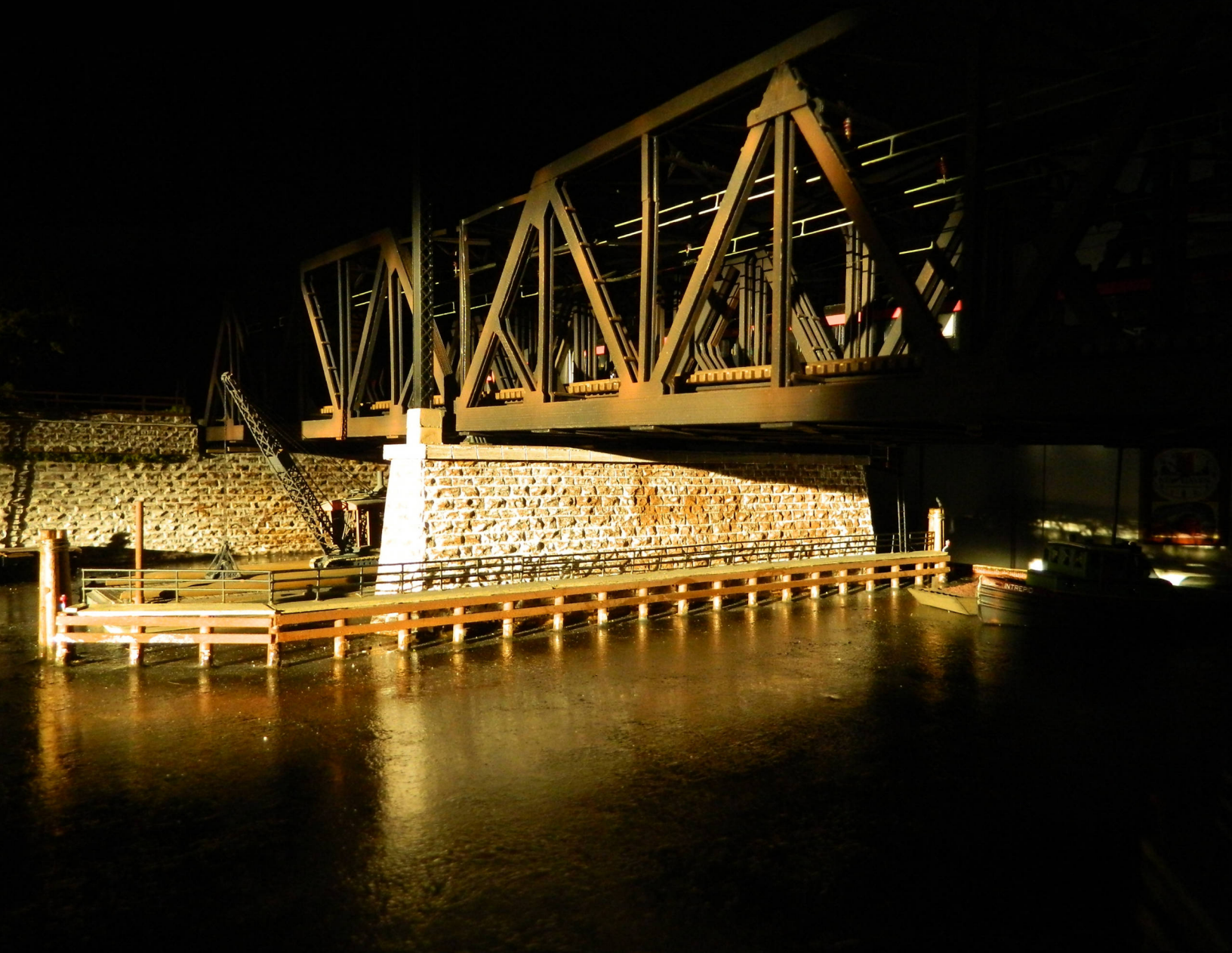


NER COUPLER

THE OFFICIAL PUBLICATION OF THE NORTHEASTERN REGION
NATIONAL MODEL RAILROAD ASSOCIATION

ISSUE 285 SPRING 2022
THIS IS MODEL RAILROADING IN THE NER.



SUNSET ON RICK ABRAMSON'S MASSIVE NEW HAVEN RAILROAD 4 TRACK SCHERZER ROLLING LIFT BRIDGE.

INSIDE THIS ISSUE...

REGULAR COLUMNS

- 2 TRAIN ORDER #3
- 3 A VIEW FROM THE BRIDGE
- 13 FRESH AIR/STALE BASEMENT
- 13 TYLICK TOOL COMPANY
- 14 WORKN' ON THE RAILROAD

FEATURES

- 6 THE CONNECTICUT YANKEE
- 8+ MILL CITY - FINAL COVERAGE

NEWS AND DIRECTORIES

- 4 DIVISION SPOTLIGHT,
NEW MEMBERS, TIMETABLE
- 16 NER AND DIVISION DIRECTORY

NORTHEASTERN REGION NMRA

WWW.NERNMRA.ORG

NER COUPLER

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

Issue 285

Spring 2022

(mud season in Vermont)

April/May/June

EDITOR

CHRISTOPHER CARFARO
editor@nernmra.org

ASSISTANT EDITOR

MAX BRISBEN
assteditor@nernmra.org

ADDITIONAL CONTRIBUTORS

LEW WHITE, KEN MAY,
RICK ABRAMSON, JEFF HANKE,
JIM MELONE, JIM WALSH

COPY EDITOR / PROOF READERS

MAX BRISBEN, CHUCK DILJAK
BEN ELMORE, STEVEN MEYER

CIRCULATION

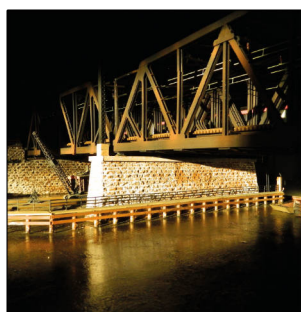
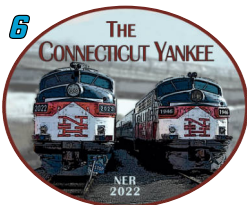
MARK HARLOW
nerofficemanager@verizon.net

PRINTING

RAPID PRESS, STAMFORD, CT.

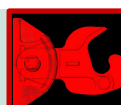
©2022 NORTHEASTERN REGION NMRA

NER COUPLER IS PUBLISHED FOUR TIMES A YEAR BY AND FOR
THE MEMBERS OF THE NORTHEASTERN REGION OF THE
NATIONAL MODEL RAILROAD ASSOCIATION. SUBSCRIPTION
RATE IS \$12 PER YEAR. ANY ITEMS RELATED TO THE
ACTIVITIES OF THE NORTHEASTERN REGION AND ITS MEMBER
DIVISIONS ARE GLADLY ACCEPTED BY EMAIL. PHOTOS
SUBMITTED MUST BE HIGH RESOLUTION OF AT LEAST 300
DPI IN ORDER TO BE CONSIDERED. PLEASE SEND CHANGE OF
ADDRESS TO NEROFFICEMANAGER@VERIZON.NET



OUR COVER PHOTO is from Rick Abramson.

It's a late winter's
afternoon in Devon, CT as
the setting sun casts its
last rays of the day on the
Housatonic River and the
New Haven Railroad
massive 4 track Scherzer
Rolling Lift Bridge.



TRAIN ORDER #3 ED O'ROURKE, MMR

PRESIDENT NORTHEASTERN REGION, NMRA



"For we know not the hour..."

I am writing this with the passing of former NER Office Manager and Hudson Valley Division Superintendent Joe Lecaroz fresh in my mind. Joe's death was a result of an accident, so premature and unexpected, no doubt making the aftermath all the more difficult for his survivors. My Pastor, Fred Mannara, gets around to dealing with this every so often on a Sunday, stressing the need to be ready when the call comes. Father Fred (not a model railroader) is concerned with where we'll spend eternity rather than what happens to our trains, but being prepared for the unexpected is important in our earthly realm as well. And I should note that I have no idea if Joe had a plan or not – his unfortunate loss only sparked my thoughts.

I just returned from the Amherst Railway Society Train Show in West Springfield. I'm sure all of you share my relief that we have been able to visit shows again after COVID shut everything down, and that this one survived the double whammy of Omicron and Blizzard. One of the things I have noticed at shows is the number of tables obviously disposing of Dad's trains. Would your heirs know what you have and what it is worth? Do you have an inventory of at least the major pieces? Is it in the Cloud where someone could access it, or on a sheet of paper in the layout room? Many times, Divisions step in help survivors with this process. Would your survivors know who to contact for help? Do you have things you want to go to a specific person or place? How would your survivors know that? Would it all end up in a dumpster?

Many of you know that our AP Chair Bill Brown suffered a disastrous fire, ironically while he was at a Division meet, resulting in the total loss of his home. Suppose that happened to you? Bill will tell you (he has a clinic on this, as a matter of fact) that he was fortunate his layout had been in the model press and was well photographed so he was able to document at least some of what he had for the insurance settlement. Would you be able to prove to an adjuster that lump of melted brass was a \$2,000.00 UP Big Boy? Would your insurance even cover such a loss? Have you considered the NMRA's collection insurance program?

Think about this. Talk with your heirs about it. Make sure they know where and what to look for. Be not like the foolish servants, asleep with their lamps unlit "when the Master arrives."

On a more upbeat note, if you'd like to document your layout, consider the "Member Galleries" section of the NER website: <https://nernmra.org/member-galleries/>. Webmaster Jim Seroskie would love to include your layout in the galleries. Contact Jim at webmaster@nernmra.org. While you are at it, copy Coupler Editor Chris Carfaro at editor@nernmra.org so he can publish them in the Coupler. Our goal is to showcase the great modeling in the NER.

Ed 

**"ATOMIC BATTERIES TO POWER,
 TURBINES TO SPEED..."**

(Batman & Robin from the 1966-68 TV show)



Sometimes I just don't know how on earth some folks find time to complete a job on their railroad. I will ask myself, "Is it that they are finding more available time, or, do they make better use of the time they have." It is kind of annoying, especially when people tell you to work smarter, not harder. Yeah, yeah yeah.

If you were to ask someone in the Green Mountain Division of Vermont, where I am the Superintendent, "What is Chris good at?" or something like that. These days I feel like you'll hear, "jeez'em crow, all he talks about is frick'n street track"

Honestly, I am interested in much more than building street trackage. It's just, well, I can't seem to get anything finished. So, I am trying to focus hard on completing a display diorama featuring street track. Yup, I'm hand fabricating the girder rail, adding paving, street side details and overhead wire. So yeah, it seems like it's the only thing I have going on.

Like many of you, I have a life outside of the NMRA and like many of you, some weeks seem overloaded with responsibilities. Well, this month I am going to take Jeff Hanke's advice in the January 2017 issue of the *NER Coupler*. In **"Work on what you can, when you can."** Jeff says "Work Smarter, Not Harder." I'll forgive him for that. What he does communicate quite well is some common sense.

My first rule of building my Chessie System: East End is to find some time every day to do something on the layout. I know I can't make progress without putting the work in. However, with a full time job, marriage, three kids, etc., free time is scarce. I may just go downstairs for a few minutes on a work day, or I might get a few hours in on a weekend.

Alright Jeff, you are now my GPS oracle. I will follow the path you lay before me with a destination to complete my diorama on street trackage.

And when complete, I am sure all the members of my divisions will be sending you thank you cards stuffed with money. Ok then, here I go

"Atomic batteries to power,

Turbines to speed"....engage!



ABC TELEVISION, PUBLIC DOMAIN, VIA WIKIMEDIA COMMONS

CORRECTION: IN THE RECENT NERX "MEET THE MODEL RAILROAD PRESS" I MENTIONED THAT THE DESIGN PRESERVATION MODEL "LAUBE'S LINEN MILL" WAS NAMED AFTER RICH LAUBE. HOWEVER, WHEN I WENT BACK AND REVIEWED THE SESSION, IT TURNS OUT THAT I ACTUALLY SAID "CHUCK LAUBE." WHAT THE HELL? WHERE DID I PULL THAT FROM? SORRY RICH, IT WAS A BRAIN CRAMP OR SOMETHING. CHRIS CARFARO

The final installment of the NER Coupler coverage of Mill City 21 picks up on page 8



▲ Stan Ames' clinic on his large scale SJR&P. Photo: Jim Walsh

In Memoriam

Joseph E. Lecaroz Jr.



On February 19th Joe Lecaroz regrettably passed away from complications following a fall and subsequent surgery and rehabilitation.

Many of you will certainly remember him fondly. It was Joe's sense of devotion to his division and modeling friends which lead to him stepping up into the leadership position

of Superintendent of the Hudson Valley Division.

Joe formerly served the region in the past as the NER Office Manager. During the Mahwah convention he was a gracious host as he opened his Summit Ridge Lines to the region for operations.

The NMRA Hudson Valley Division has sent flowers and should anyone wish additional information, Bob Earle can be reached at (845) 647-8663.

Even though Joe's services will have passed by the publication date of this issue of the *NER Coupler*, Brooks Funeral Home in Newburgh, New York has said that his full obituary will be available at its website for months to follow.

<https://www.brooksfnh.com/obituary/joseph-lecaroz-jr>



EDITOR'S NOTE: I HAD A FEW CHOICES OF PHOTOS FOR THIS MEMORIAM. THIS PHOTO, WITH JOE PICTURED IN THE BOTTOM LEFT CORNER SURROUNDED BY FRIENDS, JUST FELT RIGHT AND WARMED MY HEART. CSC

The NER Divisions have started 2022 with a lot of activity and great articles in their newsletters. To read the articles mentioned below, visit the nernmra.org website, click on "About Us", and then click on "Divisions". 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.



NORMALLY, THE CENTRAL NEW YORK DIVISION HOSTS THEIR "OPS 'TIL YOU DROP" event in the spring. With COVID, the 2021 event was rescheduled to November. The December issue of the division's newsletter, Red Markers, has many photos from that fun event. If you missed it, another Ops 'til You Drop event is planned for April 23-24.

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



IS IT THE WORLD'S SHORTEST SHORTLINE? WE'LL LET YOU DECIDE, but you can't get too much shorter! And the story behind why it exists is a strange tale. Plus, Wayne Woodland presents a review of Rapido's MLW M420 locomotive model. This is a model many Canadian modelers have wanted for their layouts. Both articles, and a whole lot more, appear in the December issue of the Hotbox, the newsletter of the Eastern Canada Division.

In the March issue of the Hotbox, you can visit George Jarvis' Coastal Newfoundland Railway. Meanwhile, the editor of the Newsletter, Lou McIntyre, shares how he makes operations on his Hampton & St. Martins a more relaxed event. Also in this issue, we can see the final results of the Dartmouth Model Railway Club's project layout for a young, challenged adult. We also see a new modeling group beginning work on a modular layout for the Railway Coastal Museum.

Visit <https://easterncanadadivision.wordpress.com/home/hotbox-newsletter/> to find the December and March issues.



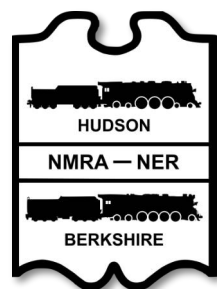
IN THE WINTER ISSUE OF THE WHISTLE POST, THE GARDEN STATE DIVISION'S NEWSLETTER, former GSD member Scott Dunlap discusses the hobby challenges and opportunities he has experienced after moving to Georgia. In the same issue, Jim Walsh talks about his experiences in giving old equipment a new life.

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



RUSSELL NORRIS, MMR, RECENTLY ATTENDED A REUNION OF THE FRIENDS OF THE EAST BROAD TOP for the first time in two years. Russell was curious as to the changes the EBT has made since the last reunion. He shares what he found in an article of the HUB Division's January-February issue of the Headlight.

Mike Tylick, MMR, recently rediscovered they had detailed the tunnel interiors of their F-Scale Chester & Becket Railroad when preparing for the Springfield train show. Mike also discovered that his iPhone took some pretty good photos of the interior. See them for yourself in the March-April issue of the Headlight. Also in this issue, Erich Whitney is back with another electronics project covering crossing gates. Erich's plan is to talk about the project over the next couple of newsletter issues. Both issues can be found at <https://www.hubdiv.org/headlight.html>.



THE SECOND HALF OF PART 3 TO RICHARD SMITH'S SPARTA STATION PROJECT IS IN THE NOVEMBER ISSUE OF FORM 19, wrapping up the series. For those of you looking to build cars for the Achievement Program, Ben Maggi shares what he learned in scratch building eight of them in the December issue of Form 19. In the same December issue, Ken Nelson, MMR, discusses how cabooses add operating interest.

In the January issue of the Hudson Berkshire's Form 19, Hudson Berkshire member, Mark Sklar, shares his visit to the Essex Steam Train and Riverboat Museum in Essex, CT, with photos and text. Also in this issue, Ken Nelson, MMR, shares his techniques for working with dry transfers. All issues of Form 19 can be found on the division's website at <https://hudson-berkshire.org/form19.html>.



DAN SHEPARD, THE EDITOR OF THE SUNRISE TRAIL'S CANNONBALL, shares a trip he took with four friends on a Rails-to-Trails bicycle ride covering 15 miles of the Milwaukee Road's line on the Montana-Idaho border. Dan's story and photographs are in the Fall issue of the newsletter.

In the Winter issue of the Cannonball, we revisit the former layout of Nicholas Kalis. Nicholas dismantled the layout prior to moving from Long Island to Maryland. The remaining photos and memories of that layout are special. All issues of the Cannonball can be found on the division website at <http://sunrisetraildiv.com/default.htm>

LAKESHORES

DIVISION
Northeastern Region - National Model Railroad Association

MANY MODEL RAILROADERS NEVER PAINT THE TRUCKS TO THEIR CARS BEFORE SETTING THEM ON THE LAYOUT. Because most are cast in black plastic, they become invisible. Mark Rossiter shows you how to make those trucks visible with painting and weathering using jigs, acrylic paint, rattle-can paints, and India-ink washes. You can read how he does it in the January issue of the Lakeshores newsletter, the Lakeshores Limited. Also in this issue, Ed O'Connell replaces a control panel for the Rochester Model Railroad Club. The new panel upgrades the control of turnouts from DC to DCC and allows button control of the turnouts when desired.

You can find all of the division's newsletter issues at <http://lakeshoresnmra.org/index.php/our-newsletter>.



IN THE JANUARY ISSUE OF THE SEACOAST DIVISION'S SWITCH TOWER newsletter, there are a pair of interesting articles. William Bryk shares his experience in preparing for and running Valley Railroad's steam locomotive number 40 as part of the Essex Steam Train and Riverboat's "Hand on the Throttle" program in Essex, Connecticut. From a modeling perspective, two Master Model Railroaders, Larry Cannon and Tom Oxnard, share recent projects from their workbench.

You can find this issue on the division website by visiting <https://seacoastnmra.org/index.php/the-switch-tower>.



THE GREEN MOUNTAIN DIVISION, CONTINUING WITH ITS LIVE MEETINGS, enjoyed Glenn Glasstetter's clinic on Pan Pastels. Members brought various rolling stock and buildings to experiment with.

The GMD meets the third Sunday of the month every odd number month. The next meetings are March 20th and May 15th. All NMRA members are welcome. See the GMD website for the calendar with information on meeting times, location and themes if applicable.

▼ Glenn Glasstetter's Pan Pastel clinic photos by C. Carfaro



▲ Lew White's "meat pies" barber shop
photo by c. Carfaro

NEW MEMBERS MARK HARLOW NER OFFICE MANGER

Vermont
Nick Santo

New York
Philippe Vaillantcourt
Ron Emerson
J. W. Dell
Thomas Dussinger
James Payne
Bede McCormack
Edward J Wojcik JR
Dana Atwood
Rob Bartels
Gerald P Kenna
David Dow

Rhode Island
Ron Catri
Anthony Soucar

Nova Scotia
Richard Crowder

New Jersey
Kevin Quinn
Ken Bennett
Jim Espailat

New Foundland
Darwin Anderson

New Brunswick
Robert Leathley

Maine
William A Everitt
Ron Comeau

Massachusetts
John Petito

David Kaufman
Luke Guerra
James Gareau
Michael Gareau
Luke Daigel
Nicholas Casperaites
Peter Abramov
Konstantin Abramov
Tom Coury
Tom Manley
John E Sawyer
Paul Pawlowski

Connecticut
Michael F E Crossley
Richard R Knight
John Hartzell
Philip Neptin
Lindsay Turlan

TIMETABLE

COMPILED BY JACK LUTZ ALTON_HOUSE@YAHOO.COM

ARRIVALS & DEPARTURES POINTS NORTHEASTERN REGION NMRA USA & CANADA

DATES	EVENT	LOCATION / TRACK
April 2, 2022	Joint Meeting at the Rochester Model Railroad Club	Rochester, NY
April 2, 2022	The Great Northern New England Train Show	Dover, NH
April 2, 2022	Opening Day at Connecticut Trolley Museum	East Windsor, CT
April 3, 2022	The Great Batavia Train Show!	Batavia, NY
April 3, 2022	Model Railroad, Train & Toy Show	Ansonia, CT
Apr 10, 2022	Rails Along the Mohawk Train Show	Amsterdam, NY
April 23-24, 2022	Train Show	Lockport, NY
April 23, 2022	Opening Day at Catskill Mountain Railroad	Kingston, NY
April 23, 2022	NMRA Seacoast Division 2022 Spring Event	Newington, NH
April 24, 2022	26th Annual Hooksett Lions Club Train Show	Hooksett, NH
April 30, 2022	Opening Day for Biodiesel Trips to the Summit	Bretton Woods, NH
April 30, 2022	Great Falls Model Railroad Club Spring Show	Topsham, ME
May 1, 2022	Opening Day at Seashore Trolley Museum	Kennebunkport, ME
May 13-15, 2022	2022 Convention, Annual Meeting, & Train Show	Albany, NY
May 15-20, 2022	NRHS 2022 National Convention	Buena Park, CA
May 15, 2022	4th Annual Contoocook Depot Model Railroad Show	Contoocook, NH
May 28, 2022	Opening Day at White Mountain Central Railroad	Lincoln, NH
May 28, 2022	Opening Day at Shelburne Falls Trolley Museum	Shelburne Falls, MA
May 28, 2022	Opening at Hobo Railroad and Winnepesaukee Scenic Rail	Lincoln and Meredith, NH
May 28, 2022	Opening Day for Steam Trains to the Summit	Bretton Woods, NH
June 15-19, 2022	29th Annual National N Scale Convention	Nashville, TN
June 19-25, 2022	37th National Garden Railway Convention	Denver, CO
June 19-24, 2022	Big Train Operator Club Convention, Cleveland, OH	Grotton, CT
July 10-16, 2022	Lionel Operating Train Society National Convention	Dayton, OH
July 13-17, 2022	National Summer Steamup	Lodi, CA
July 24-30, 2022	53rd Annual Lionel Collectors Club of America Convention	Nashville, TN

THE CONNECTICUT YANKEE



The Connecticut Yankee convention will take place in a few months. It's time to get those reservations in-hand and step on board. You don't want to miss this train when it pulls out of the station!

The Northeastern Region's annual convention is in Windsor, CT, eight miles north of Hartford on I-91. The Marriott Hotel is well-equipped to address the needs of our group, having spacious meeting rooms and an on-premises restaurant/bar. For those willing to travel a short distance, six eating establishments are located less than five minutes away.

Hotel rooms are available at the Marriott for \$109 + 15% tax per night. To qualify for this reduced rate, hotel reservations must be made prior to August 19, 2022. Reservations should be made at 860-688-7500. Ask for a room in the NER Convention block.

The Nutmeg Division is home to talented modelers, many of whom have constructed outstanding layouts. Over two dozen layouts will be open for visits. Naturally, New Haven Railroad-based layouts are on the list, but other New England railroads and even those representing far-away California can be viewed. Take note of the layouts that are open on drive-in and drive-out days (Thursday and Sunday). With a bit of careful planning, you can integrate layout visits with your travels to and from the convention.

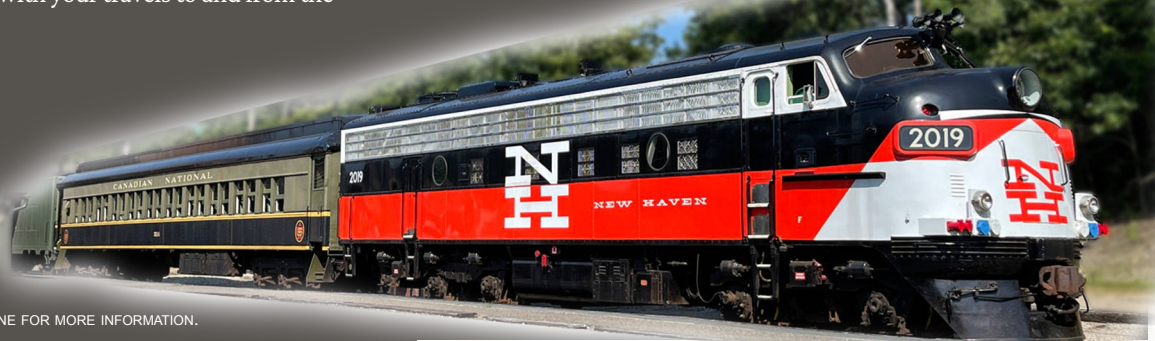
Model railroad operating sessions are offered every day of the convention. The layouts cover a wide swath of geography. From Maine to Mississippi; from the Catskills to the Rockies to the Sierras—it's all here. Operators will enjoy opportunities running trains using prototypical procedures. Newcomers are also welcomed to participate. They will join with experienced crewmates and learn firsthand why so many modelers enjoy this aspect of the hobby.

Clinics are the primary reason many modelers attend the convention. You will learn how to build a Bar Mills kit, model street running, speed match with DCC, model the seventies, and lots more. The list of presenters includes well-known names from our division, and names of those who are less well-known. Name recognition notwithstanding, all presenters are accomplished modelers in their area of expertise. Attend some clinics. Learn about trains!

Your fellow modelers want to see your contest-quality models and photographs.



▲ SCAN WITH YOUR PHONE FOR MORE INFORMATION.



YANKEE IS COMING DOWN THE TRACK!

SEPTEMBER 15 – 18, 2022
MARRIOTT HARTFORD/WINDSOR AIRPORT



Whether you have constructed rolling stock, motive power, a structure, or a display, there is an appropriate category to enter your model. Do you have a great model but you're not keen on judged contests? No problem, there is an area set aside for display only.

MillCity2021 demonstrated the popularity of the photography contest with around 40 excellent entries. Let's keep this photo enthusiasm going! Bring your images and see how they score.

A prototype tour will be operated by the Naugatuck Railroad Company on Friday. A train of restored historic equipment will leave from the Railroad Museum of New England's 1881 station in Thomaston, CT, and traverse the line, including a climb across the face of the massive Thomaston Dam. The train will make several photo run-bys before exiting the mainline to detrain passengers for a tour of the railroad's and museum's maintenance and restoration facility. Afterward, the passengers will re-board the train for the trip back to Thomaston Station.

For fans of prototype operations, freight and passenger trains run through Windsor on a regular basis. Freight trains are operated by Connecticut Southern Railroad while passenger trains are operated by Amtrak and CTrail. Photogenic scenes featuring stations and bridges—many located not far from the hotel—can be observed and photographed using the "Railfan's Guide to Windsor," found in the convention booklet.

The Nutmeg Division cordially invites all NMRA members to central Connecticut in the Fall of 2022. Whether your interest is in model railroading or prototype rail operations, you will want to join your fellow NER members at this convention. Please visit nernmra.org to obtain the latest information on every activity.

Ken May
Convention Chairman

kemay@nernmra.org

NER
NUTMEG DIVISION
NMRA



MILLCITY 21 PHOTOGRAPHY CONTEST ENTRIES

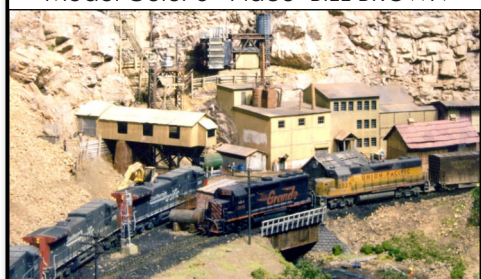
As much as we might like to make cover photos out of most every entry into the photo contest, we can not. And what a pleasure it is to have such a difficult a choice. Here are some of the other photos from the contest. Keep in mind, you're looking at photos taken of the real photos.

Color Photography, Models:
1st Place Mal Houck



2nd Place: Rich Brenton's photo can be seen on the cover of the last issue of the *NER Coupler*

Model Color 3rd Place BILL BROWN



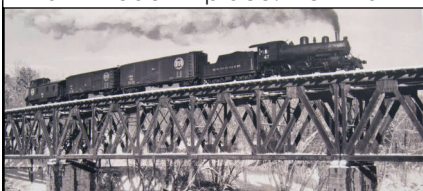
Honorable Mention: Mal Houck



Honorable Mention: Stan Ames



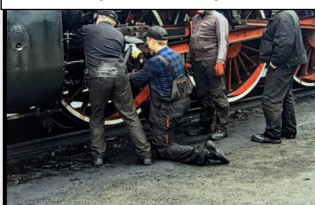
B&W Model 1st place: Rich Walz



B&W Model 2nd Place
Stan Ames



Prototype Color 3rd Place
STAN AMES



Prototype Color 2nd Place
ROBERT WELK JR.



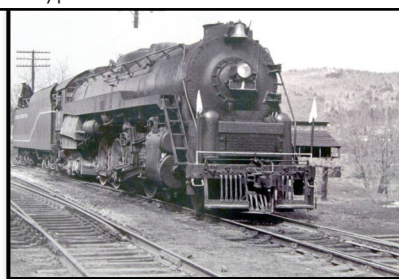
Honorable Mention
John Stevens



Prototype B&W 1st Place: Mal Houck



Prototype B&W 2nd Place: MAL HOUCK



Prototype Color 1st Place JOHN STEVENS



MILL CITY 21 CONTEST ROOM

KIT BUILT STEAM LOCOMOTIVE

FIRST PLACE: MALCOLM HOUCK



SECOND PLACE: TOM OXNARD



KIT BUILT CABOOSE

FIRST PLACE: ROBERT VERKUYL



SECOND PLACE: IRWIN NATHANSON



KIT BUILT PASSENGER CAR

FIRST PLACE: IRWIN NATHANSON

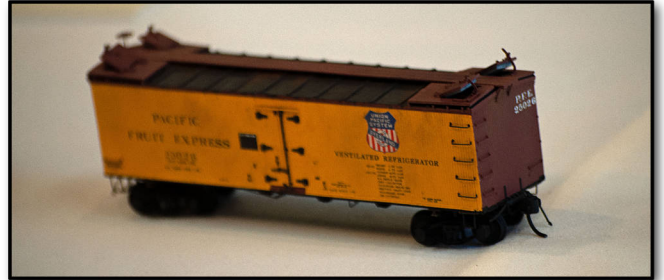


KIT BUILT FREIGHT CAR

FIRST PLACE: CHUCK DILJAK



SECOND PLACE: ROBERT VERKUYL

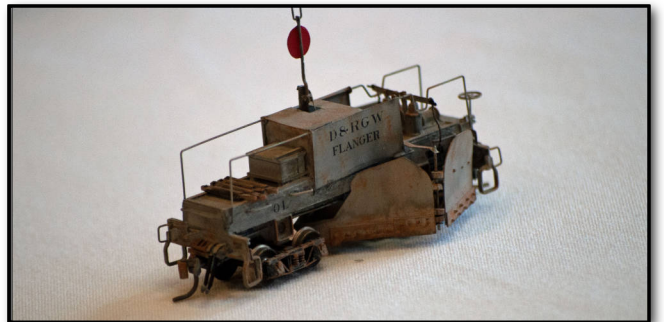


THIRD PLACE: ED O'ROURKE



KIT BUILT NON-REVENUE

FIRST PLACE: ARTHUR DUTRA



SCRATCH BUILT CABOOSE

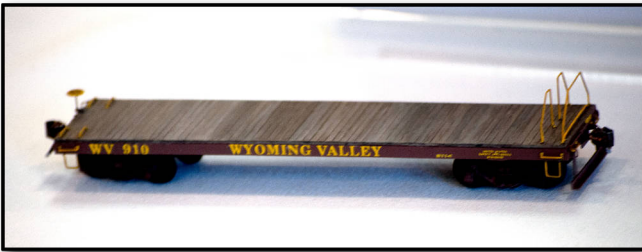
FIRST PLACE: ARTHUR DUTRA



MILL CITY 21 CONTEST ROOM

SCRATCH BUILT NON-REVENUE

FIRST PLACE: CHUCK DILJAK



SECOND PLACE: ARTHUR DUTRA



SCRATCH BUILT PASSENGER CAR

FIRST PLACE: MALCOLM HOUCK



SCRATCH BUILT FREIGHT CAR

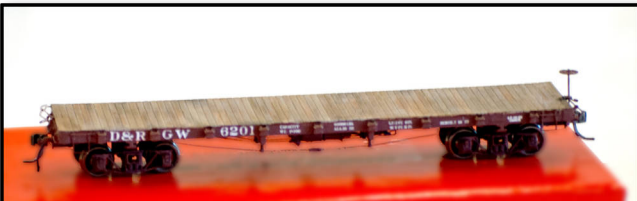
FIRST PLACE: CHUCK DILJAK



SECOND PLACE: CHUCK DILJAK



THIRD PLACE: ARTHUR DUTRA

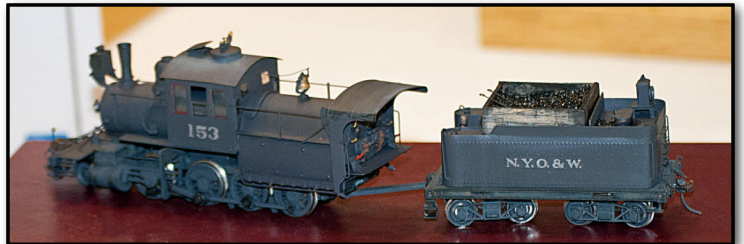


SCRATCH BUILT STEAM LOCOMOTIVE

FIRST PLACE: MALCOLM HOUCK



SECOND PLACE: MALCOLM HOUCK

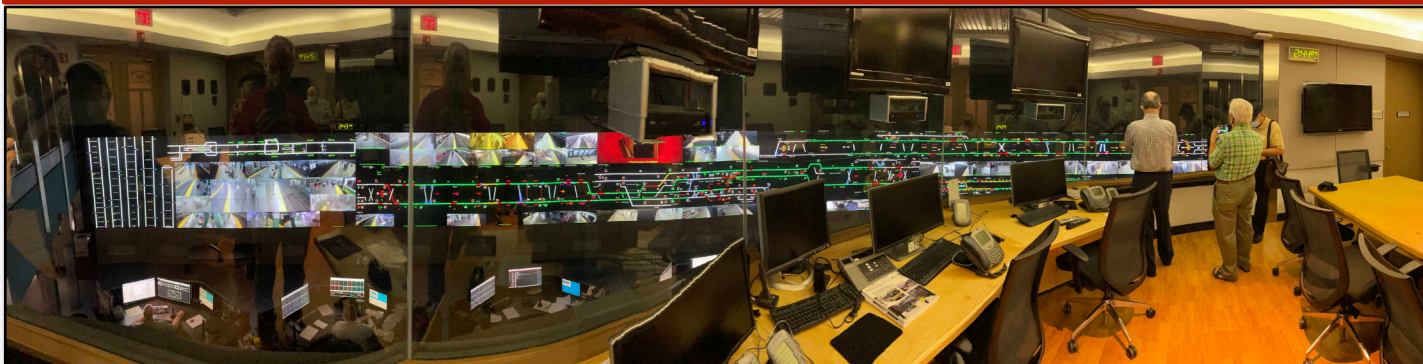


An amazing castle and railroad diorama in the display room. Photo: Chris Carfaro



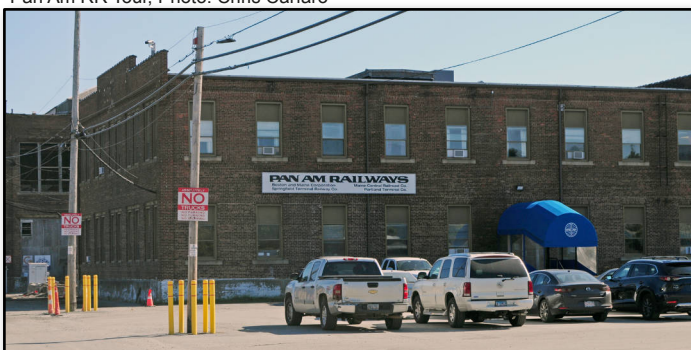
MILL CITY 21 CLINICS, TOURS AND DISPLAYS

This page holds a smattering of photos from clinics, tours, meetings and displays. The *NER Coupler* coverage on Mill City 21 has run out of space. To see more, check the region website or better yet, register for The Connecticut Yankee and experience the NER at its best, LIVE.



Pan Am RR Tour, Photo: Chris Carfaro

MBTA Tour, Photo: Dave Insley



MBTS Tour, Photo: Ed Olszewski



Bob Dennis, Jeff Paston, Christina Zambri and Ciro Compagno enjoy the gathering.
Photo: Jim Walsh



Central New York Division display. Photo: Chris Carfaro



"Ops" on Rand Hoven's N scale Albany and Susquehanna Railroad. Photo: Jim Walsh





▲ Large and impressive T-Track layout in the Display Room.



Guest speaker: Bill Moll

Friday night gathering. Photo: Jim Walsh



Erich Whitney preparing for his DCC University presentation.

NMRA Eastern Director and Past NER President John Doebling.



NER officers sworn in by Outgoing President Bob Dennis
Ed O'Rourke, Tom Oxnard, Gerry Covino, Ed Olszewski, Cirio Compagno



▲ Kaylee Zheng, Mike Tylick and Photo Contest awardees.



▲ Bill Brown's clinic on background buildings.

▼ Green Mt. Division, Bellows Falls, Vermont circa 1950s, switching layout challenge.



▼ Mike Tylick's clinic on stone walls.

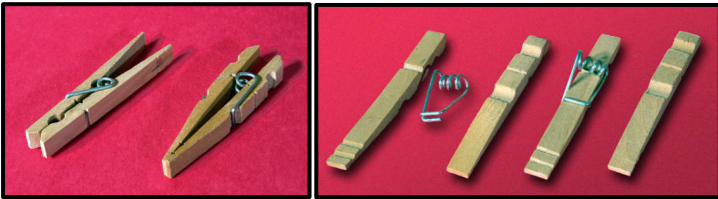


Except as noted, all photos on this page: Chris Carfaro



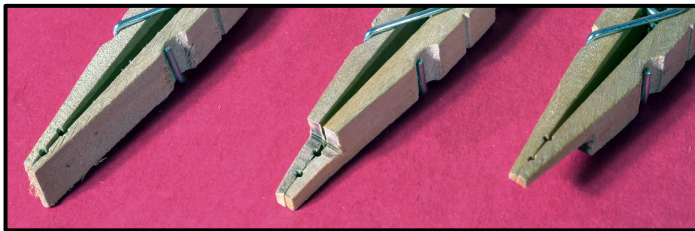
I've been using these simple clamps for as long as I can remember, I most likely discovered them in the "tips" column of the long gone *Model Trains* magazine from my junior high school days. I lost no time in raiding my mother's laundry basket for these prizes and just sort of kept using them. As a young adult I found neither my wife nor my mother used spring clothespins any longer. Drying machines had replaced the once common sight of laundry hanging on backyard and porch clotheslines. Earl Smallshaw notwithstanding, I always found clotheslines were difficult to model anyway. Fortunately, little ever seems to go away completely and it is still possible to find inexpensive wood clothespins in local discount store houseware departments. Of course, Amazon also sells many styles and delivers them right to your door.

Simply take the clothespin apart and flip the two pieces over and reinsert the springs, so the coil is now in the retainer slots and the ends are where the coil should be. It's easier to see the clamp than it is to describe one with words. Assembly is pretty obvious when you take one apart. *Photos 1&2*




▲ Photo 1: A store bought clothespin (left) ▲ Photo 2: A deconstructed clothespin. sits next to a strong clamp

The inverted clothespin becomes an effective clamp with more force than you might suspect. They can easily be cut to different shapes for special jobs and also make great handles for painting small parts. *Photo 3*



▲ Photo 3: The clamps can easily be cut into special shapes for hard to reach places.

Lately I've been clipping these pins to small parts to make it easier to find them on my cluttered workbench. I was afraid the wood clothespins would adhere to wood models but that hasn't been a problem. For the more fastidious, nicer pins are available in plastic and stainless steel. Over the years I have acquired two large coffee cans of these handy gadgets, but it still seems that sometimes I wish I had more. 

► Photo 4: Shown here holding a fence rail in place on a Bar Mills "Insta-Fence"



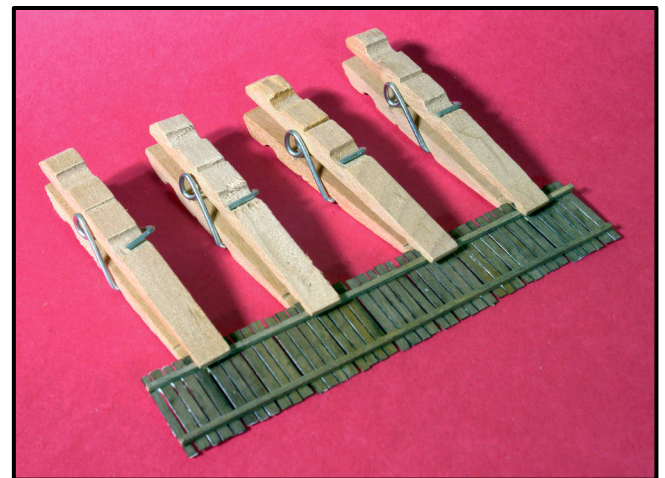
In a recent Green Mountain Division meeting, the question of how to grow our membership once again came up, and it got me thinking about why anyone would even want to join our outwardly intimidating "Good Ol' Boys Club."

Say you're out somewhere in the world and run into someone who is interested in trains and maybe even dabbles in the hobby, but doesn't have any knowledge beyond that. Maybe they have their grandparents' old Lionel or Tyco train set sitting in their basement and find it fun to break it out and run some carpet trains every once in a while. Alternatively, they love watching and riding trains but don't know much about scale modeling.

How do you pitch the NMRA to them? What can the organization do for them? Why should they even bother to join?

Avoid talking about scale modeling or the NMRA directly. No one wants to hear about how the hobby is dying and desperately looking for fresh souls to corrupt, or deep dive details like how many lines of code are in your custom coded signal system. This is overwhelming, intimidating, and a turn off. You have to have an approach to establish some common ground first; talk about trains generally. Try to find out what it is about trains that interests *them*. Make the NMRA feel personable and relevant to *their* interests.

The organization is not approachable unless the people who are in it also are. Once you have a baseline of interest established, invite them to your next division meeting when a kit build or some sort of interactive event is happening. You may just see them sitting across from you.



WORKIN' ON THE RAILROAD

JEFF HANKE

Overcoming Road Blocks

I am sure I'm not alone. I suffer from Occasional Roadblock Syndrome (ORS). It doesn't happen on every model railroad project. Sometimes I can start a project full of drive and energy and sail through the entire thing. In just a few hours or days I have a 100% complete project that satisfies me. But, as I'm sure most of you have experienced yourselves, that doesn't happen every time. I'd say I catch ORS in one out of four or five projects. Once diagnosed, the question is, what to do about it? We'll use my current project as a great example.



I'm two merit awards away from finishing the Structures Achievement Certificate. Four down and just two to go. This seems like a short putt to finish, right? Maybe, if it weren't for the dreaded ORS.

I am working on the Martinsburg, WV part of my layout where there are several signature structures that would make excellent merit award candidates. I don't build all my structures to this level, but those few critical structures that will be the focus of the scene get added effort and detail. In particular, rail served buildings tend to be high on the list since operators will spend much of their time near them. This brings me to my current project, the Consumers Fuel Company. Consumers Fuel was one of the last residential fuel dealers to receive single hoppers of coal. I have a photo of CSX delivering such a load to the building in 1998! To say the least, this structure *had* to be modeled. It needed to be a showcase building on my layout.

RECOGNIZING THE SYMPTOMS OF THE INFECTION

As with most of my projects, Consumers Fuel started in a fury. I had the opportunity to visit the structure multiple times and measured all its details. I created a scale plan and determined how to fit it into my available space.

I take in-work photos as I build, so the timeline of this project is well documented through the date stamps of the digital pictures on my phone. I finished the Motive Power Achievement Certificate on January 16, 2021, and turned my focus to Consumers Fuel. By January 31st, I had the foundation scratchbuilt and by February 7th it was installed. I build all my structures now as separate buildings and foundations. The foundations get sunk into the scenery and the rest of the building just sits on top of it. This allows for easy removal of the building part for maintenance or if I ever have to move the layout. It also helps to minimize damage if someone bumps into it.

Also on February 7th, I started scratchbuilding the walls. By March 27th, I had all the walls built and the interior walls were detailed. The exterior walls were also painted by that time. I installed the large flat roof and painted it flat black. Then, out of nowhere, the presence of that large flat plain black roof started a severe case of ORS. I didn't know what to do. How was I going to make this huge flat roof look realistic? I hadn't had a large flat roof to model yet. To make matters worse, I didn't know what material the real roof used. For many structures on the East End, tar paper was the roofing material of choice. The other buildings had shingles. But neither of those techniques would work for a flat roof. Oh, no, I recognized the symptoms of a budding case of ORS.

In a desperate attempt to keep work going, by April 4th, I built, painted and weathered my first pitched metal roof. Maybe that will help....nope. No way the flat roof was metal. Even learning this new roofing technique wouldn't stop my growing case of ORS. Next, I weathered the exterior walls; surely that will create some sort of inspiration, right....nope. That flat roof had me in its grip. And so, without a peep, ORS crippled my project. Time started to slide by. The rest of April saw no progress. May, the same. June, nada. July, idleness continued. By August, the project had been idle longer than I had worked on it. But eventually, there would be improvement in my condition. Unbeknownst to me, the turning point would come 1,000 miles from home. In mid-August, I took my son back to college in

▼ Consumers Fuel 1: The finished structure after ORS has been conquered.



ALL PHOTOS BY AUTHOR UNLESS STATED OTHERWISE.

Columbia, South Carolina.

THREE WAYS TO A CURE

I have found ORS can be broken in any of three ways. One is a lightning bolt of inspiration. Much like the real bolts, you never know when this will strike. For this project, that is exactly what happened. Gazing out of our tenth floor hotel room window, do you know what I saw? Flat roofs from above! Lots of them! I hurried to my phone and started snapping photos. I couldn't believe how good they looked and how easily they could be modeled. Why hadn't I thought of this before? That's the problem with ORS, it clouds your mind. I could have Google searched for flat roofs, but that never crossed my ORS-fogged mind. Charged up with this new-found information, I couldn't wait to get home. Shortly after returning, I cut a small cardboard template for a long narrow area, in the proportions of the roofing material I saw in Columbia. I used the template to separately weather each area with streaks of gray paint tones. I created a brick-like pattern, as on the real roofs, and made sure to weather each area differently, matching the prototypes. Bingo, the roadblock was gone and the energy returned. The large flat roof now looked believable, like the ones I had seen.



▲ Columbia, SC roof: The inspiration seen from the hotel room window. It's an amazing reference of what a real roof looks like.

Another way I've found to cure ORS is to phone a friend. Reach out to a fellow modeler and discuss your roadblock. Many of us have found workarounds or ways to curb the deadly clutches of ORS. Try your question on an online forum or do an internet search for your issue. Chances are someone has faced your same issue. If the timing is right, a train show or NMRA convention can be a great place to ask your question directly to other modelers. This technique worked for me the very first time I came across the need for a tar paper roof. I asked around and someone in the club I was in suggested tissue paper. I've used it ever since on a half dozen buildings.

Finally, try experimenting. It is likely that your case of ORS is severe because the rest of the project is going so well and you don't

WORKIN' ON THE RAILROAD, CONTINUED FROM PAGE 18

want to mess it up with the new technique you have no experience in. For this case, I have found it particularly useful to try something new off-project. For structures, paint an extra piece of siding when you paint the building, and try your weathering techniques on that piece first. For cars, take an old one and try the new modification technique on it, as opposed to using that excellent model you've already invested time in. I did this on my first serious freight car modification project. I practiced cutting a freight car shell in half on an old junk car first, before slicing up the real project car.

Overall, realize you are not alone. We all have ORS. Luckily for me, that trip to South Carolina caused the lightning bolt of inspiration I needed. Consumers Fuel drove to completion after that and as of October, all the details were done and the first load of was coal delivered. Now, I'm onto the Martinsburg Fruit Exchange, and hoping ORS will stay away for the next few months so I can complete the Structures Achievement Certificate.

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



▲ Flat Roof: Consumers Fuel roof after the inspiration from Columbia.

A THROW BACK IN TIME.

by Jim Melone



▲ New York Central Alco RS-1 #8100 works near the end of Boston & Albany's Grand Junction Branch in Everett, MA, at 2 PM October 2, 1958. Boston & Maine tracks in background. Photo by Jim Melone



▲ Boston & Albany Railroad westbound freight BB-1 departs Beacon Park Yard in Boston, MA, at 3:32 PM February 5, 1954. There are about 34 cars in the train. Photo by Jim Melone

Coming down the tracks in the next few issues of the NER Coupler...

Moving the New Haven by Rick Abramson

"Occlupanid" by James Kerkam

Constructing the Magnuson Models Firehouse
by Chuck Diljak

New WiFi Interface by Irwin Nathanson

Resolving Problems -Vintage Car Kit
by James Fairbanks

Jeff Hanke helps us use vehicles to improve realism while establishing an "era".

NER COUPLER

SUBMISSION DEADLINES

May 20 for July
August 20 for October
November 20 for January 2023

ISSUE BEFORE CONVENTION



National Model Railroad Association

NER OFFICE MANAGER

802 Brookhaven Ln

Woonsocket, RI 02895

We hope you are enjoying this online version of the *NER Coupler*.

However, for \$12, yes only \$12 you could be holding the print version in your hand, enjoying the full effect of the amazing cover photo. Plus, the print version is released two weeks before the online version.

Contact Mark Harlow, our NER Business manager to get the *NER Coupler* in the mail.



Northeastern Region NATIONAL MODEL RAILROAD ASSOCIATION



PRESIDENT

ED O'ROURKE
Syracuse, NY 315-425-9224
eorourke@twcny.rr.com

VICE PRESIDENT

DAVID INSLEY
Townsend, MA 978-855-4363
david.insley@comcast.net

PAST PRESIDENT

JOHN DOEHRING
Pepperell, MA 978-877-9148
john@jdoehring.com

NMRA EASTERN DIRECTOR

JOHN DOEHRING
Pepperell, MA 978-877-9148
john@jdoehring.com

AT LARGE DIRECTORS

NORTHERN

THOMAS OXNARD
Exeter, NH 603-772-6265
tfoxnard@gmail.com

SOUTHERN

CIRO CAMPAGNO
Staten Island, NY 917-544-6745
richmondharbor@gmail.com

EASTERN

ERICH WHITNEY
Derry, NH 603-537-1120
ecwhitney@icloud.com

WESTERN

ED OLSZEWSKI
Syracuse, NY 315-488-4193
olszewski@gmail.com

DIVISION DIRECTORS

EASTERN CANADA DIVISION

PRESIDENT
GREG WILLIAMS
Canterbury, NB 506-279-2232
gregw66@gmail.com

GREEN MOUNTAIN DIVISION

SUPERINTENDENT
CHRIS CARFARO
Richmond, VT 802-999-6520
vermontcarfaro@gmail.com

SEACOAST DIVISION

PRESIDENT
Glenn Mitchell
Concord, NH 603-856-4103
Glenn.t.mitchell@comcast.net

METRO NORTH DIVISION

SUPERINTENDENT
SCOTT RUSSELL
upturbine@aol.com
203-426-1407

GARDEN STATE DIVISION

PRESIDENT
MARK MORITZ
Morristown, NJ
mwmoritz@optonline.net

SUNRISE TRAIL DIVISION

PRESIDENT
DENNIS DEANGELIS
Northport, NY 516-885-3901
rs31556@yahoo.com

HUB DIVISION

PRESIDENT
MANNY ESCOBAR
president@hubdiv.org

LITTLE RHODY DIVISION

SUPERINTENDENT
SUE OSBERG
Coventry, RI 401-822-0956
sosberg1701@gmail.com

NUTMEG DIVISION

SUPERINTENDENT
JEFF HANKE
Cheshire, CT
jhanke19@gmail.com

CENTRAL NEW YORK DIVISION

SUPERINTENDENT
DREW JAMES
Clay, NY 315-430-3440
domerdrew@gmail.com

HUDSON-BERKSHIRE DIVISION

PRESIDENT
IRWIN NATHANSON
Diamond Point, NY 518-668-9892
irwindnathanson@fastmail.fm

HUDSON VALLEY DIVISION

PRESIDENT
ROBERT ROBBINS
Stoney Point, NY 845-942-0944
marrob17@optonline.net

LAKESHORES DIVISION

SUPERINTENDENT
DAVID DURR
Penfield, NY 585-738-6760
superintendent@Lakeshoresnmra.org

SOUTHERN TIER DIVISION

SUPERINTENDENT
ROBERT PETERSON
Binghamton, NY 607-648-4667
rpeterson5@stny.rr.com

REGION STAFF

SECRETARY

JEFF PASTON
Manlius, NY 315-682-8144
secretary@nernmra.org

TREASURER

GERRY COVINO
Hollis, NH 617-543-0298
convention_registrar@nernmra.org

OFFICE MANAGER

MARK HARLOW
Woonsocket RI 508-528-8587
nerofficemanager@verizon.net

NOMINATING COMMITTEE CHAIR

Open Position

ACHIEVEMENT PROGRAM

BILL BROWN, MMR
Jamesville, NY larcproducts@yahoo.com

OP-SIG COORDINATOR

Open Position

MEMBERSHIP COMMITTEE CHAIR

Open Position

WEBMASTER

Jim Seroskie
jseroskie@fastmail.com