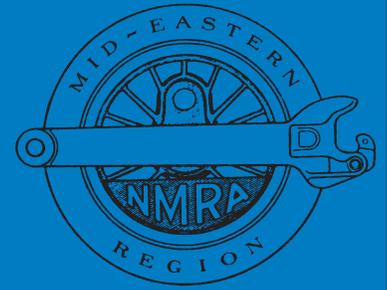


# The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 68

JULY — AUGUST 2013

Number 4

## Passenger Car Lighting

Article and photographs by Fred Miller, MMR  
Carolina Southern Division/HO Scale

**A** NUMBER OF POSSIBILITIES are available to us to light our passenger cars. When I looked at the current alternatives for two of my Rivarossi HO 60' standard heavy-weight cars, I discovered several manufactures make LED car lighting kits and strips. Most of those offered are pre-wired "strips" which can be adjusted to required length. The majority of these are intended for powering from whatever power is available from the tracks. Some have circuitry to minimize the effect of track power "pickup flicker" but these generally get rather pricey.

I discovered a very reasonably priced alternative called Easy-Peasy from Rapido Trains. These LED lighting strips are battery powered – actually a pair of AG3 Alkaline 1 1/2 Volt batteries. Two LEDs on each end of a plastic "light dispersal" strip provide the illumination. See photo 1. Notching in the clear plastic strip results in a good light pattern throughout

the car. The real nifty feature of these "Easy-Peasy" light strips is that the lights are turned ON and OFF with a magnetic wand from outside the car. Just wave the wand near the end of the car and the lights turn ON. Wave again and they turn OFF.

To use these "Easy-Peasys" one must have adequate access to the light strips to enable battery changing when needed. Rapido

Trains claims a battery lifetime of several months (depending upon use) but I can't attest to that since I have just recently installed the units in two coaches and don't turn the lights ON except when needed. The units are supplied with a pair of the AG3 Alkaline batteries. Rapido Trains offers replacement batteries but a search of the Internet shows these are very inexpensive and readily available. I also noted but have not tried equivalent batteries with longer lifetimes.

Photo 2 shows how I cut out a portion from the center



Photo 1: Passenger with Rapido Trains "Easy-Peasy" lighting.



Photo 2: The Easy-Peasy light strip shortened to fit the 60 foot long coach.

continued on page 3

# The Local

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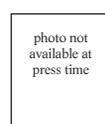
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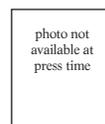
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All subscription information, advertising rates and publication deadlines are now located on page 16.

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



# From The Business Car

By John Janosko  
MER President

## DETAILS

**H**AVE YOU EVER NOTICED that some layouts stay in your mind while others are soon forgotten? To me it is not so much the operation or the great scratch built or craftsman buildings as it is in a lot of the simple details. How many layouts have you seen that seem to be missing something. With me it is in the details.

By adding some people on a busy street adds to the impression that there are people going about their everyday business. Why not add someone up a ladder painting their store front, roofers putting tar on the roof along with vents and chimneys on buildings. Add a blocking paper inside the buildings, there is nothing that takes away from a scene when you can see right thru the building to the back side of your layout. Traffic lights (Whether they operate or not), power poles and telephone poles (There is a difference), fire hydrants and trash cans add to a busy town scene. Remember those country roads; you will need some guard rails, maybe a Burma shave signs and billboards. Have a local cop watching for speeders. If you have a couple of beat up model vehicles, you can create an accident with police and EMS vehicles. That country house might have an oak tree with a tire swing or a kid flying a kite. In the woods you might have a few deer grazing. The stream or river can be livened up by having some

fisher men or some people in a boat enjoying a quite afternoon.

How does your industrial section look like? Is there some trash in the alley, old tires, boxes, some old skids, newspapers and some discarded bags of food from your local fast food place? Do sidewalks and roads have cracks in them; maybe a road repair crew is trying to fix some pot holes and is causing some traffic to back up on your miniature road system. If you are not sure what a scene needs you might want to take your trusty camera and go out into the real world and take some pictures and then go back to see if you can duplicate the scene on your layout.

Now that Summer is upon us and you want to be outside and spend less time in your basement or spare room, these above mention projects only take a small amount of time to accomplish and will add a lot more interest to the people who stop by to see your layout in the fall and winter time of the year. You can also save your craftsman kits for the time of the year when it gets dark at 5 PM. By doing some of these things, your layout will be one of those that people will think back on and want to come back to next year to see what else you have added. We all like to have a pat on the back every once in awhile.

I hope you all have a great Summer and then get a chance to see you in October in Maryland at the MER Convention. 📷

### Passenger Car Lighting continued from page 1

of the plastic light strip to shorten the unit to fit in my cars. 5-minute Epoxy cement did a nice job of joining the pieces back together. As shown in photo 3, I had to lower the car's internal partitions at the end where the lighting strip batteries would go. This is not at all noticeable when viewed from outside the car. For my Rivarossi coaches, the light strip simply rests inside the car without a need to fasten them down.

The "Easy Peasy" from Rapido Trains offers an inexpensive and effective solution to HO passenger car lighting.

For comparison, Table 1 provides reference information for some additional car lighting strips. 📷



**Photo 3: Interior modifications to the coach to accommodate the light strip.**

**Table 1:**

<u>Manufacturer</u>	<u>Product</u>	<u>Power</u>	<u>Price</u>	<u>Website</u>
Dallee Electronics, Inc.	10" Lighting Strips	Track	\$34.95	<a href="http://www.dallee.com">www.dallee.com</a>
Microtronics-4-Models, LLC	16" (adj) LED strips	Track or optional battery	\$38.95 (+ \$32 for Battery)	<a href="http://www.Microtronics-4-models.com">www.Microtronics-4-models.com</a>
Miniatronics	Yeloglo Interior Car Lighting	Track	\$32.95	<a href="http://www.miniatronics.com">www.miniatronics.com</a>
Rapido Trains, Inc.	Easy-Peasy Lighting strip	Battery	\$15.95	<a href="http://www.rapidotrains.com">www.rapidotrains.com</a>

# Keeping In Touch...

By Bob Price  
MER Business Manager

WITH THE ARRIVAL OF WARM WEATHER many modelers trade the comfort of their basements for the onslaught of yard chores and other outside activities. I know that I look forward to rainy days, just so I can justify some time working on a layout related project. A new reality in my life has been the job of Business Manager. Even as I begin my 3rd month in the position, there are many tasks to still learn and master. I thank everyone for their well wishes and patience.

In addition to the day-to-day activities of Business manager, I am also de-constructing the programming code behind the MER's Membership Database. If you did not know it, our previous Business Manager, Fred Miller MMR, created an extensive software system to handle many of the mundane tasks associated with the position. As good as that system is, there is always something that needs attention and that is another part of the job.

Many members have ordered MER related items and we thank you. Most of those items are kept in stock, but I would like to

remind everyone that the MER shirts are not. The shirt orders are batched together and then ordered as a lot from our supplier. This helps to keep the cost down. Batching of orders may span several weeks so shipping is not immediate, but rest assured that the orders are being processed.

One of my other roles in the MER is official Archivist. With all the duties of Business Manager requiring my attention, this is a position that I would like to find another member to fill. The position requires maintaining the paper and electronic documents of the MER along with responding to member queries for information from those documents. The full list of duties is spelled out in the MER Executive Handbook. If you are interested or have questions, contact President Janosko or me. Note that the President would appoint a member to this position.

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. 

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## A Letter from the Editors

By Steve Kindig and Earl Hackett

MY TIME AS EDITOR has come to a close. I wish thank Julianne for all of her help with layout and any member who sent me comments (good or bad) and articles over the years. Any articles that I have accepted for future issues are being turned over to the new Editor in the order that they were received. All articles and items for publication should be sent to the new Editor/Photographer Earl Hackett at [hackettet@verizon.net](mailto:hackettet@verizon.net). **Please take the time to update your e-mail address books now.** I will be in the background for another issue as we complete the transition but seeing as Earl has done most of the work for this issue, I know I am leaving **The Local** in capable hands. The rest of this letter is a little introduction from him. – S.K.

-----

I COME FROM A FAMILY with close ties to US railroading. My paternal grandfather was an engineer in the PRR. My uncle Harry (my father's brother) was also an engineer who moved over the Amtrak when it was instituted. He loved the job – except for the kids who threw bricks at the loco windows around the Baltimore tunnels. He was the chairman of the Brotherhood of Locomotive Engineers for many years, which got me a cab ride in the old Metroliner from Wilmington to NYC. Someday I'll write something about that trip.

As for my model railroading, it began when I was about 3 years old. I clearly remember the Lionel Christmas layout that my dad and my maternal grandfather set up. In 1955 when I was 10 years old I tried to build an 8' x 10' layout using my old Lionel equip-

ment based on a trackplan in a little booklet from Kalmbach. It wasn't very satisfactory. A couple of years later I began building an HO model railroad. The first model was an Athearn blue box MoPac box car – I still have it. It was a 10' x 12' L shaped double loop trackplan taken from the pages of **Model Railroader**. In my memory it was one of my most successful layouts. There have been a number of layouts over the years. Some were better than others, but each was a learning experience.

My current layout began as a freelance railroad, but I have since moved into the prototype modeler camp and taken up modeling the C&O in October 1952. The first generation diesels were just coming onto the line and most of the big steam was still in service on the Mountain Sub. I like to build stuff so all the track is hand laid, a time consuming process. So since the layout was pretty much built prior to my 'conversion,' I had to find a section of the C&O that would fit the physical layout. With some track modifications the layout now models the C&O from Ronceverte to Allegheny summit. It includes the interesting passenger operations at White Sulphur Springs (the Van der Builts wouldn't want to see the common spelling Sulfur) and a non-existent coal mine and branch line. Operation is planned to use interlocking cabins. The signal and switch levers are located in 3 cabins and are prototypically interlocked – the levers actually lock if conditions do not permit a safe change. That might cause some frustration for those who like to operate with a greater degree of freedom. The overall design is intended for 9 or 10 operators, but I am yet to host the first full operating session – there are still a lot of details to finish.

My first editorial post was for the Wilmington Power Squadron – a boating group. I got involved after spending years building Quartet, a 40' sailboat. Did I mention I like to build stuff? I received several national awards for a top quality newsletter, but got fired from that position for editing the Commander's gibberish – a new commander is appointed each year and this one

was completely illiterate. Knowing most of the MER members, all of whom have a basic understanding of the English language, I don't expect to be fired from this position. I'm also involved with producing the C&O Historical Society newsletter. – E.H. 

# Almost Here: C&P Junction Convention On Columbus Day Weekend

Article by Bill Day, MMR  
Photographs provided by layout owners

**T**HE BIG NEWS AROUND HERE is that **C&P Junction**, the Rockville Convention, is right around the corner. If you haven't done so, it's time to register, email the hotel and think Clinics, Layout tours, Operation Call Boards, Auction, White Elephant specials, Raffle, Banquet and reunion with friends.

**C&P Junction** is bringing together national clinicians, nationally-known layouts and expert operations call boards. Clinicians include Tony Koester, Paul Dolkos, Bernie Kempinski, Marty McGuirk, Fred Lagno and Steve King. We are flattered to find that Charlie Getz, President of the National Model Railroad Association, will attend the Convention. Other NMRA officers are coming including Dave Thornton, vice president of administration, who is giving a clinic on handlaying turnouts. An editor from **Model Railroader** magazine is also on deck as another celebrity clinician.

A partial list of clinic subjects includes steel mill cars, backdrops, signaling, kitbashing, harbor operations, two-rail O lines, photography, compact layouts, steel tracks, kitbashing, tanneries and resin casting.

Layouts, the proof of the modeling pudding, will feature everything from prototype modeling to fictional railways, from urban to rural venues, from logging sites to seaside operations. Layouts featuring scratchbuilt ocean liners, bridges, coaling towers, signals and everything in-between will be scheduled prior, during and after the Convention. There are 45 layout tours



**A commuter station on Brian Sheron's Long Island RR.**

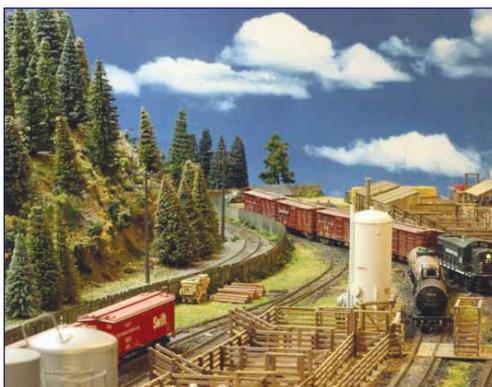


**The main passenger terminal on Brian Sheron's Long Island RR.**

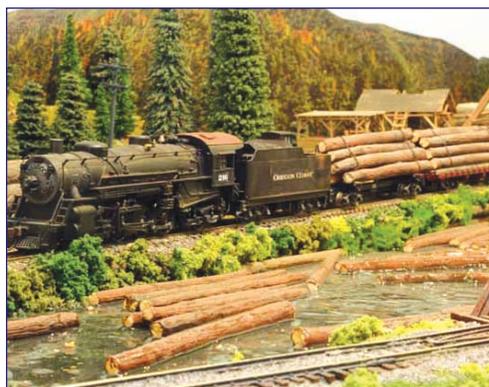
offered, some open twice to accommodate Convention timing and travel schedules.

During and after the Convention, there are two special prototype tours, the B&O Museum in Baltimore and the Baltimore Light Rail facility. Convention planners note that, on Sunday,

October 13, the Museum will offer train rides on the hour featuring Civil War-era steam locomotives running under wood-fired steam. Separately, there will be a steamup of the Chesapeake & Allegheny Live Steamers and a special tour of the Museum by Jack Walsh, a modeler from BANTRAK and a museum docent can. By arrangement, tickets to the Museum and the included train ride will be half-price. You can sign up for the tour while registering.



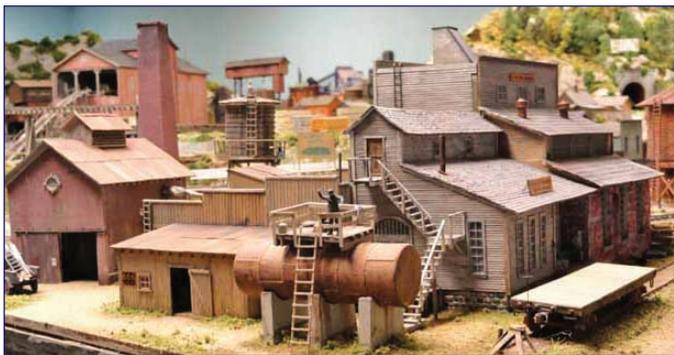
**Stock pens on Mat Thompson's Oregon Coast RR.**



**Logging operations on Mat Thompson's Oregon Coast RR.**

continued on page 6

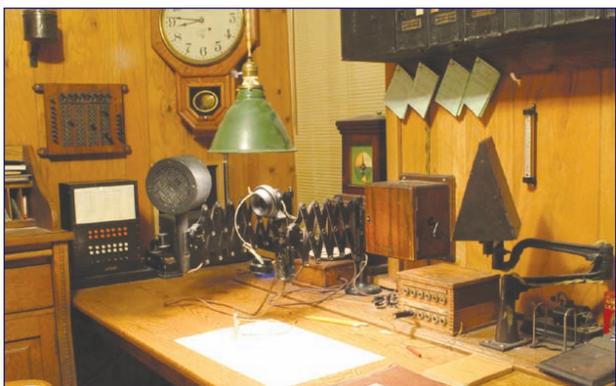
The Baltimore Light Rail Facility will appeal to anyone interested in traction, urban planning, mass transit and the complexities of modern rail transportation. The MARC system, one of the



Industrial area on Stan Knott's Royal Oak and Southern RR.

largest multi-model systems in the country, speeds passengers to the Baltimore Oriole's ball park at Camden Yards, the former classification yard, and to the Pimlico Race track for races. For prototype buffs it doesn't get much better. The tour admission is \$5.00.

Those who have attended previous conventions will be glad to know that auctioneer Bob Charles will be officiating at the annual Auction this year, a highlight of any convention. Martin Brechbiel



Dispatcher's office on Steve King's B&O Shenandoah Sub.

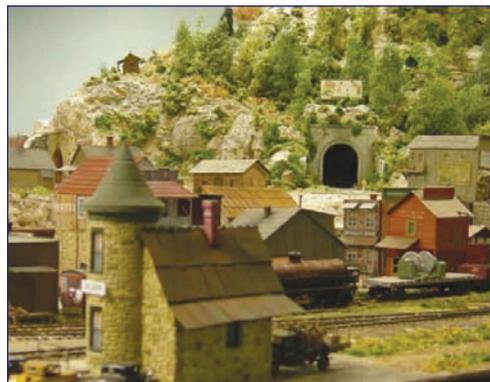
will be presiding over the Contest Room, with a bank of judges ready to assess candidates for Merit awards and special prizes: the Blue Lantern Award, Best of Show Award, President's Award, Clyde Gerald Award, Philadelphia Division Modeler Award, Pride of Dixie Award and the Ray Bilodeau Narrow Gauge Award.

The Banquet, to be addressed by Tony Koester, writer of **Model Railroader** magazine's "Trains of Thought," will feature cuisine the hotel calls "Southern Comfort," recognizing modelers south of the Mason-Dixon Line. Convention planners promise delicious dining.

Advance registrations are flowing in as **The Local** goes to press. The number of spouses planning to come is living up to buzz about the Convention and its location. Spouses are interested in supporting modelers, but they are also interested in Washington and Baltimore as destination cities, places where couples and children can find educational and entertaining attractions: the

Newseum, the International Spy museum, the Air and Space Museum (and its new annex near Dulles Airport) and Baltimore's Inner Harbor.

For those interested in value—and who isn't—there will be a



A town scene on Stan Knott's Royal Oak and Southern RR.

free shuttle from the hotel to the nearby Metro station; the Baltimore B&O Museum will be half-priced to all visitors showing their NMRA membership cards, and the Crowne-Plaza hotel is offering a special room rate for modelers. The hotel will book rooms three days

prior and three days after the Convention at the same low rate.

One of the promises of model railroading is making new friendships and renewing old ones, friendships bound together by a common interest. Inspecting modular layouts at the Convention, participating in clinics, attending the Banquet, visiting the White



A B&O Mike on Steve King's Shenandoah Sub.

Elephant Room and the Contest Room will put modelers in touch with long-standing friends and foster new ones.

So, if you haven't registered, now is the moment to call or

click. Someone said that we regret most what we didn't do. Here's the official recap:

**EVENT:** C&P Junction, Mid-Eastern Region Annual Convention, hosted by Potomac and Chesapeake Divisions.

**DATE:** October 10-13, 2013, Columbus Day Weekend

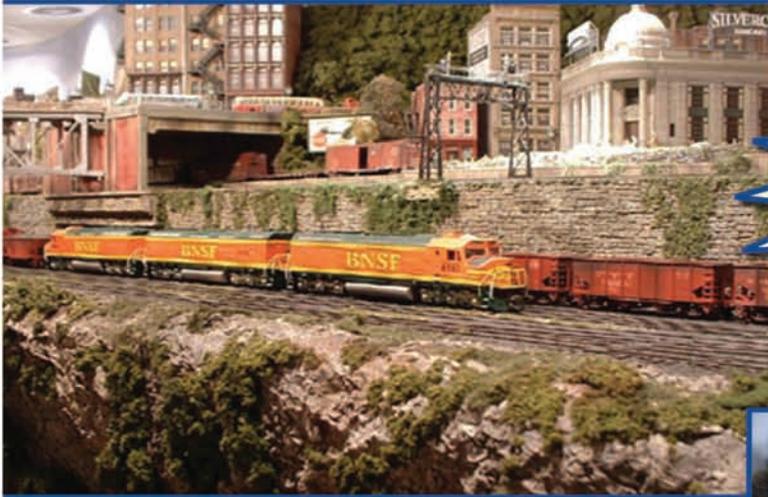
**PLACE:** Rockville, Maryland

**HOTEL:** Crowne Plaza Hotel, 3 Research Court, Rockville, Maryland, 20850 (just off I-270, Shady Grove Exit) ([www.cprockville.com](http://www.cprockville.com). Reservations: 877-270-1393).

For more info and updates, google C and P Junction-Comcast.net or visit our website <http://home.comcast.net/~CandP2013/>. Email [CandP2013@comcast.net](mailto:CandP2013@comcast.net). 

C & P Junction  
**ROCKVILLE**  
MER Convention

**COLUMBUS DAY WEEKEND**  
**OCTOBER 10-13, 2013**



**Layout Open House at  
Howard Zane's  
Piermont Division (HO)**



**Clinic by Marty McGuirk  
on his Central Vermont,  
Winooski Subdivision (HO)**



**Layout Open House at  
Monroe Stewart's  
Hootch Junction (N)**

# A SERIES ARTICLE: THE CASE FOR THE SINGLE-CYCLE WAYBILL PART 3 OF 3

By Mike White  
Potomac Division/HO Scale

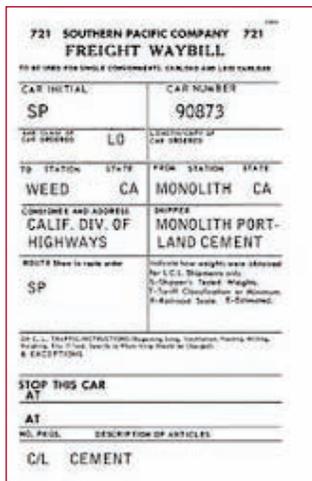
**F**OR THOSE ALREADY INVESTED in the “Micro-Mark” sized car cards and equipment, there has been some interesting work of late, again by Tony Thompson. He has been working with Otis McGee (a friend and fellow operator) to develop waybills of suitable size for Otis’ layout. See figure 1. Again these are single-cycle waybills, but in the Otis McGee case designed such that the car identification is on the waybill just as on the prototype.

The envelope or “sleeve” for this was identified by Ted Pamperin and can be found at [www.everydayplastics.com](http://www.everydayplastics.com). This particular sleeve opens on the side, rather than the top, as can be seen in Figure 2.

It appears from the Everyday Plastics website that the Part #e50-0334-OSL is a good size for this application with internal dimensions of 2 x 3-8/16 inches. ([www.everydayplastics.com/VinylProducts.php?vinyl-plastics-product=e50-0334-OSL](http://www.everydayplastics.com/VinylProducts.php?vinyl-plastics-product=e50-0334-OSL)).

In Tony’s words (<http://modelingthesp.blogspot.com/2011/07/waybills-9.html>):

“The sleeve is four inches high and has the long side open (you can see that the upper sheet is slightly narrower than the lower sheet to facilitate access at the right edge). The three closed edges are sealed and crimped for reinforcement.



**Figure 1: Single-Cycle waybill showing car information along with the consignee and shipper.**

The key point is not that the sleeve is different in size and proportions from the baseball-card sleeves I use. The point is that Otis wanted to see if we could dispense with having to put car initials and numbers on the sleeve itself (in other words, for the sleeve not to act as a car card). That, of course, also describes the procedure Tony Koester is using.”

Since these are single-cycle waybills, it takes four (4) of them to duplicate the moves represented by the corresponding 4-cycle waybill. However, what is lost in simplicity is gained in flexibility. Any one of the four waybills may be exchanged for a different one to change the routing between sessions. Simple moves (load from A to B, empty back to A for reloading) can be made with a Freight Waybill and an Empty Car Order alternating as the top most bill in the sleeve. Almost any prototype situation can be designed using combinations of single-cycle bills, which would be difficult or impossible with the 4-cycle bill. The Empty Car Bill mentioned above when used with the Freight Waybill also illustrated above is shown in Figure 3.

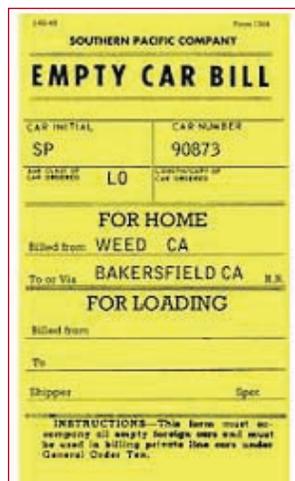
(Tony Thompson): “This is straightforward because the car can

return empty to its origin for reloading, and then return again with another load of cement. In other words, all we need to put into an unmarked sleeve is this waybill, backed by an Empty Car Bill. The two bills alternate being uppermost in each direction and the car’s actions are simple and prototypical. Note that both the waybill and the Empty Car Bill have an important feature which reproduces the prototype: the car initial and number are at the top of the bill.”

Although the standard Freight Waybill covered most rail shipments, there were some goods transported that required different information on the waybill than that covered on the standard form. One of the more common of these was the “Perishable Freight Waybill” which the AAR directed to be printed on pink stock to readily distinguish it from other waybills. These were used, almost exclusively, with loads carried in refrigerated (ice bunker) or ventilated reefers. Again, like the standard Freight Waybill, the Perishable bill carries the car identification. A sample of this in “MicroMark” dimensions is shown in Figure 4.

Another commonly used specialty waybill, most frequently on western roads, was the livestock waybill. See figure 5. It contained a number of spaces for added information required livestock loadings. Like other special use cars, this car would move towards home on an Empty Car Bill once unloaded.

While the use of car identification on the waybill does add to prototypical appearance and avoids the need to put the car ID on the sleeves, it does somewhat restrict the use of the waybills. One of



**Figure 3: Empty car bill.**



**Figure 2: Clear plastic, side opening sleeve.**

the more common prototypical practices was “confiscation” of foreign-road empties, primarily box-cars, for loading to points on the return route. When the car ID is on the sleeve and not on the model waybill, emulating these “free-running” cars is simple. Any load can be placed in the car card (sleeve). The same can’t be done with the waybill containing the reporting marks and car number. A partial workaround for this is the use of a “short bill” in conjunction with the waybill containing the car ID, but this is only useful for shippers on the same railroad (see link to Way-

bills-11, immediately below). The alternative is to make a waybill for each load a specific car may carry. This can be a logistical problem on a model railroad with hundreds of cars and a large quantity of locally originated freight. Tony provides a more thorough discussion and the continuing research for a method to deal with this in <http://modelingthesp.blogspot.com/2011/08/waybills-11.html>, <http://modelingthesp.blogspot.com/2011/09/waybills-12.html> and <http://modelingthesp.blogspot.com/2011/10/waybills-14.html>.

For those who simply want to use their current waybill information and routings, this is not a problem since confiscation is not a normal feature of the 4-cycle process.



**Figure 4: Perishable freight waybill.**

While none of the articles referenced mentioned using labels on the “Ted Pamperin” vinyl sleeve, and I have not tried this myself, it appears that 3M #13500-D (1” x 4”) labels could be printed with information for 2 cars side by side, then cut in half vertically to make labels for this sized sleeve. In the waybill design, the space used at the top for the car initial and number, since this would no longer apply, could be used at the bottom instead to create a large enough block of empty space to accommodate the label without obscuring the waybill data. This card sleeve and waybill combination would then work the same as the larger version.

What is offered here for your consideration are the basic requirements for establishing or converting a MicroMark-sized waybill operation scheme to more realistic waybill formats. This may not be everyone’s cup of tea, but it is a system that provides the opportunity for expansion to include more types of prototypical operations beyond what is described here. There are both advantages and disadvantages to expending the effort required to do this, but the end result can be very enhanced operations. Here are some that immediately come to mind:

**Economical** – Waybills can be made with standard or free software on a home computer on plain paper. The MicroMark-sized card sleeves are a little pricy, but are not needed for every car on the railroad. Two-sided registration for printing is eliminated.

**Realistic** – waybills are patterned after actual waybills and contain prototypical information.

**Flexible** – usage and routing of a specific car can be changed by inclusion or removal of a waybill or other paperwork from the sleeve whenever desired. Multiple cycles are not limited by waybill format (4 cycles). Multiple waybills can be used in a single sleeve. Expansion can be accommodated to include other prototype operating situations.



**Figure 5: Livestock freight waybill.**

**Convenient** – Assembling several sleeves together results in a uniform thickness and not the normal car card “fan” that tends to fly in different directions when not handled carefully.

I have developed and made available two (2) aids to assist you in creating your own waybills. For security reasons they are in PDF format on my website, but I will be happy to send you the files in native Excel if you contact me by email at [mm.white@comcast.net](mailto:mm.white@comcast.net)

A data sheet for positioning and entering values into Excel to create blank MicroMark-sized waybills is available at <http://home.comcast.net/~sandpr/opsplng.html> then click on MicroMark Waybill Excel Data.

A sample of a full sheet of blank MicroMark-sized waybills is available at <http://home.comcast.net/~sandpr/opsplng.html> then click on MicroMark Waybill Sample Sheet.

## REFERENCES AND FURTHER READING

“Prototypical waybills for car card operation”, Anthony Thompson, **Railroad Model Craftsman**, December 2009.

“Plastic pockets improve waybill operation”, Bill Neale, **Model Railroader**, February 2009.

“Contents of a Waybill”, Anthony Thompson, **OPSIG Dispatcher’s Office**, April 2010. available from Google Docs (free Sign Up required).at [https://docs.google.com/file/d/0Bz\\_ctrHrDz4wMDhmMDk1N2MtNzY2MS00Y2RlLWI4MGMtMGJjODBiNGRhZWly/edit?hl=en&authkey=COyo7MQN](https://docs.google.com/file/d/0Bz_ctrHrDz4wMDhmMDk1N2MtNzY2MS00Y2RlLWI4MGMtMGJjODBiNGRhZWly/edit?hl=en&authkey=COyo7MQN).

“More realistic waybills at less cost”, Mike White, **Potomac Flyer**, July-September 2010. [http://home.comcast.net/~Potomac\\_NMRA/Potomac\\_Flyer->Summer](http://home.comcast.net/~Potomac_NMRA/Potomac_Flyer->Summer)

Tony Thompson’s blog: <http://modelingthesp.blogspot.com/search?updated-min=2012-01-01T00:00:00-08:00&updated-max=2013-01-01T00:00:00-08:00&max-results=36>

“Tony Thompson on Waybills” at my website <http://home.comcast.net/~sandpr/opsplng.html> click on “Single-Cycle Waybills”, then the link under “Tony Thompson on Waybills edited by Mike White”. This is a compilation of Tony’s blog posts on “Waybills”.

## MODELER’S RESOURCES

Railway Accounting Codes (.pdf download) page 100: <http://archive.org/details/cu31924014532893> or [www.archive.org/stream/railwayaccountin00railuoft#page/116/mode/2up](http://www.archive.org/stream/railwayaccountin00railuoft#page/116/mode/2up) for an online reference.

These are the codes that precede and follow the railroad name on the top line of the waybill. All railroads had one. Model railroads, not named after a prototype, need to invent one in proper numerical sequence at the alphabetic insertion point in the list.

## REPORTING MARKS:

[www.pwrr.org/rrm/](http://www.pwrr.org/rrm/). These are the two, three, or four letter IDs assigned to each railroad by the AAR

AAR Mechanical Designations: <http://nakina.net/other/aartype.html>. These are the (usually) two letter designations used to identify railcar type when that information is called for. 



# Mid-East Region, NMRA Fall Convention

## C&P Junction 2013

October 10<sup>th</sup> to October 13<sup>th</sup> 2013



Please enter (print legibly) all names **as you wish them to appear on your registration badges**. They will not be changed at the convention:

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Significant Other Attending (living at same address): \_\_\_\_\_

Children Attending (Under age 16 – List all): \_\_\_\_\_

Address: Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-Mail: \_\_\_\_\_

NMRA # \_\_\_\_\_ Region: \_\_\_\_\_ Division: \_\_\_\_\_

Favorite Scale \_\_\_\_\_ Is this your first Convention? \_\_\_\_\_

Description	Cost	#	Paying
Early Registration (Till Sept. 10 <sup>th</sup> 2013, then \$50 Till Oct. 3, 2012)	\$45		
Non-NMRA member extra Fee	\$10		
Significant other & Children under 16	\$0		
Banquet –Saturday Night	401	\$45	
Light Rail Tour – Friday 10am – 2pm	201	\$5	
B&O Museum – Sunday – 11am	202	\$10	
Call Board – Abrams – Abrams Empire – Thursday 7-10pm	801	\$5	
Call Board – Boyd – Clear Creek – Thursday 6-9pm	802	\$5	
Call Board – Sheron – Friday 1-4pm (Full)(Standby Only)	803	\$5	
Call Board – Mutter – Saturday 10am-3pm (Full)(Standby Only)	804	\$5	
Call Board – Thompson – Oregon Coast – Sunday 10am-1pm	806	\$5	
Call Board – King – TT/TO Clinic & Op Thursday 7-10pm	807	\$15	
Call Board – Ripple – Monongah Division – Thursday 7-10pm	808	\$5	
Call Board – Kirkpatrick – Virginia & Western – Thursday 7-10pm	809	\$5	
Call Board – Daniels – Nevada Mayland – Friday 10am-1pm	810	\$5	
Call Board – Vandermause – Allegheny Western – Saturday 1-4pm	811	\$5	
Call Board – McGuirk – Central Vermont – Saturday 1-5pm	812	\$5	
Friday 701, Saturday 702, Sunday 703 - Circle any or all if you would be interested in the Hotel Buffet Breakfast – for count only			
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Any questions and/or additional information email – [MER-Registrar@comcast.net](mailto:MER-Registrar@comcast.net)

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All hotel registrations must be made directly with the hotel at 800-227-6963.. When registering, specify the **C&P Junction 2013** to get these special rates. On Line registration for the Hotel is:

<http://www.ichotelsgroup.com/crowneplaza/hotels/us/en/rockville/rkvrc/hoteldetail?groupCode=CPJ>

Revised: 6-11-2013

# Mounting Couplers on Athearn Cars Using Screws

Article and photographs by George Downer  
Tidewater Division/HO Scale

I HAVE A BEER TRAIN that I run from time to time at club open houses. Recently I decided to run it at an open house and found one of the couplers had fallen off an Athearn reefer. This has happened to me before and I'm sure has happened to many of you. If you don't get the metal coupler box cover on correctly it can pop off at any time.

I decided to go through my beer car train and replace all the Athearn coupler box covers with screwed on Kadee #5 box covers. Since I was looking at modifying about a dozen cars, I needed a simple, quick and reliable way to do them. By the way it took less than an afternoon to fix all the cars.



Figure 1: Underframe removed from the car.

The tools and materials I used for this project are:

- Screwdriver set
- X-ACTO with a #11 blade
- Single edged razor blade (You can use the #11 blade where this is used).
- #43 drill bit and a 2-56 tap (Part of a set sold by Walthers, Part # 380-246).
- #5 Kadee coupler box lids.
- Kadee Nylon 2-56 x 1/2" screws (comes with 30 series Kadee couplers and can be purchased separately).

The first step was to remove the underframe from the car and remove the coupler box covers, couplers and springs. See figure 1. The Athearn metal coupler box cover was then used as a drilling jig. It was placed on the coupler box on the opposite side from where it is normally positioned. The little ears on the side of the box were used to align the cover in the correct position. This placed the cover hole where I needed to drill for the screw.

I used a sharp awl top mark the hole's center, giving me a drilling guide. Locating this point is the only critical step and it's not super critical.

I then drilled a hole in the coupler box with a #43 bit. This hole goes into the peg molded into the box that was the original



Figure 2: Original boss being removed from coupler pocket.

the pivot point for the coupler, but only far enough to make it easier to cut that peg off. The underframe was flipped over and the peg cut off with a #11 blade. See figure 2.

Figure 3 shows how it looks with the hole drilled in the box.

The next step was making a new coupler box cover. I used the cover from a #5 coupler box. The original cover is at the bottom of



Figure 3: Original coupler box with drilled and modified Kadee cover plate.

continued on page 13

# 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 **NMRA Magazine**, 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 two years.

## 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: Bob Price, Business Manager, 666 Princeton Avenue Collingswood, NJ 08108. (3) Bob 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 initially allocated \$2,000 for this program. The Board recently voted to extend the program to the end of 2013, or when the funds are spent – 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 Bob Price, Business Manager (mailing address is below, (856) 854-8585, [MER-BusMgr@comcast.net](mailto:MER-BusMgr@comcast.net)), or John Janosko, MER President (see contact information on page 2). 

---

## 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 **NMRA Magazine**, 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 two years, I have **not** been a member of NMRA.

=====  
Name: \_\_\_\_\_

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Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

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When this form is completed,  
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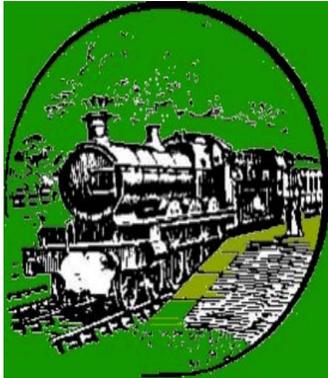
**Bob Price**  
**MER Business Manager**  
**666 Princeton Avenue**  
**Collingswood, NJ 08108**

Do **not** mail it directly to MMRA

=====  
Date of form: 2/1/2013

## Are you attending Peachtree Express, the National Convention in Atlanta, GA?

Would you be interested in sharing stories and photographs about your experiences?? Contact the Editor at [hacketet@verizon.net](mailto:hacketet@verizon.net), or see all contact information on page 2.



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Contact: Leonard Boucher at (757) 420-7879 or e-mail at [lenboucher@aol.com](mailto:lenboucher@aol.com)

Mounting Couplers continued from page 11

the picture, the modified one above it. To make it work, the two ears were cut off and it was shortened it by about 1/16". The cut comes off the back end (short end) and it can be greater than 1/16", but if it's smaller it will ride up on the back edge of the box and you won't have a good fit. The red washers you see are to raise the car so the coupler is aligned with the Kadee coupler height gauge.

The lid is fastened to the box with a 1/2" 2-56 nylon screw as shown in Figure 4.



Figure 4: Side view of final modification of the Athearn coupler box.

I cut the screw off flush with the coupler box, so when the underframe was fastened back onto the car it fit snugly. I used a single edge razor blade for this, but a #11 blade will also work.

Once I got rolling, it took me less than 15 minutes per car, so unless you're overrun with Athearn cars, it's a nice evening project. 🚂

## NOTICE TO ALL MER MEMBERS ANNUAL MEETING

**T**HE 2013 ANNUAL MEETING of MER members will be held on Sunday morning, October 13th in conjunction with the MER Fall Convention in Rockville, MD. Exact time and room will be announced at the convention.

Mike White  
MER Secretary

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## CALLBOARD

### Coming Events

**July 13th.** Wade's Train Town monthly open house. Operated by Carolina Southern division members at the Brookford Town Center located at 1700 South Center Street in Hickory, NC. 10 AM till 4 PM.

**July 7th – 14th.** NMRA National Convention **Peachtree Express** in Atlanta, GA

**August 10th.** Wade's Train Town monthly open house. Operated by Carolina Southern division members at the Brookford Town Center located at 1700 South Center Street in Hickory, NC. 10 AM till 4 PM.

**Divisions and Clubs tell MER members about your upcoming event!!** Send your FREE (limit of 75 words) event listings to the editor (contact information is listed on page 2.) Be sure to include all the specifics for the event: including the date/time, place, cost, a contact person, and a means of getting in touch with him/her (address, phone, e-mail, etc.), and if available a web site for updates or to get more information. Please see the publication deadlines on page 16 to make sure your event is published on time. 📧

## CLASSIFIED

### ATTENTION ALL MER MEMBERS:

Do you have a wanted/trade/for sale item(s)? Looking for carpool options to an event or options for sharing a room? **The Local** publishes a FREE classified section for all MER members. Send your classified ad to the Editor at [Hacketet@verizon.net](mailto:Hacketet@verizon.net), or see all the editor's contact information on page 2. The ad must include full name and contact information and will be limited to one issue. Word count is also limited to seventy-five (75) words. 📧

## MER Positions Open:

### Archivist:

The position requires maintaining the paper and electronic documents of the MER along with responding to member queries for information from those documents. The full list of duties is spelled out in the MER Executive Handbook. If you are interested or have questions, contact Bob Price or President Janosko.

# Achievement Program Update

By *Charlie Flichman, MMR*  
*MER AP Manager*

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

### Division 2 – Potomac

Charles W. Day – *Master Builder Cars*  
Charles W. Day – *Master Builder Structures*  
Charles W. Day – *Model Railroad Engineer Civil*  
Charles W. Day – *Model Railroad Engineer Electrical*  
Charles W. Day – *Association Volunteer*  
Charles W. Day – *Model Railroad Author*

### Division 13 – Carolina Piedmont

Donald H. Jennings – *Association Official*

Say "Congratulations" to MER's newest Master Model Railroader – Charles (Bill) W. Day of the Potomac Division. Bill is MMR #510. Presentation will be made at the Rockville Convention.

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

*Congratulations*



on your  
**Achievement!**

## Attention all NMRA members:

In conjunction with the 2013 C&P Convention the B&O Museum is offering a year-round admission discount for all NMRA members! NMRA members can show their membership card for half-price admission to all three of their museums: the B&O Railroad Museum ([www.borail.org](http://www.borail.org)), Mount Clare Museum House ([www.mountclare.org](http://www.mountclare.org)), and Ellicott City Station ([www.borail.org/Ellicott-City-Station.aspx](http://www.borail.org/Ellicott-City-Station.aspx)). Normal admission price to the B&O museum is \$16, the other two museums are \$6. 📧

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**Make checks payable to the Mid-Eastern Region**

**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. The editor 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. Upon receiving any submission the editor will also confirm receipt and at a later date indicate the anticipated edition the submission will appear in **The Local**. If you do not receive a postcard or e-mail within two weeks please resend your submission or contact the editor by phone.

<u>Publication Schedule:</u>	<u>Articles/Callboard items due to Editor by:</u>
Jan/Feb	December 1st of previous year
Mar/Apr	Feb 1st
May/June	Apr 1st
Jul/Aug	Jun 1st
Sept/Oct	Aug 1st
Nov/Dec	Oct 1st

If you are interested in advertising with the Mid-Eastern Region of the National Model Railroad Association please contact the Editor, as listed on page 2. The current advertising rates for **The Local** are as follows and must include camera ready art (jpeg, pdf, bmp, tiff formats):

Callboard Ads (30-50 words) (Div. and Clubs Only)...	Free
Business Card size (6 issues) .....	\$60.00
Quarter Page ad (6 issues).....	\$125.00
Half Page ad (6 issues).....	\$225.00
Half page ad (per issue) (Div. Only).....	\$25.00