

THIS IS MODEL RAILROADING IN THE NER.

# **NER) COUPLER**

ISSUE 290 SUMMER 2023

THE OFFICIAL PUBLICATION OF THE NORTHEASTERN REGION  
NATIONAL MODEL RAILROAD ASSOCIATION



Ciro Compagno captures a Jersey Central RS-3 in a classic ALCo smoke-ridden pose on the West Island Club layout during the "Island Ops" event on Long Island. This layout will be highlighted during the Cannonball Express convention in October.

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## NER COUPLER

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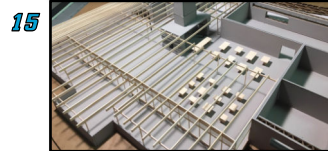
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### OUR COVER PHOTO

'On Assignment' for the *NER Coupler*, (and certainly for his own enjoyment) Ciro Compagno visited the "Island Ops" on Long Island, NY, and captured a Jersey Central RS-3 hauling freight along the Pennsylvania mainline. This photo and several others of an amazing Steel Mill on the West Island Club layout, will be making its way to the pages of the *NER Coupler* in the next few months.

## TRAIN ORDER #8

### ED O'ROURKE, MMR

PRESIDENT NORTHEASTERN REGION, NMRA

I am writing this at the deadline for this edition of *The Coupler* and I thank Chris Carfaro for his patience.



As many of you know, my wife and I have been looking for a new home. (I've been looking for a train room and workshop, Judy has other more detailed standards.) The good news is that we found it and moved in May 13. Of course, this required tearing down my 11-year-old New Haven layout. The last run occurred at an Op Session with four of my friends from the Central New York Division.



A bittersweet moment to be sure. But a new space awaits, one with more usable room. Several of my friends have been suggesting various designs to utilize the space. Their friendship is why we are members – they ARE the NMRA! I will be getting started on this just as soon as I find the box with my tools. I need the stud-finder to hang some stuff for Judy.

I write this having just returned from my friend Jim Heidt's home. I recently learned that Jim had passed away. Sadly, it was expected as Jim was stricken with ALS for many years. No longer able to go down the steps to the layout, a group of Division members, who have been part of Jim's regular crew for many years, kept his layout running. Jim was the founder of the CNY Division and was both NER President and Trustee for many years. Division friends will help Jim's family dismantle the layout. They ARE the NMRA! - Ed



## A VIEW FROM THE BRIDGE CHRIS CARFARO, EDITOR

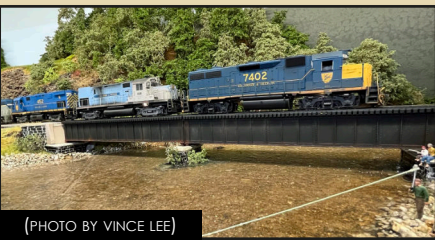


We've all heard of, and experienced, the "circle of life," as in - life beginning and ending. But, what I'm really thinking about are the new beginnings within the life & death extremes of the cycle.

As I write, I can't help reflecting on our trip to Worcester, Massachusetts, to watch and celebrate my daughter Raina's graduation from Clark University. In a few months - right at the time you all will be attending the Cannonball Express convention on Long Island - I will be throwing a wedding party in the mountain woods of Vermont along with one hundred+ of my closest friends and family. My other daughter, Sofia and her beau, will be taking vows to share their lives together. And, all the while this is happening, my son Asher is chomping at the bit to finally get out of Vermont and do some world touring, having been previously held in place with the pandemic. Adding even more to this familial shake down, I have recently left Tony's Train Exchange to work for myself. I felt it was high time to continue pursuing writing, photography, and calligraphy challenges, and travel. Coupled together, all of this is a perfect example of the "new beginnings" typical of any family.

Almost a mid-life "bearing assessment" to adjust, change, and move forward. The message I am exploring is about *not* staying still. Life is dynamic - if we let it be. That doesn't mean that we should all sell our homes and move someplace new every 10 years or so. No, I think it means not getting bogged down. Bogged down in the "I can't" or "I shouldn't" messages that we tell ourselves. I could have stayed at Tony's, but instead chose to move on. This gave me the space to choose to visit Central New York Division's "Ops Till You Drop," which I will elaborate in another column, and the "Island Ops" on Long Island, which I discuss later in this issue.

We have all been careful in our travels over the past four to six years. The idea of getting out into the world again might require us to remove the tin foil hat off our heads and draw up some courage. I had an amazing time in both Syracuse and on Long Island. I was apprehensive about traveling, but I did it. I took photos, I interviewed people, I laughed and ran trains, and was both impressed and inspired.



(PHOTO BY VINCE LEE)

Inspiration is a great thing. Vince Lee's photo (at left) of a large diesel lash-up rolling across a plate girder bridge on the West Island Club's "Allegheny and

Western" was a big impetus for me to pull the trigger and go "on assignment" for the *NER Coupler*.

And soon, I'll be off to somewhere else - writing and photographing - with plans to submit my work to the *NER Coupler*, *NMRA magazine*, *Railroad Model Craftsman* and *Model Railroader*. Why not! Plus, I am painting 20 or more pieces of rolling stock for a friend and am taking my calligraphy to the next level. My railroad? It doesn't exist except in bits and pieces of incomplete modules. Well, I am talking about new beginnings, right? Okay, I'll take my own encouragement and see what I can actually complete. It's time for focus and inspiration! Many of you have provided me with inspiration - hold on! Quick segway...

Have you seen the photos for the Cannonball Express clinic on *Laser Cutting and Engraving for Model Railroaders* by Andreas Werder? Talk about extreme inspiration! You must check this out on the convention webpage.

Alright, back to a normal pulse...

I plan on taking the inspiration provided at ops sessions, meetings, friendly conversations, and (did I mention the laser cutting? Oh, yeah. I did!) my plan is to apply focus and turn the inspiration into action. I encourage you all to discover a new mid-life beginning, make plans and go, go, go!

## FRESH AIR, STALE BASEMENT MAX BRISBEN, ASST. EDITOR



### LET'S TALK ABOUT CROSS-POLLINATION.

Not in a biological sense, but in what two different organizations with similar interests can achieve together. At the last Green Mountain Division meeting, we were graciously hosted at the Rutland Railway Museum. It is located in the small, former Rutland station that sits on the outskirts of town at what used to be an important junction between three locally significant railroads; The Rutland, Delaware & Hudson, and Clarendon & Pittsford.

Inside is an eclectic collection of paperwork, photographs, tools, and artifacts, such as the headlight off of an L-1 4-8-2 Mountain steam locomotive, and a car mover that was last used only a couple of years ago to get a stubborn boxcar to roll into Carris Reels. They also have two N Scale layouts and one HO scale layout in varying states of completion. These were the subject of much discussion as we model railroaders were able to help the museum members with things like DCC and trackwork.

Before we commenced our meeting, we were given a thorough tour of the building with highlights on specific artifacts. There isn't a lot left of the Rutland Railroad (yes, we have RS-1 #405 on the Green Mountain Railroad), but for someone like myself who is vested in the history of this railroad, getting to take in a lot of these steam-era items was a fantastic experience.

The cherry on top is the old wood caboos that sits trackside. With some money and the right expertise, it could be beautifully restored. We were allowed to go inside and check it out. Me being *me*, I immediately started opening compartments and cabinets to see what was inside. That's when I heard someone say "wow we've never been able to open that one! What's in there?" Turns out, it was the original cook stove! It had been shoved into a compartment under the cupola.

The museum is run by the Rutland Railway Association, which relies on donations to keep the doors open and the caboos waterproofed. Please consider stopping by to check out the collection, or put a check in the mail! They are open every Saturday from 11am to 3pm, located at 79 Depot Lane, Center Rutland, VT 05736.

My pitch to you is this: Collaborate with your local railroad historical societies! Everyone can achieve more when we all work together, especially two groups of people with overlapping skills and interests. Some of you may already do this and that's fantastic! Put the idea forward to have a joint meeting or special event!





# FROM TOY MONSTER TRUCK TO MOW CREWCAB

STORY AND PHOTOS BY MIKE WHEELER

Like most modelers, I am always on the lookout for ways to build unique models that make my layout stand out.

I particularly enjoy working with vehicles, as they are an easy way to add character to a scene. Maintenance of way trucks are some of my favorites as they are rife with interesting details and modeling opportunities.

While browsing the 1:87 Vehicle Club website one day, I saw a model of a 1980s Chevy dually pickup. The description stated that the modeler used a toy monster truck casting as the starting point. A quick search on eBay found several for sale under the name "Big Dooley" from Zee Toys. I purchased two for a low cost.

Despite the 1:64 label, I found the casting to be almost a dead-on match to some Trident trucks I had on hand. I decided these would make an ideal MOW vehicle for larger crews that need to carry tools and other implements to job sites on my layout.



One of the donor trucks I used for my MOW vehicle project. These are usually available on eBay for around \$8-12 each. Despite their toy origin, they are a nice casting from which to build a model.



The disassembled truck with the parts I will keep. This particular truck was missing a rear bumper, so one will have to be fabricated.

To disassemble the toys, I drilled out the front rivet under the hood. I removed and discarded the chassis and a rollbar. I kept the grill, the one rear bumper, and glass. A small flat screwdriver was used to pop out the window glass; I was careful not to crack it.

I soaked the body casting in a can of paint stripper for a few hours until the paint came off, then scrubbed the casting with warm soapy water to clean it.

I made two changes to the body casting. First, I filed down the front metal post to remove any burrs. I kept the front grill and used its mounting tab as a reference to determine how much material to remove. Second, I filled the open holes in the bed with styrene rod.

One note with my trucks: there were some rough spots around the edges. I elected to clean these with fine sandpaper. You could go further by scribing new lines and polishing these areas. If you apply a smooth coat of paint, these spots won't stand out too much.

With my donor truck disassembled, I started collecting parts. I kept the grill and bumper as these are decent castings which can be improved with some paint. The interior is also nice and can be reused. For wheels, I purchased a few sets of dually wheels from River Point Station (RPS). These packs come with enough wheels to build two trucks. The proportions match the truck body very well.

The only remaining piece needed is a chassis. I scratch-built mine from Evergreen .080" styrene sheet. I cut a rectangle to fit inside the metal casting about 3/4" wide and the length of the body. I put the rectangle into the body casting and used a large flat file to adjust any tight spots. I then marked the edges of the front and rear wheel wells with a pencil.

Next, I assembled the four wheels, adding tires to each rim.



Here is another truck I built from this toy – this time, a private owner truck. You can see how close it is in scale to other HO trucks. The other vehicles are from Life-Like, Roco, and Trident.



These two trucks were kit-bashed from diecast toy monster trucks, and make standout MOW vehicle models.

I did not install the axles yet. To make sure the wheels were inset into the body, I placed a wheel in each front and rear opening. I measured how much the wheels stuck out on each corner, then removed the chassis and notched it at each corner using my nibbling tool. I cleaned up the notches with sandpaper, then re-installed the chassis to the body, making sure the wheels did not stick out.

With the chassis still in place, I marked the center of the wheel wells, and made a pencil mark across the chassis where my axle housing would go. I removed the chassis and cut lengths of 3/32" styrene tube to serve as axles and glued them in place centered in the front and rear notches. With the glue set, I trimmed the edges, chamfered the inside of each end to remove burrs from the tubes, then reinstalled the chassis into the body.

Next, I test fit the wheels on the truck. I was able to use the front axle from the RPS kit, but I needed to cut a new, longer one for the rear axle out of phosphor-bronze wire, making sure to use the same diameter rod so it would fit in the axle tube.

The last important piece I added is a block of styrene at the front of the chassis. This serves as a hood support and engine. I used a piece of .250" x .250" styrene bar with a piece of .080" x .250" stacked on it. The length of both is about the length of the front fender well. I glued these centered, left/right and top to bottom on the chassis and in the front wheel well.

At this point, I assembled all components to the truck to verify everything fit. I attached the grill, rear bumper, and glass to the body, then installed the chassis with wheels. If the front of the truck sits high, use a small file to gradually taper the top of the engine block to reduce the front-end rise. When the truck sits level, and the wheels line up with the wheel wells, you are good to go and details can be applied.

I added running boards to the underside of the chassis, using 1/8" styrene angle and made a toolbox from 2 staggered layers of .125" x .250" styrene strip.

I cleaned all the pieces with warm soapy water, to prepare them for paint. When dry, I primed everything with flat gray, and allowed a full two days to cure in a warm room. I painted the body with Rustoleum®

2X Golden Yellow. When that dried, I used a small brush to paint the door handles, grill, bumper, toolbox, running boards, and rims flat silver, and the taillights maroon. I then left everything to cure for a full day.

Since my trucks were for MOW service on my railroad, I added "DGW" to each side of the cab using Microscale decals. Once these dried, I applied a final coat of clear matte finish to seal the decals. A day later, the paint was cured, and I was ready for final assembly.

To begin final assembly, I applied a small bead of cyanoacrylate to the inside of the cab roof, around the center rivet, then installed the glass, making sure to fully seat it to the roof. Next, I installed the grill and rear bumper and applied small amounts of cyanoacrylate to hold them in place.

For the chassis, I applied a bead of CA on the underside of the bed and the center of the underside of the hood, then installed the chassis and clamped it in place at the front and rear of the truck. I let this set for 10 minutes, then installed the wheels. I dipped one end of each axle in CA, then pressed it fully into one wheel. I then slid the axle through the axle housing and installed the other wheel using the same process, making sure all wheels were level. The final piece was a strobe light from Detail Associates, and my MOW truck was ready to hit the road and maintain the right of way. 🚚

PART	SOURCE
.080" plain sheet	Evergreen Styrene
1/8" angle	Evergreen Styrene
.080" x .250" strip	Evergreen Styrene
.125" x .250" strip	Evergreen Styrene
.250 x .250" strip	Evergreen Styrene
3/32" tubing	Evergreen Styrene
Strobe Light	Detail Associates
Dually Wheels	River Point Station
Big Dooley monster truck	Zee Toys

## IT'S TIME TO REGISTER FOR THE NER CANNONBALL EXPRESS

# CANNONBALL EXPRESS 2023



**OCTOBER 5 - 8, 2023 LONG ISLAND MARRIOTT, UNIONDALE, NEW YORK**

It's time to register for the NER Cannonball Express convention being held October 5-8. The convention is shaping up to be a wonderful face-to-face opportunity to connect with model railroaders in the region. It will be an extraordinary opportunity to pick up ideas and techniques that we can use on our own layouts.

### WHY SHOULD I COME TO THE CANNONBALL EXPRESS?

If you like model railroading, this is the opportunity to see—and operate—great model railroads, hear experts from across the Northeastern Region discuss a wide range of topics, meet people, and see some of the latest developments in prototype railroads, including the new LIRR terminal and Grand Central, and the new third track of main line, as described in the July issue of *Trains Magazine*.



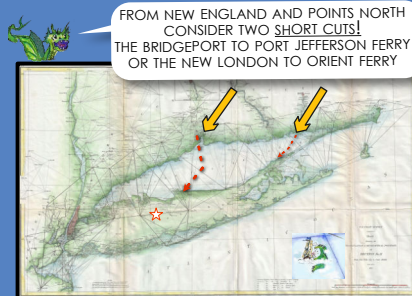
STREET SCENE ALONG THE RIGHT OF WAY ON JOHN FERACA'S STONE CANYON LAYOUT. PHOTO BY CHRIS CARFARO

Operating sessions will be held on 15 model railroads and the Free-mo modular group will have a layout running at the hotel, and they will have operating sessions in which you can participate. There will be close to 50 clinics from which to choose and a contest room showcasing NER modelers' efforts.

Whatever scale you work in, there will be something for you at the Cannonball Express.

### WHERE IS IT?

The Cannonball Express will be held at the centrally-located Long Island Marriott hotel, 101 James Doolittle Blvd. in Uniondale. It is just off the Meadowbrook Parkway, which is easily reached from the Long Island Expressway, Northern State Parkway, and Southern State Parkway. The hotel is not far from Long Island Railroad stations at Mineola, Westbury, and Hempstead. It is also possible to avoid the bridges and New York City driving by taking a ferry. The Bridgeport & Port Jefferson Steamboat Company runs from Bridgeport, CT, to Port Jefferson. The Cross Sound Ferry from New London, CT, to Orient Point offers discounts for "Rewards Members" (sign up for free). The hotel is near the Cradle of Aviation Museum and the shopping



FROM NEW ENGLAND AND POINTS NORTH CONSIDER TWO SHORT CUTS! THE BRIDGEPORT TO PORT JEFFERSON FERRY OR THE NEW LONDON TO ORIENT FERRY



### WHY THE CANNONBALL?

*The Cannonball was, and still is, the flagship train of the Long Island Rail Road, running express from Manhattan Penn Station (originally Long Island City) to the sand, sun, and surf of the Hamptons and Montauk. This premium-service non-stop train to the east end took little more than two hours.*

*Join us at the Cannonball Express for non-stop model railroading activities over four days in October. We look forward to seeing you!*



colossus Roosevelt Field, built on the site of the historic airfield that launched the Spirit of St. Louis.

### HOW DO I GET STARTED?

Start at the convention website: [ner-conventions.org/cannonball-express/htt](http://ner-conventions.org/cannonball-express/htt). There, you will find all of the currently available information, including everything related to registration and the hotel, layout tours, operating sessions, clinics, and a variety of non-rail events on Long Island and in New York City. There's even a menu item for suggested dining at local eateries.

The convention meal-combo includes a catered reception gathering, where you will have a chance to meet and greet; the Awards Breakfast buffet, and, of course, the Banquet Dinner – a buffet with a variety of appetizers, entree choices, and desserts. Registering for the combo is the best deal.

Once you have decided on the activities that interest you, it's time to register. Remember that you must opt-in at registration for operating sessions, make-and-take clinics, and the prototype tour. If activities become available after you register, you will be notified and given first choice to amend your registration.

### WHAT DO I DO WHEN I GET TO THE CONVENTION?

Even before you get to the hotel, there are five model railroads open for visits on Thursday afternoon before check-in.

At the hotel, you'll see signs in the main lobby directing you to the Convention registration desk. The clinic rooms are near the registration desk. It's up to you to decide what to do! There are some tough choices—clinics or operating sessions? With planning, you can hit what you want. The website will be continuously updated through the Convention to help you plan your activities.

Clinics are scheduled from 1–9 PM on Thursday, 9 AM–10 PM on Friday, and 9 AM–5:30 PM on Saturday. Only make-and-take clinics require registration.

### WHAT KIND OF CLINICS WILL THERE BE?

There will be about 50 clinics offered during the convention and these will run the gamut of interests. There are prototype clinics with topics ranging from the New York waterfront, to the Brookhaven Rail Terminal, to the Grasse River RR in the Adirondacks, to modeling the New York, Ontario & Western. There are clinics on scenery, building with cardstock, backdrops, roads, building small depots, 3d printing, and electronics. Take a look at the website. There is a lot that is of interest.

- Modeling: There will be a make-and-take clinic by Andy Reynolds on building a Bar Mills structure; Mike Tylick will present a clinic on building model “quick interiors” and scenery construction; Malcolm Houck will show how he builds a steam locomotive and “Tips, Tricks and Shortcuts;” Gordon Hope on 3-D printing, Bob Brown on backdrops; Dan Cassanello on weathering; Heath Hurwitz on remote layout operations; and David Abrames on modeling using cardstock.
- On the waterfront: There are a number of maritime-themed clinics that recall the region’s rich waterfront railroading history. Matt Herson has a clinic on the waterfront railroads of New York City; Vince Lee on building a float yard for the Alleghany & Western model railroad.
- Prototype modeling: Angela Sutton will show how she is modeling the Mon Yough Southern in Pittsburgh’s Monongahela River valley; Andy Estep will talk about the Grasse River Lumber railroad in the Adirondacks; Bill Schneider will update us on progress on his NYO&W layout; and Richard Newmiller, MMR, will present Colgate Manufacturing Plant In Jersey City—the one with the big clock. There is much more, check out the [website](http://website) for the latest information.



LASER CUTTING AND ENGRAVING FOR MODEL RAILROADERS BY ANDREAS WERDER

### WILL THERE BE A PROTOTYPE TOUR?

The rail activity for the 2023 Cannonball Express will be a tour of Grand Central Terminal on Friday October 6. This world-famous structure on



▲ PHOTO COURTESY OF ASIM BHARWANI, © CREATIVE COMMONS

East 42nd Street was opened to the public by the New York and Harlem Railroad on February 1, 1912. The building continues to serve New York City bound commuters to this day who arrive on former New York Central and New Haven lines. The Terminal is operated by Metro North Railroad. *And* now, there is Grand Central Madison – the east side terminal for the Long Island Rail Road. Plans are still being finalized. We hope to be able to offer the art, architecture, and a touch of the rail operations during our visit, which at this point will also include a trip over the newly opened Long Island Rail Road East Side Access trackage to the Grand Central Madison station.

Participants will be required to provide their own transportation between the hotel and the Mineola railroad station (paid parking available) and there may be carpool possibilities. More information will be provided as soon as possible on the website.

### WHAT IS THIS FREE-MO LAYOUT?

Free-mo is a free-form module that conforms to a standard, and Free-mo modelers link modules together at shows and conventions to build some very impressive layouts. The layouts are not just for display—they are constructed for operations. There was a large Free-mo layout at the Railroad Hobby Show in Springfield this past January.

Anyone in the metro New York area interested in joining a Free-mo group should come by the convention layout and check it out. In the meantime, check on Facebook and on IO Groups for various Free-mo groups, including from New England, New Jersey, and nationwide.

### ARE THERE ANY NON-RAIL ACTIVITIES PLANNED?

There will be a talk by MAC Cosmetics on Friday, and there will be a cooking demonstration by the chef at the Marriott Hotel. The website also has information on the many points of interest on Long Island and in the Grand Central area.

### IS THERE A CONVENTION BANQUET?

It’s on Saturday evening and there will be a guest speaker (yet to be confirmed). Sunday will feature a breakfast where the winners of the Convention contests will be announced. So register now!

Register now and you can get the special room rate at the Marriot of \$199.00 plus applicable taxes per room night. This is available through Monday, September 4, 2023 as long as rooms are available. The website has all of the necessary contact information.

Stay tuned! This will be updated as details become available. 🚂



FANTASTIC MODELING AND INSPIRING SCENES AWAIT YOU AT THE CANNONBALL EXPRESS

STEEL MILL PHOTOS BY GIRO COMPAGNO

BOXCAR SWITCHING THE FREIGHT HOUSE ON VINCE LEE’S 28<sup>TH</sup> STREET RAILROAD.



## OPERATING SESSIONS DURING THE CANNONBALL EXPRESS

### *What kind of layouts are open for operations?*

Almost all of the layouts listed on the website are open for visits and operating sessions. Many are fully scenicked; but all are fully operational.

### *Do I need experience to participate in an operating session?*

No experience is necessary. Sometimes seeing a new model railroad can be a bit intimidating figuring out the track plan, switch control, and operation instructions. Layout owners work to ensure that beginners are teamed with experienced operators to help “show them the ropes,” and ultimately, to have fun operating the layout. The number of operators at each layout is limited, so you must reserve a spot at registration. If you do sign up for a layout, make sure you arrive on time. A successful operating session depends on all participants being there at the beginning. Layout owners will usually furnish throttles and radios (if used), but check with them to see if you can bring your own.



(PHOTO BY JOHN FERACA)

### **JOHN FERACA'S STONE CANYON RR**

is based in the 50s steam/ diesel transition era. It is set in the west and highlights UP and ATSF motive power, including steam engines as large as 4-8-8-4 Big Boys, along with EMD E and F Series diesels for passenger operation. Switching opportunities on this HO layout include a coal mine, various industries, two towns, a large freight yard and a full service steam engine facility that includes a 130 ft. turntable and 12 stall roundhouse.

### **DAVE BARRAZA'S HO SCALE NEW YORK & ATLANTIC RR**

focuses on freight operations run by contractor New York & Atlantic Railway over the Long Island Rail Road. LIRR passenger trains keep the freight crews on their toes. Areas modeled include Long Island City to Fresh Pond, Jamaica to Floral Park, and Westbury to Greenport. Thirty four freight customers are in sixteen locations. The main line is complete and the scenery is still being developed. Two Train Directors control train movements overseen by the Dispatcher. Communication is by telephone and radio. Verbal authority is used in some areas during the signal installation. CTC signals protect single track from Farmingdale to Ronkonkoma. East of Ronkonkoma the line is operated TT&TO along with Manual Block Rules, as on the prototype. Layout is LCC.



(PHOTO BY DAVE BARRAZA)



(PHOTO BY HOWARD DWYER)

### **HOWARD DWYER'S ISLAND CENTRAL RR**

has an urban setting that reflects the grit of New York during the steam to diesel transition era. Most switching is performed by diesel road switchers. Operating session jobs include; passenger, freight, coal hauling, yard operations, and branch line operations. The ICRR is freelanced, and scenery is 100% complete. Operating sessions use car cards, and each operator receives detailed instructions for their train.

### **VINCE LEE'S ERIE 28TH STREET TERMINAL**

is a compact 16' long by 30" wide rail-marine layout depicting the Erie's terminal, which was located on the Hudson River on the west side of Manhattan during the early 1950s. Its two large freight houses are served via car floats, and there is an overhead crane and numerous sidings for LCL deliveries. The layout attempts to capture the details that existed on this one block area of the west side in the 50s, including cobblestone streets, numerous open team track loading areas, and a section of the famed West Side Highway with prototype art deco street signs and lamp posts.



(PHOTO BY NEIL HENNING)



(PHOTO BY VINCE LEE)

### **STEVE GITTELMAN'S CHICHESTER & SWEET HOLLOW RAILROAD**

is an outdoor 1:29 scale railroad layout loosely based upon the Middletown to Willimantic segment of the New Haven RR. Designed for true timetable and train order operations, this is a railroad that does real work. You can't see the next siding from most locations, so you have to be sharp! A reservoir under construction near Barnesville is providing a small percentage of its spoils to assist the C&SH in converting an old trestle into a fill. Until the trestle over Sweet Hollow gorge is back in action, much freight traffic is being offloaded at Sweet Hollow Industrial Transfer Co. where trucks swarm around the loading platforms. (This model is some twelve feet long with its own sound system). Traffic is heavy here and demands much of the crews.



(PHOTO BY STEVE GITTELMAN)

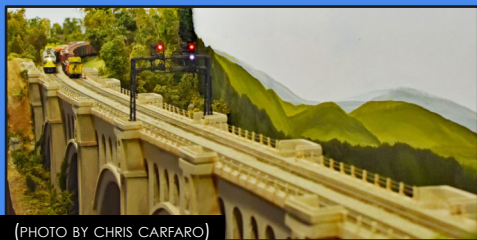


### ***NICOLO PLATAS' NORTHERN PACIFIC SANTA FE***

It's 2022 and the NPSF has purchased a secondary line in New Mexico from the BNSF. The NPSF has a substantial subset of all modern railroad traffic running across its well maintained route through the desert and the city of Albuquerque, NM. Passenger trains from Amtrak and Rail-Runner compete for track space with unit trains, mixed manifests, coal drags, ethanol trains, and local switch runs. The NPSF is proto-freelanced, based on the practices of BNSF. The layout is double decked and the desert scenery is 95% complete. Trains are dispatched via verbal train orders and local freights use switch-lists to direct car movements.



(PHOTO BY NICOLO PLATAS)



(PHOTO BY CHRIS CARFARO)

### ***WEST ISLAND MODEL RR CLUB-ALLEGHENY & WESTERN***

This is a large club layout that takes about 40 people to fully operate. The HO scale Allegheny & Western RR is based on a "what if?" scenario, where the Alphabet Route railroads were allowed to combine during WW II, and the railroad highlights selected scenes from Jersey City, NJ, to Harrisburg, PA, with major branches to Maybrook, NY, and Scranton, PA. Allentown, PA is our hub with a working hump yard. From the switcher plugging away at the docks to the trainmaster overseeing it all, we have a wide variety of jobs. The mainline is 650 feet long and fully CTC controlled. The layout uses NCE DCC.

### ***PHIL MONAT'S DELAWARE & SUSQUEHANNA***

is a proto/freelance layout, loosely based on the Lehigh Gorge area in Pennsylvania, located between Wilkes-Barre and Allentown. Each city has a large classification yard. The single track main line is fully CTC controlled, with US&S type S signals. Traffic is widely based, dense, and typical of the modern era of double stacks, TOFC, unit coal, ethanol, and trash trains, along with heavy manifest traffic going into the New Jersey, Philadelphia, and southeastern US from New England and points northwest. There are many locals and serious switching, as well as block swapping and other work.



(PHOTO BY VINNY PELLITTERI)

### ***VINNY PELLITTERI'S WEST SIDE LUMBER***

is an Sn3 version of the Westside Lumber Company as it existed in the early to mid 1950s. It is set in the woods of the Sierra Nevada mountains, about 120 miles east of San Francisco. The layout is about 30% dual gauge. It has Shay and Heisler motive power, with one standard gauge 2-8-0, and one Critter; all with sound. The scenery is highly detailed. Operation closely follows the actual traffic patterns of the company in this time period.



(PHOTO BY CHRIS CARFARO)

### ***DAVE RAMOS' NY HARBOR RAILROAD***

replicates New York City operations on Feb. 7th, 1947. Construction began in February 2006 and operations started in February 2008. Over the years, the railroad has grown, and is now comprised of four segments—The New York Central's 30th St. Branch elevated and 30th St. Yard, the Erie Railroad's 28th St. car float yard, and the Lehigh Valley's 27th St. car float yard. Each of these sections can be operated independently. All except the elevated line work the Terminal Stores building (prototype circa 1870), which has a pair of tracks running through it.



### ***RON ENGEL'S GREAT NORTHERN / BURLINGTON***

is loosely based on operations in Minnesota and Wisconsin in the 50s and 60s. There are two spaces of 5'-6" x 17' and 7'-6" x 14'; each containing a three level helix. There are a total of 13 trains during a session consisting of coal, ore, reefers, a ferry, and local freight with interchange between rooms (BN Superior WI and GN St. Cloud MN). The BN operating crew consists of two yard men and one local operator. The GN crew consists of one yard man and two local operators. Learn a bit more about Ron's layout in our Editor's comments this month.

## Take me to New York *A lightweight travelog by Christopher Carfaro*



(MODELING AND PHOTO BY JOHN FERACA)



WEST ISLAND MODEL RAILROAD CLUB (PHOTO BY CHRIS CARFARO)



RON ENGEL'S GREAT NORTHERN BURLINGTON (PHOTO BY CHRIS CARFARO)



PHIL MONAT'S DELAWARE & SUSQUEHANNA (PHOTO BY CHRIS CARFARO)

*To fly o'r the northern pole, tis daft and just not right.  
To do such thing shorts out me brain, despite foil hat on tight.  
Then to ask me hey, how 'bout a jaunt - a shorty to long island?  
You'd think tis be an easy task - my travel fears a-siphoned?*

As a way to support the upcoming Cannonball Express NER convention, I chose to attend the "Island Ops" event on Long Island. Although not an NMRA function, "Island Ops" would give me a chance to report back on what it is like to travel to Long Island while visiting a number of the layouts that will be featured during the convention.

That said, I devised a plan whereby I would drive south to the George Washington Bridge and cross through the Bronx, Queens and onto Long Island. This wouldn't be an unfamiliar route in that I drove a truck through all five boroughs of New York City, to pay my way through college in the 1980s. But, its been a while and to be honest, things change, including me. So when I heard about the ferry services to Long Island, I saw them as a welcomed "shortcut" to my destination. And so on May 28<sup>th</sup>, armed with promises, my new Nikon, and a *new* plan, I headed for Bridgeport, Connecticut.

To my surprise, the drive to the Bridgeport Ferry terminal was easy and fast. I arrived ahead of time, and before long, I was onboard and heading across Long Island Sound. The sea was smooth, the air fresh and breezy, and it turned out to be a great way to travel to New York.

An hour or so later I arrived in Port Jefferson and easily found my way to my hotel in the Huntington area. I checked in at the hotel and then checked in with the "Island Ops" people. After a quick bite of REAL pizza, (*oh my God, thank you New York*), I arrived at John Feraca's home and his Stone Canyon Railroad. I was welcomed and introduced to the crews waiting for the session to begin. I know that I am only a small fish in a semi-small pond (with a camera and a magazine to write). That said, everyone I met at John's and throughout the weekend treated me like an honored guest and were genuinely hospitable. My time at Stone Canyon was inspiring. I strongly encourage you all to visit. One thing I appreciated in particular was how John had partitioned the light sources so that you got the feeling of entering different "scenes" on the railroad.

Saturday afforded time to visit some model train shops with Dennis DeAngelis (and of course we stopped for REAL bagels and lox -*thank you New York, I love you*) as we made our way to the West Island Model Railroad Club. Folks, this club is a "must see." The scenery and structures are amazing, the overall size of the railroad is impressive, and the operations are interesting and extremely well run with a full CTC setup.

That evening Ron Engle opened up his home for me - outside of the hours for the operation sessions. I found myself staring, and staring some more. How the hell did he fit all that railroad in that small space? I have been complaining to myself all this past year about my lack of space to build anything of merit. And yet, Ron had created a beautiful working railroad in the space of a little more than two closets! Of special interest was how he played with forced perspective and illusion. Ron makes the scenery drop down into the background giving the feel of more space than there actually is. His landscaping and detail techniques are amazing, especially in small corners, which add greatly to overall realism.

Sunday brought me to the Bronx and happy reunion with an old friend, Phil Monat. Phil's Delaware and Susquehanna is one of the nicest railroads I have ever seen and I feel ridiculous at how much I was gushing over - well - everything. You can see the photos, but until you are actually rolling a heavy freight through the multiple scenes - you ain't seen nothin'. If you can get a spot on the Operations list, or even a layout visit, do it! His layout will give you ideas to think about for years to come, and hopefully, the inspiration to act upon them.

*I left the Bronx and the cement jungle. Northbound toward home, I ride.  
The Merritt Parkway was a dream see - with trees and countrysides.  
Now back in Vermont, I'm glad to say - although the pizza here does suck.  
If I get a chance, away I'll be in New York by any luck. 🚂*

# NEWS & EVENTS

## TIMETABLE

COMPILED BY JACK LUTZ ALTON\_HOUSE@YAHOO.COM

ARRIVALS & DEPARTURES POINTS NORTHEASTERN REGION NMRA USA & CANADA

DATES	EVENT	LOCATION / TRACK
July 1	Opening Day for Trolley Rides and Museum Tours	East Haven, CT
July 1	Opening Day at Heritage Park Railroad Museum	Union, NH
July 1	38th National Garden Railway Convention	Santa Clara, CA
July 9-16	Lionel Operating Train Society National Convention	Knoxville, TN
July 12-16	National Summer Steamup	Lodi, CA
July 24-29	53rd Annual Lionel Collectors Club of America Convention	Concord, NC
July 26-29	Steel Mill Modelers SIG 2023 Annual Meet	Pittsburgh, PA
July 26-29	2023 NASG National Convention	Harrisburg, PA
Aug 5	South Shore Model Railway Club Summer Open House	Hingham, MA
Aug 12-13	Greenberg's Great Train & Toy Show	Edison, NJ
Aug 13	37th Annual Concord Model Railroad Club Show	Concord, NH
Aug 19	Touch-A-Train Event	Hancock, ME
Aug 20-26	The NMRA 2023 National Convention: Texas Express	Grapevine, TX
Aug 30 to Sept 2	43rd Narrow Gauge Convention	Denver, CO
Sept 1-6	NRHS 2023 National Convention	Ft Lauderdale, FL
Sept 9	New Haven RR Historical & Tech Assn Train Show	Essex, CT
Sept 16-17	N-Scale Weekend	Altoona, PA
Sept 16	Layout Tour	, NY
Sept 23-24	Southern New England Model RR Club Fall Show	Gardner, MA
Sept 23-24	3rd Annual Hemlock Train Show	Hemlock, NY
Sept 30 - Oct 1	Railfair 2023	Boxborough, MA
October 5 <sup>th</sup> through 8 <sup>th</sup> THE CANNONBALL EXPRESS NER REGION CONVENTION		

## NER COUPLER SUBMISSION DEADLINES

August 20<sup>th</sup> for October 2023 issue

November 20<sup>th</sup> for January 2024 issue

### The NER Coupler Reminders

1. Submission of articles and photos are welcome.
2. Most website links are omitted on the print edition of the NER Coupler, due to their complexity.
3. Website links are live on the web edition.

## NEW MEMBERS

Compiled By MARK HARLOW  
NER Office Manager

### Massachusetts

Keith Parsons  
Larry Rakin

### New Brunswick

Scott Banks

### New Hampshire

Shaun Carr

### New Jersey

Scott Wachterhouse  
Brian Rutter

James Held  
Peter A Delia  
Jon Friedline

### Nova Scotia

Blair Banks  
John Otto  
Keith Frittenburg

### New York

Dan Free  
Tom Bacigalupo  
Richard Reichenbach  
Tom Pierson

Mark Domino  
George Anderson  
Reginald Aceto  
Joseph Siciliano  
Michael Dawson  
Victor Roberts  
Randy Stone  
Roger Baker  
Justin Mulford  
Richard Evans  
Thomas Chapell

### Rhode Island

Philip C Anthes

## A Celebration of Images

Mike Tylick, MMR Photo Contest Chairman



PHOTO BY CHRIS CARFARO OF BILL BROWN'S NARROW GAUGE LAYOUT - OPS 'TILL YOU DROP WEEKEND.

In keeping with the "Celebration of Models" we've enjoyed at our convention model room, we're giving the NER Photo Contest a new name: a "Celebration of Images." Changes are planned, but for now, the Photo Contest will remain pretty much the same as it has been. Each year the contest seems to attract more and more contestants with a noticeable increase in the quality of the images. We're hoping you will join our celebration and display your favorite photographs.

The contest rules and entry forms are posted on the [NMRA National website](#) and are not all that difficult or complicated to follow. We ask that you adhere to them out of consideration for others.. It will save us all time if you fill out the forms prior to entering the contest room. The rooms are quite secure and we have never had any incidents involving the entries.

We believe everyone has at least a few great images in their collections. Recent innovations in digital photography has eliminated much of the need to learn advanced technical processes. Unlike the model celebration, the photography celebration is judged quite subjectively by diverse judges - so anyone can be a winner. We're looking forward to seeing both you and your images at the upcoming Cannonball Express.

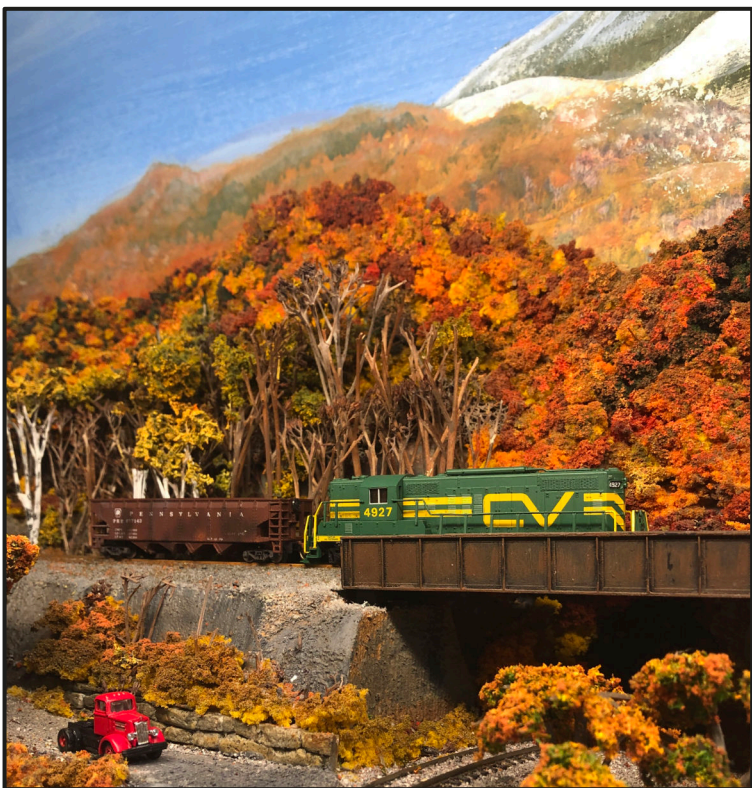


PHOTO BY ERICH GOLSNIEDER OF THE GREEN MOUNTAIN DIVISION. ERICH MODELS IN N SCALE AND EXCELS IN CAPTURING THE AUTUMN SCENERY IN HIS DEPICTION OF THE CENTRAL VERMONT RAILROAD.

THIS IS ERICH'S FIRST SUBMISSION TO THE NER COUPLER. THANKS ERICH. WELL DONE! -CSC

SUPERCHARGED - HIGH SPEED

**TEXAS EXPRESS**  
AUGUST 20-26  
Dallas Fort Worth TEXAS



"...and I shall go to Texas"

- said Davy Crockett (and everyone who loves trains)

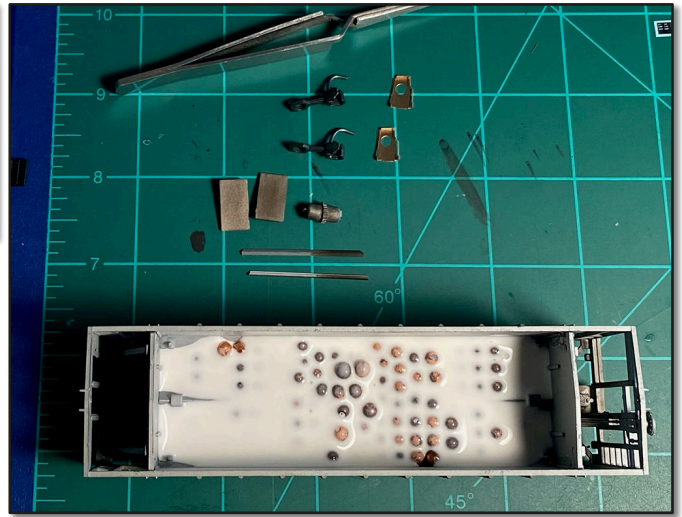
Join us at the 2023  
NMRA National Convention



## TRYING SOMETHING OLD AND SOMETHING NEW

I'm sure I'm not the only model railroader who has found themselves with money burning a hole in their pocket as the last few minutes of a train show dwindle away.

This happened to me again at my first visit to the Cocoa Beach Railroad Prototype Model Show a few months ago. I had \$10 to my name and was hell bent on going home broke. Luckily for me, I came across a vendor packing up his remaining inventory. He had a Union Pacific single bay Airslide® covered hopper kit on his table. The price was just \$8. SOLD!



### THE OLD

This is an older kit, most likely 1990s or early 2000s vintage. It comes in the ridiculously long, white Walther's box with blue stripes. The kit was sealed in cellophane and still displayed in its original Styrofoam™ surrounding the car body, which gave me confidence all the parts were there. For those who have never built this kit, the Airslide® body comes as one piece, but the end bulkheads and roof are separate pieces. There are some under-body details, brake rigging, and cross braces that are also separate pieces. Each of the eight hatches are separate as well, including three separate latches for each hatch.

I have built this kit at least twice before for B&O marked models, but that was at least 15 years ago. It's well detailed for its time, but the ladders are thick and some details are omitted. In a world filled with amazingly detailed ready-to-run (RTR) models, like Tangent, ScaleTrains, Athearn Genesis, and others, most of us have slowly drifted away from building kits. But, finding a little gem at this train show can

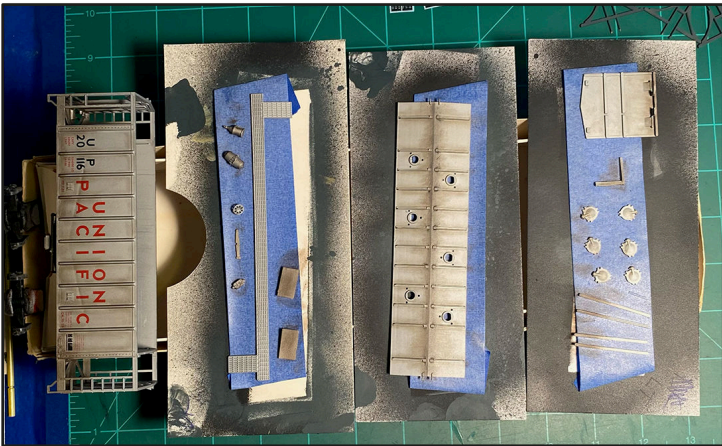


bring you back to what got you started in this hobby. Creating the car from a box full of pieces is deeply satisfying. I had almost forgotten how fun it was to build a kit like this.

One old technique I resurrected for this project was the use of metal BBs to add weight. This kit is very light with the provided steel weight, so I put it in the parts box and poured BBs into the shell. I encased the BBs in white glue as a medium to hold them. Given a day or two to dry, the BB weight will never come loose and is actually lower in the car than the kit weight, thus improving the ride.

**THE NEW**

So, given that this was just an \$8 investment, it presented an opportunity to try out some new techniques. In my previous columns, you might have noticed that I use gel-type super glue as my go-to adhesive. It works amazing and stays where you put it. However, I had recently bought a bottle of Styrene Tack It Plastic Welder. I figured this would be a good subject to try it on. After much frustration and some cussing, I decided to go back to my old stand-by. The Tack It didn't hold at all. At least I tried!



My next experiment on this kit was to try Pan Pastels for weathering. I had watched a clinic at the 2022 NER Regional Convention and figured I'd try. I bought the starter set and figured this UP car was a good first place to start. Pan Pastels are different than any weathering chalk I've used in the past. I normally use AIM or Doc O'Brien's. Pan Pastels are more the consistency of Halloween face paint makeup than pure chalk. Given its consistency, it covers differently. These pastels also blend very well on the model itself. The blending gives a soft look and allows you to continue working the weathering until you are satisfied.

The prototype in photos I found on line for this class of covered hopper were all very clean, so I kept the weathering light. I did however find a very nice benefit of weathering a kit versus a RTR. I weathered the parts before assembly. This allowed me to get a very good covering of grime on the brake parts, the bottom and the inside of the car ends. This would have been impossible if it was already assembled.

The final benefit of Pan Pastels is there is very little loss of color when sealed. I used Krylon® Matte Finish to seal in the weathering. I would estimate I lost about a quarter of what I would with sealing AIM or Doc O'Brien's powders. That feature provides very good control over what the final product will look like. Overall, I was very happy with my first effort with Pan Pastels and will keep using it going forward to improve my technique.

My recommendation to anyone at a train show is to check out every table. You'll never know what great old kit might be lurking among the other boxes. Kits also sell for pennies on the dollar compared to the more modern RTR models. They provide a good change of pace, a flashback to the way it was years ago, and a canvas on which to experiment new techniques with little investment.

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

**REMEMBERING JIM HEIDT**

A NATIONAL TRUSTEE, NER REGION PRESIDENT, AND ACCOMPLISHED MODEL RAILROADER.

James K. Heidt, 70, passed away peacefully at home on June 12, 2023. Born April 17, 1953, in Suffern, NY, as Kevin Bristow, he was adopted by Herbert and Dorothy Heidt into a fully nurturing and dynamic family. As a child, Jim was immersed into the intimate family culture of railroaders: riding with his dad throughout New York state to inventory the lost NYO&W, watching his grandfather working on a weekend steam excursion train, and, during high school, became the 4th generation by working on the O&N, the Ogdensburg and Norwood Railway, a 25 mile shortline and also, the family business.



L - R: DAVE BABSON, CARL PAULSON, ED O'ROURKE, BOB VERKUYL, RICK MNECE, CHARLIE ALBEE AND ANGEL BERNARD. JIM HEIDT IN FRONT. PHOTO BY ROGER BEISWENGER

Jim went to college at Buffalo State, where he co-founded the rugby team, then law school at Ohio Northern University. He was admitted to the New York bar in 1983, and practised in New York his entire 40-year career. Later in public or private service, he specialised in family court practice, calling it his real life ministry in helping others. In 1991, he was one of the first, in the Fourth Department, to receive the Hon. Michael F. Dillon Law Guardian Award for service to children before the courts.

Received into the Episcopal Church in 1990, Jim eventually discerned a call to the priesthood, being ordained at St. John's in Oneida. "Father Jim" served at St. John's, at Trinity in Canastota, and Zion in Rome, loving them all.

His love for trains was lifelong. He authored the book, "Abandoned Railroads of Oneida County." Passionate for the artistic hobby of scale model railroading, Jim served as trustee for the global National Model Railroad Association, and president of its Northeastern Region. But he is proudest as the founder of its Central NY Division, and of all the friends he has been blessed with – his train friends are the closest. Finally, his beloved O&N of his youth continued in his full basement train layout, publicised in the international hobby press and visited many times on tour. The layout continues with the love of its crew of best friends.

Jim was predeceased by his parents, prior wife Suzanne, and beloved last cat, Potter. He is survived by his wife, Meribeth Seaman, and his children, Kevin (Melissa) and Rebecca (Kristen), and grandchildren Olivia and Rory, all of Pottstown, PA., sister Carol DiSimone of Texas, and beloved cousin Ruth Portella of New Jersey. A celebration Mass was held June 24 at Zion Episcopal Church in Rome, New York. Memorials may be made to Zion Episcopal Church 140 West Liberty Street, Rome, New York 13440, to support its various ministries to the community. The family would like to thank the caring staff of Hospice and Palliative Care, Inc.

Obituary written by Jim Heidt.



JIM HEIDT'S BELOVED OGDENSBURG & NORWOOD. (PHOTO BY JEFF PASTON)



## Drug Store Uncoupler

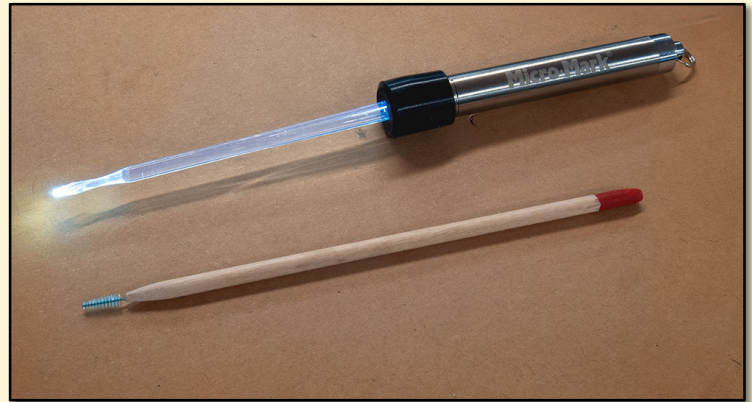
*Since I've become a member of a local round robin operating group, the Sand Dune Central, I've become more aware of how difficult it can be to uncouple cars.*

When I try, I usually smudge the dust on the roof. More often than not, I derail at least one of the cars. Magnets only seem to work when I don't want them to, and they never seem to be in the right place. Many layouts I visit seem to use chopsticks to snag the "air hose" coupler pin and attempt to push this aside to separate the cars. If I can easily reach the cars and take up the slack between them, as often as not, I manage to separate the cars and keep them on the rails. But since the cars have to be pushed together, this method always requires two hands. I had better luck by inserting a screwdriver blade between the knuckles. When I twisted the blade clockwise the cars would usually separate without being touched or leaving the rails.

Usually I'd forget to bring my little screwdriver to an op session, but Jim Joubert showed me an even better way he'd learned from Paul St. Martin. He used a Proxabrush® dental floss tool. The brush works beautifully – just insert it between the coupler knuckles and turn clockwise. It works every time without damaging anything. But before I could get to the drug store, my dental hygienist gave me some samples. The travel version comes with a protective tube that also doubles as a handy extender. Mine are a little larger than Jim's, so they are less prone to bending. And they are just the right size for my On30 freight cars. Whoever thought getting your teeth cleaned could be fun! 🚂



The floss brushes given to me by my hygienist. Even if you can't snag these for free, they are inexpensive and can be found at any drug store. While you are at the dentist's office, be sure to ask them to save you old or broken dental picks. They make perfectly good modeling tools even when they are too dull for dental work.



Jim Joubert's uncoupling tools. Jim found that the handle supplied with the floss brush was too wide to comfortably fit between HO scale cars (mine are On30), so he needed to use a finer brush. The finer brush is prone to bending and Jim eventually purchased this nifty uncoupling tool from Micro-Mark.



To store the uncoupling tools, I epoxied a one inch length of 5/16" o.d. plastic tubing to the side of a RIX throttle holster.

## Model Railroader to Aspiring Architect

BY BRENNA WHITNEY

I could write a novel about all of the different ways model railroading has influenced my life.

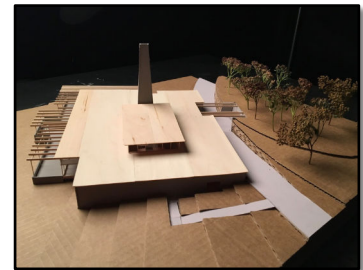
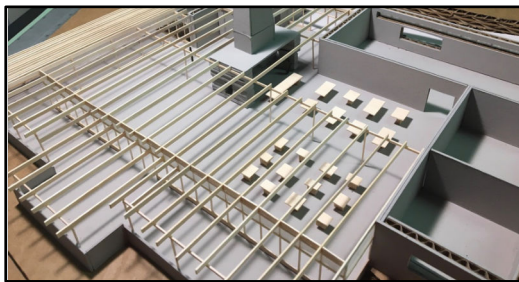
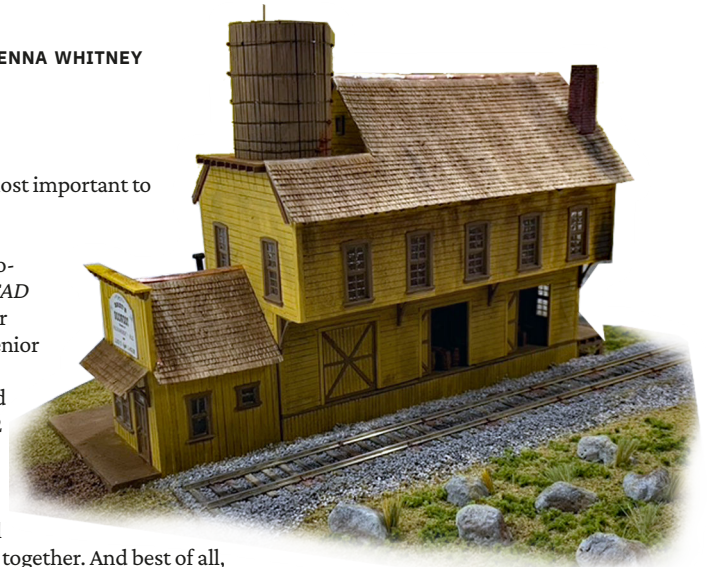
Growing up in the hobby exposed me to so many interesting things. Perhaps the most important to my story is going from model railroader to an aspiring architect.

My high school had a vocational path as an option, so while flipping through the introductory classes, my mom pointed out the *Introduction to Drafting* and *Introduction to CAD* courses. I said, "Sure! Why not?" and ended up loving them. When I entered my junior year, I began *Architecture 1* and fell in love with it. I continued onto *Architecture 2* my senior year and decided to apply to colleges with strong architecture programs. I attended Roger Williams University's School of Art, Architecture, and Historic Preservation and graduated in the Class of 2020 (Bachelor of Science in Architecture) and Class of 2022 (Master of Architecture).

When I entered college as a freshman, I knew I was odd, due to my high school classes – not many of my classmates had similar experiences. When it came to model building, my brain was already trained in thinking in 3D – figuring out how things go together. And best of all, how to glue things together without a complete mess. At this point, I was 18 and had been model building for nearly 10 years!

The process of architectural modeling and model railroad modeling are so similar, I really don't see a difference. Both are rooted in history, even when designing something new. In architecture, there is always some history to be considered, whether it be from the site, a similar style nearby, or the era of the neighborhood or city block.

And of course, both architectural and railroad modeling require the same modeling techniques, namely 'scratch-built'. 🚂



The NER Coupler is delighted to host this first article by Brenna Whitney. Thanks Brenna and welcome to model railroad journalism. – CSC

## THE LAST RUN ON JOE LECAROZ'S SUMMIT RIDGE LINES BY BOB EARLE

We quickly became friends and I was privileged to become a member of Joe's inner circle operating his Summit Ridge Lines.



I don't remember when I first met Joe Lecaroz. I'm sure it was at some NMRA Hudson Valley Division function, but where and when has escaped me. Joe served several stints as Division Superintendent and several other division positions. Most recently, he had stepped up once again to Superintendent during the Covid meltdown. He also served the Northeastern Region as Office Manager for many years. He felt a sense of devotion to the NMRA, the Hudson Valley Division, and his model railroading friends. Regrettably, he passed away on February 19th, 2022, from complications after a fall.

The Summit Ridge Lines was an HO layout in Joe's basement. Though not immense, the layout's design had three major yards and countless industries that would keep several people busy at operating sessions. There were through freight and passenger trains, numerous locals, and yard jobs. The layout's name came from the street that Joe and his wife Doreen lived on. There was no specific time frame, so each operating session mixed steam and diesel. The layout was always undergoing change, most recently with the addition of a second staging yard, for a connection to the Ontario & Western Railroad. Joe also loved building car and building kits.



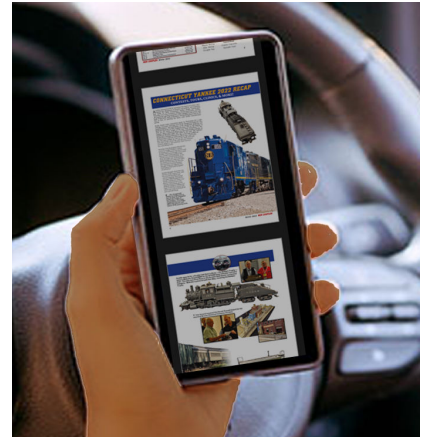
During Joe's hospital stay, he let it be known that he would like an operating session scheduled, even if he couldn't participate. Regrettably, he passed away before it could be scheduled. It had been many months since the last session and a quick appraisal by Elliot Fishbein and myself showed that a fair amount of work was needed to get things in operational shape. It was decided to schedule one last operating session. We scheduled a Saturday work session and a Sunday Ops session for the same weekend. It was requested that attendance be limited to Joe's core operations group.

On May 15<sup>th</sup>, Jack Bartman, Elliot Fishbein, John Kenney, Bill Weber and I descended the stairs into the Summit Ridge Lines one last time. Several others who were invited couldn't attend. Trains were staged in the two staging yards and Estes yard was filled with freight cars ready to be sent out on locals. 🚂

The last operating group  
(L to R) Elliot Fishbein, Bob Earle,  
Jack Bartman, Bill Weber, and John Kenney.

# NER COUPLER

We hope you are enjoying this online version of the **NER Coupler**. Of course you are viewing it on a computer screen or even worse, on your phone. **However, for only \$12 per year, all four issues of the NER Coupler can be in your mailbox. You could be enjoying the NER Coupler the way we intend it to be seen – as a hard copy in your hands.**



### CONNECTICUT YANKEE 2022 RECAP

CONTESTS, TOURS, CLINICS, & MORE!

Another successful fall of activities has drawn to a close. Let's A recap the abundance of shared experiences and activities that made the 2022 Connecticut Yankee simply spectacular! The week of October 1st through 7th, 2022, was a time of fun and excitement for all involved. The week was filled with contests, tours, clinics, and more. The week was a success in every way. The week was a success in every way. The week was a success in every way.

Public Road early construction open in Thomaston for a new mileage encounter and they use of the Norwalk Railroad and Railroad Museum of New England team was on full display as they ran the entire length of the line from Westbury to the bridge. The engine used for the run was the 155. The train was led by the 155. The train was led by the 155. The train was led by the 155.

Double awards for a Double Cab! Best in Show – the Baldwin Trophy – went to Malcolm House MMR for his NYDOW Class 3 Double Cab 2-0-0 #127. The show won First Place in the Scratch Built Steam Locomotive Category. Malcolm is pictured with Ken Way, receiving the Baldwin Trophy.

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Tom Oxnard received the Harold Russell Award for his stunning Nicola Chemical Company diorama.

The NER Coupler is a publication that is published four times a year. It is a publication that is published four times a year. It is a publication that is published four times a year.

Winter 2023 NER COUPLER NER COUPLER Winter 2023

Please contact **Mark Harlow** our NER Office Manager and ask to have a hard copy mailed to your door for \$12/year.



## Northeastern Region NATIONAL MODEL RAILROAD ASSOCIATION



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<p>Please note that we have added more contact information. See Other Region Staff and NER Convention Staff.</p>			