

THIS IS MODEL RAILROADING, THIS IS THE NER.

ISSUE 284 WINTER 2022

NER) COUPLER

**THE OFFICIAL PUBLICATION OF THE NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION**



RICH BRETON'S CONTEST PHOTO FROM MILL CITY 21

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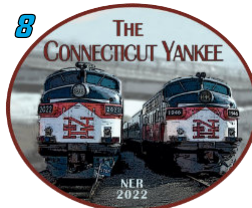
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OUR COVER PHOTO
Comes to us from Rich Breton. "Looking Back Along the Line" was taken May 5, 2019 at the Heritage Park Railroad Museum in Union, NH. This layout is HO scale and depicts the Boston & Maine Railroad in 1909, and the five villages around Wakefield, NH.

TRAIN ORDER #2
ED O'ROURKE, MMR
PRESIDENT NORTHEASTERN REGION, NMRA



WELL, THAT WAS CERTAINLY A GREAT CONVENTION!

I want to congratulate Peter I Watson and his crew from the HUB Division and Dave Insley and the Region Convention committee for a job well done. Judy and I had a great time on the National Park Tour (She also found the New England Quilt Museum adjacent to the park in Lowell. I'm told we are making a return trip.) I spent a very enjoyable evening operating Gary Munsey's layout, as well as the Free-mo layout at the hotel. I sat in on some great clinics, and toured some outstanding layouts. Next up is NERX in April, then The Connecticut Yankee in Windsor, CT.

We are now into train show season, and I am writing this during my recovery period from spending two days at the local NRHS sponsored show, the Great NYS Model Train Fair. The Central New York Division always has a table at the show as well as our switching layout for young and not-so-young folks to try their hand at operating. I hope other Divisions do the same at local shows – it's a great way to meet new people and recruit new members. If you're interested in building a similar layout, let me know and I'll put you in touch with Roger Beiswenger, who was the driving force behind ours. It has been a tough year with many shows cancelled, so get out there and support the folks who put these shows on. And there is always the possibility you'll come across something at one of the sales tables that you absolutely can't get along without. In my case it was some Tichy tank cars to upgrade the fleet, and a few cars for my Grandson's N-scale layout. Christmas is coming and Santa needs help.

I had the opportunity the other day to participate in a ZOOM call with NMRA President Gordy Robinson, other National officers, and most of the Region Presidents. It was very informative and interesting to hear what is going on in other parts of the US and the world. The big discussion was around the idea of offering the NMRA magazine in a digital format. There was a survey put out a while ago that I hope many of you took the time to fill out. I don't believe the question is if this will happen, but when, how, at what cost, and in what format. I have my own ideas about that, but I'd welcome hearing your ideas on the subject so I can convey them to National. Rest assured, those of you who want a print copy will still be able to get one.

When you receive this edition of the Coupler it will be time to head up to the Amherst Railway Society show in West Springfield. The Region will have a table there promoting the hobby and the NER/NMRA. Stop by and say hello.

That's enough for this month. Time to get to work on one of those tank cars.





A VIEW FROM THE BRIDGE

CHRIS CARFARO EDITOR, NER COUPLER

Eye-Candy Vernacular

It's been one year since I took over as Editor of the *NER Coupler*. At the Mill City regional convention members were able to give me face to face feedback. The responses I received were overwhelmingly supportive. Thank you. I will continue along the lines of highly visual content that will sometimes, rattle your cages...

A common theme of discussion heard on every level of the NMRA has to do with an ageing membership and the need to get younger people involved. Part of the problem as I see it, is that we underestimate the huge amount of distraction offered not only to the young adults, but to all of us. Especially if we are speaking a different language on a media platform our kids, other youths and adults don't use. Yes, different language. Hang in there.

It's interesting that with the pandemic this past year and a half, it is those very distracting screens which have kept us above water through Zoom conference meetings and online seminars, like NERx. At the same time there has grown a longing for real, hands on experiences. Every hobby, from model trains, puzzles, knitting, plastic kit building, etc. is currently experiencing a boom of activity. I know first hand as an employee of Tony's Train Exchange (TTX). I was laid off on a Friday and yet called back to work that next Monday. It turned out that I was seriously needed. Over that weekend, thousands of orders had poured in. Especially from new and first time customers just starting out in model railroading. Proof positive that there is a real craving for model railroading and what we in the NMRA can provide.

Divisions are slowly returning to in-person meetings, layout tours and shows. There is a high chance that it will be the same regulars showing up. But is that enough? No! In the Green Mountain Division, (GMD) where I am Superintendent we need an influx of people and energy. As it happens, this year three young men, Brett Stankiewicz, Ben Elmore and Max Brisben joined the GMD. They are an enthusiastic and inspiring tsunami of three to which I wish to unleash upon us all. Plus the bonus that they are willing! Ha. We work together at TTX and Ben has become our Assistant Superintendent while Max has joined the Board of Directors. Today we were discussing this very issue of driving membership and how the NMRA is not in front of the very people it wants to attract. I agree totally. For the longest time it has been my belief that if you want to involve people in model railroading, you simply have to expose them to it. Yes, it is simple. No it is not always easy. In this day and age, we need to be reaching out to people who do not look like us, live near us, work with us or run in the same circles we do. Because what we're doing now ...is...not...working.

ENTER STAGE RIGHT, ERIN

Erin works with us at TTX and came into the break room with an advertisement from Horizon Hobby. "Hey, Chris, do you want this?" I looked over and *wham!* Serendipitous and amazing. Athearn Genesis is taking pre-orders for their production of Union Pacific's SD70 "We Are ONE" locomotive. This is groundbreaking on so many



Photo Credit: Shane T Mason

levels. **First and foremost**, the Union Pacific Railroad has put the diversity of its employees front and center as a statement of power. A statement so huge they painted an EMD SD70 for their "We Are ONE" project. **Then**, they put the locomotive on tour starting on Juneteenth! Look up Juneteenth if you're unfamiliar. **Then**, Athearn Genesis says, 'ok we can get behind that' and does so with a new model release! **Not to mention** Circus City Decals, a small decal manufacturer that produces outstanding products says, 'sure, we'll cover that' with decal sets in HO and N scales.

Are you getting this? I suggested looking beyond our normal circles to stir interest in model railroading. One year ago in the *NER Coupler* I wrote about diversity and the question still remains. What does encouraging and respect of diversity look like? Well the Union Pacific Railroad, Athearn Trains and Circus City Decals are giving us a prototype to model. **Diversity is not an annoyance. Diversity is power.** And to this I would challenge us. A charge to prototype modeling. A prototype that sees diversity as strength. A prototype that has us in the Green Mountain Division pulling together a "Language Library" an "Eye-Candy Vernacular!" What is the language or vernacular of the youth around the world? Think, cell phones, iPads, computers. Think about the kids who love the arts, painting, theater, even photography. How about the more analytical people? Puzzle solving, 3D printing, 3D Art and animation?

Decal set artwork courtesy of [Circus City Decals](#)



Artwork courtesy of [Athearn Trains](#) and [Horizon Hobby](#)



A View From the Bridge, continued from page 3.

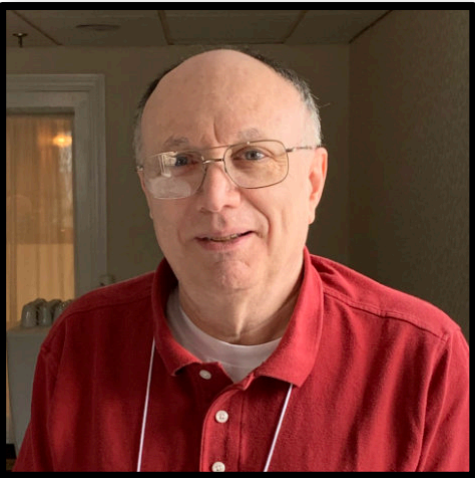
Ok so maybe we begin by creating an inventory of small dioramas that can be placed on display at a public library, in a school hallway or any and every place we can come up with. You don't have to sell someone on model trains. You don't even need to give stuff away to make people entertain membership. You just need to **give them the eye-candy that makes them stop in their tracks.** And it needs to be in a language they want to speak in. If you are a twenty-something who enjoys role playing via Dungeons and Dragons, maybe learning about prototypical 'ops sessions' will be your hook. If you are someone who loves the idea of illusion and photography, then shooting photo-realistic scenes and learning about forced perspective is your entry into model railroads. The things we love about model trains are the same things other people love too, it's just they don't know it exists. They need to hear it in the language or vernacular that resonates with them. **Then,** the real tsunami of interest will begin to flow.

As we in the Green Mountain Division develop our **Eye-Candy Vernacular** we'll do so to attract all kinds of people, right brain, left brain, etc. We must ask ourselves, where will we be putting these scenic modeling breadcrumbs so that they will lead the Hansel and Gretels to the Green Mt. Division? Answer: Most any place that is different from where we live, work, learn, play or travel. Places as varied as the people we want to attract. Because as the Union Pacific Railroad SD70M #1979 is proud to display, "We Are ONE" and diversity is power!

A special thanks to James Wiggan, of Horizon Hobby, Associate Brand Manager for Athearn Genesis Trains for his assistance in securing permission to use the Athearn artwork for the upcoming EMD SD70M "We Are ONE" model release and the photo of the Union Pacific prototype #1979 by Shane T Mason. A note of thanks as well to Matt Welke of Circus City Decals for the quick response in providing the digital image of the We Are ONE decal set and his permission to reprint.



RECOGNITION



JEFF PASTON'S YEARS OF SERVICE TO THE REGION THROUGH THE NER COUPLER RECEIVED RECOGNITION IN THE FORM OF A HAND PENNED CERTIFICATE AND PRESENTATION TO A STANDING OVATION AT THE MILL CITY BANQUET. THE FULL TEXT OF THE CERTIFICATE IS PROVIDED BELOW.



Resolution of Appreciation

This Resolution of Appreciation is adopted by the Board of Directors of the Northeastern Region National Model Railroad Association and is presented to
 Jeff Paston

Whereas: for the past ten years, Jeff has diligently served the greater model railroading community of the Northeastern Region of the NMRA, through his dedicated work with the official publication, the *NER COUPLER*

Whereas: his work has encompassed a broad range of responsibilities, most recently, leading the publication as its Editor. In this leadership position, Jeff has facilitated the communication within the region to a level way beyond that of a simple newsletter. His vision of a higher caliber publication has taken us to a visual and intellectually stimulating content and professionalism that has easily rivalled the quality and content of commercial publications. Jeff gave us the ability to put a face on model railroading here in the northeastern United States and Canada. In doing so, he has reminded us that it is in community that we can achieve a greater enjoyment of this hobby.

Therefore, let it be resolved that, it becomes the singular pleasure of this Board, acting on behalf of the entire membership of the Northeastern Region, NMRA to express their sincere gratitude and deep appreciation. That this Resolution may stand as a token of the respect and affection we personally hold for him.

Presented on the eleventh day of October, 2021 at the 75th Anniversary celebration of the Northeastern Region, MillCity 21 Convention in Westford, Massachusetts.



FRESH AIR, STALE BASEMENT

MAX BRISBEN ASSISTANT EDITOR, NER COUPLER



MODEL WEATHERING BY MAX BRISBEN, PHOTO BY CHRIS CARFARO

Many of us model railroaders have thought about doing custom work for other people and ended up either daydreaming about it, doing a few things for friends, or taking the leap of accepting commissioned work from the public at large. If you do the latter, you have my sympathies.

I started taking on weathering projects for other people in college in order to make some extra cash to pay for beer, cannabis, and Kadee RTR freight cars. At first I wasn't that great at it, but slowly I improved and was selling weathered rolling stock on eBay to gain visibility. This was modestly successful and led to my first actual commissioned work. As my skills with weathering and model construction got refined, I set up a page on Facebook and brought Ben Elmore into my scheme. Our goal was to offer custom model building, painting, and weathering services, specialized in New England prototypes.

While we weren't necessarily successful, we weren't running at a loss either. The few train shows we attended to sell our work went

surprisingly well and it was evident that we were becoming 'known' within the community. This was all well and good, and the requests for custom work were building up in our inbox. We tried to do as much as possible, but eventually got burnt out.

Here's the thing. People are very good at asking for custom work while having no actual concept of how much work is involved, how much time it takes to do things right, and how much I am going to charge you to do it.

The truth is, I'm not going to take on your locomotive or rolling stock project unless it interests me and lines up with my skill set. I've gotten some truly outlandish requests and timeframes to meet, and those people get politely turned down. What I enjoy are the people who come to me with a clear vision of what they want done and are appreciative of the process and artistry.



The Central New York Division is delighted to announce the return to the original April weekend format for "Ops 'til

You Drop Weekend 2022". Hold this date: April 23 and 24, 2022! It is fully understood that Covid will still be around and with the uncertainty over new variants plans will need to be fluid. Look for more info during late February. As in 2021 only those fully vaccinated will be welcomed to attend.



Greetings from the Garden State Division



Did you get to enjoy any of the make 'n' take clinics at the recent Mill City 21 Convention? If not, do you want to give it a try? If so, how about round two? It's a great hands-on experience and simply fun.

The GSD is planning a make 'n' take clinic at the upcoming Winter Meet on February 26 in Park Ridge, NJ. Bob Dennis will host a clinic using an ITLA kit that showcases many of the design features and 3D engraved weathered masonry. It is easily painted with rattle can spray paints and water-based acrylics. It measures 3 x 3 x 4 in. and can also be built as a background flat. Join us!



The NER Divisions continued to publish terrific articles near the end of 2021, making it a very good year across the region, pandemic or not. To read the articles mentioned below, visit the nernmra.org website, click on About Us, and then click on. On this page, you will find a link that takes you to each of the divisions listed below. Once on the division's website, look for a link to their newsletter and find the issue mentioned. You can also visit the division websites listed for each, below.



In the September issue of the Red Markers, CNY Superintendent Drew James talks about the new CTC machine that has been installed on his Canada, Spokane, & Pacific layout.

Also in this issue, Ed Olszewski and Ed O'Rourke provided photos of the MBTA in the Boston area. Some great photos and comments that may provide ideas on where to see some rail action the next time you are in the area!

Roger Beiswenger, former Assistant Superintendent was awarded the Spate Award during the NER Convention in Westford, MA. The Spate Award is presented annually to a member or organization of the NER who best exemplifies the promotion of the hobby of model railroading. An article about Roger, a CNY member, receiving the award is inside the November 2021 issue of Red Markers.

Also in November issue, Ed O'Rourke, MMR, takes you on a railroad photo tour of the sites he visited after the NER Convention. The Maine Narrow Gauge Museum, Seashore Trolley Museum, Conway Scenic Railway, and the Mount Washington Cog Railway are all featured in Ed's article.

Visit <http://www.cnymra.org/index.php/newsletter> to find the September and November issues of Red Markers.



The September issue of the Hot Box continues the story of how the Dartmouth Model Railway Club is building a layout for a challenged adult. This segment focuses on scenery construction.

This same issue has interesting articles about woodchip cars and a review of the Digitrax Evolution Express Advanced Starter.

Norm Gignard talks about the origins of his Allagash Railroad. Did it actually exist? You have to read the issue to find out.

Visit <https://easterncanadadivision.wordpress.com/home/hotbox-newsletter/> to find the September issue.



The GSD has given its website a much-needed facelift after switching to a new host. To check it out, visit nergds.com.

And the GSD's resident Toolman, Jim Walsh, is back with another installment of his tools column. This time around, Jim shows us how we can be just as hip as he is, being square. To read about it, check the fall issue of the division's newsletter, the Whistle Post.

You can find the fall issue by visiting <https://www.nergds.com/newsletter>.



The September-October issue of the HUB Division's Headlight contained a variety of articles.

The first is an article by Bruce Robinson about making accommodations for our younger visitors. To help with their height disadvantage, Bruce has built a step stool for them to use, providing a better view and experience when they visit.

Russell Norris, MMR, continues his series on the construction of the East Broad Top's Robertsdale engine house.

The third article in the September-October issue addresses the challenge of hiding utilities or other obstacles in our basements. Bill Harley shows us what he did to hide the gas meter in his.

If the photo tour in the CNY's newsletter interested you, how about another photo tour? Robert Manna shares many photos he took during a month-long vacation out west in the November-December 2021 edition of the Headlight.

Erich Whitney's regular column in the same November-December issue covers calculating resistor values needed for your LEDs. Erich talks about a handy tool you may want to add to your electronics arsenal called a "Resistor Substitution Board."

Both issues can be found by visiting <https://www.hubdiv.org/headlight.html>.



*Compiled by Mark Harlow
NER office manager*

CONNETICUT

WILLIAM GALARDI RAY ARNOTT

MASSACHUSETTS

ROBERT J FREEL DAVID EDWARD BAKER
KANTHIMA VAN BOKKELEN
JAMES BOUCHER

MAINE

RONALD LIBBY

NEW HAMPSHIRE

ERIC LALONDE THOMAS CHEREPKO

NEW JERSEY

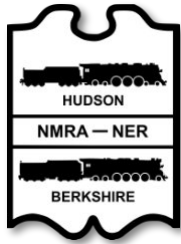
PETE GALLO SANFORD WHITE
JOSEPH ZIMMERMANN
CHARLES SONTAG RALPH RUSSO
ROGER POST CRAIG A HARRISON
ROBERT FORFA DOUGLAS CHADWICK
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NEW YORK

GRANT FISH MATTHEW BERMUDEZ
DAN KNIGHTES TERENCE D TOWLER
JOSE RODRIGUEZERIC DRUM

RHODE ISLAND

ANNALIVIA RAYNE KEN SIEGEL



New MMR, Ken Nelson, continues with parts 8 and 9 of his series on tips for operations in the September and October issues of Form 19. In Part 8, Ken takes your local freight back to its home yard. In Part 9, Ken talks about the need for gentle coupling and uncoupling for passenger trains. If you missed any of the previous segments in Ken's series, you can refer to back issues on the Hudson Berkshire's website.

Richard Smith is back in Part 3 in his series on building the Milwaukee Road's Sparta, WI station in the October issue of Form 19.

In prior installments, Richard covered the history and modeling the exterior for his model. In this segment, he discusses modeling the interior. Look for Part 1 in the April issue covering the station's history and changes over the years. Part 2 in the May issue starts the discussion on the exterior of the station. The June issue of the newsletter finishes the discussion of Part 2 on the exterior.

All issues of Form 19 can be found at <https://hudson-berkshire.org/form19.html>.



The Lakeshores Division published a nice article on the construction of a layout in the Monroe Community Hospital's clubhouse by the Genesee & Ontario Model N-gineers in the August/September issue of the Lakeshores Limited.

Also in this issue is Part 2 of an article on constructing Peppergrass Trees by Richard Senges, MMR. You can find Part 1 in the July issue.

The Lakeshores Division asked its members to provide photographs and a description of what they are working on at the workbench. Based on the number of responses, their members have been busy! To see what they have been up to, take a look at the variety of projects by reading the November 2021 issue of Lakeshores Limited. Benchwork, cars, vehicles, locomotives, and scenery are all covered in this issue.

Find division newsletters at <http://lakeshoresnmra.org/index.php/our-newsletter>.



Tom Oxnard, MMR, is back with another fine article on scratch building the Boston & Maine's Tower C. Tom is well known for his beautiful scratch-built structures, recently earning Best-in-Show at the MillCity21 NER Convention for Squam Lakes Woolen Company. You can find his article on Tower C in the October Switch Tower, the newsletter of the division.

If you have a Centerline track cleaning car on the layout, it does not exactly "fit in" with the other cars on the layout. Mike Pederson shows you how he disguised his in an article in the same issue of the newsletter.

Also in this issue is an interesting article by Dave Sias on modeling memories. Dave's article covers subtle details regarding a track speeder, Duke Ellington, smudge pots, road paving, and more.

Find newsletters at <https://seacoastnmra.org/index.php/the-switch-tower>.



The Green Mountain Division finally got to host Mike Evans, MMR.

Before the pandemic hit, we here in Vermont wanted to congratulate Mike on his Master Model Railroader. That wasn't possible until this past November. Mike in a very

casual yet highly knowledgeable way discussed some of the processes he went through on his way to MMR. His take on various aspects reflected his common sense approach and without a doubt was inspiring and helpful to all of us there.

We meet again in January with high expectations for 2022. All are welcome.

NER COUPLER

SUBMISSION DEADLINES

FEBRUARY 20 FOR APRIL ISSUE

MAY 20 FOR JULY ISSUE

AUGUST 20 FOR OCTOBER ISSUE

TIMETABLE

as compiled by Jack Lutz
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ARRIVALS & DEPARTURES
NORTHEASTERN REGION / NMRA ALL POINTS USA & CANADA

EVENT DATES	EVENT	LOCATION / TRACK
January 2, 2022	STEAM in the SNOW 2022	Conway, NH
January 29-30, 2022	Amherst Railway Society's Railroad Hobby Show	West Springfield, MA
March 5-6, 2022	Rochester Model Railroad Club Annual Open House	Rochester, NY
March 12-13, 2022	Greenberg's Great Train & Toy Show	Edison, NJ
March 12-13, 2022	Spring Model Railroad Show & Open House	Hingham, MA
March 12, 2022	Vermont Rails Model Railroad Show	St Albans, VT
March 26-27, 2022	Greenberg's Great Train & Toy Show	Wilmington, MA
April 2, 2022	The Great Northern New England Train Show	Dover, NH

NER

NUTMEG DIVISION

NMRA

THE NUTMEG DIVISION CORDIALLY INVITE
ALL NMRA MEMBERS TO JOIN US AS WE PROUDLY HOST...

SEPTEMBER 15 - 18, 2022
WINDSOR, CONNECTICUT

THE CONNECTICUT YANKEE



PHOTO AND LAYOUT BY JOHN GROSNER



PHOTO AND LAYOUT BY BRIAN WHITON

NER

NUTMEG DIVISION

NMRA



▲ SCAN WITH YOUR PHONE FOR MORE INFORMATION

THE CONVENTION HEADQUARTERS

is the Marriott Hartford/Windsor Airport Hotel located near Hartford. Attendees will participate in four days of continuous railroading activities. Whether your interest is in model railroading or prototype rail operations, you will want to join your fellow NER members at this convention.

CLINICS

Many modelers attend a regional convention primarily for the clinics. If that is your focus, you will not be disappointed. The number of clinics and the variety of subjects is outstanding. The list of presenters includes well-known names from our division. You will also be impressed by our lesser-known rising-star clinicians. Every clinic will inspire you to put into practice what you have learned from our experts.

LAYOUT TOURS

The Nutmeg Division is home to talented modelers, and many of them have constructed outstanding layouts. These modelers are opening their homes so that we can marvel at their handiwork. Besides being open on the primary convention days, layouts can be visited on drive-in and drive-out days. You can tailor your travel routes to visit the layouts that appeal to your interests.

OPERATING SESSIONS

Model railroad operations is becoming more popular every year. Layout builders relish the day that construction is complete. Now it's time to have some fun—let's operate! Seasoned operators will enjoy the variety of layout themes from which to choose. Newcomers are also welcomed to participate. They can join with experienced crewmates and learn firsthand why so many modelers enjoy this aspect of the hobby.

MODEL AND PHOTO CONTESTS

The model contest is divided into specific categories to provide consistency in judging. Whether you have constructed rolling stock, motive power, a structure, or a display, there is a place to enter your model. Models can be either scratchbuilt or kit built. You can also bring models to put on display for everyone's enjoyment. They need not be entered into any judged contest. The photo contest has two main categories, prototype and model. MillCity2020 demonstrated the popularity of this event with around 40 excellent entries. Let's keep this photo enthusiasm going!

DISPLAY ROOM

A multitude of activities will take place in this location including modular layout displays, vendor sales, and the silent auction.

FOOD

The combination package (Welcome Reception, Banquet, Awards Breakfast) available at MillCity2020 was quite popular with attendees. It will be offered again.

PROTOTYPE TOURS

Visits to prototype facilities are being planned. Details will be forthcoming.

RAILFANNING

For fans of the prototype, freight and passenger trains operate through Windsor. Freight trains are operated by Connecticut Southern Railroad while passenger trains are operated by Amtrak and CTrail. Photogenic scenes featuring stations and bridges, located not far from the hotel, can be observed and photographed using your Railfan's Guidebook.

CONVENTION ANNOUNCEMENT BY KEN MAY



Photographic Tour of Gulliver's Gate

January 12, 2022 at 8:00 PM eastern time

Join the Sunrise Trail Division for a presentation by Jeff Paston, secretary of the Northeastern Region, NMRA. Jeff will treat us to a photographic tour of the now closed and bankrupt Gulliver's Gate Miniature Display located in the Times Square area in New York City. This was probably one of those locations that you always wanted to get to; but that never happened! So here is your chance!

To attend this event, if you are reading this on the hard copy of the NER Coupler, email the Sunrise Trail Division for an invitation rs31556@yahoo.com. If online, click the link below.

<https://us02web.zoom.us/j/89220776377?pwd=NEdiU1RrbEhEjFrL0pTVUdQMEljdz09>

Meeting ID: 892 2077 6377

Passcode: 929034



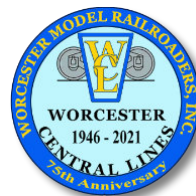
▲ The Northwestern Vermont Railroad, Local 501 rolls along the river bank on the NWV Model Railroad Association HO scale layout in Essex Junction, Vermont.

ENJOY the Northwestern Vermont Railroad live, at the
NWV VERMONT RAILS MODEL RAILROAD SHOW

Saturday March 12th 2022

Saint Albans, Vermont.

Visit: www.nwvrailroad.org for more details.



The Worcester Model Railroaders, Inc., one of the oldest Model Railroad Clubs on the East Coast, is holding its annual show and sale at the Auburn Elks, 754 Southbridge St, (Route 12), Auburn, MA on Sunday, February 27, 2022 from 10 AM to 3:30 PM. Two floors of dealers exhibits and the The Amherst

Modular Club will have one of their layouts on display. An hourly raffle will be held along with a raffle for a 4'x8', fully operational, HO layout. Admission \$5, children under 12, (with adult) free. Contact: Ralph A. Kimball, Jr., 508-755-1873, ralphkimball@charter.net, web site: www.wmrr.org for further information and directions.

TONY'S TRAIN XCHANGE

If viewing this ad online, click on the images to view the products on our website!

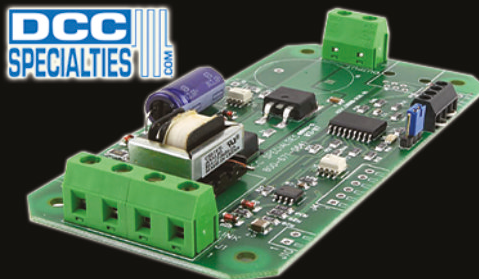
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Power Cab, Power Pro, PH10 Power Pro & Wireless
Prices Too Low to List!

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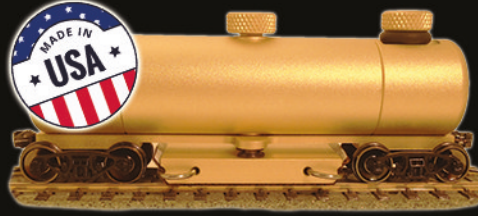
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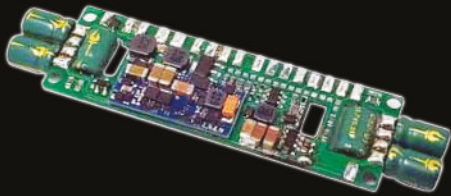
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Jan 2021





In 1953 the Western Maryland Railway ordered two well hole flat cars from the Greenville Car Company. These two cars were numbered 6010 and 6011 and were delivered in WM speed lettering scheme.

In the early 80's they were repainted in the Chessie livery and served the Chessie System as class F-30. The cars continued to serve into the early CSX era. Both were retired around 1990, with WM 6010 being scrapped and WM 6011 being preserved at the B&O museum.



With this article as a basis for the project, I took another field trip to the B&O museum for some detailed shots of the surviving car. The car has traditionally been positioned for easy access to the

public, outside and can be shot from almost every angle. I paid particular attention to the underneath of the car and the side area over the trucks.

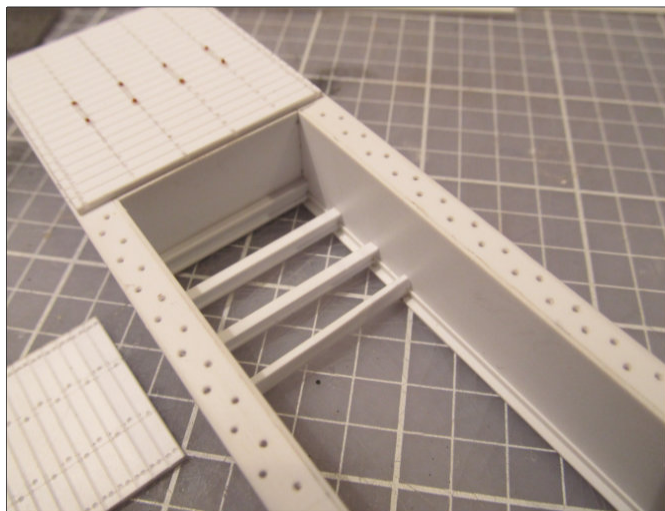
Finally, I completed my research with an internet search for photos and found several good shots online. Three watershed photos came from an email

inquiry to a railfan who had shot pictures of 6011 prior to repainting at the museum. These are still the only three photos I've seen of either of these cars in Chessie paint. These shots made finishing the project possible, since it let me know where the markings were on the real car.

CONSTRUCTION

These models are scratchbuilt from Evergreen and Plastruct styrene sheets, and shapes. Brass bar and wire are used for grab irons, brake piping, stirrup steps and tie down rods. Scale wood is used for the tack boards and blocking supporting the bearing load in 6010. The Mainline Modeler outlined what materials to use in the appropriate dimensions and thicknesses. I had never scratchbuilt anything off a published article before, but quickly found out that it is not that hard. It was just slightly more challenging than making a craftsman kit. By taking a little extra time to dry-fit the parts I guaranteed the pieces are the correct shape and would fit well together. A steel triangle, 1/32 inch marked ruler and a 1/4 inch grid cutting mat are all you need to make the parts match the drawings from the article.

Construction started with cutting the large side sheets and upper channels. The upper channels have 35 holes in each to



Well hole flat cars are no longer common, if used at all, on the rails. These cars, AAR designated "WF", are actually flat cars, though they look more like gondolas. Well hole cars have a characteristic depressed center section used to carry tall loads closer to the rails than a regular flat car. By decreasing the distance between the bottom of the load and the rails, the load gains more overhead clearance by having a shorter overall height in the car. The Western Maryland cars had an added feature of two removable center sections which allowed for some loads to gain several more inches of clearance.

Unlike modern heavy duty center depressed flats, these cars had high sides and did not have easy lateral access to the bottom of the load. They also do not ride on heavy duty six axle trucks and do not have a capacity in excess of 100 tons. The lack of access and relatively light load limit probably contributed to their decline. Today, heavy duty center depressed flat cars carry many of the loads that rode in well hole flat cars in the Chessie Era.

Since visiting the B&O museum, I've always liked these cars. I chose to scratchbuild them both because I was confident no manufacturer would ever make commercial models of such a specialized car. Scratchbuilding was not new to me in structure modeling, but this was the first project I finished scratchbuilding a freight car.

Choosing to do both cars, and not just one, was driven by my desire to model efficiently. It took only about 25% longer to make two cars than it would have to do one. The research and making the first part is time consuming, making a duplicate is quick.

RESEARCH

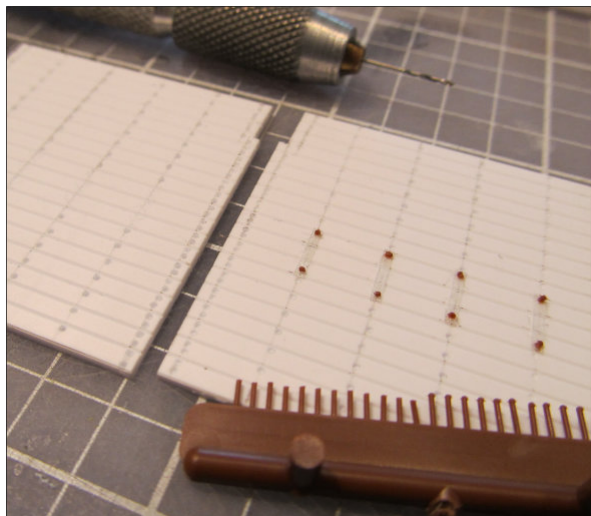
Anyone looking to build one or both of these cars should start with the outstanding three part article by Robert Hundman in the December 2001 to February 2002 issues of Mainline Modeler. This article includes HO scale plans, step-by-step instructions and prototype photos. I found copies of the magazine on line from a rail magazine distributor called Rail Pub.

MARYLAND WELL HOLE FLAT CARS BY JEFF HANKE

provide a place to tie down the load. These holes were located by taping a copy of the scale plans to the bare channel and drilling through the paper and channel to duplicate the appropriate pattern.

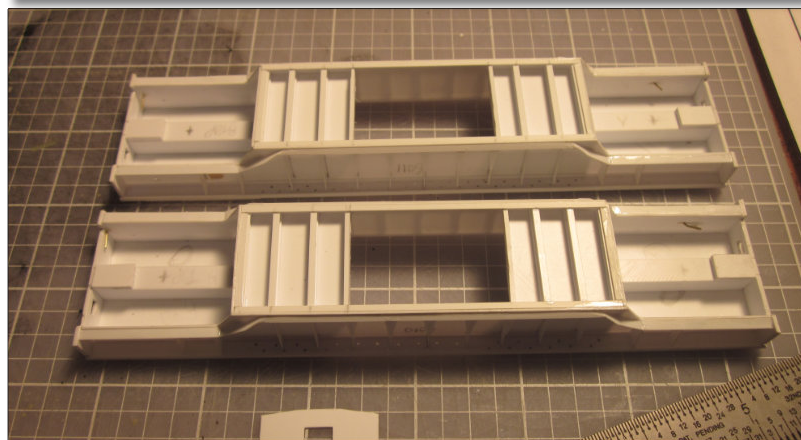
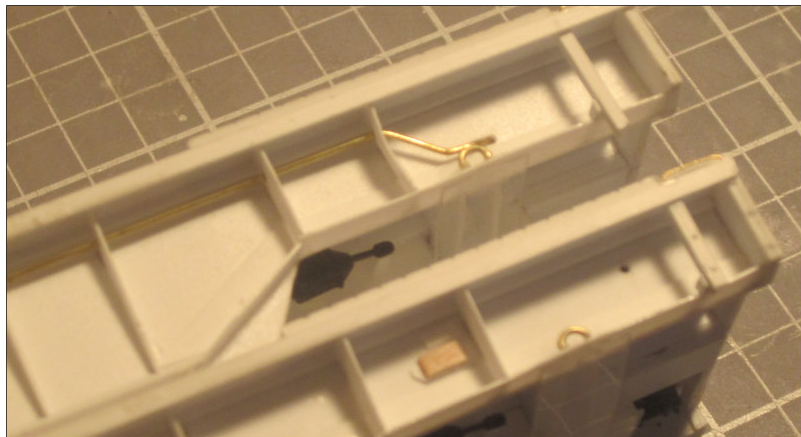
Construction continued by gluing the lower angle and doublers along the bottom of the car. The next step is to cut out the thirteen frames on each side. The frames on the brake line side will need a hole in them to accommodate the brake line. This is done by stacking all the frames on top of each other and drilling through them all at once.

Once the sides are to this point, I built up the upper ends



with scribed styrene, simulating wood planking. Some modelers may want to use real wood for this planking, but it was more important to me to simulate the attaching rivets, so I chose to use styrene. It may have been a bit tedious, but I drilled out 558 holes in the scribed styrene to simulate the attaching rivets. If I had used wood, the resulting rivet detail would not have been as crisp. With the upper ends attached, I framed out the well with the vertical end pieces and fixed bottom panels. These cars had two removable panels in the center of the well. These were made just like the fixed panels, but not glued in. I modeled 6011 with the panels in and 6010 with the panels out.

Once the wells were complete, I focused on the ends of the car. These were made twice as thick as the article suggested, to make the car more rigid. I drilled out the grab iron holes to the drawing and bent my own grabs from brass wire. I added lead weights in eight pieces around the truck bolster. Once the weights were in, I added covers,



couplers and brake gear.

An area of the car that took considerable time was the ladder parts of the car. While researching the area, I noticed the Mainline Modeler article suggested removing some of the lower angle of the side, between the ladder and stirrup step. This angle was present on the real car, so I kept it on my model. I put in the vertical pieces and drilled the grab iron holes prior to painting, but left off the ladder rungs until painting was complete. The stirrup steps were bent from brass bar and attached after painting.

The final phase of construction is to finish the side details, such as reservoirs, trucks, tack boards and train brake line. The reservoirs were not attached prior to painting. The trucks were modified to add the unique side feature that looks like a hawk's beak with a hole in it. These were made from styrene and glued to the sanded square truck frame.





PAINTING AND DECALING

The cars were painted with an airbrush in a faded black shade. I custom mixed the paint to match the correct color of the prototype photos the car in Chessie System scheme. The paint is depicted fading, but basically intact on the outside of the car, while rusty in the well.

I made sure to depict the appropriate markings on the car, which are appropriate for the 1982 era I model. These include all the Chessie System yellow markings from my prototype photos. The Western Maryland red and white speed lettering paint scheme would have been appropriate if I were modeling the early Chessie Era.

Five different decal sheets were needed to complete the markings. Most come from the Herald King Chessie Gondola and the Microscale Chessie 50' Boxcar sheets. I matched exactly the capacity, load limit, light weight numbers and shop markings on the car. Instead of using two decals and having any old numbers on the side of the cars, I used fifteen on each side to get a perfect match. The FRA class letters of "WF" are also correct for a well hole flat. The "EK" shop marking is for the Elkins shop. Since no "EK" lettering was available on any of my decal sheets, I used the "E" from "NEW" and made the "X" from an "I" and half an "X".



LOADS

There are many loads capable of going into well hole flat cars. I have seen photos of ship's propellers, large gears, electrical transformers, large bearings and tall machinery. Each load is secured to the car in its own unique way. In addition to the tie downs used in the currently installed load, I modeled some of the remnants of previous tie downs on past revenue runs. These left over pieces were seen on the prototype photos and can be seen as extra bumps and shapes inside the wells of my cars.

I chose to model a tall electrical transformer because it seemed like the most common load for these types of cars and is what the real 6011 has in it today at the museum. My transformer was made from sheet styrene. I found several pictures online that gave me a good idea of what sort of details were appropriate. I painted it light gray and weathered it lightly, as it is new. There are several warning decals and placards on the transformer at various positions. I also added another 1/2 ounce of weight to the inside bottom of the transformer to keep it firmly in the bottom of the car.

For 6010, I wanted a load that would require the center panels to be removed. Luckily, my kids are heavily into Legos. I was able to negotiate for the use of a large Lego wheel as the starting point for a bearing load. I removed the center of the wheel, filled the depressions and painted the bearing black. This load is tall enough to warrant removal of the center panels to stay within Plate F clearances, but not too big to look ridiculous. The Mainline Modeler article showed several of these types of loads, and the Lego wheel was proportionally the same size as the real loads shown. Also, the extensive wooden support blocking used to stabilize this type of load appealed to me. The blocking not only looks good, it is the exact width of the well, preventing side to side movement. It also has four diagonal wood supports that keep it from moving back and forth in the well.

I tied down both loads with chemically blackened brass wire. The transformer has "washers" on the top of the brass rods to keep them in place. Friction keeps them in the holes on the upper channels. The four brass wires are relatively loose, but keep the load in place when the car is running on the road. This load can easily be removed.

The bearing load is supported exclusively by the wood blocking. The brass tie down rods on this load are just for show, though they do add to the visual interest of the car.

CONCLUSION

These two cars were a great experiment in scratchbuilding for me. I would highly encourage anyone who has thought about making models of these cars, or scratchbuilding in general, to try this project. I am very happy with the results and surprised how easily they went together.



MILL CITY 21 CONVENTION REPORT

Mill City 21 was a tremendous success. Friends old and new were gathered for a celebration of in-person enjoyment of model railroading. In the next three pages as well as in the April issue of the *NER Coupler* we will give you layout tours, award presentations, contest models and photographs. We'll show you clinics, Ops sessions and much more. This issue we'll take a look at contest structures and achievement award recipients. If you were there, you know how awesome it was. If you couldn't make it, we wished you were there.

ANNUAL REGION AWARDS--2021

MASTER MODEL RAILROADERS

JAMES DEMARCO	Lakeshores
CHUCK DILJAK	Garden State
JOE KAVANAUGH	Hudson Berkshire
KEN NELSON	Hudson Berkshire
ED O'ROURKE	Central New York

AP CERTIFICATES, presented by NER AP Chair Bill Brown

Stanley Ames	Scenery, Civil	HUB
Geoff Anthony	Volunteer	Seacoast
Steven Ascolese	Golden Spike	Garden State
Ralph Brown	Volunteer	Seacoast
Andrew Brusgard	Volunteer	Garden State
Andy Clermont	Volunteer	Hudson Berkshire
Dennis DeAngelis	Official	Sunrise Trail
Douglas Dederick	Golden Spike, Scenery, Electrical	Hudson Berkshire
James DeMarco	Electrical, Cars, Civil, Volunteer, Motive Power	Lakeshores
Chuck Diljak	Golden Spike, Official, Cars, Author	Garden State
John Doehring	Dispatcher, Author	HUB
Dave Durr	Author	Lakeshores
Thomas Emmett	Structures, Civil,	Little Rhody
Ron Engel	Scenery, Electrical, Civil	Sunrise Trail
Ernest Tage Erickson	Volunteer, Official	Seacoast
James Fairbanks	Structures, Volunteer	Lakeshores
Jeff Hanke	Motive Power	Nutmeg
Paul Harbord	Volunteer	Garden State
Bob Henry	Dispatcher	E. Canada
Jim Homoki	Dispatcher	Garden State
Ray Howard	Author	Lakeshores
David Insley	Author, Electrical	HUB
Drew James	Civil	Central New York
James Joubert	Golden Spike	HUB
Joe Kavanaugh	Structures, Author	Hudson Berkshire
James Kerkam	Dispatcher	HUB
Ed Koehler	Volunteer	Sunrise Trail
James Kerkam	Dispatcher	HUB
Ed Koehler	Volunteer	Sunrise Trail
Eric LaLonde	Golden Spike	Seacoast
Benjamin Maggi	Civil, Cars	Hudson Berkshire
James Mayo	Official	Nutmeg
John McHugh	Cars	Seacoast
Steve McMullin	Official	E. Canada
Mark Moritz	Cars	Garden State
Irwin Nathansen	Official	Hudson Berkshire
Alexis Nawotka	Civil, Electrical, Scenery	Garden State
Ken Nelson	Cars	Hudson Berkshire
Ed O'Connell	Author	Lakeshores
Ed O'Rourke	Official, Cars	Central New York
Michael Pyszczyk	Official, Volunteer	Lakeshores
Andy Reynolds	Author, Scenery Proto Modeler, Structures	HUB
Richard Sisson	Electrical	Little Rhody
Rudolf Slovacek	Cars	HUB
Edward Stoltenberg	Golden Spike	Metro North
David Trimble	Dispatcher	HUB
Bob Verkuyl	Official	Central New York
Brenna Whitney	Dispatcher	Seacoast
Wayne Woodland	Golden Spike	E. Canada
Tom Wortmann	Official	Garden State



ROLLAND KELLY'S ROYAL AMERICAN SHOWS DISPLAY PHOTO CHRIS CARFARO



THE GREEN MOUNTAIN DIVISION BELLOWS FALLS LAYOUT PHOTO CHRIS CARFARO



CONTEST ROOM JUDGES, PHOTO BY MARCIA DILJAK



CONTEST ROOM JUDGES, PHOTO BY MARCIA DILJAK

MILLCITY 21 CONTEST ROOM / STRUCTURES



SCRATCH BUILT STRUCTURE

THIRD PLACE: DICK HEHIR
MAC'S BARN



Flip the switch
to start the
rocking chair.



KIT BUILT STRUCTURE

THIRD PLACE: IRWIN NATHANSON

SCRATCH BUILT STRUCTURE

FIRST PLACE: THOMAS OXNARD SQUAM LAKE WOOLEN CO.



MILLCITY 21 CONTEST ROOM / STRUCTURES



KIT BUILT STRUCTURE

FIRST PLACE: ED O'ROURKE



SOUTH CARLSEN BY HOWARD DWYER



SCRATCH BUILT STRUCTURE

SECOND PLACE: DICK HEHIR
THE MILL AT MILL CREEK

MILL CITY 21 CONVENTION REPORT



PHOTO BY BILL BARRY

ALL OF THE MASTER MODEL RAILROADERS AT THE CONVENTION WELCOME THE NER 'S NEWEST, JAMES DEMARCO, CHUCK DILJAK, JOE KAVANAUGH, KEN NELSON AND ED O'ROURKE

PRESIDENT'S AWARDS

Roger Oliver Chuck Diljak

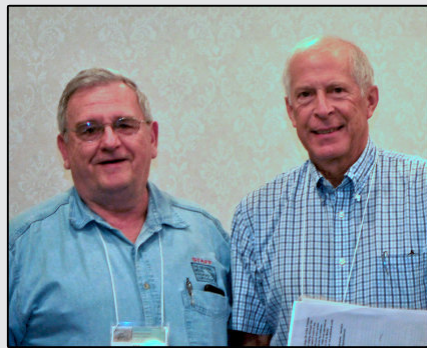


PHOTO BY JIM WALSH

BALDWIN AWARD

for Best in Show

Tom Oxnard



KEITH SHONEMAN AWARD

Presented by David Insley on behalf of the HUB Division
Posthumously to **John Lutz**
and
For DCC Innovations and Standards to
Stan Ames



ALL PHOTOS BY CHRIS CARFARO UNLESS OTHERWISE STATED.

SPATE AWARD

Presented by Outgoing President Bob Dennis
Roger Beiswenger



HAROLD RUSSELL AWARD

Presented by Dave Durr on behalf of Lakeshores Division.
Tom Oxnard



This award included a special gift of Harold's first published article in Model Railroader from October 1966.

HUB DIVISION 2ND PLACE AWARD

Presented by Manny Escobar on behalf of the Hub Division
Malcolm Houck



PHOTO BY MARCIA DILJAK

SUNRISE TRAIL NEW MODELER

Bob Verkuyll

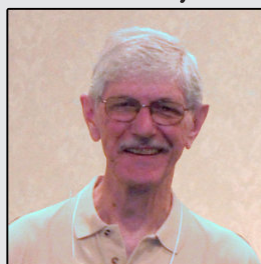


PHOTO BY MARCIA DILJAK



KEN NELSON RECEIVES HIS MMR FROM KEN MAY



SWEARING IN OF OFFICERS

OTHER STRUCTURES IN CONTEST ROOM



MODEL BY IRWIN NATHANSON



MODEL BY HOWARD DWYER



MODEL BY DICK HEHIR



**INTRODUCING
TYLICK TOOL COMPANY**
A new regular column from
Mike Tylick, MMR.



Mitre Master



Richard Grimes showed up at my door one day with a present for me, a Mitre Master just like the one he had recently purchased. Enthusiastically he said “This is one of the best tools I have ever purchased! You’re going to love it!” Upon first looking at this strange pair of “scissors”, my first reaction was that he had been watching too much late night TV, where one can buy two products for the price of one, if only they would pay \$5.95 additional shipping and handling. So I thanked him for his thoughtfulness and put the tool aside on my workbench.

A few days later I thought I’d give the Mitre Master a try, and as it turned out Richard was right (and I was wrong). Originally made to cut automobile interior trim, it is an industrial quality shear that will cut miniature molding, model railroad timbers, dowels, plastic and wood structural shapes and strip stock with ease. Mitre Master will easily cut stock up to 1/2 inch thick up to 1-1/2 inches wide. Rather than laboriously using miniature mitre boxes and razor saws for thick material, Mitre Master will in one stroke cut thick stock with a smooth square edge across all dimensions. After using it for a while I believe the advertisements claiming that Mitre Master also cut your assembly time in half are correct. It’s as easy to use as a pair of scissors.

The tool is equipped with a built in mitre guide engraved in fifteen degree increments. There are fences for forty-five and ninety degree cuts. Built with precision made nickel-plated steel handles and an aluminium alloy anvil, razor sharp replacement blades are available. After several years of almost daily use, my original blade is still quite sharp. Mitre Master features an easy to use blade lock. I religiously lock the blade when not in use- a freak accident can cause serious damage to my fingers.

A Google search on the internet yielded costly industrial machine tools with the same name but I did learn Mitre Master is available from Micro-Mark Tools (www.micro-mark.com) and of course Amazon (www.amazon.com) who also offers a number of similar competing tools at varying prices. Try it, you’ll love it.

Richard was right. I do love it. It’s nice to have good friends.



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