

The Local

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Number 4

AUTO-REVERSING TEST TRACK FOR DIGITRAX DCC USERS

By Fred Miller, MMR

MANY MODELERS have built small test tracks for exercising their DC propulsion powered rolling stock on their workbench. By using one of several alternatives for locomotive detection, the test tracks could be made to automatically reverse the direction of travel for locomotives at each end. In fact, several commercial products are available to provide this feature for DC test tracks or even automated trolley system back-and-forth operation. Products are available from Dalle Electronics, Inc., Innovative Train Technology Co. (ITTC), Heathcote Electronics, and others as well as a number of circuits published on the web. A simple circuit using infrared (IR) detection and a couple of ICs can also accomplish the same goal. See Figure 1.

But alas, this reversing capability falls away when a modeler switches to DCC. Reversing the track polarity does NOT reverse the direction of travel for DCC equipment. In fact the automatic “reversing units” sold for DCC modelers DO reverse the polarity on the track for reverse loops and other situations, but those won-

derful decoders installed in the locomotives are smart enough to keep the powered equipment running in the same direction. That’s great for normal layout operation. But the only way to reverse the direction of travel in DCC decoder equipped locomotives and other powered rolling stock is

to send a DCC reverse command to the specific address of the equipment.

So how can we build an automatic reversing test track for the DCC workbench? No manufacturer, to date, has provided a product to do this. If you really want to get down into the nitties of DCC, you could develop a computer chip and software to accomplish this reversing. Or you could use one of the various

software products intended to interface with your DCC system such as *Winlok*® from Digitoys-Systems or *TrainTools*® from KAM Industries which, with appropriate hardware, would respond to a detection signal and send a DCC reverse command.

However, I have a very simple solution for Digitrax

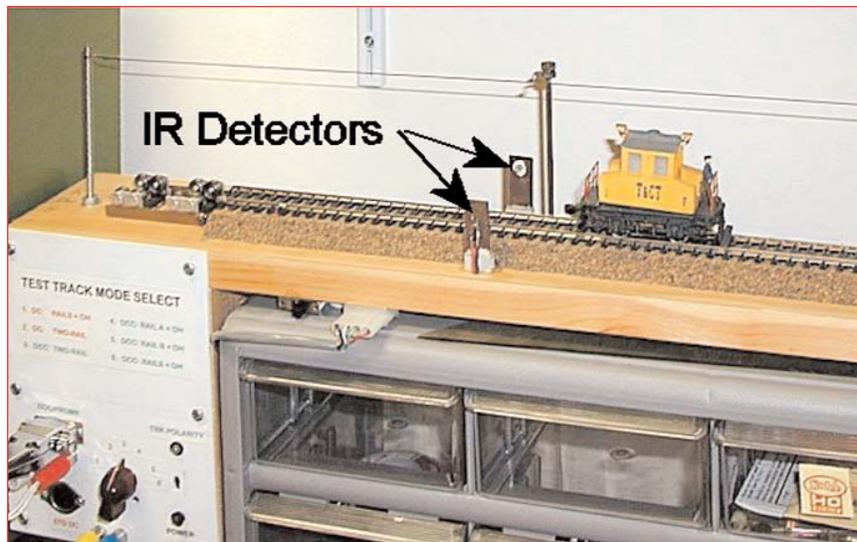


Figure 1: Test Track at Author's Workbench

continued on page 4

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

MANY MER MEMBERS have opted to receive the eLocal (electronic version of **The Local**) either in addition to or instead of the printed version. We have just made it a bit easier to access the eLocal. A website has been established which will keep several recent issues available at just a mouse-click away. The website address is: <http://members.aol.com/merbusmgr>. I will still send an email announcing the availability of the current issue to all members who have registered to receive the eLocal. Remember, too, that earlier issues of **The Local** (1997-2004) are available on a CDROM. Check out the advertisement in a recent copy of **The Local** for ordering information.

Some of the Region's *Division Brass* have taken advantage of my offer to develop member listings for their areas. I can produce lists of members selected by Divisions, zip codes or counties. The lists can include all NMRA members living in the specified territories. This information could be useful for *Division Brass* interested in getting prepared for the new NMRA membership rules which entitle all NMRA members in a specific territory to automatically belong to the Region and Division where they live.

This membership information might also be useful for MER members interested in exploring expansion or development of new Divisions.

If you are interested in membership data, or registering for the eLocal, just be *in touch*.

Recently Deceased Members

With sorrow we acknowledge the passing of Larry Clark of the Carolina Piedmont Division and Ken Volpe from the New Jersey Division. Heartfelt condolences to their family and friends. 

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Editorial Staff

Editor: Alan Mende
526 Pine Hill Road,
Hummelstown, PA 17036-8020,
(717) 566-9956, afmende@amp.com

Associate Editor: Roger L. Cason, MMR,
1125 Grinnell Road
Wilmington, DE 19803-5125
(302) 478-2550, rogercason@juno.com

Official Photographer: Position Open
Applicants Welcome
Contact MER Business Manager

Advertising Manager: Brian J. Rowland,
1801 Pine Street,
Norristown, PA, 19401
(610) 272-0303, brian5963@hotmail.com

Publisher: Julianne H. Smith,
506 Adelman Circle, SW, Vienna, VA 22180
dragonjuls@cox.net

Administrative Staff

President: Clint Hyde,
13443 Brookfield Drive,
Chantilly, VA 20151-2614
(703) 862-4056, merprez@hq.nmra.org

Vice President: Noll Horan, MMR,
8316 Tobin Road, Apt. T2
Annandale, VA 22003-6855
(703) 207-4744, nhoran@earthlink.net

Secretary: Dick Foley
2021 Wallace Street,
Philadelphia, PA 19130-3221
rfoley@ix.netcom.com

Treasurer: Ron Schmidt,
7110 Riverdale Road,
Lanham, MD 20706-1130
(301) 577-7899, rgschmidt@juno.com

Trustee: Roger Cason, MMR
1125 Grinnell Road,
Wilmington, DE 19803-5125
(302) 478-2550, rogercason@juno.com

Director: Bob Minnis
3016 Dower House Road,
Oak Hill, VA 20171-2236
(703) 591-0675, kahlualab@aol.com

Director: Brian Brandt
337 Bracken Drive,
Lancaster, PA 17601-3963
(717) 560-9542, brianbrandt5@comcast.net

Director: Chuck Hladik
198 Fireoak Lane,
Rustburg, VA 24588-4149
(434) 821-4941, rutlandrs@aol.com

Achievement Program Manager
Charles Flichman
6909 Crandall Court
Clemmons, NC 27012-9056
(336)-766-8353, cwflich@aol.com

Business Manager: Fred Miller, MMR
8960 Challis Hill Lane,
Charlotte, NC 28226-2686
(704) 752-5138, merbusmgr@aol.com

MER Division Contacts

New Jersey Division 1

Superintendent: Mike McNamara
(856) 824-0879, mikemcnh@comcast.net
Division web page:

<http://mywebpages.comcast.net/njdivnmra/>

Potomac Division 2

Superintendent: John Drye
(703) 922-8131, jdrye52@aol.com
Division web page:

<http://members.cox.net/chyde/PotomacDivision/Potomac.html>

Philadelphia Division 3

Superintendent: James Dalberg
jedalberg@aol.com
Division web page:

<http://www.phillynmra.org/>

Tidewater Division 4

Superintendent: Jim Keiper
(757)-548-3234, keiper1@cox.net
Division web page:

<http://groups.hamptonroads.com/TDWDMER/>

James River Division 5

Superintendent: Bill McMillan
(804) 379-7904, wamcm@comcast.net
Division web page

www.JamesRiverDiv.homestead.com

South Mountain Division 10

Superintendent: Raymond F. Price, Jr.
(301) 845-6465,
rayswesternmarylandrr@erols.com
Division web page

www.fred.net/richardb/smd.html

Susquehanna Division 11

Superintendent: Scott Turner
(717)-486-4189, scotteturner@comcast.net
Division web page

<http://moosevalley.org/nmra/index.htm>

Carolina Southern Division 12

Superintendent: Rick Knight
(704) 895-8751, rgkh3@energyunited.net
Division web page

<http://www.bytedesign.com/CSDiv/>

Carolina Piedmont Division 13

Superintendent: David H. Lynam
(919)-639-4644, lynam1957@msn.com
Division web page

<http://www.trainweb.org/cpd13>

The Local welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space.

MER web page URL is <http://members.cox.net/chyde/MER/MER.html>

President's Column

By Clint Hyde

WELL, THE GOOD NEWS is that the new bylaws passed 203 to 11. The bad news was that the blasted ballots didn't get mailed properly, and not everyone got one in time to vote, even with the deadline extension—including me. Future ballots will all get mailed first class so we stop being subjected to the vagaries of Post Office delivery.

For the folks who did: thanks for voting. Later this summer you will all receive a ballot for a new set of Directors. Vote for three. My preference is to have one northern MER, one central, one southern, for a spread of representation, but vote for whom you think will do a good job with their committees/responsibilities, and be a good thinker about region-level activities, especially the transition in September regarding all the new members.

Wish I could go to Cincinnati next month, but my vacation this year has to be managed differently. Does sound like it will be good—VP Horan will be attending some things in my place.

Next year the NMRA National convention is in Philadelphia—

MER territory, so we all need to think about attending (I hope next year works better on my vac). We won't be having a regular fall convention; I'm working a plan to meet the bylaws' requirement for a formal Business Meeting in the Fall. That normally occurs at the fall convention, but it's not something that gets a lot of attendance (not a terribly exciting episode, I admit).

Planning for the Rails to Raleigh Convention this year, and it continues to sound like a good convention. Keep watching the website for regular updates!

The website is going to get moved pretty soon, to a location with A LOT more space, with someone new taking over as webmaster. It will probably start to look different later this year, and get some other enhancements. I hope that will include a database of photos of models in the judging room at the past several conventions, and future ones. And a database of the various award winners in MER, so it stays better up-to-date.

Model railroading is fun, in a lot of different ways. 🚂

Open Loads

By Ron Baile

THE MAN had hardly cleared the door to my office after repairing my laser printer when I began sifting through old tea bags and banana peels looking for the defective gears that he had tossed out. One man's junk is another man's treasure. I am always collecting things like that. I wash the grease off in alcohol or some solvent, and put them in my paint booth. The next time I'm painting a gray or green or whatever color seems like a good industrial color, I spray these gears with some paint.

After the paint is dry, I get the stripwood out and fabricate the appropriate blocking. There are almost always a few 2x4s or 4x4s under the load. This allows workers to get lifting straps or cables under the load. Brace the load on all sides. A shifting load cannot only derail a car, it can lead to disaster if it tumbles down an embankment. I use Chartpack® tape to represent the steel banding that most shippers use. Sometimes the stickum on this tape doesn't quite do the job and a drop of ACC glue is required. This stuff can be tricky to work with since it is quite small, and I find that it wants to stick to my tweezers. Black or brown thread may also be used to represent tie-down cables. If you don't attach things to the car your load will be removable.

When coming up with loads like this, a little common sense is in order. The main thing is to be certain that the load, when loaded on or in a car, will clear the clearance gauge. Sometimes this means tilting an oversized piece. The blocking should be logical. Study pictures in books or magazines or go trackside with a camera and see if you are lucky enough to see the real thing. If you are

fanatical about open loads, you may be lucky to locate a copy of one of the AAR's handbooks on open loads. I bought mine from a railroad timetable dealer. I have one book that only deals in pipe loading. The other book I have comes from the 1930s and shows some neat old trucks and bulldozers as well as some bridge girders and turntables that were longer than the average car. Also detailed is the loading of barrels, ties, and telephone poles.

Some dry transfers or decals on the product may give the viewer an idea what the product is or who the manufacturer is. If an adequate amount of square footage is available on the product, you might want to generate a sign on your computer and attach it to the product. 🚂



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DCC users. If you have one of the older UT-1 or UT-2 Digitrax throttles, and are willing to do some minor drilling and soldering, my solution is for you.

Caution—Making this change to your Digitrax throttle may void the warranty.



Figure 2: Toggle Switch in Opened UT-1

The UT-1 and UT-2 throttles have a simple single-pole, single-throw (SPST) toggle switch to signal the enclosed computer chip to initiate reversing. The toggle switch is easily accessible at the top of the throttle in the compartment normally used for batteries in other Digitrax throttles. Opening the case, by sliding the cover as you would to get to the battery, reveals the toggle switch. See Figure 2. All we need to do is make access to the two wires attached to the toggle contacts and tie them to relay contacts driven by our detection circuits. My approach was to make a modification to the throttle that would allow me to connect my auto-reversing circuitry or disconnect it for normal use of the throttle on my lay-



Figure 3: UT-1 with added jack

out. I used a miniature (1/8"-two conductor) audio jack from Radio Shack mounted in the side of the throttle. See Figures 3 and 4. If you were going to dedicate your

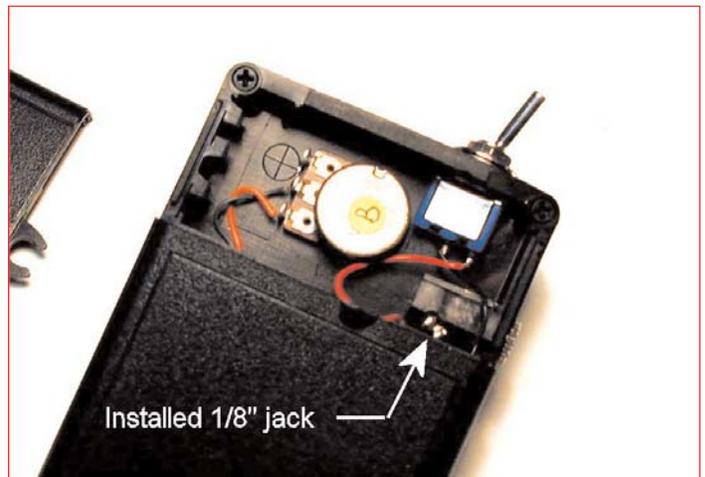


Figure 4: UT-1 with jack installed

UT-1 or UT-2 only to your test track, you could simply eliminate the throttle's toggle switch.

The contacts of a simple SPST relay could be used "in parallel" with the contacts of the toggle switch. However, in this case you would have to keep the toggle switch in the open position (thrown to the left for normal reverse throttle direction) when using the throttle connected to your reversing relay. The audio jack I used has the capability of completely disconnecting the tog-



Figure 5: UT-1 Adapter Box

gle circuit when the plug was inserted. This is typically used in radios or CD players to disconnect an internal speaker when earphones are plugged in. These are a bit more complicated to wire, but the benefit is that you

don't have to worry about the throttle's toggle position.

I discovered that the wire connecting the throttle's toggle switch to the relay contacts had to be fairly short. I assume this is because of the speed and sensitivity of the computer within the throttle. My solution was to build a circuit in a little Radio Shack "projects box" containing the relay, battery and a plug, which engages the

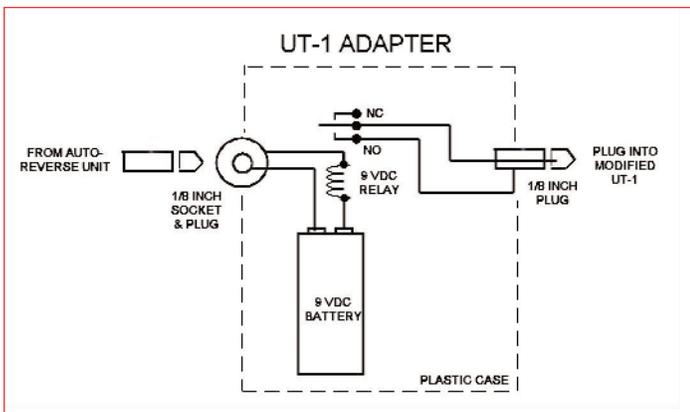


Figure 6: Adapter Box Circuit

jack in the throttle. See Figures 5 through 7. The circuit was, in-turn, activated through a longer wire to my auto-reversing circuitry.

Several commercial auto-reversing products are available which could provide the relay contacts to drive my UT-1 Adapter Circuit. All that is needed is a relay, which is closed when the locomotive is at one end of the test track, and opened when at the other end. I chose to build my own reversing circuit using IR detection across the track at each end of my test track. See Figure 8.

The circuit is shown on my website (<http://members.aol.com/tractionfan>) on the projects page. If there is enough interest perhaps I could write an article for the construction of the auto-reversing circuit. It is built



Figure 7: Adapter plugged into UT-1

from inexpensive parts readily available from Radio Shack or other electronics parts suppliers.

Whether you use a commercial reversing unit or build your own, the modifications to a Digitrax UT-1 or UT-2 will convert that reversing unit, normally designed for DC propulsion power, into a DCC capable facility. 📧

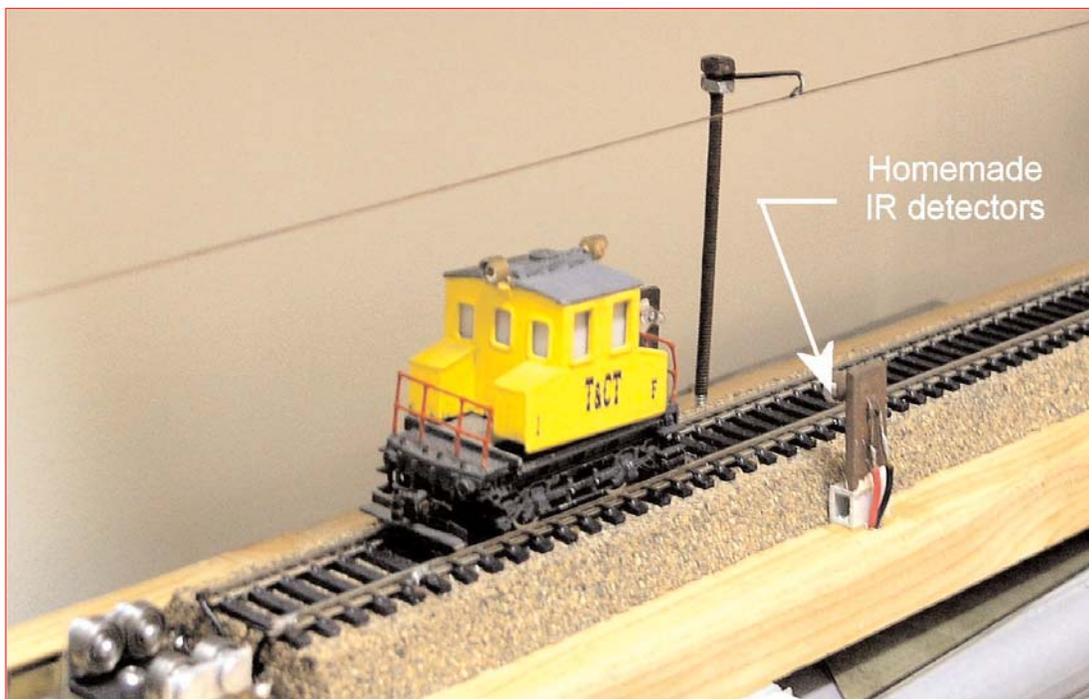


Figure 8: Author's Test Track

Final, Final Trustee Report

By: Roger L. Cason MMR
MER Trustee

YOU MAY HAVE NOTICED how different publications describe an event differently. One of my favorite jokes involves how four newspapers report one hypothetical event - the end of the world.

Wall Street Journal: **World Ends. Stock Market Closes Early.**
Washington Post: **World Ends. Senate Filibuster May Continue.**
New York Times: **World Ends. Third World Countries Hardest Hit.**
USA Today: **World Ends. Final, final baseball scores on page 1C.**

In that spirit, here's my final, final report as your Trustee.

What Has Happened?

For many years, each region has elected a Trustee to serve on the national board that governed the affairs of NMRA. Under the recently adopted Regulations, there will be no more Trustees as of the end of June 2005. The Board of Trustees will be replaced by a much smaller Board of Directors. As you remember, NMRA members living in the MER voted for three of the new Directors using the ballot in the February 2005 **Scale Rails**. Full election results will be published in *Scale Rails*. FYI, Kevin Feeney was elected as the director from the Eastern District (roughly the eastern third of the U.S.).

What Will Happen?

Under the new Regulations, Director terms will be for three years with about one-third elected each year. To get the process started, lots were drawn to see which positions would be for initial one-year terms, which for two years, and which for three years. As it happens, the director from the Eastern District was elected for an initial term of one year. The national Nominating Committee is now working to get nominees for all the positions that had initial one year terms.

What Will You Be Asked to Do?

As a result of the above, all NMRA members in the MER will vote on the director from the Eastern District early next year. This time, of course, the term will be for three years.

In Closing

I have filled the MER Trustee position for almost a year. It's been fun, and I want to thank you all for your support, cooperation, and good wishes. Questions? Contact me at 302-478-2550 or rogercason@juno.com.

Thanks, Dad!

[Editor's note: This appeared on the Yahoo Group, "traineditors, The Train Editor's Syndicate" on April 25rd, 2005, and this slightly edited version is reprinted with permission from the author. Though you haven't received this issue of **The Local** in time for Father's Day, the sentiments expressed are appropriate anytime.]

DAD WASN'T a model railroader by any stretch of the imagination; nonetheless he definitely created one. He did so by giving me a start in what has turned out to be a very enjoyable and fulfilling life-long passion.

I awoke on Christmas morning of 1956, at the age of three, to discover a Lionel O-gauge steam train circling our Christmas tree. Dad built a train table in the basement for my new railroad and proceeded to scenic the new pike using grass mats and pre-made trees. He continued bringing it to life by adding streets, houses with interior illumination, and working street lamps. Of course I can't forget to mention the illuminated bumper he installed at the end of the siding.

In subsequent years, birthdays, Christmas, and other special occasions brought additional pieces of rolling stock, operational accessories, and turnouts and track to the layout. After a few years he traded it all in, in exchange for HO scale freight and passenger train sets (Tyco, if memory serves), an MRC power pack, and additional track and turnouts. By then I was on my own and experimented with various track configurations gleaned from my own imagination, the project layout presented in **Boy's Life** magazine by a Mr. Glenn Wagner, and other ideas from various sources in the model press. Eventually I discovered MR mag and then the NMRA, and a whole new world of inspiration and helpful fellowship was opened up to me as a youngster of twelve or so years of age. And as a result, my participation in, and enjoyment of the hobby, expanded exponentially.

Like so many others, my active participation in the hobby has waxed and waned for the usual reasons over the ensuing years, but now find I am but only a year away from celebrating fifty years as a model railroader. Unfortunately, Dad won't be able to share in that milestone because he passed away peacefully on March 28th with my sister at his bedside. However, I would be greatly amiss if I were not to pass along my sincerest gratitude to that person who started my long journey into the magnificent world of trains so many, many years ago. Thanks, Dad!

Paul Kossart
Peru, IL

NMRA, Illinois Valley Division
TIMETABLE Newsletter Editor 

Top Ten Railroad Word Definitions

Thanks to T. Harrison

Model Railroad definitions of prototype words

10. HELPER – The person you'd least want touching your trains and working on your layout but who is the only one who shows up regularly for work nights.

9. HELIX – A cat that enjoys sitting in tunnels waiting for trains to come in so he can attack.

8. GLAD HANDS – Those little cherubic hands that want to reach up and touch everything. Also known as why you should have built your bench work at 58.

7. FLYING SWITCH – The turnout that has given you trouble for so long that you finally send it sailing across the room.

6. HACK – That fellow with all the (alleged) electronics experience who completely rewires your club layout without wire diagrams, schematics, or written notations of any sort and quits just before it's discovered it ain't a workin' (usually one week before the open house).

5. FLIMSIE – The way you built the roadbed that just dropped your best friend's brand new \$2000+ brass cab-forward on the floor!

4. FORM 19 – The paper work a psychiatrist is required to fill out when you foolishly admit you are a model railroader.

3. SPRING SWITCH – Your first hand-laid turnout with the points that simply refuse to line up with either stock rail!

2. PROTECTING THE REAR – a) What the guy is supposed to do to the back of the van to keep all the club's modules from falling out all over the freeway at 70mph. b) What the guy actually does when the van doors open and the club's modules are distributed on the Interstate I-95 at 70mph.

And the #1 definition

1. RETARDER – See Helper above. 

Hopped on Trains

By Bill Lohmann
Times-Dispatch Staff Writer

*[Editor's Note: This article originally appeared in the 16 March 2005 edition of the **Richmond Times-Dispatch**. It is reprinted with permission of the **Richmond Times-Dispatch**. The photos that originally accompanied this article couldn't be reprinted satisfactorily, so Bill McMillan took some of his own to share with readers of **The Local**.]*

CLIMB THE STAIRS to Bill McMillan's second floor and step into a whimsical world. Upstairs in McMillan's Midlothian home, the time is always October 1939, the place is a charming stretch of landscape between Baltimore, Md., and York, Pa., and the trains are running.

McMillan, 78, a Defense Department retiree, has transformed his finished walk-up attic into a model rail-

Association certainly have built something to watch.

They have fashioned an exquisite layout, designed to accommodate HO-scale trains. It captures the flavor of the old Maryland and Pennsylvania Railroad, 40 miles as the birds fly from Baltimore to York, but 77 miles of twisting railway that included hundreds of curves and more than 100 bridges and trestles. The layout reflects much of the actual surroundings and terrain—from



Whole Layout

roader's dream: an entire room filled with more than 85 feet of miniature track and meticulous scenery, a glorious playground for anyone who loves trains, toy or otherwise.

"It intrigued me to build detailed scenery and actually run the trains through the countryside," said McMillan. "Some people only like to run the trains, but I guess I'm a rail fan. I like to watch the trains run."

Without a doubt, McMillan and his friends from the James River Division of the National Model Railroad

blackened coal yards to shimmering creeks—as well as the bells and whistles you might expect from aficionados so devoted to model railroading.

It's amazing what one can do with some plywood, a little chicken wire and a lot of imagination. Of course, it helps to have more technical stuff, like "orthopedic gauze" that doctors use for casts but McMillan employs to cover the chicken wire for constructing rock outcroppings and such. Patience is critical, too: McMillan



Deer Creek Bridge



Baltimore Street

built one major trestle stick by stick.

The painted backdrop adds sky, clouds and even more reality. A couple of strategically placed mirrors give the impression that the tracks run forever. At various places, one can find a funeral in process, a chain gang on the job and a thriving vegetable stand with itty-bitty produce that looks good enough to eat.

Remote control throttles control the trains drawn by vintage brass locomotives, and push buttons bring forth music and jocularty from the world's smallest saloon and the sounds of cows and chickens from a miniature

farm. Or check out the diminutive checkered tablecloths in Tom's Cafe, each no larger than a fingernail.

The attention to detail is astonishing yet subtle. Check out the trees, no taller than a healthy blade of grass, and notice how their autumn colors become more vibrant the farther "north" the track runs toward York. McMillan said he even walked part of the real-life rail line, picking up rocks and dirt to take home to make sure he achieved the right shades on the layout.

"It's fun," said Dr. Robert Singer, a retired neurosurgeon and a member of McMillan's crew of model rail-



Round house

continued on page 10

roaders who get together every other Friday evening to run the trains. Singer's specialty, as one might expect of someone with the gift of nimble fingers, is building intricate scenery. The interior of Tom's Cafe—the checkered tablecloths, the food on the plates, the cus-

tomers at the tables—is an example of his handiwork.



Number 61 at Bynum

tomers at the tables—is an example of his handiwork.

“It’s like I’m master of my own world,” he said with a smile.

As a kid, McMillan ran Lionel trains, but he didn’t become a model railroad fanatic until the early 1950s when he went to lunch with a colleague at the Pentagon. The friend stopped at a newsstand and bought a magazine on model railroading that he shared with McMillan.

“I read it and was absolutely fascinated,” he said.

It wasn’t until 1980 that McMillan began work on his layout of the Maryland and Pennsylvania Railroad, affectionately known as the Ma & Pa.

“I picked it because it seemed like a nice railroad to model, a backwoods railroad,” recalled McMillan, who served for a time as superintendent of the Maryland and Pennsylvania Railroad Historical Society.

He labored on the layout for a decade in the basement of his former home in Potomac, Md., before he

considered it done. Then he had to break it down when he and his wife, Carola, moved to Midlothian in 1997 to be close to their son and his family (who now live next door).

He found new partners who share his passion for model railroading and who have helped him rebuild

and revise the layout. The next major project is a total rewiring of the layout to convert to digital command and control.

“As much as anything, it’s a camaraderie,” said Ken Montero, one of the regulars in McMillan’s attic. “We just like getting together.”

On a recent Friday, McMillan and five of his friends gathered. They were divided into crews, assigned specific trains and handed papers containing their “orders” for the evening. Their mission is to get their train from Baltimore to the end of McMillan’s official layout at Delta, Pa., just over the Pennsylvania line, or vice versa; technically, York is “off the layout” and is depicted as a bustling rail yard in McMillan’s workshop on the other side of the stairs at the far end of the long, narrow room. The crews often encounter real-life railroad problems. Switching dilemmas and electrical problems occur from time to time, and then strategy becomes part of the game, which can turn the fun into head-scratching frustration.

But the dessert at the evening—on this particular Friday, chocolate cake—can always turn it back.

“I don’t know whether these guys come for the model railroading or the cake,” McMillan said with a smile.

Sitting around a table, eating cake and drinking iced tea on an unseasonably warm winter’s evening, the talk revolved, of course, around trains.

Bill McGilvary, another regular, mentioned that he ran into a man at a national convention who had jacked up his roof and added a second story to accommodate his train layout.



Switching at Bel Air

“That’s serious model railroading,” marveled McGilvary.

Someone said they knew of other people who had designed basement layouts and built their homes on top of them.

Many of the men who have helped McMillan with his layout—and he acknowledges he could not have done it without them—have their own layouts, so they move from house to house, lending a

hand to one another.

No one, though, admitted to jacking up any rooftops. 🏠



Number 61 on Gross

**Embassy Suites Hotel
Raleigh–Durham Research Triangle East
201 Harrison Oaks Boulevard
Cary, North Carolina
October 27 – 30, 2005**

THE CONVENTION REGISTRATION DESK opens at 6:00 PM on Thursday, October 27, with activities (operations call board, clinics and home layout tours) scheduled to start at 6:30 PM, and it runs until 1:00 PM on Sunday, October 30.

Come early for a fun filled weekend! The Raleigh – Cary area is easily accessible from Interstates 40, 85 and 95. RDU International Airport is minutes from the hotel. Amtrak serves both Cary and Raleigh with several daily trains.

Convention activities include model railroading clinics, prototype tours, home and club layout tours, extra fare “hands-on” workshops, layout “operations call board” and modular layout displays.

Model train show on Saturday and Sunday from 10:00 AM to 5:00 PM.

Join us for the Saturday evening banquet featuring Steve Barry, Managing Editor of **Railfan & Railroad Magazine** (Carstens Publications), as the guest speaker.

Plus there’s more – Live auction, white elephant sale, NMRA sanctioned model contests, company store and non-rail activities.

Call the Embassy Suites NOW at 1-800-362-2779 to reserve your room. The rate is \$ 89 for one or two people, \$ 119 for three in a room (plus 13% state and local taxes) and includes a full breakfast for each room guest. Convention rate is booking code MID and the reservation deadline for the special rate is September 27th.

Scheduled Clinics:

- Making an Urban Backdrop Using the Internet
- Rock Faces from Ceiling Tile
- Submitting Articles to Carstens Publications
- Structure Lighting
- Red Iron – Using Structural Steel to Create Industries and Scenes
- A Railroad You Can Model
- Designing the CSXT Shenandoah Division
- The Cass Scenic Railroad
- Introduction to Resin Casting
- Weathering Techniques with Grits
- Airbrushing Techniques
- How to Weather Wood
- Kits versus Kit Bashing
- Rocks Made Easy – Working with Rock Molds and Coloring with Dyes
- Hand Laying Track
- Weathering
- Making Pine Trees
- Cloud Backdrops
- Light and Sound Animation for Model Railroads
- Scratch Building a Prototype Structure – Yard Office of the East Broad Top RR
- Using Maps to Plan Layouts
- Digital Command Control (DCC) Decoder Installation Basics



- Building Mountains
- Introduction to Freight Car Forwarding Systems
- DCC Design for Modular Layouts
- Layout Wiring

More clinics coming!

Extra Fare – Prototype Tours:

- NC DOT Rail Yard, Raleigh
- New Hope Valley Railroad, Bonsal
- NC Transportation Museum, Spencer (includes a round trip ride on Amtrak’s Piedmont)

Extra Fare – Model Railroading:

- Operations Call Board – choice of 4 layouts
- Truss Bridge Building
- Building Tobacco Barns
- Making Trees
- Scratch Building with Wood – O Scale
- Fine Scale Animation for Operation

Extra Fare – Non-Rail:

- Silk Floral Arrangements
- Creative Memories (Scrapbook)

Special Modeling Contests:

- “Anything But A Station” – using an Atlas passenger station kit (N, HO or O), build something “other” than a station – contest and award sponsored by the Carolina Piedmont Division
- “Barn” – best judged barn wins the “Pride of Dixie” award presented by the James River Division

Model train show on Saturday and Sunday at the Embassy Suites! Show is open to the public.

Layout Tours:

More than 25 home and club layouts – N, HO, O, Garden Railway and Live Steam are on the schedule for self-guided tours (various times from Thursday evening – Sunday afternoon).

For more information: Visit the web site: www.trainweb.org/cpd13/mer05.

Contact the registrar: P.J. Mattson at 856-467-0421 or pjmattson@comcast.net.

**National Model Railroad Association
Mid-Eastern Region
2005 Annual Convention
October 27 – 30, 2005**

REGISTRATION FORM

New registration? ____ Yes ____ No

Updated registration? ____ Yes ____ No

If updated, enter registration number: _____

Names to appear on registration badges:

Name of primary registrant: _____

Mailing Address: _____

City, State, ZIP Code: _____

E-mail address: _____ Telephone: _____

NMRA Membership Number: _____ MER Number: _____

	Quantity	Fee	Total Cost
Full Registration, NMRA Member	_____	\$ 50.00	_____
Full Registration, NMRA Member, paid by September 15th	_____	\$ 45.00	_____
Full Registration, Non-NMRA Member	_____	\$ 60.00	_____
Spouse Registration	_____	\$ 15.00	_____
Child (Ages 6 – 16) registration, Per Child	_____	\$ 5.00	_____
Single Day Registration, Per Day, NMRA Member	_____	\$ 30.00	_____
Single Day Registration, Per Day, Non-NMRA Member	_____	\$ 35.00	_____

Extra Fare Selections:

101 Operations Call Board (Enter preferred time slots below)	_____	\$ 5.00	_____
201 NCDOT Rail Yard Tour	_____	\$ 5.00	_____
202 New Hope Valley Railroad Tour	_____	\$ 10.00	_____
301 NC Transportation Museum Tour (Spencer) with Amtrak round trip	_____	\$ 48.00	_____
401 Banquet – Saturday evening (per person)	_____	\$ 40.00	_____
501 Company Store - HO Scale “Durham & Southern” Stewart 70-ton, 14-panel, 3-bay hopper (6 numbers available)	_____	\$ 15.00	_____
502 Company Store – Shipping for Durham & Southern hopper cars (If not picked up at the convention)	_____	\$ 5.00	_____
601 Extra Fare Clinic: Scratch Building with Wood	_____	\$ 7.50	_____
602 Extra Fare Clinic: Truss Bridge Building	_____	\$ 5.00	_____
603 Extra Fare Clinic: Building Tobacco Barns	_____	\$ 5.00	_____
604 Extra Fare Clinic: Making Trees	_____	\$ 6.00	_____
605 Extra Fare Clinic: (Non-Rail): Silk Floral Arrangements	_____	\$ 20.00	_____
606 Extra Fare Clinic: Fine Scale Animation for Operation	_____	\$ 5.00	_____
607 Extra Fare Clinic: (Non-Rail): Creative Memories (Scrap Book)	_____	\$ 5.00	_____

Operations Call Board Time Preference: Rank 1 to 5, with 1 being the most and 5 the least preferred times

____ Thursday 7–10 PM ____ Friday 9–10 AM ____ Friday 2–5 PM ____ Friday 7–10 PM ____ Saturday 2–5 PM

Mail the completed registration form with a check or money order payable to “Rails to Raleigh ’05” to:

**Rails to Raleigh
P.O. Box 447
Swedesboro, NJ 08085**

- **Payment must accompany registration form.** Credit cards are not accepted, only a check or a money order. Returned checks will not be run through a second time. Follow up payment must be a money order or a cashier’s check or payment in cash at the convention.
- **DO NOT** enclose hotel registration requests. Contact the Embassy Suites directly at 800-362-2779 to reserve your accommodations. The hotel booking code is “MID” for the \$ 89 rate.
- If you pre-register and need to cancel later, a full refund will be given only if your the request is received in writing by October 15, 2005. Please allow 4 to 6 weeks to process your refund request.
- **DO NOT** mail a registration form after October 15, 2005. Please register at the door.
- **DO NOT** staple your check or money order to your registration form.
- **Call** 856-467-3385 for a recorded message of current changes and updates. All activities are subject to change, substitution, addition or cancellation.

OFFICE USE ONLY:

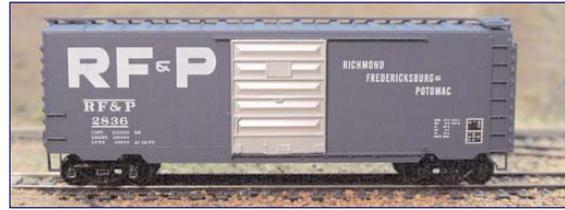
Received: _____ Check # _____ Amount: \$ _____ Registration #: _____ Confirmation Sent: _____

SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER



COURTESY OF THE FREIGHT YARD

These 40' Western Maryland N-Scale box cars are Micro-Train bodies custom painted by The Freight Yard. They are box car red with prominent white "speed lettering".



P.L. MATTHEWSON (2)



These 40' RF&P PS-1 HO-Scale box cars are Accurail bodies, custom painted by Accurail. They are blue with aluminum-colored doors, and feature prominent white lettering.



This HO-scale building kit is designed around E.L. Moore's "Bunn's Seed & Feed" building which appeared in the 8/73 issue of Model Railroader. The kit features laser cut wood components as well as other parts and castings.

WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#29290	_____	\$19.95	\$23.95	\$_____
#29299	_____	\$19.95	\$23.95	\$_____
Shipping \$2.50 for first car, + \$1.50 for each additional car				\$_____

RF&P HO-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#2836	_____	\$11.95	\$14.95	\$_____
#2874	_____	\$11.95	\$14.95	\$_____
Shipping: \$2.00 for each car (not for each order)				\$_____

* Please list your MER Membership # _____

MER CLOTH PATCH** QUANTITY _____ \$3.00 including S&H \$_____

MER LAPEL PIN/TIE TACK** QUANTITY _____ \$6.00 including S&H \$_____

MER HO-SCALE STRUCTURE KIT**
("Bunn's Seed & Feed") QUANTITY _____ \$75.00 postpaid \$_____

THE LOCALS** —
(all issues 1997-2004) on CD QUANTITY _____ \$5.00 postpaid \$_____

** Only available to MER members.

DONATION \$_____

TOTAL AMOUNT ENCLOSED \$_____

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THE MID-EASTERN REGION, INC.
9 Roosevelt Avenue
Wilmington, DE 19804-3044

Achievement Program Update

By Charlie Flichman
MER AP Manager

Since the last report in **The Local**, the following Achievement Program certificates were earned and awarded:

Division 2 - Potomac

Charles W. Day – Golden Spike

Division 12 – Carolina Southern

Gilbert Brauch, Jr. – Model Railroad Author

In a perfect world, this information will appear soon in **Scale Rails**. This should not deter you from giving recognition locally. Normally you will be able to recognize AP accomplishments long before the names appear in **Scale Rails**.

Congratulations to the MER's newest MMR, David H. Lynam

On Saturday, May 28th, David completed his AP Master Builder — Structures Certificate by obtaining Merit Awards for three of his structures. This being his seventh AP Certificate, he also qualified for Master Model Railroader No. 354. Dave's other certificates are Master Builder — Cars, Model Railroad Engineer — Civil, Model Railroad Engineer — Electrical, Chief Dispatcher, Association Volunteer and Model Railroad Author. Dave is currently serving as the Superintendent of the Carolina Piedmont Division 13. I am sure that by the time you read this, this news will be out, but please offer Dave your congratulations. 📧

Share Your Expertise

(and earn some AP Points at the same time!)

Present a Clinic

PLAN AHEAD AND SHARE your knowledge in an area you enjoy. We need your expertise in supporting our upcoming Mid-Eastern Regional Convention to be held October 27–30, 2005 in Cary, North Carolina. Clinic times are wide open and preferences will be given on a first come, first serve basis. Presentations will be a minimum of one hour and can be longer depending on the subject and presentation format. A handout is required providing a clinic outline and important points. Certificates of Appreciation will be presented to clinicians at the conclusion of their clinics.

Interested in the NMRA Author Achievement Certificate? You can receive four (4) points for your Clinic. A handout must be a part of the presentation and must be included in the certificate application. If you can present your clinic a second time or more, you can receive two (2) points each time towards the Association Volunteer Certificate.

Please feel free to call or e-mail me about presenting your clinic at the "Rails to Raleigh" Convention. Be a participant and help make our convention a rousing success. My e-mail address is g249sing@hotmail.com, or call me at (919)-931-0946.

Thanks.

Gene Sing 📧

Calling All MER Members!

DON'T FORGET about Independence Junction (<http://www.ij2006.org/>), the NMRA's 2006 National Convention. The Mid-Eastern Region will host it July 2 to July 9, 2006 in Philadelphia, PA. There is a great need for volunteers to help at the convention. If you would like to help out, go to <http://www.ij2006.org/volunteer.html> and fill out the volunteer survey form. Be a part of this amazing event! It could get better with your help! Not only will you get great satisfaction from participating, you'll also qualify for AP Volunteer points. 📧

