

The Local

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Number 3

The 2007 Potomac Division Minicon

Article and photographs by John Griffith

ON MARCH 24TH, 2007 the Potomac Division held its annual mini-convention at St. Mathew's United Methodist Church in Annandale, Virginia. It was another great event with plenty to keep everyone occupied. The weather wasn't as good as last year since it was cool and rainy but that limited competition from other outdoor events. In other words, we had a great day for model railroading.

Both the Potomac Module Crew and Northern Virginia NTrak turned out in force and setup extensive modular layouts. N.V. Ntrak set up a Table Top or TT layout for



The Potomac Module Crew layout.

the participants enjoyment. While the Potomac Module Crew setup a more conventional layout. See photo 1. During breaks both groups conducted mini-clinics and helped members run trains.

At noon, the annual business meeting was held. President Clint Hyde led off by presenting Doug Kirkpatrick, MMR #384, with his plaque and certificate. Doug had been wondering where those items were; he was already wearing the shirt. Clint also gave a run down on the MER Convention planned for this fall in Lynchburg, Virginia. After the usual reports, members elected the new Board of Directors for the next year. The following people were elected: John Drye, Bill Day, Marshall Abrams, Mark Andersen, and Bill Demas.

Clinics ranged the gamut with something for everyone. Clint

ran an extensive white elephant table for the thrifty modeler. Clinicians were mostly local folks this year. Paul Dolkos shared a clinic on the many railroads he has had the pleasure of photographing over the years. He also provided tips on photography.

Using cooling towers and industrial buildings that he built, Bill Day discussed animation and explained, "how he did that" with



President Clint Hyde presents plaque and certificate to Douglas Kirkpatrick, our newest MMR.

the members. Bill will repeat this clinic at the Fall Convention in Lynchburg. A steady flow of folks were at his display table all afternoon.

Other clinics were make it and take it cars/freight station/milk station (look for a repeat of this one at Lynchburg), producing backgrounds using the computer, how to obtain your author's certificate, making rocks from ceiling tile, creating brass stencils for your logo, and making pine and cypress trees.

The normal model contest and AP judging along with a popular vote contest also occurred. There were a good number of entries this year, with four of them earning merit awards.

continued on page 4

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

I HOPE ALL OUR MEMBERS and friends are enjoying the large number of train shows and Division meets going on around our Region. If you are missing out on the fun, be sure to check out the Region's website (www.mer-nmra.org) and your local Divisions websites (access through above) for planned activities. And it's not too early to plan your attendance at the Region's annual meet in October. The good folks of the James River Division are sponsoring the convention at Lynchburg, VA. See the convention website at www.mer2007.org.

Last issue of **The Local** introduced the new MER sponsored NMRA Railpass program in which interested folks could have their 6 month pass paid by the MER. We have received over three dozen applications to date and are hoping the Division brass will take more advantage of this offer.

Our total NMRA-MER membership role has taken a slight drop of 2 percent since the beginning of the year. However the number of members who are subscribing to this newsletter, either by the mailed paper version or the electronic version, continues to rise. Close to 800 members have paid subscriptions and almost 300 receive the **eLocal**.

Perhaps our readers would be interested in the distribution of NMRA-MER membership around the Region. At this writing the numbers are:

New Jersey Division 1	282
Potomac Division 2	374
Philadelphia Division 3	397
Tidewater Division 4	125
James River Division 5	108
South Mountain Division 10	82
Susquehanna Division 11	321
Carolina Southern Division 12	67
Carolina Piedmont Division 13	107
Members outside a Division	350

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses. A current address on file saves the MER some money. 

The Local

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<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.

The MER website is www.mer-nmra.org

President's Column

By Clint Hyde, MER President.

A COUPLE OF DAYS AGO I was reading the new **Great Model Railroads** issue. The first story author explains how he accidentally met someone at some model railroad gathering or another, and later that person introduced him to someone else who helped him design and build a portion of his layout. This reminded me that our greatest resource of info is our members, and you can't meet them all by staying at home. Most divisions have gatherings several times a year (while some gather every month). All NMRA members are welcome to attend any of these meetings, and it is certain you will meet someone who will be fun, interesting, and able to help you with something you need.

I always enjoy getting around to the various division meets. I have been to at least one meeting with each division in the past few years. I always find them worthwhile—I expect you would too. Find out about the division meetings near you by contacting one of the Superintendents listed on page 2, or via their websites. Begin with <http://www.mer-nmra.org/> and click on the link that says “maps”.

Things are moving along on the MER Fall 2007 convention. You can read about some of it in this issue, but you'll find the most up to date information on the convention website <http://www.mer2007.org/>. The website will always have the latest registration form, which in particular will have whatever is available for extra-fare activities, like the bus/prototype tours, and the hands-on make-it-and-take-it clinics.

Remember that this convention the model challenge is to do something like John Armstrong's Cementipede (read the July-August 2006 issue of **The Local** for a refresher or e-mail me if you need a copy of the photo), and bring your other interesting models along for judging or just plain old show-n-tell. As always, there will be new things and familiar things.

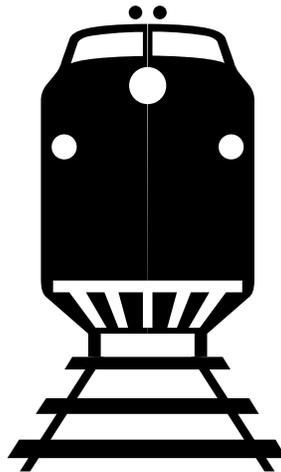
I promise some of the new things will be interestingly unique. Remember that the traction categories are often under-represented and maybe yours will be the only entry—an automatic first place!

If you can teach a clinic on working with the modular walls-n-parts from either Walther's or DPM, I'd like to hear from you. I'm interested in a good presentation or a hands-on clinic.

Although you see a short column from him each issue, few folks know how much time the MER Business Manager puts in for the region. Fred Miller, MMR and predecessor Rita Lynam, and

all those who came before have put in a very large amount of time on a lot of things relating to membership and interaction with NMRA HQ for various things.

There are some open jobs related to the MER Convention Action Team (CAT) I'd like filled sometime this year. Contact me if you are interested (all contact information is listed on page 2). Telephone access is an absolute must, and e-mail is pretty much a requirement for convenience. See all the job openings further in this issue. 📧



Upcoming Elections

Members now have until June 15 to submit a petition signed by 25 members to get their name on the ballot, per the bylaws. To submit your name, photo, petition and position statement for election, contact:

John M. Johnson
22398 Scojo Drive
Franklin, VA 23851-2819
757-562-5917

If you missed this year's Minicon, mark your calendar now for next year! The new board is already working on it as well as the MER 2008 convention.

EDITOR'S NOTE: *This article appeared in the April 2007 issue of The Flyer and is reprinted with author's permission. The Flyer is the official publication of the Potomac Division.*

JOHN GRIFFITH lives in the Potomac Division and models both HO and HO_{N3} scales. 

City Planning for Realistic Looking Towns

By Ron Baile

WHEN I LAID OUT MY TOWN of Cream Ridge on my D&SP Railroad I wanted to give it a sense of community. Yes, it's small and has a lot of features compressed into a small area. But that's a problem that most modeler's face. I wanted my town to have sense of continuity, a way to hold it all together.

I imagined that I was a city planner developing a new community or sub-division. I know nothing about city planning. However, knowing nothing about city planning or any subject hasn't stopped me yet. With a little use of the powers of observation and a bit of research I imagined the first thing you would do is to layout the road. Some are wide, some are narrow, some are paved and some are gravel. Just as you would figure how you intend to operate trains over a planned piece of your railroad you should imagine how automobile, truck and bus traffic would operate.

After I decided where the streets would go, my next decision was what type of surfaces did I want to represent. A walk or drive through an old town will yield much information on city planning. In some cases you will discover what will not work. I made the main street in the business district concrete with sidewalks and curbs. The more rural parts were asphalt. I even found some paper material with cobblestones on it that I installed between two industrial buildings in an old alley.

Next, having worked for a utility company for over 30 years, I considered how the utility poles would be run. I imagined that my town has a municipal water supply. That's a great excuse to plant one of those neat water towers someplace in town. Near where I live there are several tanks that take up what would be a residential lot and are surrounded by houses.

Once again, take a short walk outside and pace off the distance between fire hydrants. Observe which side of the street they are on. Is there a pattern? How detailed do you want to make your

streets? Do you intend to add manholes and or storm sewers? There is usually a pattern to how these are placed.

In most towns the sewer is beneath one part of the street, the storm sewers are under another part and the water is under another part. Does your community have gas service? That's down there too. Where some gas mains cross a field or a stream they mark them with a yellow or green marker. It's a nice touch and something seldom modeled but often seen.

One of my favorite things and one I have seldom seen modeled are house and building numbers. How else will the postman know where to deliver those magazines? You have to decide if your main street will have an east and west or north and south extension. Or will it be short enough to be numbered straight? Take another walk around a neighborhood and note the numbering plan. Some numbers are incremental by twos, some by fours, and some make no sense at all. Those are usually the numbers assigned by the local county to assist the 911 responders to locate your building. Are the odd numbers on the east/west or north/south side? I made a very crude sketch and numbered each lot. At the start of a new block the numbers typically increase by 100.

I haven't even touched on other often-found street details like signs and painted road markings. These often help to set your era. Remember olive drab mailboxes on every corner? They changed color about 1956. In the 1970s they started to disappear altogether. Remember yellow stop signs? Man, you really are old. Remember the white line down the center of the road? After a certain time it became yellow. A little research at a museum or on the Internet or local library will yield a lot of information on how to detail your streets and help to establish your era.

RON BAILE is a member of the New Jersey Division who models On3 and a small G scale railroad. 

The Carolina Southern Division: Wade's Train Town Update

Article and photographs by Rick Knight and Gil Brauch

WORK AND FUN continue at Wade's Train Town. About 25 visitors showed up for the March open house. The newspaper announcement definitely works! March was also very helpful in getting things ready for our two open houses scheduled for April. Tom O'Neil, Jack Haynes,

Even though the town is now open to the public, we still are in need of volunteer restorers. More of us need to get behind this effort to help grow **The World's Greatest Hobby**. You don't need to commit to long-term participation in the project. Just show up on a Thursday night when you are able and we will



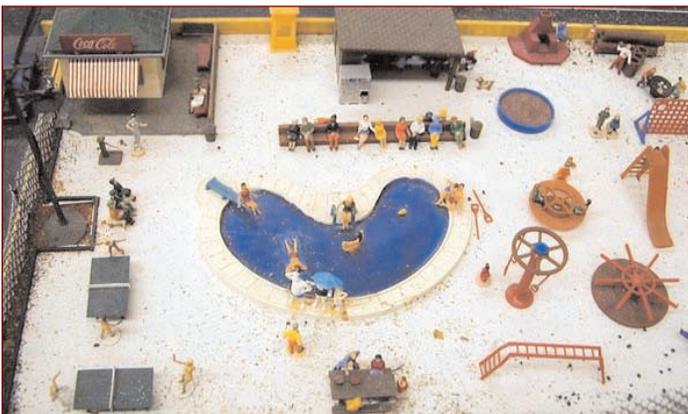
The "Roadside Inn" – Before



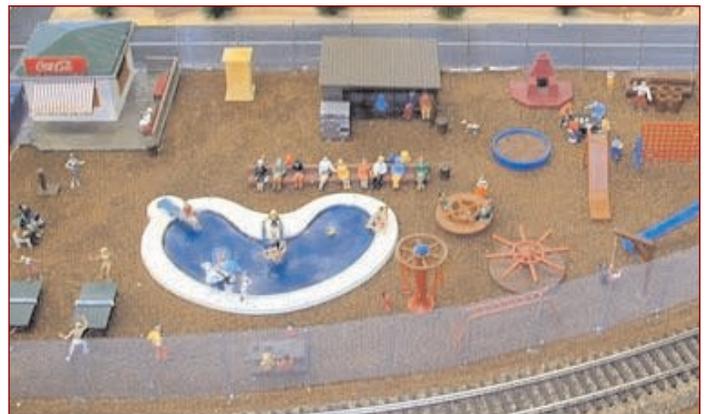
The "Roadside Inn" – After

Michele and Dave Chance, Jack Monette, Roy and Roxana Becker, Michael Lethcoe, Chris Christenbury, and Gil Brauch each took on tasks that improved the layout. Our volunteers set lights, 'destrung' power lines, installed track feeders, built a paleontology scene, painted building interiors, and set 'little people' in

have something for you to do. If you have a free Saturday, arrangements can be made to have a work session. Contact the Superintendent – Rick Knight at rghkiii@adlephia.net or the Divisional webmaster – Gil Brauch at csdweb@charter.net, with any further questions. Continue reading **The Local** and visit



A trackside park – Before



A trackside park – After

place. See some "before" and "after" photographs. There is still plenty to do, of course, but we continue to make progress from week to week.

<http://www.bytedesign.com/CSDiv/updates.htm> for all the latest updates and photographs. 📧

A Presidential Journey

Photographs and article by Clint Hyde, MER President.

ONE OF THE REALLY enjoyable things about the President's job is that I get to travel around to various gatherings. As I meet folks at various places, occasionally I get an invitation to an event I didn't know about.

More than a year ago, Larry Nyce, MMR, (who lives not too far away in Maryland) was having a final open house for his home



A nifty coal loading facility. The black hoppers underneath are EBT.

layout before tear-down in order to move from Sn[mumble] to On30, and during the course of conversation he mentioned a small narrow-gauge gathering later in the spring at Kimberton, Pennsylvania., hosted by the Mid-Atlantic Narrow Gauge Guild—



Waterfront scene of HOn3 modules. We don't have waterfront scenes too often. In the background is the big G modular layout, but you can't see the huge coaling tower.

something I'd not heard about. He's been going for years and invited me to go with him.

The usual attendees at this event are a number of narrow-gauge modular groups (including my nearby Nn3 friends from Northern VA NTRAK), a few manufacturers and dealers, and a few folks unloading white elephants. Typically about 175 people

show up, about the same number as at an MER convention (although not nearly as much going on). This is really was more of a social event, which was OK with me — an unhurried pace for the weekend.

Charlie Flichmann, the MER AP coordinator, was there from North Carolina, as were a number of folks I knew. Distance winner was probably Gerry Cornwell and his friends from Canada; Gerry runs Mt. Albert Scale Lumber. I buy big chunks of wood from him and he was also showing off an upcoming O scale building kit that was slick. Bill and Mary Miller (his and hers MMRs) were also there—look for their story in a future “Made in the MER”.

There is no official hotel involvement, the whole event takes place in a shed-like meeting hall, about 5000 sq. ft. Modular setups ranged from Nn3 to G, with some very nice work in all sizes. Someone provided a barbeque lunch, which was great, because the nearest interesting fast food joint was a couple miles off.

As I had no idea what to expect, I turned out not to have taken enough cash (don't you hate when that happens?) for the goodies that were available—I saw a number of structure kits and manufacturers I didn't know about (and I have a pretty extensive database on these things)—more cash and I'd have bought a few of the rarities. Like I don't have enough of that sort of thing now. I wish I could buy the time to build them all.

I'm going back next year...and then there's this RPM meet that bounces back and forth between east and west Pennsylvania that I didn't know about until recently. Where does that fit in? 🚂

Custom Layout Building

By Lance Mindheim

Layout Design

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NEEDED: Someone to Run the MER Convention Auction Team (CAT) Beginning in 2007.

Responsibilities include making sure that auction items get recorded properly in the auction software, making sure the auction-team volunteers are available, that there is an auctioneer available (normally the inimitable Bob Charles), and that sales info is recorded properly during the auction and that checkout is handled completely and correctly.

NEEDED: Someone to be in charge of MER Convention door-prize/raffle items, beginning in 2008. Responsibilities include contacting potential donors (existing list available) and requesting donation items, making sure that there are raffle tickets present at the convention, and little boxes to put the tickets in, bringing the items to the convention, setup, and final distribution of the items near the end of the convention.

NEEDED: Someone to be in charge of the Made in the MER Trade Show, beginning in 2008. Responsibilities include finding potential participants, talking to them, convincing them to participate, getting them to give a clinic at the convention, organizing their space at the convention, making sure that part goes ok. If you are interested in doing this, you can assist this year, as we smooth out the process.

Contact MER President, Clint Hyde (all contact information is listed on page 2) if interested! 



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MADE IN THE USA

A DIFFERENT KIND OF TRAIN MEET

Article and photograph by Fred Miller, MMR

ON MARCH 16TH, a World Premiere performance of Michael Daugherty's *Deus ex Machina for Piano and Orchestra* was presented at the Charlotte North Carolina Performing Arts Center. This work, performed by the Charlotte Symphony, was described by the composer as "my response to the world of trains." The title refers to the Latin phrase, "God from the machine."

In the first of three movements, the composer reflects on several early 20th century paintings of speeding locomotives and the impact they will have on the future. The second movement, "Train of Tears" was a moving piece representing the funeral train of President Abraham Lincoln traveling from Washington, D.C. to his home in Springfield, Illinois. The third movement was a celebration of O. Winston Link's black & white photography of trains in action and his innovative flash-bulb techniques.

The surprised members of the Symphony audience were treated to a number of O. Winston Link's photographs, displayed around the theater. What train show would be complete without an operating model layout? The Metrolina Model Railroaders from Belmont, N.C., treated the Symphony audience to a multiple module display. The layout was operating in the main atrium of the theater during intermission as well as before and after the Symphony. The subdued lighting of the atrium was an impressive stage for the nicely lit night scenes of the group's layout modules.

Maybe Daugherty's Symphony composition and the ample railroad oriented displays in the theater will bring a few new members into **The World's Greatest Hobby**.

Read more about the Charlotte Symphony's presentation at <http://www.charlottesymphony.org/machina> and the Belmont modular group at <http://metrolinamodelraoaders.org>.

FRED MILLER, MMR lives in the Carolina Southern Division and models HO scale. Fred also is the current business manager for the MER and writes the monthly column Keeping in Touch. 



THE JAMES RIVER FLYER



Arriving in Lynchburg, Virginia at 7 PM on Thursday, October 18, 2007!

Departing Sunday, October 21, 2007, at noon. All Aboard!

The convention will be held at the:

Kirkley Hotel
2900 Candler's Mountain Road
Lynchburg, VA 24502

The convention rate is \$89.00 (plus taxes) per night. All hotel registrations must be made directly with the hotel at (866) 510-6333. When registering please be sure to specify: Mid-Eastern Region, NMRA to get the special rate. Website: <http://www.kirkleyhotel.com>.

A Lynchburg-area railfanning presentation will be made Thursday evening, so you can get out and watch over the weekend.

Activities available during this excursion: A side-trip on Saturday, October 20 to Roanoke, Virginia to visit the Roanoke Transportation Museum, Freight Car America and the O. Winston Link Museum. Two other non-rail bus trips are being planned.

Instructional and educational clinics will be taking place throughout the trip, a large schedule is planned, including such topics as: scene animation, how models get AP judging, working with CADRail (bring your laptop; this clinic includes a free copy of a recent version), making trees, working with decals, hands-on building of the new milk station kit, or a flat car, or the convention special billboard (featuring the convention logo). There is plenty of modeling goodies!

There are at least 15 open houses planned, and if we're really lucky, a downloadable group of GPS waypoints for them.

Register now to assure a seat for the extra-fare items. Keep an eye on **The Local**, and most importantly the convention website for more details, an updated registration form with any new extra-fare items, important changes, and the official schedule <http://www.mer2007.org/>.



JAMES RIVER FLYER

**JAMES RIVER FLYER
Mid-East Region, NMRA Fall Convention**

October 18 – 21, 2007
LYNCHBURG, VIRGINIA
ADVANCE REGISTRATION FORM

Please enter all names as you wish them to appear on your registration badges:

Primary Registrant's Name: _____

Significant Other (living at same address): _____

Children (Under age 16 – U.S. only): _____

Address: Street: _____

City: _____ State: _____ ZIP: _____

E-Mail: _____ NMRA # _____

Full Registration (\$45 after September 30th) -	\$40.00 x	_____	_____
Non-NMRA Member Fee (primary registrant only) -	\$10.00 x	_____	_____
Significant Other -	\$15.00 x	_____	_____
Children:	\$10.00 x	_____	_____
401 Saturday Evening Banquet Buffet	\$35.00 x	_____	_____
601 KingMill clinic scale Z	\$10.00 x	_____	_____
602 KingMill clinic scale N	\$10.00 x	_____	_____
603 KingMill clinic scale HO	\$10.00 x	_____	_____
604 KingMill clinic scale O	\$10.00 x	_____	_____
611 Milk station clinic scale HO	\$15.00 x	_____	_____
612 Milk station clinic scale O	\$15.00 x	_____	_____
621 Flat car clinic O scale only	\$10.00 x	_____	_____
201 Bus Trip—Roanoke Transp Museum, Winston Link	\$50.00 x	_____	_____

Total Advance Registration Charges: \$ _____

Payment must accompany registration. Make checks payable to: **James River Flyer**

Send all registrations to:

**James River Flyer
PO Box 447
Swedesboro, NJ 08-86**

For questions and / or additional information E-Mail – pjmattson@comcast.net

Prototype Tours: The James River Flyer is planning on conducting a number of extra fare prototype tours on Friday, October 19, and Saturday, October 20. At this time, the final arrangements have not been completed but it is anticipated that the cost per tour will be in the \$55 range. If you are interested in participating indicate below and you will be notified when the final arrangements are completed. Tours slots will be allocated based on your order of registration.

Railroad Research for the Modeler: Prototype Periodicals

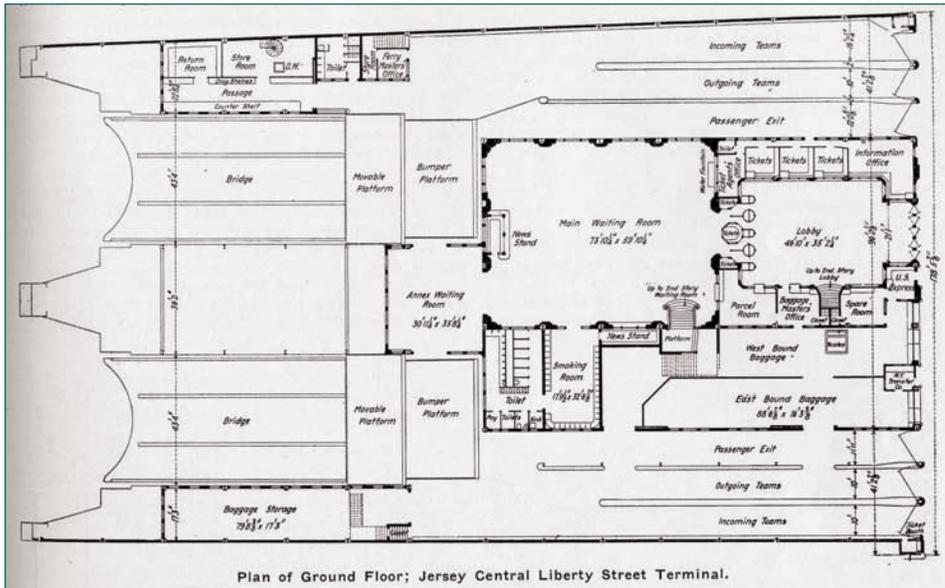
Photographs and article by Thomas Mossbeck,
Research Associate

WE ARE ALL FAMILIAR with today's model railroad magazines like **Model Railroader** and **Railroad Model Craftsman**, and for prototype information we can read **Railfan & Railroad**, the newly revived **Passenger Train Journal**, or **Trains** which has been on newsstands since 1941 (just to name a few). However, one prototype periodical which has been in publication (under various names) for the past 150 years is **Railway Age**. See provided photographs. This is an outstanding publication

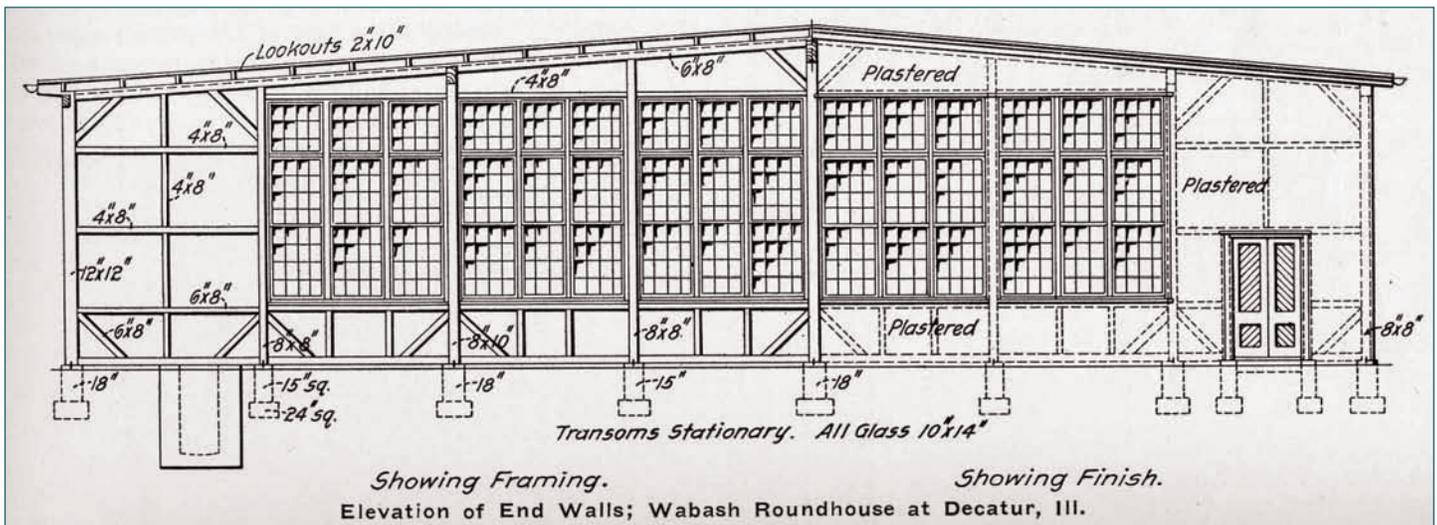
to which the modeler and prototype historian can often turn for equipment and structure drawings, plus features and news from the various railroads.

The publication can trace its roots back to 1856 as the **Western Railroad Gazette**, published in Chicago. Only a few copies are known to exist, none of which are in the library's collection. In 1870 the name was changed to **Railroad Gazette** and it became the railroad industry's leading periodical. **Railway Age** was a competitor and in June of 1908 it was acquired by **Railway Gazette**. The two magazines formed the **Railroad Age Gazette**, a name it would retain until the end of 1909 when it changed to **Railway Age Gazette** (1910-17), and finally **Railway Age** (1918-present). Another competitor, **Railway Review** was acquired in 1926. While the library's collection is not complete we do have most issues from 1878 to present day. The website (www.nmra.org/library under "Our Collection") lists all issues in the library's collection.

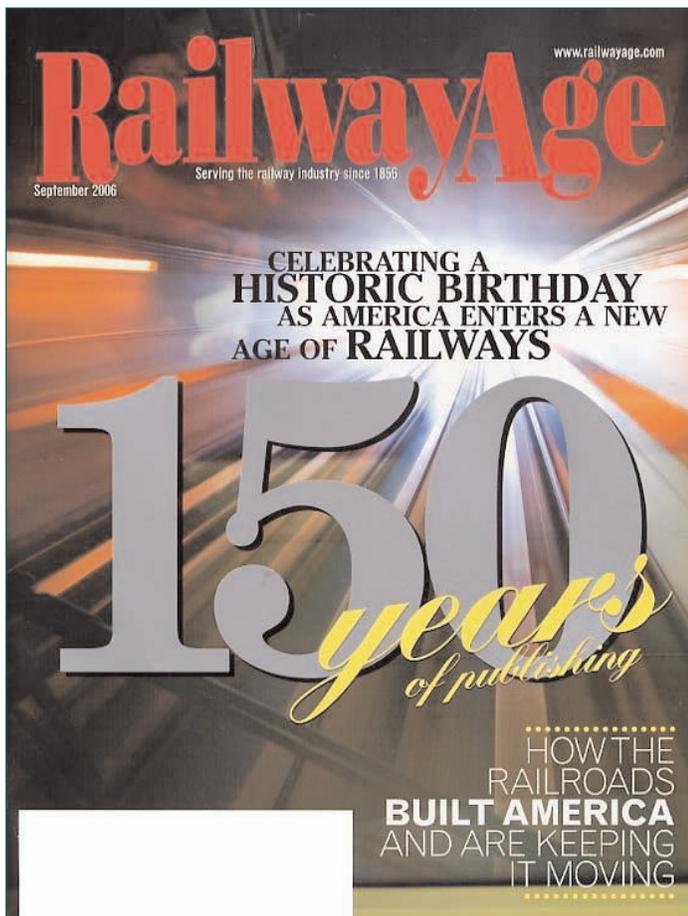
As with any source, the information is only useful if you can find it. We have a very good index to these and other prototype periodicals prepared by noted railroad historian Thomas T. Taber III, who spent more than 7,000 hours (about equal to a full-time job for 3 & 1/2 years) indexing about 80 different periodicals. Also, all annual volumes have an index making it



The floor plan of Jersey Central's Liberty Street Terminal from page 1298 of the *Railway Age Gazette*.



Drawing of a Wabash Roundhouse from page 1229 of the *Railway Age Gazette*.



The cover of the 150th anniversary edition of *Railway Age*.

NEW and FREE! Get reference PDFs

The library can now provide article references for periodicals like *Model Railroader*, *Railroad Model Craftsman*, *Traction & Models*, and many more, as well as the listing of photos from the library's collection PDF format, free of charge. Send an email to KMLResearchDesk@aol.com and specify what you are looking for. We will then run a search and email you the references. You can then review the results and specify which articles or photos you would like copied.

easy to find out what articles have been published in a specific year. The library staff makes extensive use of these industry periodicals, which also include the aforementioned *Railway Review*, as well as *Signal Engineer*, *American Engineer & Railroad Journal*, and *Electric Railway Journal* (including predecessors *Street Railway Journal* and *Street Railway Review*).

Modelers and historians interested in obtaining references of particular railroads or subjects should contact the library.

Contact information:

Thomas Mossbeck, Research Associate
Kalmbach Memorial Library
4121 Cromwell Road
Chattanooga, TN 37421
Phone: 423-894-8144
Fax: 423-899-4869
Web: www.nmra.org/library
Email: KMLResearchDesk@aol.com

EDITOR'S NOTE: This is the third installment of a series of articles about the Kalmbach Memorial Library and its resources. The first article was in the September-October 2005 issue. The second article was in the November-December 2005 issue. 



Milwaukee 50-Ton Box Car

New Milwaukee Box Cars Have Unusually Large Capacity

Other important innovations in design are included in 500 welded 50-ton cars built primarily of low-alloy high-tensile steels

FIVE hundred 50-ton box cars, recently built at the Milwaukee shops of the Chicago, Milwaukee, St. Paul & Pacific, are entirely fabricated by welding and include a number of other interesting features in construction aside from being about the largest 50-ft. 6-in. box car possible to build within the A. A. R. clearance limits. The light weight of the car is 48,200 lb. and the cubic capacity, 5,137 cu. ft., the ratio of load limit to gross load being 71.5 per cent and the ratio of light weight to cubic capacity, 9.35 lb. per cu. ft., these figures presenting a graphic picture of what has been accomplished in the new design.

Among other features of special interest are the following: Leak-proof side doors, mounted in rigid steel frames which are welded as units into the car sides and give increased strength at a point where it is greatly needed; 2-piece car ends and narrow adjoining side pans, also pre-fabricated and welded into strong structural units; car floor between the doorways protected against wear by a perforated steel plate and sealer; plywood inside lining panels 54 in. wide at the doorways readily renewable when damaged; individual floor boards which also may be renewed without disturbing the side lining; easily removable clean-out boards to permit thorough blowing out back of the lining at both sides and ends; nailing post positions inside the car indicated by vertical rows of dashes burned into every other lining board by means of an electric marker.

The 500 new 50-ton box cars have been constructed by the Milwaukee to meet an increasing demand for box cars of this capacity, not equipped with automobile loading devices, but adapted for the general loading of finished lumber, wood pulp, plywood and mill products, originating primarily in the Northwest. In addition, these 50-ft. 6-in. cars are required for the loading of light, bulky commodities, such as electric refrigerators, radios, furniture, cereals, tinware and empty cans and for mixed commodities which, to prevent damage, cannot be loaded high. The all-commodity freight rate to the Pacific Coast, which prescribes a carload minimum of 30,000 lb. without regard to size of car, also causes shippers using this rate to insist upon being supplied with 50-ft. cars.

Principal Materials and Equipment

The new box car design embodies the familiar Milwaukee construction with horizontal-rib side sheet strips united by spot welding. The car sides, ends and posts are made of U. S. S. Cor-Ten steel, the center sill being a special composition steel supplied by the Inland Steel Company. The door pans and corner pans are pressing made of both Yoloy and Nax low-alloy high tensile steel.

Youngstown side doors are installed and also Standard car roofs and ends. The order for draft gears was divided between five manufacturers. The Bettendorf

910

Example of page 910 in *Railway Age*.

New Membership Recruitment Program

As an aid to membership recruitment, NMRA recently instituted a six month "Railpass" trial membership program which costs the applicant \$9.95. Building on this idea, the MER is instituting a program whereby it will pay the \$9.95 Railpass fee for interested applicants in the MER. In other words, we are making available FREE six month Railpass trial memberships to encourage recruitment of regular members.

What's covered?

Same as Railpass—receive six issues of **Scale Rails**, three issues of **The Local**, eligibility to attend conventions and meets, eligibility to participate in contests.

What's not covered?

Same as Railpass—applicants cannot vote or hold office, and will not receive the New Member Pak from national (it's rather expensive).

Who can be recruited?

Anyone living within the MER who has not been a member of NMRA during the past thirty months.

How will the recruitment process work?

(1) The prospective member fills out the MER trial membership application form which was sent to all division superintendents (not the standard NMRA Railpass form) (2) The "recruiter"

should also sign the form, and then forward it to: Fred Miller, MER Business Manager, 8960 Challis Hill Lane, Charlotte, NC 28226-2686. (3) Fred will record the information he needs in his data base, and will forward the application to the MER Treasurer. (4) The Treasurer will add the necessary check and forward the application and check to the national headquarters in Chattanooga.

What happens after the member's six month trial period?

The Railpass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Railpass trial members will sign up to become regular members.

Are there limits on the program?

The MER has allocated \$2,000 for this program. The program will stop at the end of year 2007, or when we have spent \$2,000 – whichever comes first. When and if we approach either limit, Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be evaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Fred Miller, MER Business Manager (mailing address is above, 704-752-5138, tractionfan@aol.com), or Roger L. Cason, MER Secretary (1125 Grinnell Road, Wilmington, DE, 19803-5125, 302-478-2550, rogercason@juno.com). 

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free "Railpass" Trial Membership

YES, please sign me up for a free six month Railpass trial membership in the NMRA—which includes membership in the Mid-Eastern Region, and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive **Scale Rails**, the monthly national magazine, and **The Local**, the bi-monthly regional newsletter. I will not be eligible to vote, hold office, or receive a New Member Pak.

I also understand that the \$9.95 cost of this six month Railpass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.)

At the end of the six months, I may join NMRA, paying the regular active member dues.

During the past thirty months, I have **not** been a member of NMRA.

=====

Name: _____

Street Address: _____

City/State/Zip: _____

Phone: (_____) _____

Email: _____

Scale(s): _____ Date of Birth: _____

Signature of Applicant: _____

Signature of "Recruiter": _____
(A Regional or Divisional officer or board member)

=====

When this form is completed,
mail it to:

Fred Miller MMR
MER Business Manager
8960 Challis Hill Lane
Charlotte, NC 28226-2686

Do **not** mail it directly to NMRA
headquarters in Chattanooga, TN.

Date of form: 1/31/07

CALLING ALL READERS: We need to show our support for the NMRA and specifically the MER by producing the best and most informative newsletter possible, to do that I need your help. Our newsletter is called **The Local**, because local people benefit from reading it every time. Please write and submit any articles (with or without photos) to the editor via e-mail: stevesxpressrr@yahoo.com or via the snail mail address listed on page 2. Don't pass up this great opportunity to help out and earn AP points at the same time!! 📧

HEY MEMBERS, are you too busy modeling, operating, scratch building and even kit bashing railroads to print and then whittle away precious minutes filling out the Achievement Program forms??? Simplify your life with the batch of zip files MER Business Manager Fred Miller has put together. Simply download, unzip and use MSWord to fill them out. Visit <http://www.bytedesign.com/mer/AP.htm> and look for the link. 📧

Visit Our Website

Visit the MER's website for all the latest information, contacts and archives: www.mer-nmra.org



Some Advance Planning for Railfanning in Lynchburg

By Chuck Hladik

HERE ARE A FEW RAILFANNING things that you will be able to see and do at the MER Fall 2007 Convention in Lynchburg:

The hotel Kirkley was built as a Hilton and sits in the middle of the restaurant and shopping area of the city. It is more importantly within walking distance of the old N&W Kinney yard that is used for East/West movement by Norfolk Southern today. It is also about 1/8th of a mile from the old Southern Montview yard that is also used by Norfolk Southern for North/South movement. There is a wye connecting them.

The hotel is about 1/8th mile from the mall. There's only one, but it overlooks Montview yard.

The C&O (CSX) runs along the James River and has a yard located in town. The yard is called Sandy Hook and is located in an area known as the Lower Basin.

There are several good B-B-Q places around the area (are you listening Big Ed and Ray) as well as the standard franchises of national chains. Easily walk from the hotel to "burger row". There are also two restaurants that are old railroad structures.

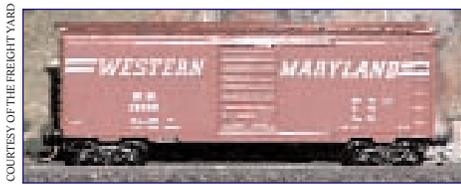
There will be about a dozen layouts open—some that have never been open before.

In about an hour you can visit, Charlottesville, Roanoke or Appomattox. This should be "peak" leaf color time here and the Blue Ridge Parkway will give you many vistas at a leisurely pace.

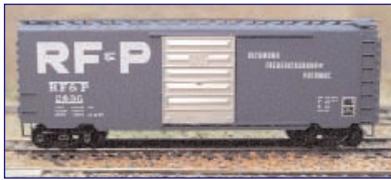
Shouldn't need more than a light jacket or sweater with the weather, but.....come to the convention and make it a family vacation.

CHUCK HLADIK lives in the James River Division. He models HO scale and is a current Director for the MER. 📧

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".



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.



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#2874	_____	\$11.95	\$14.95	\$_____
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* Please list your MER or NMRA Membership # _____

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Artist of the Month

Steam Engine by Donald Adams

If you would like to showcase an original drawing or painting, please submit them to the editor.

Train Humor

A little rural town had one of the highest birth rates in the country and this phenomenon attracted the attention of the sociologists at the state university.

They wrote a grant proposal, got a huge chunk of money, moved to town, set up their computers, got squared away and began designing their questionnaires.

While the staff was busy getting ready for their big research effort, the project director decided to go to the local drugstore for a cup of coffee. He sat down at the counter, ordered his coffee, and while he was drinking it, he told the druggist what his purpose was in town, and then asked him if he had any idea why the birth rate was so high.

“Sure,” said the druggist. “Every morning the six o’clock train comes through here and blows for the crossing. It wakes everybody up, and it’s too late to go back to sleep, and it’s too early to get up.” 📩



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 4 – Tidewater

Stephen P. Orzech – *Gold Spike*
Mike Racca – *Gold Spike*

Division 10 – South Mountain

Edwin S. Maldonado – *Gold Spike*

Division 11 – Susquehanna

Bob Stetser – *Gold Spike*

Division 12 – Carolina Southern

Rick Knight – *Model RR Author*

MER At Large

Anthony Boyette – *Gold Spike*

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**. 📩

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**CALLBOARD
 Coming Events**

May 5 & 6. Severna Park Model Railroad Club Open House, 12 Noon to 5:00 PM each day, 3 Riggs Road, Severna Park, MD. Admission Free but donations welcomed. For more information contact: Sam Shepherd at (410) 647-6077 or Frank Winner at (410) 647-3335.

May 12. New Jersey Division Meet. Deptford, N.J. Clinics: 9AM – 12PM. Layouts: 1PM – 4PM. Contact Mike McNamara for more information. (856) 824-0879 or e-mail: mikemcni@comcast.net.

Tell us about your upcoming event and we will publish it here. Due to our publication schedules, please give us a couple of months notice before the event. Thank you.

Send them to the editor and make sure to include all the specifics for the event, including the date, time, place, cost (if any), a contact person and a means of getting in touch with him or her (address, phone, email, etc.) for more information.