\_

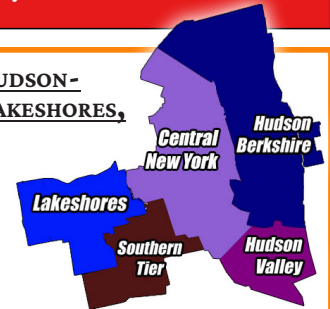
BIO \_\_\_\_\_ (200 WORDS OR LESS)



WRITE IN'S MUST BE RECEIVED NO LATER THAN  
MARCH 31<sup>ST</sup>

**VOTE  
VOTE  
VOTE**

**WESTERN AREA: CENTRAL NY, HUDSON-  
BERKSHIRE, HUDSON VALLEY, LAKESHORES,  
AND SOUTHERN TIER DIVISIONS**



**CANDIDATE #1 ED OLSZEWSKI**

ED IS A MEMBER OF THE NMRA AND THE CENTRAL NEW YORK DIVISION JOINING IN DECEMBER 1997. ED HAS BEEN ON THE CENTRAL NEW YORK DIVISION'S BOARD OF DIRECTORS FOR A NUMBER OF YEARS, HE HAS AUTHORED THE DIVISION BYLAWS, AND HAS BEEN A CO-EDITOR OF THE DIVISIONAL NEWSLETTER SINCE 2007. ED HAS PLANNED A NUMBER OF BUS TRIPS FOR DIVISION AND REGION MEMBERS TO VARIOUS MUSEUMS AND HISTORIC RAIL SITES. HE ALSO PLANNED PROTOTYPE TOURS TO A WORKING STONE QUARRY AND A STEEL MILL DURING THE 2008 AND 2012 NER CONVENTIONS HELD IN SYRACUSE, NY.

ED HAS ASSUMED ROLES OF INCREASING RESPONSIBILITY WITHIN THE REGION SINCE 2008. HE WAS THE PROTOTYPE TOURS CHAIRMAN FOR THE 2008 AND 2012 NER CONVENTIONS. PLANNED AND COORDINATED THE FINGER LAKES RAILWAY TRAIN RIDE FOR THE 2019 NER CONVENTION AND WAS RESPONSIBLE FOR ALL OF THE PLANNING OF THE ROOMS AND FUNCTION SPACE FOR THE 2012 AND 2019 NER CONVENTIONS HELD IN SYRACUSE. HE WAS THE CO-GENERAL CHAIR FOR THE 2019 NER CONVENTION WITH ED O'ROURKE, AND IS CURRENTLY A MEMBER OF THE REGION'S CONVENTION COMMITTEE.

**CANDIDATE #2 ED O'CONNELL**

I WOULD LIKE TO BE CONSIDERED FOR THE POSITION OF WESTERN AREA DIRECTOR. I'VE BEEN A MODEL RAILROADER SINCE 1966. I JOINED MY FIRST CLUB RIGHT AFTER COLLEGE AND FOUND SHARING THE HOBBY WITH OTHERS WITH SIMILAR INTERESTS REALLY HELPED EXPAND MY KNOWLEDGE IN THE VARIOUS ASPECTS OF THE HOBBY. I WOULD ATTEND NEW JERSEY DIVISION NMRA MEETS WHEN THEY CAME TO MY AREA. A JOB CHANGE NECESSITATED A MOVE AND THUS A NEW CLUB, THE OLDEST IN THE COUNTRY.

IN 2007, I JOINED ANOTHER CLUB AFTER ATTENDING THEIR OPEN HOUSES FOR YEARS AND LIKING WHAT I SAW. I STARTED ATTENDING GARDEN STATE DIVISION NMRA MEETS WHEN THEY WERE IN THE AREA. WHILE A MEMBER OF THIS CLUB, I EXPANDED THEIR YOUTH PROGRAM BY BECOMING A COUNSELOR FOR RAILROADING MERIT BADGE. ABOUT FIFTY SCOUTS EARNED THE BADGE THROUGH ME OVER TWO YEARS FROM FIVE DIFFERENT TROOPS, INCLUDING MY OWN TROOP TWICE.

I JOINED THE NMRA AND OP/SIG AND HAVE HAD THE OPPORTUNITY TO MEET SOME INCREDIBLE MODELERS AND SEE AND OPERATE ON SEVERAL AMAZING LAYOUTS AND ATTEND A FEW CONVENTIONS. A FEW YEARS AGO I WAS APPOINTED TO BE THE WEBMASTER FOR THE LAKESHORES DIVISION AND AM WORKING ON EXPANDING OUR NEW WEBSITE HOSTED THROUGH THE NER.



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



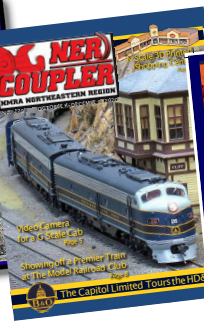
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Contact the NER office manager for details,

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## Northeastern Region NATIONAL MODEL RAILROAD ASSOCIATION



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