

The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 64

MARCH — APRIL 2009

Number 2

An Evening Caboose Project

Article and photographs by Mike McNamara

ARE YOU LOOKING for an interesting one-night project for your layout? Perhaps building something a little different than the usual structure or freight car kit? Here is one that is fun to do and will add a little animation to your layout, a rear end warning flasher for your caboose. I easily completed this project in one evening during the summer while watching a baseball game on TV.

I got the idea for the flasher after watching a recent prototype railroading DVD that showed a Canadian Pacific train in Vermont during the early 1990s that sported a flashing red warning beacon on the caboose (yes, the CP was still using a caboose in the 1990s, at least in Vermont). It looked pretty neat as the train headed up the mainline out of sight. I thought this would be a neat detail to add for my HO layout and would be an eye catcher during open houses.

First, I needed to find something that would supply the flashing beacon. A trip to the local hobby shop was successful as I found a Miniaturics flashing circuit with a red LED, part #100-011-01. This unit was specifically made for the situation I wanted. The circuit board would easily fit inside an HO or N scale caboose body and the LED is shaped with a round end that will fit into a hole drilled into my caboose end.

Now for those more electrically inclined, I'm sure building your own circuit with an LED is a pretty easy task. But I'm not really that familiar with electronics, so having the circuit ready to install helped me keep this as a one-night project.

With my flashing circuit taken care of I needed a way to power it. The circuit can use between 9 and 14 volts of AC or

DC. So one option would be to use a 9-volt battery installed in the caboose. If you go that route, you would need some way to turn the power off and on. (Miniaturics does supply a mini switch that you could mount somewhere on the caboose). Having DCC on my layout, I decided it would be easy enough to pick up power from the track making use of the metal wheels on my caboose. So this meant I needed to find something to draw power off of the caboose wheels.

The hobby shop again had just the item I needed, Tomar contact wipers, part #H-825. This was a kit that can be used for a variety of electrical pickup purposes, such as locomotives and tenders. But it had everything I needed to get power from my caboose trucks and to the circuit board.

continued on page 4

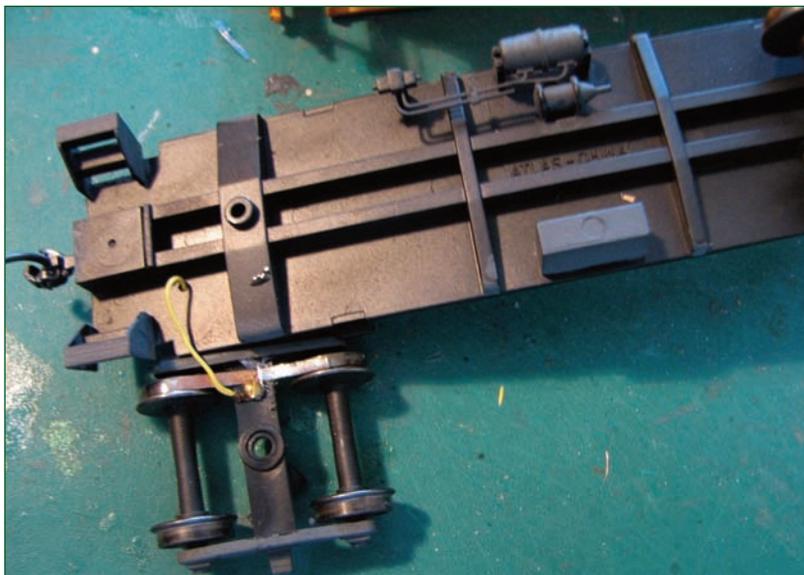


Photo 1: A close-up view of the electrical components on the wheels, the screw heads hold the wires and cover part of the contact strip securely holding it in place.

wipers, part #H-825. This was a kit that can be used for a variety of electrical pickup purposes, such as locomotives and tenders. But it had everything I needed to get power from my caboose trucks and to the circuit board.

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

The title of this column is *Keeping in Touch...* What this infers, of course, is the MER leadership keeping in touch with the membership as well as each member keeping in touch with each other and the Region and Division leadership. In the past I have asked that you keep the MER (and NMRA) aware of any changed addresses. Now I would like to focus on one aspect of addresses, namely your e-mail address.

Of the current 2275 active MER members, some 67 percent of the membership has provided their e-mail address for our records. This is important since we (as well as the world around us) have begun to use the e-mail service as an inexpensive way to communicate. For example if I had to pass on some message to you by the older paper and stamp approach, it would cost the MER 42 cents for the stamp plus some additional pennies for the paper and envelope. On the other hand, an e-mail essentially costs *nothing*. Multiply that out by thousands of members and you get the idea.

Now I am very much aware that some folks, particularly from the graying side of our population, do not make use of computers, the Internet and e-mail. I am a senior but I teach those topics to seniors at several Senior Centers. I find that once I get past the student's initial fear, and yes, stubbornness against change, their eyes light up and a new world is made available to them.

For model railroaders, this new world means a wealth of information, not only communication within our MER community, but thousands of information sharing groups. At last count, I found that there were over 3114 Yahoo User groups discussing every little aspect of model railroading ranging from a particular prototype to some aspect of DCC or layout sound. And then there are numerous websites, including the upgraded MER website, and YouTube and on and on...

Well, off my soapbox and back to the topic of those e-mail addresses you provide to MER and NMRA. When you give

continued on page 3

The Local

Official Publication of the Mid-Eastern Region, NMRA
A Tax-Exempt Organization

The Local is published six times a year. Opinions expressed here do not necessarily reflect those of MER elected officials. Commercial suppliers, supplies and materials addressed in **The Local** in no way constitute an endorsement by the MER. Copyright material that appears in **The Local** is used for educational and historical benefit only, and does not constitute infringement of the copyright holder.

Editorial Staff

Editor: Steve Kindig
4175 Grouse Court, Apt. 101
Mechanicsburg, PA 17050
(717) 825-5558, stevesexpressrr@yahoo.com

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

Webmaster: Martin Oakes
8057 Lucky Creek Lane
Denver, NC 28037-8004
(704) 483-7972, martinoakes@charter.net

Photographer: George Riley
802 Euclid Ave.
Lynchburg, VA 24501
434 845 5478, griley@carstens-publications.com

Publisher: Julianne H. Smith
7221 Ridgeway Drive
Manassas, VA 20112,
(703) 794-7309, dragonjuls@comcast.net

Administrative Staff

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

Vice President: John Janosko
264 White Cedar Lane
Youngsville, NC 27596-9196
(919) 562-0260, johnajan@embarqmail.com

Secretary: Bill Roman
12569 Council Oak Drive
Waldorf, MD 20601-4509
(301) 645-2035, wm236@comcast.net

Treasurer: Thomas R. Buckingham
7216 S. Osborne Road
Upper Marlboro, MD 20772-4206
(301) 952-0427, tombuckingham@juno.com

MER Contest Chair/Manager: Martin Brechbiel
3404 Monarch Lane
Annandale, VA 22003
(301) 496-0591, martinwb@verizon.net

NMRA Director - East: Kevin Feeney
831 New Norwalk Road
New Canaan, CT 06840-6443
(203) 966-5175, eastdir@hq.nmra.org

Director: P. J. Mattson
129 East Avenue
Swedesboro, NJ 08085-1209
(609) 467-0421, pjmattson@comcast.net

Director: Herb Gishlick
18 Greenbrook Drive
Cranbury, NJ 08512-3002
(609) 448-5148, gishlick@rider.edu

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) 824-0871, mikemcnh@comcast.net
Division web page:
www.njdivnmra.org

Potomac Division 2
Superintendent: Marshall Abrams
(301) 588-1005; Abrams_railroad@comcast.net
Division web page:
http://home.comcast.net/~potomac_nmra/

Philadelphia Division 3
Superintendent: Greg Shindledecker
(610) 383-7767, greg@shindledecker.com
Division web page:
<http://www.phillynmra.org/>

Tidewater Division 4
Superintendent: Jim Curth
(757)-853-2802, jimcurt@juno.com
Division web page:
www.nmra-mer-tidewater.org

James River Division 5
Superintendent: Robert Alvis
(804) 329-4060, rwalvis@mac.com
Division web page:
<http://www.trainweb.org/jrd/>

South Mountain Division 10
Superintendent: Pete Clarke
(301) 253-4913,
ebtmx5@aol.com
Division web page:
www.smdnmra.org

Susquehanna Division 11
Superintendent: Jeff Warner
(717) 932-9929, jwarner@susquehannanmra.org
Division web page:
www.susquehannanmra.org

Carolina Southern Division 12
Superintendent: Steven August
(704) 971-3377; steven@august.org
Division web page:
www.carolinasouthern.org

Carolina Piedmont Division 13
Superintendent: John Janosko
(919) 562-0260, johnajan@embarqmail.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.

The MER website is <http://mer.nmra.org/>

Some Notes from the President

By Roger L. Cason, MMR
President

CONVENTIONS – PAST AND FUTURE

UP FRONT, A BELATED “Thank You” to the many folks who put on the great convention at Reston in October. They worked hard so the rest of us could play. Many of these folks were from the host Potomac Division. Others were MER people who handle functions that are pretty much the same regardless of location.

Another well deserved “Thank You” to Past President Clint Hyde. Instead of retiring to the rocking chair, Clint has agreed to serve the MER as Convention Chairman. The convention is the MER’s largest single activity. When he calls you for help, please respond “in the affirmative”.

A third well deserved “Thank You” goes to the South Mountain Division. They have agreed to host the MER convention on October 15-18, 2009 in Hagerstown, MD. Mark your calendars, and plan to attend!!

Speaking of hosting a convention . . . I hope other Divisions are thinking about hosting a future MER fall convention. There’s a “give back” aspect to this. Also, having a convention in your area significantly reduces your members’ cost to attend. Many division boards start with the question “Should we host a convention?” I hope you will replace this with the question “WHEN should we host a convention?”

VISITS TO DIVISIONS

Continuing something that Clint Hyde did when he was President, we are trying to make sure that each Division is visited each year by either Vice President John Janosko or me. Why? Lots of reasons . . . answer questions, meet people, recruit people for regional positions, and generally “show the flag”. Some divisional gatherings are more suitable for such visits than others. John and I would welcome your suggestions on when we might best conduct such visits.

DIVISIONAL BOUNDARIES IN THE BALTIMORE AREA

Several years ago, the Mt. Clare Division (centered in the Baltimore, MD area) became inactive. Nature abhors a vacuum, and there has been a lot of interest in “doing something” about this situation. In some cases, this meant expanding nearby divisions to take in counties that were in the Mt. Clare Division. Recently, there has been a significant amount of activity aimed at restarting the Mt. Clare Division (see brief note elsewhere in this issue of **The Local**). Stay tuned. We’ll be back to you on this at a later date.

A BYLAWS CHANGE PROPOSAL ON THE NEXT MER BALLOT

In a few months, you will receive an MER ballot that will have two subjects. One, of course, will involve electing three MER directors (at large), each for a two-year term. This occurs in odd numbered years. (In even numbered years, the four MER officers are elected).

The other subject on the ballot involves a proposed Bylaws change covering qualifications needed to run for MER President. Currently, candidates for President “ . . . must have served at least one full term in some ELECTED office of the Region Board of

Directors . . . ” The foregoing provision is understandable, seems to be innocuous, and doesn’t sound very restrictive. Having a total novice as MER President would not be a good idea. Some familiarity with Regional issues certainly seems like a good idea.

But, in practice, there are severe potential problems. You start with what appears to be a long list of potential candidates. Upon examination, the list shrinks very quickly because of deaths, illnesses, moves away, burnout, people who can’t make the time commitment, people who just plain don’t want to do it, people that you wouldn’t want to do it, etc. In our most recent election for President, I was the only person who qualified under our current Bylaws and who was willing to run. Suppose I had been unwilling/unable to serve?

In the course of considering this issue, we contacted other regions to get the benefit of their experience. We did not come up with anything that was very useful for us.

The proposal on the ballot involves expanding the pool of eligible people to include anyone who has served two or more years as an MER Division Superintendent. In a perfect world, an incoming MER President would have some reasonable amount of Region-level experience. But, being elected as a Division Superintendent by local people who know you has to be a positive recommendation. Another thought: would we be willing to be without a President just to uphold the current Bylaws provision, or could we get along with a good man/woman who had less Regional experience than we might prefer?

When your ballot arrives in the mail, I urge you to give serious consideration to the proposed Bylaws change, and to return your ballot with your vote (one way or another). If you have any questions on this issue, feel free to contact me. 

Keeping in Touch continued from page 2

someone your email address you take on a responsibility to keep that someone informed of *changed* e-mail addresses. Otherwise that email communication to you bounces back to the sender. In fact that is what has happened to 18 percent of the e-mail addresses in the MER membership database. Hint, hint . . .

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses (including your e-mail address). A current address on file saves the MER some time and money. 

Great Decals!™

Fallout Shelter Signs CP Mandarin Orange B&O—3 titles Interstate—2 titles Virginian—15 titles	Southern cabooses PRR X-29 box cars L&N—6 titles RF&P—6 titles FEC—3 titles
---	---



...and more! In G-, O-, S-, HO-, and N-scales
William Mosteller, P.O. Box 994, Herndon, VA 20172
SASE for list, or see www.greatdecals.com

Next, I needed to decide which caboose would work best to install the flashing beacon. I wanted to mount the flashing beacon on the end of the caboose near the roof; similar to what I saw on the DVD. I found that many of my caboose models I have did not have end fascia to easily support mounting the LED. These models simply had the roof edge on the end. But the recent Atlas HO standard and wide cupola models do have this fascia piece and space behind it mount the LED. So I looked over my Maine Central Atlas caboose fleet and selected a wide cupola model for the project. For your project, make sure your caboose has an area to mount the visible portion of the LED while keeping the rest if it hidden.

Once I had the flashing circuit and contact kit procured I was ready to start work on the project. I gathered the parts I purchased, the caboose model, my toolbox (including my soldering iron) and got set up in front of the TV as the first pitch of the game was thrown.

I started by separating the body shell from the underframe. If using the Atlas model, be careful here to pull the ladder and end rail casting out of the mounting holes in the underframe before pulling the body shell up off the underframe. Next I drilled a 5/16" hole centered in the end fascia for the round portion of the LED. Behind the fascia the rest of the LED can be hidden, although it is slightly longer than the space available. To make room I drilled 3 holes next to each other in the top of the rear wall above the end door and cut out the area between them to fit the rectangular portion of the LED. I pushed the LED from inside the caboose through the larger wall hole and into the end fascia. I used a drop of CA glue to hold the

LED in place. The LED is pretty well hidden but I also added a piece of .005" styrene sheet to cover the complete rear overhang area, hiding the LED underneath. I painted the styrene harvest gold to match the caboose color, although black would probably also work.

With the LED installed, I turned my attention to the electrical

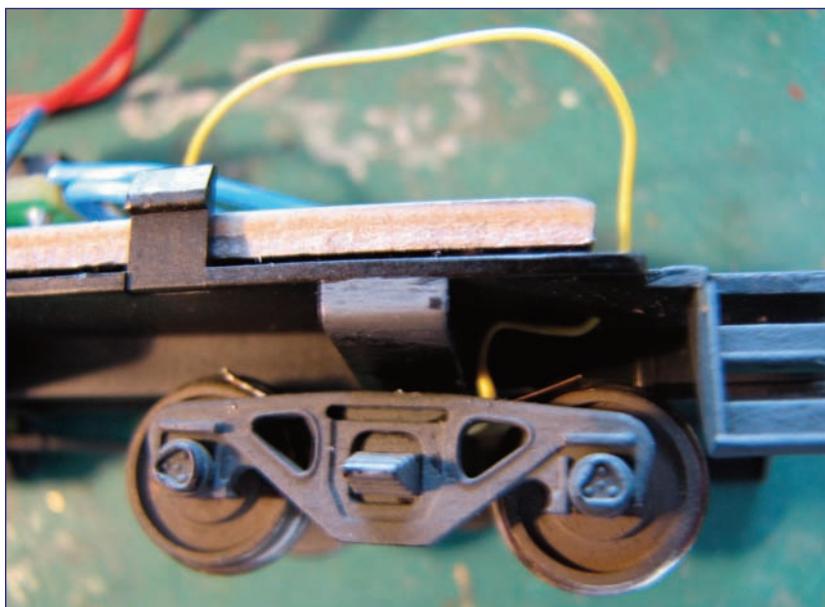


Photo 2: Here is a view of the wires as they are routed from the contact strip through holes on each end of the underframe next to the floor weight. These wires are soldered to the leads from the circuit board.

really call for screwing a section of printed circuit board in place but I found I could do the installation without the PC board. I drilled a hole for the screws right next to the already attached contact strips and inserted the screws. The result being that the screw head covers part of the contact strip securely holding it in place. See photo 1. This glue and screw combination has held up well in

use on the layout. The Tomar kit comes with a thin phosphorous bronze sheet that you cut as needed. Using a new blade in my Xacto knife I cut two thin strips of the material to mount on the trucks and rub the treads of two wheels on each truck. The kit also comes with thin connection wire and I soldered short sections of wire to the center of each strip. Next I put a dab of Liquid Nails on the trucks behind the sideframes. The glue itself is not strong enough for a permanent installation but it holds the strips in place for the next step. The Tomar kit includes small screws for mounting purposes. The instructions

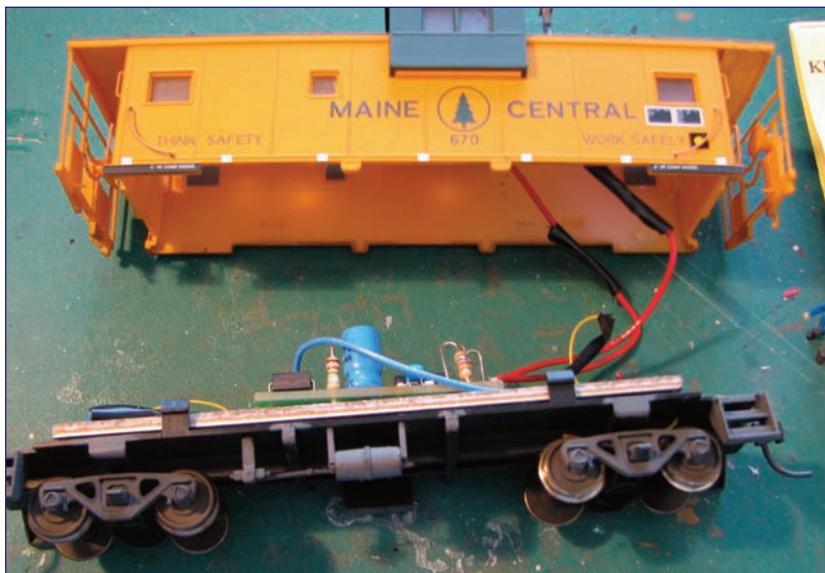


Photo 3: As you finish the project, and before reassembling the caboose, it is a good idea to test out the circuit and contacts to make sure everything is working OK.

I routed the thin wire from the contact strips through a hole I drilled on each end of the underframe next to the floor weight. These wires get soldered to the leads from the circuit board. I first shortened the wires on the circuit board to help reduce the amount of wiring inside the caboose body. See photo 2. Make sure the thin contact wires are a little loose so the trucks can turn freely.

With the wire from the contacts attached and the LED installed, the construction work is complete. I used double-sided foam tape to hold the circuit board on top

of the floor weight. Before reassembling the caboose, it is a good idea to test out the circuit and contacts to make sure everything is working OK. See photo 3. I put the caboose on the track and the flasher started working. I rolled the caboose a little and noticed that it did not roll too easily. Looking at the contact wipers, I noticed one was a little tighter against the wheel tread than the others. I used pliers to gently bend that side of the contact strip away from the wheel tread to take some of the pressure off of the wheel where it was tight. No matter what, the caboose will not be as free rolling as it was originally, but it still should have no trouble being pulled by a train.



Photo 4: End view of the completed caboose and warning flasher.

I then reinstalled the caboose body shell to the underframe. As

noted before, if you are also using the Atlas model, take care here in locating the end ladders and railing details back into the mounting holes on the underframe. As the last out was recorded in the Phillies win over the Mets, my one evening project was completed. See photo 4. I hope you will give this project a try. It is not too difficult and results in something neat for your layout that will be sure to attract attention during open houses and operating sessions.

MIKE MCNAMARA lives in the New Jersey Division where he models HO scale. Mike is also the current superintendent. 📧

Train to Work Day 2008

Article and photographs by Bob Minnis

MONDAY, November 24th, 2008 was the designated ‘Take a Train to Work Day’.

For the third consecutive year, the maintenance staff that I work with decided to showcase their hobby and interest in model railroading. All four of us (pictured here) have model railroading as a



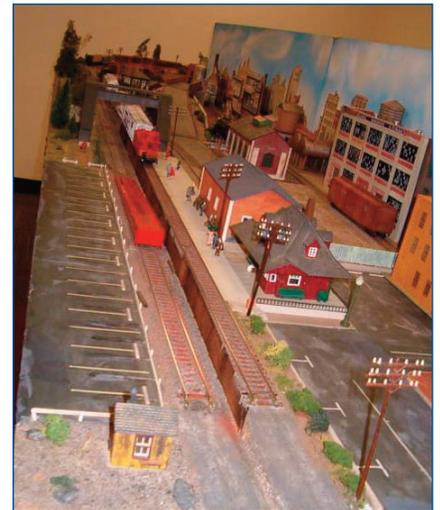
The Facilities Maintenance Team, shown (left to right) Nathan Posey, David Jusino, Bob Minnis and Wayne Rohm.

hobby. The range of interest covers the scales from ‘Z’ to ‘O’. The display this year consisted of three standard HO scale modules, an operating 0-27 Lionel train set, an operating ‘Z’ scale freight train and a large assortment of railroad related ‘how-to’ books & current hobby magazines. Included in this assortment were side-by-side samples of both a caboose and plastic building each in the kit form and fully assembled. There was a comparison of an ‘out of the box’ plastic boxcar with a super detailed version of the same car. A comparison of the various scales (N – HO – HO_{n2} – S – O and G) was presented with actual models. A small piece of scenery constructed of blue insulation foam and various materials used in the construction of trees was also present. The wide variety of

available structures were represented by kits from Campbell and Fine Scale Miniatures and by several assembled buildings of wood and styrene including three scratch-built Merit Award winners.

Attendance this year was lower than last but the enthusiasm generated was much greater. We heard several stories of trains around Christmas trees and those layouts built and operated by dads and older brothers. One gentleman offered an old train set ‘to a good home’ since he no longer wanted it.

Plans for next year’s show are already being formulated. We have compiled a list of ideas and items to add/modify based on comments and observations made by those who attended.



BOB MINNIS lives in the Potomac Division where he models HO Scale.

This scene shows the parking lot with an elevated pedestrian overpass to the station and freight house. Passengers on the platform wait for the next local.

EDITOR’S NOTE: If you would like to highlight something you (or a group) participated in during November’s “National Model Railroad month” or “Take a Train to Work Day”, please send them to me. All of my contact information is on page 2. Thanks ~ S.K. 📧

Statement of Financial Condition

Mid-Eastern Region as of December 31, 2008

<u>ITEM</u>	<u>AMOUNT</u>	<u>ITEM</u>	<u>AMOUNT</u>
Assets (excluding inventories)		Breakdown of Net Assets	
High Point Bank Checking Account	\$ 9,482.05	Restricted Assets	
High Point Bank Money Market Account	\$14,476.42	Life Member Fund	\$42,516.95
High Point Bank General CD 1	\$12,055.94	Life Member Fund Interest	
High Point Bank Life CD	\$42,516.95	(paid to Money Market Account)	\$ 3,120.63
High Point Bank General CD 2	\$15,000.00	Pre-paid Subscriptions	\$ 4,000.34
Convention Advance	\$ 200.00	Assets Restricted by Board of Directors	
		Donation Fund	\$12,249.35
Liabilities		Kit Fund	\$ 5,203.70
None		Unrestricted Assets	\$26, 640.39
Net Assets (excluding inventories)	\$93,731.36	Total Net Assets	\$93,731.36

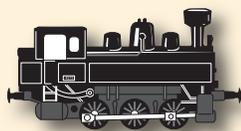
The Life Member Fund covers our liability to provide services to our Life Members. It consists of fees paid by Life Members and interest earned on that money. Pre-Paid Subscriptions are those collected in the current and prior years and held for use in future years.

The Donation Fund collects the donations made by members and other donors. Since we are a 501 (c) (3) non-profit educational organization, these donations are tax deductible. The Board of Directors may direct the use of these funds for special projects.

The Kit Fund is a revolving fund for the car kits and building kits we sell. Proceeds from the kits sold are used to buy new kits. Surplus proceeds may be used for purposes designated by the Board of Directors.

If you have any questions or comments please contact the MER Treasurer (contact information is listed on Page 2).

Respectfully Submitted by
Thomas R. Buckingham, MER Treasurer



It's the 14 Annual Train Show!

Saturday, March 7, 2009 10:00 AM till 5:00 PM
Sunday, March 8, 2009 10:00 AM till 4:00 PM



Come and See TEN OPERATING LAYOUTS including Thomas and Friends!

- Buy, sell, and swap model train merchandise with over 25 vendors.
 - Old trains evaluated and repaired.
- There will be food and door prize drawings EVERY HOUR!

The OLDEST & LARGEST Train Show in Eastern North Carolina!

Sponsored by The Carolina Coastal Railroaders
2001-B South Glenburnie Road
New Bern, NC

The Trains are arriving at New Bern High School

\$6.00 for adults 12 and up,
Under 12 are free with an adult!!!
Your ticket is good for both days!

For more information call Joe Hofmann at
(252) 638-8872 or email southernrr@suddenlink.net
For vendor information call Chuck Moody at
(252) 633-3382 or email rsechuck@aol.com

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 has been extended to the end of 2009, 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 President (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 MMRA
headquarters in Chattanooga, TN.

Date of form: 1/31/07

Train Trivia in and around the 1964-65 World's Fair

By Dan Cioffi

EDITOR'S NOTE: Dan Cioffi is an active member of the Sunshine Region and current superintendent and Webmaster (both Regional and Divisional). He has compiled a list of trivia questions and answers train trivia on the World's Fair. Test your knowledge and try and answer them all

QUESTIONS:

- 1) What 2 rail lines directly served the 1964-1965 World's Fair?
- 2) What pavilion had a miniature train ride?
- 3) What Pavilion was mostly housed in freight cars?
- 4) Though they didn't provide direct service to the fair location, several railroads advertised their service to the World's Fair. Can you name them?
- 5) The American Foundry and Machine Corporation exhibited at the 1964-1965 World's Fair to promote what futuristic method of travel?
- 6) Though fair organizers downplayed the role of rail transportation, the New York City Transit Authority and fair organizers knew rail to the fair would be an important part of handling traffic to the fair. How many additional cars did the NYCTA order for use for the train to the fair?
- 7) Though not part of a railroad at the fair, parts of this exhibit became part of a railroad. What exhibit was it?
- 8) Housed in the Better Living Pavilion, it was billed as the worlds' largest model railroad at the time. What was the name of the model railroad on display at the fair?
- 9) A **Better Living** newsletter about the exhibit above promoted membership in a group. What group was it?

ANSWERS:

- 1) The NYC Transit Authority and Long Island Railroad both provided direct service to the Worlds Fair. The initial planning report for the Worlds Fair completed in early 1960 downplayed rail service to the fair and recommended against building a dedicated rail facility to service the fair. At the time fair planners were attempting to consolidate funding for all highway construction as well as construction of the Throgs Neck and Whitestone bridges into the funding plans for the fair. The New York City Transit System did as recommended, but the Long Island Railroad refurbished and expanded it's facility next to the fair grounds.
- 2) To promote its rail service, the Long Island Railroad built a miniature train ride for the fair. Their exhibit was uniquely "Long Island" including a hatchery for Long Island Ducklings!
- 3) 10 cars from the Montana Centennial Train was the State of Montana's exhibit. In the early 1960's, the State of Montana created this traveling exhibit to promote tourism to the state. The complete train was 30 cars and at the end of its run, the cars were scattered across Montana to several tourist spots.
- 4) The Pennsylvania, The New Haven and the New York Central

promoted their "direct" service to the fair. However, Pennsy and New Haven passengers had to change trains at Penn Station to connecting Long Island Railroad trains or New York City Subway Trains. Passengers traveling on the "Central" had to connect to NY City Transit subway IRT Trains (the #7 train) to get to the fair.

- 5) Built by the St Louis Car Company, AMF presented a mono-rail ride, 2 parallel loops of rail 4,000 feet long, 40 feet in the air. Like many non government sponsored pavilions at the fair, the purpose of this exhibit was to promote the sale and eventual use of monorail systems in US cities over subway construction. Promotional material available at the time touted a cost of 1.7 million dollars per mile vs. the 7 million dollars per mile cost to build a subway. It took almost 1 year to manufacture the 2 sets of cars for the attraction. A toy was manufactured modeled on the cars used at the fair. One in mint condition today will sell for around \$400!

- 6) In 1962, the NYCTA ordered 430 cars for the IRT 7 train that runs from Times Square to Flushing. The first 30 cars delivered were R33 models. The remainder was for the R36 model. They were painted with a special World's Fair paint scheme. These were the last cars ordered by the NYCTA made from LAHT carbon steel. Afterwards, cars would be made of stainless steel. They were built by the St Louis Car Company. Maybe this was why the Monorail cars took so long to build?

- 7) The Ford Magic Skyway transported visitors through the history of the world from the comfort of new Ford vehicles. The Primeval World diorama, complete with its dinosaurs was moved to the Disneyland Railroad. Disney built Ford Magic Skyway and 3 other attractions for the fair, the general Electric Carousel of Progress, Great Moments with Mr. Lincoln for the State of Illinois and It's a Small World sponsored by Pepsi on behalf of UNICEF.

- 8) Spectrackular was housed inside the Better Living Pavilion. It was more than 3,000 sq. ft. in size, with over 1,000 pieces of rolling stock and more than 400 locomotives representing railroads around the world. A story about the layout was in the June 1965 edition of **Railroad Model Craftsman**.

- 9) A small column on page 2 against the fold promoted the National Model Railroad Association with Bob Bast as the Office Manager. The organization was located in Canton, Ohio at the time. The column also mentioned that there were more than 2,000,000 scale model railroad hobbyists in the US at the time. 84 percent of them modeled in HO Scale, the same scale as Spectrackular. **Model Railroader** and **Railroad Model Craftsman** were mentioned as the principal magazines of interest to the hobbyists. 

Operations on the Easton and Potomac

Part 3 – The First Session

By Keith Stillman

THIS PART OF THE SERIES focuses on getting ready for the first session and the lessons I learned. You cannot underestimate the amount of pre-work required to get all of the paperwork in place. For my first session I needed the following:

Car cards (eighty of them)	BOLs
Engine cards	Caboose cards
Train cards	Bad Order cards
Timetable	Signup sheet
Name tags	Various labels for the layout
Card boxes at each town	

It took about a month to get all of this together making sure there were no errors, and there were and I still find them today.

Since my wife likes to cook we decided to provide lunch for the session attendees. This allows Marlene to participate and get to know the attendees. It also allows the attendees to socialize before the session and to get to know each other. And since a lot of my attendees come from out of town, it saves them the time and effort of stopping and eating. I have also found this provides a buffer so the late arrivers are usually present before we go to the layout room.

Steve Robbins, Mark Chase and Jeff Patelski attended the first session. Mark was the first White Hall Yardmaster and the rest of us ran the sixteen trains scheduled for the session. If there were any derailments, I don't remember them. And one engine did stall constantly. (You can't seem to catch all of the problems.)

LESSONS

1. The first thing I learned was I had not allowed enough time for the White Hall Yardmaster to get his work done and keep up with the flow of the timetable. (It would take many more sessions before this problem was resolved; if it even is now with timetable number 12. The current timetable can be seen on the website at www.easton-and-potomac.com/epops/epops_timetable.html. I kept adjusting the timetable to reduce the congestion in White Hall and allow enough time for the Yardmaster to build the next train.

2. People do not read the paper work (this includes the timetable) and I did not provide enough explanation up front to compensate. Keep your paper work simple and brief. Use previously established standards if possible so operators don't have to learn a new format for such things as car cards etc.

3. You cannot provide too much signage on the layout! Name every town, track and business with a fascia label. (I still haven't completed this.)

4. No matter how well you think you have thought out the operating flow, there will be issues. Don't try to make everything perfect before the first session. Use each session to make improvements for the next. If you look at my first timetable and my current timetable they bear little resemblance to each other. However, the basic flow of the session is the same. For instance, initially I had three locals. This was reduced to two and finally to one. Yet the

local still exists and still serves ninety percent of the towns served by the original three. Another change that has been made is in Thorny Point. Initially the engineer on the arriving freight train performed the yard work. This took too much time and resulted in an unacceptable delay of the return train. Today there is a Thorny Point Yardmaster and the flow is much smoother.

5. Ask for feedback after the session. The attendees will experience issues that you had not thought about. Consider incorporating this feedback into changes for the next session.

Operations can be a very enjoyable phase of the hobby. Just keep your track work, your rolling stock and your motive power in top-notch condition. Remove any motive power and rolling stock that causes problems until the problem is corrected. Correct any track work problems before the next session. Don't wait until the entire track is laid to hold the first session. All you need is enough tracks to allow for an hour or so of operations. Keep your paperwork simple. And don't wait until you think the operating scheme is perfect. It won't be – use each session to make improvements. The real railroads learned as they went along. Why shouldn't you?

The final part in this series explains positions, paperwork and staging. I am always looking for people interested in model railroad operations. No experience is required. If you would like to sign up for an operating session or just learn more about operations on the Easton And Potomac, go to www.easton-and-potomac.com.

The Easton And Potomac is also on the web at <http://eastonpotomac.blogspot.com/>.

KEITH STILLMAN lives in the James River Division where he models HO Scale. 

Custom Layout Building

By Lance Mindheim

Layout Design

www.shelflayouts.com

**The Shelf Layouts
Company, Inc.**

301-404-8164

03/09

The Western Maryland Transfer! October 15th-18th, 2009

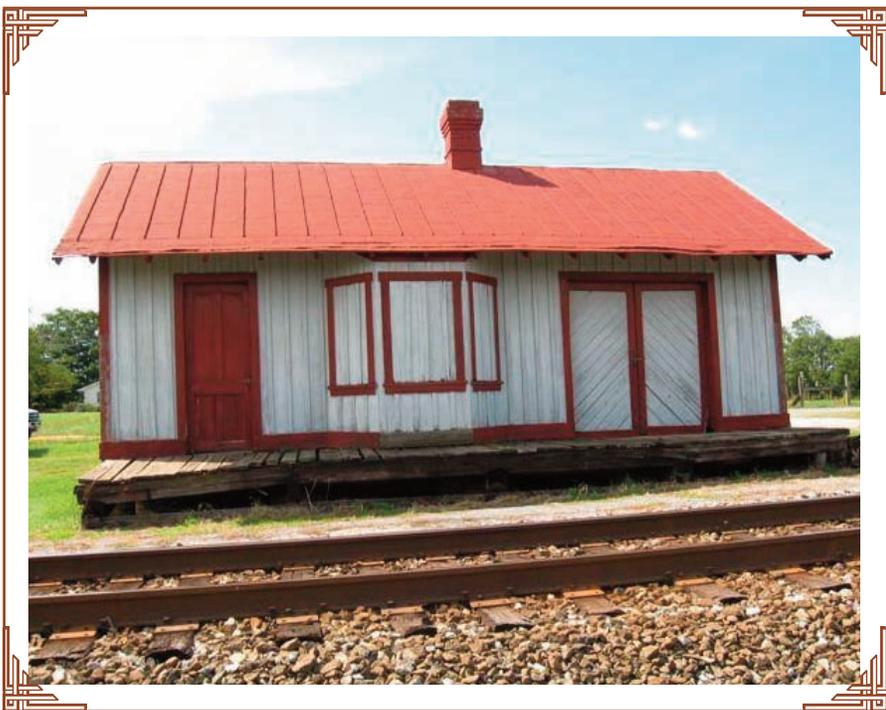
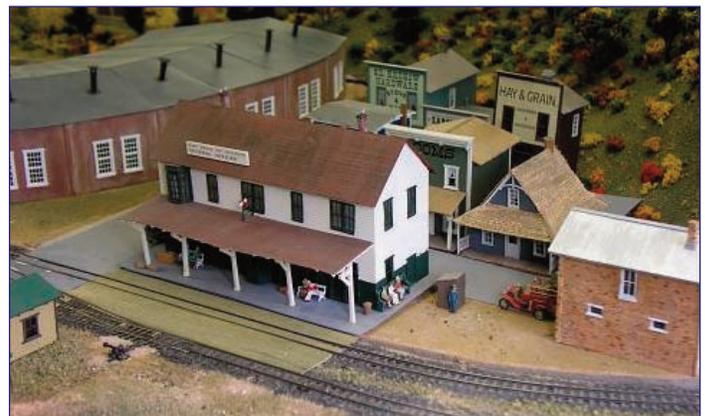


By Jane Clarke

THE SOUTH MOUNTAIN DIVISION is happy to host the 2009 MER convention! The location will be the Plaza Hotel in Hagerstown, Maryland (www.plazahotelhagerstown.com). We plan to have an exciting slate of layout open houses, clinics, prototype tours, contests, non-rail activities as well as the traditional auction, company store, and banquet. A preliminary registration form is on page 11 in this issue of **The Local**; continue checking here for additional information and as it becomes available. I will submit articles to **The Local** emphasizing a different feature in each issue. A website is being created and will be on-line soon.

The convention will be centered in western Maryland with many tours heading into south central Pennsylvania and West Virginia. We hope to include an interactive tour and excursion on the East Broad Top Railroad in Orbisonia, PA, dependent on the railroad's status and schedule. Several clinics have been scheduled, including the popular timetable/train order clinic with hands-on operation lab and build-it structures clinic.

Please contact me at (301) 253-4913 or jane.clarke@bioreliance.com or if you have any questions. See you next October if not sooner! 



*Artist, Layout or Interesting Photo of the Month

Photo by: Chuck Hladik
Location: Winfall, Virginia

Originally a combination station/flag stop on the old Lynchburg and Durham Railroad Company, then the N&W and now NS this structure is used for M.O.W. storage. The 50 X 20 feet structure (primer gray) and the skirting (Zinc chromate) are both board and batt construction. The roof is rolled roofing with about 12 inches of metal at the eave and is also a Zinc chromate color.

The station is located about 20 miles Southeast of Lynchburg, about 75 feet off from Route 501.

If you would like to showcase (when space is available) an original drawing/painting/sketch, prototype train photograph, layout scene please submit them to the Editor (see page 2 for complete contact information).

Mid-Eastern Region, NMRA Fall Convention

October 15 – 18, 2009

Hagerstown, Maryland

ADVANCE REGISTRATION FORM



Please enter (print legibly) 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 – List all): _____

Address: Street: _____

City: _____ State: _____ ZIP: _____

E-Mail: _____ NMRA # _____

DESCRIPTION		COST	#	PAYING
Early Registration (before September 1, 2009)		\$35		
Non-NMRA member (applied to Rail Pass Membership)		\$10		
Significant other		\$15		
Children		\$10		
Banquet (Saturday Evening)	401	TBD		
Building in Wood Clinic (HO) (Hyde and Brechbiel) (Friday PM)	601	\$15		
Building in Wood Clinic (O) (Fri PM)	602	\$15		
Timetable and Train Order Clinic & Operations (King) (Thursday Eve., ops Friday AM)	611	\$15		
Tours:				
Union Bridge Tours — Friday (all day)	301	TBD		
East Broad Top Excursion and Shops Tour Saturday (all day) – dependent on the EBT's schedule.	201	TBD		
Call Boards:				
Call Board Shockey – Great Northern (day TBD)	801	\$ 5		
Call Board Grove – (day TBD)	802	\$ 5		
Call Board Rausch – (day TBD)	803	\$ 5		
Call Board Wolfe – (day TBD)	804	\$ 5		
TOTAL ADVANCE REGISTRATION PAID				

Payment must accompany registration.

Make checks payable to:
MER Fall Convention

Send all registrations to:
MER Fall Convention
P.O. Box 447
Swedesboro, NJ 08085

For questions and / or additional information e-mail
MER-Registrar@comcast.net

Additional events will be added when their cost is known.

CONVENTION HOTEL:

Plaza Hotel
1718 Underpass Way, Halfway Blvd. (exit 5A off I-81)
Hagerstown, MD 21740
301-797-2500
www.plazahotelhagerstown.com

The convention rate is \$85 per room single, \$95 double, \$105 triple, and \$115 quad (plus taxes) per night. All hotel registrations must be made directly with the hotel at 301-797-2500. These rates are in effect until 24 September 2009. When registering, specify the Mid-Eastern Region, NMRA to get these special rates.

Baltimore Area Update

By Roger L. Cason, MMR
MER President

SEVERAL YEARS AGO, the Mt. Clare Division (centered in the Baltimore, MD area) became inactive. This created a vacuum, and several proposals have been offered for changing the boundaries of nearby Divisions to absorb parts of the foregoing Division. Numerous comments – pro and con – have been received concerning these proposals.

To help resolve the issues, NMRA members in the Baltimore area were polled on their preferences concerning Division membership and Division boundaries. By a wide margin, a majority of the respondents indicated that they wanted to see the Mt. Clare Division restarted.

Prompted by the poll results, a committee of twelve interested NMRA members held an initial organizational meeting on January 17, 2009. The committee is in the process of preparing a petition to the MER to start a new Division in the Baltimore area – in effect, replacing the now-inactive Mt. Clare Division. Chairman of

the group is Kurt Thompson. If you have any comments, or would like to offer your input thoughts, please contact Kurt at 410-544-7247 or kurtrain@verizon.net or me (contact information is on page 2).

One reminder may be in order here . . . under the current NMRA Bylaws, any NMRA member can attend essentially any NMRA event anywhere. For example, if you live within the boundaries of Division X, you can attend meets in nearby Division Y. A personal example: I live within the boundaries of the Philadelphia Division, but I also regularly attend meets of the New Jersey Division . . . Here's why this provision is helpful to us. In drawing Division boundaries, the smallest geographical unit we can deal with (from a data base standpoint) is the county. Some counties are pretty big. It isn't surprising (and may be unavoidable) that an individual out on the fringe of a county may find it more convenient to attend meets put on by a neighboring Division. 

Railroad Prototype Modelers Seminar – East

Sponsored by Division 2, MCR-NMRA

1:00 PM Friday, March 27 through 11:00 PM Saturday, March 28, 2009

- A large display room will be available for models. Please bring your models.
 - Layout tours will be available on Sunday, March 29.
- Early Bird operating sessions scheduled for Thursday Evening, 6:00PM, March 26.
 - Limited number of tables available for vendors @ \$20.00 each.
 - Hotel overlooks the Norfolk Southern (PRR) main line.
 - Air travel into near by Latrobe (LBE) on Northwest Airlines via Detroit.
- Amtrak stops in Greensburg, East bound in morning (approx. 8:02 AM), West bound in evening (approx. 7:00 PM), °East bound on Sunday (approx. 2:00 PM).

Registration will begin at 10:00am on Friday.
Set up any time after 8:00am
Sheraton Four Points Hotel. Route 30 East,
Greensburg, PA
Room rate: \$95.00 plus tax. (724) 836-6060
mention "Prototype Modeler's Meet"
www.greensburgpa4points.com/

For more information contact:
Dick Flock
337 Elm Drive
Greensburg, PA 15601
Phone: (724) 850-8882
Email: jlerr337@verizon.net
Please include a self-addressed stamped
envelope with your inquiries.

Clinic volunteers please contact:
Larry Kline
4130 Bigelow Blvd
Pittsburgh, PA 15213
Phone: (412) 422-0678
Email: lnkline@verizon.net

REGISTRATION FORM

Registration Fee: \$35.00

Please make checks payable to: Dick Flock. You can memo RPM East on the bottom of your check.

Name _____ Email _____

Mailing Address _____

City _____ State _____ Zip _____ Phone _____

Saturday Evening Buffet \$25.00 Yes ___ No ___ Thursday Operating Session Yes ___ No ___

Number of Dealer Tables _____ @ \$20.00 each

News from the Contest Room!

By Martin Brechbiel
MER General Contest Chairman

ONCE AGAIN, I'd like to take this opportunity to encourage you all to seriously consider bringing one of your models along to WESTERN MARYLAND TRANSFER – the MER 2009 convention, October 15-18th, in Hagerstown, MD, and to enter it into any one of the contest categories! Above and beyond the standard Contest Room categories, there are a number of Special Awards that some of you might want to consider bringing that “Special” model to place into consideration. The New Modeler Award was awarded to a modeler that entered his model at the last moment after a little “arm-twisting”! On that same note, I'd like to point out that all of the information pertaining to the Special Awards, criteria, qualifications, Judging, etc are now available on the new MER website <http://mer.nmra.org/Contests.html>. Just click on the name of the Award to be whisked away to that award's information!

On a related note, a number of the standard Contest Room categories were strikingly vacant of entries including both Steam and Diesel!! Once again, no awards were made for these categories so just to remind all of you – bring in your model, fill out that paperwork, and you just might stand a decent chance of taking home a plaque for your wall! In parallel to those noted vacancies, our MER President has expressed some concern for the lack of entries in the Photography categories. There will be one or more articles here in **The Local** forthcoming on this topic. And, all of the forms just happen to be on the NMRA web site in both pdf and Word format (www.nmra.org/education/achievement/apforms.html), so you can just type up your entries directly. Lastly, the Crafts Contest also has been declining in entries over the past 6 years:

2002	3 & 9
2003	4
2004	1
2005	4
2006	N/A
2007	1
2008	1

The question I pose to you all is whether there really is any significant interest in the Crafts contests and whether they should in fact be discontinued, or not. Let me (martinwb@verizon.net) hear from you before the next issue of **The Local** or the Crafts Contests will be eliminated from the MER Contest Room.

On another front, we have a new Model Contest Chairman, Greg Meeks, who stepped forward and volunteered to take over for Dick Landt who we all sincerely thank for his years of service in this role.

Last year, I had hoped to see a good number of entries and that came to fruition. I hope to see that trend of numbers and outstanding quality of entries be maintained since the MER has high

number of outstanding modelers. But to handle these entries, we're also going to continue to need to have the great service of our existing cadre of experienced judges as well as our apprentice judges. In that same light, I still like to hear from last year's judging crew to confirm (at least tentatively...) who will be going to Hagerstown and I also want to hear from those modelers that would like to become judges (martinwb@verizon.net). I've found that participating in Judging is a great way to learn and improve your modeling skills. On top of that, judging is another activity that counts towards your Association Volunteer category in the AP program! And, since I just mentioned the AP program and since it's directly linked to the Contest Room, I'd like to invite any and all of the Divisional AP coordinators to drop by the contest room, take a look at the entries, and even participate in the judging session! Come on in the Contest Room! 📧

Mix-it Puzzles

By Dr. Charles Wood

These are puzzles of scrambled words. The letters on each line can be rearranged to form a word that relates to models or to prototype railroads. Answers below.

Puzzle #7:

- a. R G F H I T E
- b. A T S M E
- c. P E E E S R L
- d. D L O M E
- e. L K B C O

Puzzle #8:

- a. F E E E R R
- b. A L L O C
- c. A N E G T
- d. L N U M P A L
- e. L A C E S

DR. CHARLES WOOD lives in the Carolina Piedmont Division where he models HO scale. 📧

Answer to puzzle #7:

- a. Freight
- b. Steam
- c. Sleeper
- d. Model
- e. Block

Answer to puzzle #8:

- a. Reefer
- b. Local
- c. Agent
- d. Pullman
- e. Scale

SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER

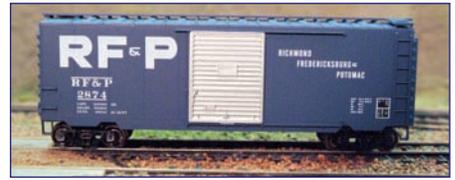
COURTESY OF THE FREIGHT YARD



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.



F.L. MATSON (2)

Milk station.
Simplified
structure.



CLINT HYDE

Small Freight Station,
Tidy windows and
detail parts, laser-cut
walls, roof, tar paper,
and stripwood for the
platform.



CLINT HYDE

WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#29290	_____	NEW! \$10.00	NEW! \$14.00	\$_____
#29299	_____	NEW! \$10.00	NEW! \$14.00	\$_____
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	_____	NEW! \$6.00	NEW! \$9.00	\$_____
#2874	_____	NEW! \$6.00	NEW! \$9.00	\$_____
Shipping: \$2.00 for each car (not for each order)				\$_____

* Please list your MER or NMRA 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**	QUANTITY	MEMBER PRICE*	TOTAL
Milk Station	_____	\$25.00 postpaid	\$_____
Small Freight Station	_____	\$25.00 postpaid	\$_____

THE LOCALS** —	QUANTITY	MEMBER PRICE*	TOTAL
(all issues 1997–2007) on CD	_____	\$5.00 postpaid	\$_____

** Only available to MER members.

DONATION	_____	\$_____
----------	-------	---------

TOTAL AMOUNT ENCLOSED \$_____

MAKE CHECKS PAYABLE TO: MID-EASTERN REGION

Ship to:
NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Mail to:
Bill Wills
MER Merchandise Sales Agent
303 Winterhaven Drive
Wilmington, DE 19803

CALLBOARD

Coming Events

February 28th and March 1st. Greenburg's Train and Toy Show at the Virginia Beach Convention Center located at 1000 19th St in Virginia Beach, VA. 10 AM till 4 PM both days. Cost: \$7 for Adults; kids 12 and under are free (admission is good for both days). For more information and directions visit www.greenbergshows.com.

February 28th and March 1st. Potomac Module Crew at Railroad Days at The Lyceum (Alexandria's History Museum) located at 201 South Washington Street in Alexandria, VA. Hours: Saturday 10 AM till 5 PM; Sunday 1 PM till 5 PM. Cost: \$2. For more information visit www.alexandriahistory.org.

March 7th and 8th. 14th Annual train show hosted by Carolina Coasters. See inside for more information and contact information.

March 7th. Susquehanna Division meet and club layout tours. Meeting and clinics begin at 10 AM at the Masonic Village located at 1 Masonic Way in Elizabethtown, PA. Club layouts in Ephrata, Columbia, and Manheim will be open from 1:30 PM till 4 PM. Contact Jeff Warner at (717) 932-9929 or jwarner@susquehannamra.org.

March 8th. Potomac Division layout tour in Alexandria, VA. 1 PM till 4 PM. Contact layout coordinator Tom Brodrick at (301) 253-0558 or e-mail t.brodbrod@comcast.net.

March 14th. New Jersey Division meet held at Switlik Recreational Building located at 5 Fisher Place in Hamilton Twp., NJ. Clinics from 9 AM till Noon. Layout tours from 1 PM till 4 PM. Contact Mike McNamara at (856) 824-0871 or mikemcnh@comcast.net.

March 14th. Wade's Train Town Open House, operated by Carolina Southern Division members, at the Brookford Town Center in Brookford, NC. 10 AM till 4 PM.

March 14th and 15th. Potomac Module Crew at Boy Scout Troop #964's 6th Annual Model Train Show and fundraiser held at Saunders Middle School located at 13557 Spriggs Road in Dale City, VA. Hours: Saturday 10 AM till 5 PM; Sunday 1 PM till 5 PM. Cost: \$5 adults, \$2 students and children under 5 are free. For more information visit www.troop964.org.

March 21st and 22nd. Greenburg's Train and Toy Show held at the Fredericksburg Expo & Conference Center located at 2371 Carl D Silver Parkway in Fredericksburg, VA. 10 AM till 4 PM both days. Cost: \$7 for Adults; kids 12 and under are free (admission is good for both days). For more information and directions visit www.greenbergshows.com.

March 28th and 29th. Great Train Expo held at Dixie Classic Fairgrounds located at 2825 University Parkway in Winston-Salem, NC. Hours: 10 AM till 4 PM both days. Cost: \$7 for adults; kids 12 and under are free. For more information and directions visit www.greattrainexpo.com.

March 28th. James River Division meet held at National Radio Astronomy Observatory (Auditorium) located at 520 Edgemont Rd in Charlottesville, VA. Registration begins at 9:30 AM. Clinic begins at 10 AM. For more information contact Robert Alvis at (804) 329-4060 or rwalvis@aol.com.

April 11th. Wade's Train Town Open House, operated by Carolina Southern Division members, at the Brookford Town Center in Brookford, NC. 10 AM till 4 PM. 

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:

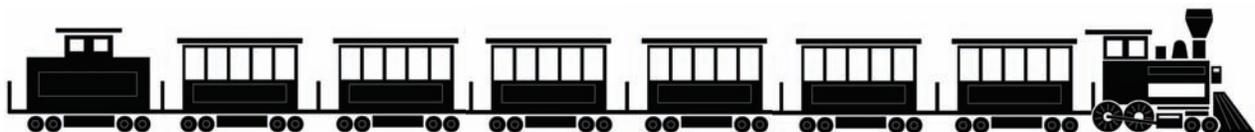
Division 2 – Potomac

Martin Brechbiel – *Gold Spike*

Martin Brechbiel – *Structures*

Brian Sheron – *Engineer – Electrical*

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**. 



The Mid-Eastern Region Inc., NMRA
 An IRS Tax Exempt Organization
 Business Manager
 8960 Challis Hill Lane
 Charlotte, NC 28226-2686

**Non-profit
 Organization
 U.S. Postage
 PAID
 York, PA
 Permit No. 357**

RETURN SERVICE REQUESTED

INSIDE THIS ISSUE

An Evening Caboose Project1
 Keeping In Touch2
 Some Notes from the President3
 Take Your Train to Work Day5
 Statement of Financial Condition6
 14th Annual Train Show6
 Membership Recruitment Program7
 Train Trivia8
 Operations-Easton & Potomac, Part 3...9
 Western Maryland Transfer 200910
 Membership Recruitment Program10
 Baltimore Area Update12
 Prototype Modeler Seminar12
 News from the Contest Room13
 Callboard & Achievement Update15

The Mid-Eastern Region Inc., NMRA
An IRS Tax Exempt Organization
 Business Manager
 8960 Challis Hill Lane
 Charlotte, NC 28226-2686

Subscriptions to The Local

I want to receive the printed copies of **The Local** at \$6.00 per year (6 issues) \$ _____

I want to receive the free electronic version of **The Local** email: _____

Donation \$ _____

TOTAL ENCLOSED \$ _____

Name _____

Address _____

City _____ State _____ Zip (+4) _____

email _____

NMRA # _____ Expire Date _____

Scale _____ Telephone # _____

Make checks payable to the Mid-Eastern Region

**Attention all
 MER Members**

There are three open Director positions scheduled for election this year. If you are interested in running submit your name, a photograph and 200-word candidate statement by April 15th to:

John Johnson
 22398 Scojo Drive
 Franklin, VA 23851-2891
 Phone: (757) 562-5917 

**ATTENTION ALL
 MER MEMBERS:**

Do you have a wanted/trade/for sale item? **The Local** is starting classified section for all MER members. Send your classified ad to the Editor at stevespressrr@yahoo.com, or see all contact information on page 2. The ad must include contact information and will be limited to one issue. Word count is also limited to fifty (50) words. Please include your NMRA number for verification purposes (number will not be published).