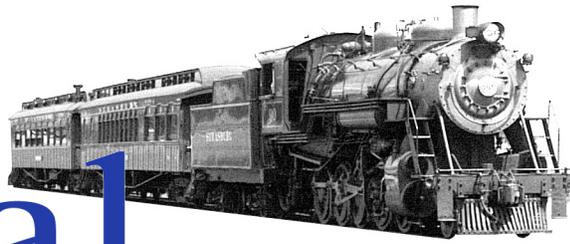


The Local



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

Volume 70

May - June 2015

Number 3

Carolina Southern Division - Model Railroad University 2015

Rusty Doss

The ninth annual Railroad Modeling University, sponsored by the Carolina Southern Division, was held on Saturday January 17, 2015 at Northside Baptist Church in Charlotte NC.

What is Railroad Modeling University? It is a place to discover the fun of model railroading. Master Model Railroaders and just 'Plain Ole Modelers' conduct clinics (short classes in 'university speak') and hold demonstrations (labwork in 'university speak') about the various aspects of model railroading.

Attendance was around 75 with students coming from as far as Georgia and some as close as just down the street. Our faculty offered courses beginning with Basic Model Railroading all the way up to how to wire and control LEDs for signals on your railroad. Three NMRA Master Model Railroaders were on hand to teach, judge and answer questions. The Train Doctor was a big success again this year! Once again, the CSD was blessed to have the Northside Baptist Church made available for our use.



RMU Dean Larry Paffrath was front and center with RMU Registrar Roy Becker helping as attendees started to arrive. It wasn't long before Dick Beck (L) and Bob Wessmiller had Train Doctor open for business, diagnosing RR equipment problems in all scales. Some minor repairs were accomplished, however, diagnosis and evaluation was the primary purpose of this opportunity.

Our timetable required 1st period classes to get started at 9am and like any railroad worth its stock, we had to get rolling. Ty Brown was to have his clinic room for 1st period. Ty covered *Static Grass Start to Finish*, demonstrated how to make a Static Grass applicator and then use that applicator to show how various sizes of grass can be added to your railroad. The attendees in this class showed their rapt attention, which was typical of all the classes during the day.

Doug Algire presented *Basic Model Railroading*, taking attendees through the basic terminology, common scales, basic layout considerations, and suggestions for getting

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The Local

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

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Editorial Staff



Editor / Photographer:
Earl Hackett
3 Forrest Lane
Hockessin, DE 19707
(302) 239-5509
hacketet@verizon.net

Webmaster:
James Brechbiel
frodo@mer-nmra.com



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

Administrative Staff



President:
P. J. Mattson, MMR
129 East Avenue
Swedesboro, NJ 08085
(856) 467-0421
pjmattson@comcast.net



Vice President
Chuck Hladik
198 Fire Oak Lane
Rustburg, VA 24588-4149
(434) 941-7456
VP@mer-nmra.com



Secretary:
Ken Nesper
1218 Kearney Street, NE
Washington, DC 20017
(202) 269-3890
oscaledc@yahoo.com



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



Archivist: Chris Conaway
407 Kings Highway
Moorestown, NJ 08057
(856) 439-1742
chrisconaway@aol.com



**Director and
MER Contest Chair:**
Martin Brechbiel
3404 Monarch Lane
Annandale, VA 22003
(703) 309-3082
martinwb@verizon.net



Director: Jack Dziakul
1488 Abercorn Lane
Sanford, NC 27330-9152
(919) 721-8757
jackdziadul@gmail.com



Director: J Gary Tyler
315 Sourwood Dr.
Hardy, VA 24101-2863
director2@mer-nmra.com



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



Business Manager:
Bob Price
801 S. Newton Lake Dr.
Collingswood, NJ 08108
(856) 854-8585
Business@mer-nmra.com



Nominations Chairman:
Bob Minnis, MMR
11 Marwood Drive
Palmyra, VA 22963
(434) 589-3011
kahlualab@aol.com



Registrar: Bill Grosse
24 Bethel Avenue
Hamilton, NJ 08620-2306
609-585-4616
MER-Registrar@mer-nmra.com

Division Superintendents



New Jersey Division 1
Robert Clegg
(856) 696-0463
bobcates@comcast.net
www.njdivnmra.org



Potomac Division 2
Brian Sheron, MMR
(301) 349-5754
BSheron@mac.com
home.comcast.net/~potomac_nmra



Philadelphia Division 3
John Siebert
(610) 489-7780.
johnhseibert@comcast.net
<http://www.phillynmra.org/>



Tidewater Division 4
Gary Brown
(757) 481-2348
alleghenyrr@yahoo.com
www.nmra-mer-tidewater.org



James River Division 5
Phillip R. Taylor
(434) 589-6006
drphilster@gmail.com
<http://www.trainweb.org/jrd/>



South Mountain Division 10
Paul Rausch
(717) 401-0747
rausch6976@comcast.net
www.smdnmra.org



Susquehanna Division 11
Barry Schmitt
(717) 877-1810
bschmitt@susquehannanmra.org
www.susquehannanmra.org



Carolina Southern Division 12
Jack Haynes
7317 Easen Ct
Charlotte, NC 28211-6183
superintendent@carolinasouthern.org
www.carolinasouthern.org



Carolina Piedmont Division 13
Grif Bond
(919) 556-7066,
grifbond@embarqmail.com
<http://www.trainweb.org/cpd13>



Chesapeake Division 14
Tom Casey
(410) 426-8947
super.chesdivmernmra@gmail.com
www.chesapeake-nmra.org

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 P. J. Mattson, MMR
MER President*

This year there are three MER director positions up for election. I'd like to see a few of you run for the position. The deadline for self nominations has past. If you would like to run for one of the Director of the MER positions you will need to get a petition signed by at least 25 members and submit to Bob Minnis by June 1st. Prepare a 200 word Statement of Candidacy and a picture of yourself.

The Vice President is working hard on reviewing all the Divisions By-Laws. We are told that the NMRA is going to insist that all By-Law be in accordance with the NMRA By-Laws. This will happen in the near future. The MER By-Laws are in accordance and can be used as a sample for the divisions. The officer terms and when the elections are held are up to the individual divisions. So each division should take a look to see if changes are needed. If you need

Keeping in Touch...

*By Bob Price
MER Business Manager*

The MER sponsors paying for new member Rail Pass applications to the NMRA. The program is a positive one and well worth the investment by the MER. About 25% of those members have converted to full membership once their six month trial membership ended. As with any program, there are always some things to remind everyone about the Rail Pass Program in the MER.

When completed by an applicant, the Rail Pass application should be signed by a local division or region officer before it is sent to the Business Manager. This provides the local division with awareness of the applicant so that they can reach out and welcome. It also provides the Business Manager with an official to contact if there are any issues. There is no problem with any member working with any applicant to fill out and collect the forms. We just ask that you have the local division leadership sign it before it is sent to me. Their contact information is in every issue of The Local on page 2.

Handwriting. Yes, the applicants are probably filling out the form in less than ideal conditions at a train show or such. However, if you cannot read it then it is a sure bet that I cannot read it. Email addresses are probably the worst to interpret. Many people use dashes and underscores and when handwritten, it can be difficult to tell which is which. So please ensure everything is legible.

Rail Pass applicants should be told what to expect with membership. Some converted members

contacted me recently to ask about their New Member Packs from the NMRA. Sadly, the NMRA discontinued the New Member Packs years ago, yet this is still a benefit listed on several versions of the Rail Pass application that are floating around within the Region.

One of the benefits listed on the MER Rail Pass application is a subscription to the electronic version of The Local for those applicants that supply an email address. Surprisingly, two of our four most recent Rail Pass applicants reported us to their local internet service provider for spamming them. They were sent only two emails by the MER. One was a Welcome email and the other was for latest issue of The eLocal. Clearly they had no understanding of or did not read what they signed up for. I will be working with our Editor to change the Rail Pass application and make the eLocal a checkbox, but it would be good for those recruiting new members to point out that we will use their email address when provided.

Finally, there has been a lot of information from National about insurance. One of the major items to understand is that non-NMRA members are covered at NMRA sanctioned events. So it is not necessary to use the Rail Pass membership as a blanket to cover non-members.

Keep recruiting those new members. If you have any questions or suggestions, feel free to contact me.



PICS BY FNGFASHA PRODUCTIONS/YOUTUBE



PICS BY FNGFASHA PRODUCTIONS/YOUTUBE

models of the R.B. & B.B circus train he built in his spare time, in three different scales! I'm sure you will agree, those that Robin had on display were beautiful. Attendees had a great time talking with Robin about his techniques.

Well, all the trains, scenery, signals, solder irons, LEDs, track, grass, ballast, modules, gravel, hand laid turnouts, electric meters and repaired trains have been packed up. Tables have been folded and put away, lights have been turned off and doors locked. RMU 2015 is over and by all accounts, it was a success. This year was a success in that some people learned, some people taught and some people formed friendships that will last for years.

Thanks to all the attendees and presenters who took time to come to MRU 2015 from the Board of the Carolina Southern Division. But I leave you with one question: Will we see you at the next RMU?

Editorial

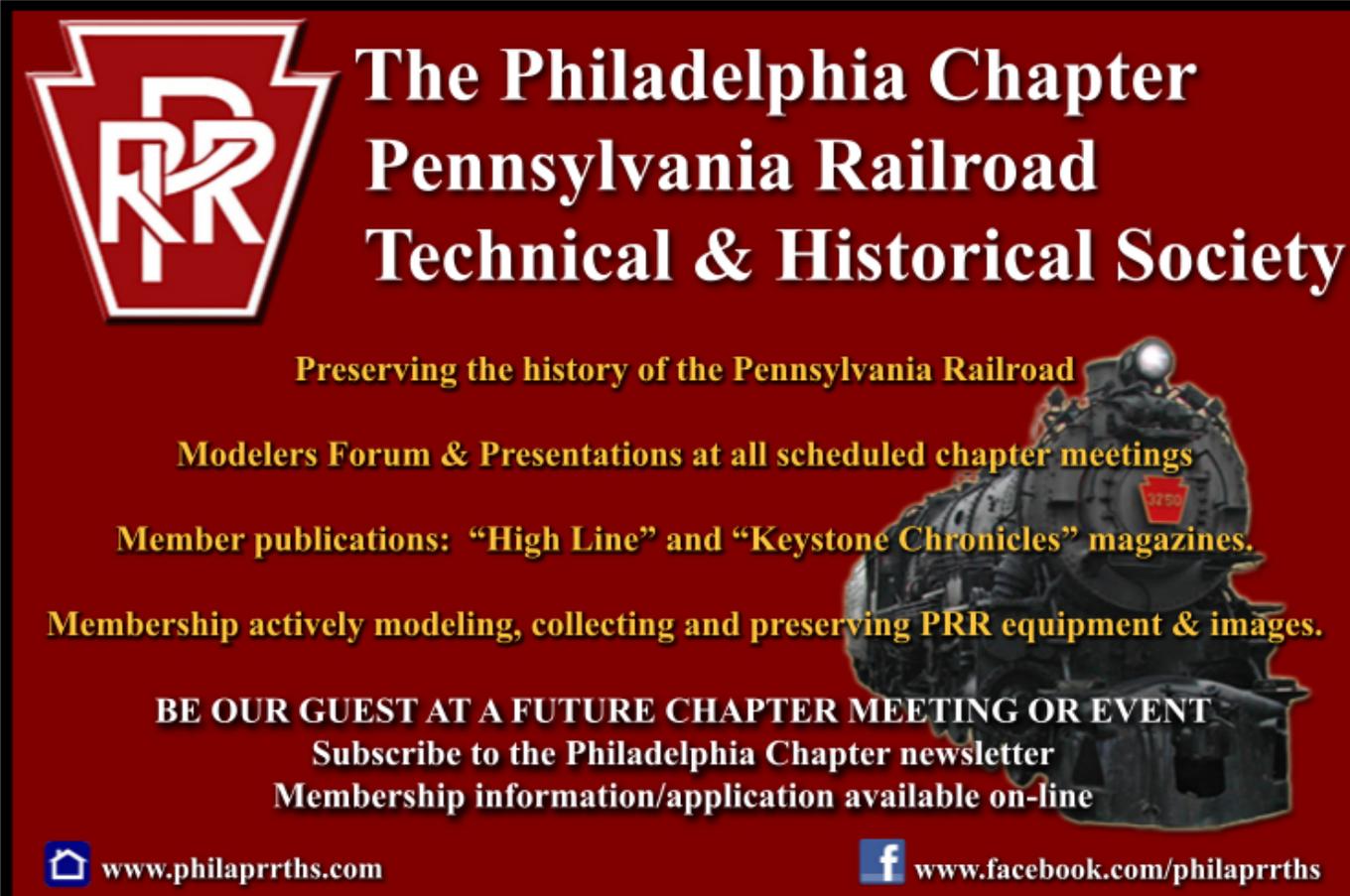
Earl T. Hackett, Jr., Editor

You probably noticed that the front page banner is different with this issue. The old one had low contrast and was - well - old. A couple of people suggested that a new one would be in order so I dug through my files and found a photo I took at Strasburg some years ago. I'd like a different masthead image for each of the 6 annual issues. I'm looking for photos that would show diesel, electric, trolley, or other rail transport intended for local service. I'd love a photo of an old PRR 'red dragon' MU commuter coach.

I require photos taken near the 1 or 11 o'clock positions - mostly toward the front end, but showing some cars in tow. Lone trolleys are fine, but not light locos. Both freight and passenger are desired. As long as the loco is a small one I can erase all but the few head end cars and make it into a local. I have a photo of a scoot (a bilevel commuter train) on the old Chicago - Milwaukee line, but would prefer railroads associated with the Mid-Atlantic region. A photo of a Big Boy will probably not make the cut.

Put your name in the title of the photo and, as a reward, you'll get a (tiny) credit for the image in the banner.

The extra photos in the electronic version are from Rick Bickmore's layout, another that will be open during the Delaware Valley 2015 MER convention.



**The Philadelphia Chapter
Pennsylvania Railroad
Technical & Historical Society**

Preserving the history of the Pennsylvania Railroad

Modelers Forum & Presentations at all scheduled chapter meetings

Member publications: "High Line" and "Keystone Chronicles" magazines.

Membership actively modeling, collecting and preserving PRR equipment & images.

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Weathering Using Decals

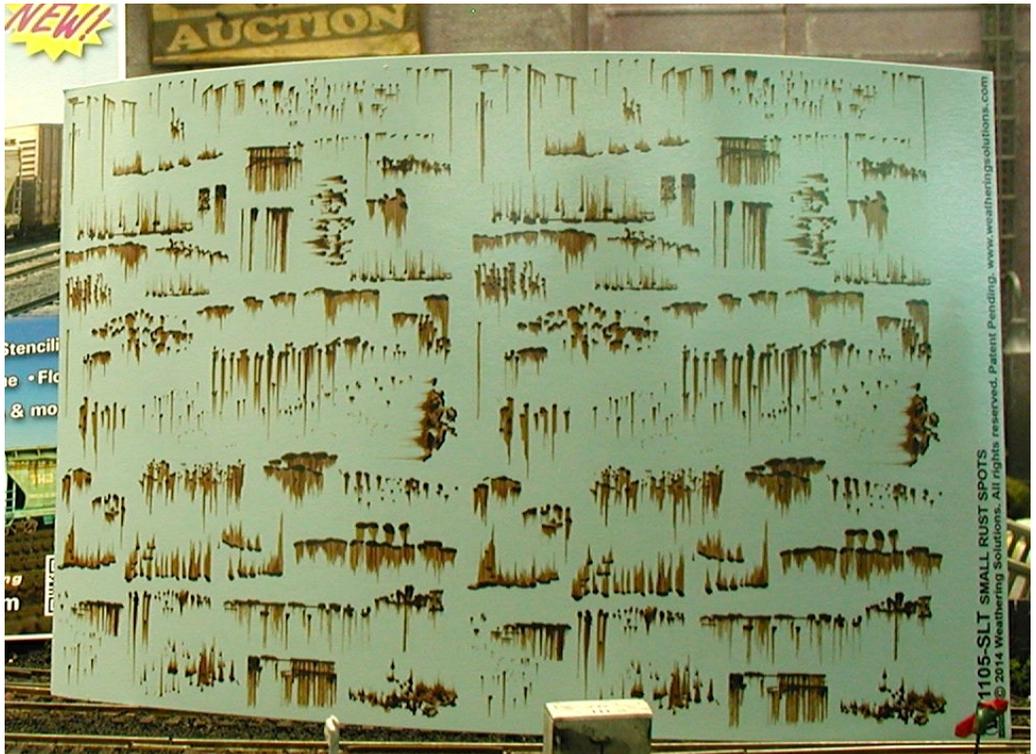
Brian W. Sheron, MMR

Weathering structures and cars has always been a one of the “black arts” of model railroading. Many of us have our own methods using various mediums such as thinned paint washes, pastels, some exotic mixtures known only to the modeler, etc. Many articles have been written on weathering, and it is usually a common clinic subject at many conventions.

Like most of us, I had my favorite methods to try to simulate weathering on freight cars. However I am fortunate to have an office where I work that overlooks the CSX tracks that head into Washington D.C., so I get to see probably

about a half dozen to a dozen freight rains every day pass under my office window. This has allowed me to study the subtleties and variations in weathering on the cars, not to mention the wide assortment of graffiti on the cars as well.

One of the most common types of weathering that I observe is rust. It takes several forms. On many cars, it forms a light layer over sections of the paint, so the car has areas where the color turns to a reddish-brown hue. On others, sections of paint have lifted off, revealing



bare metal that has rusted to a dark reddish-brown. Rain and the elements have then acted upon this rusted section, causing the rust to run down the side of the car in reddish-orange streaks. Simulating these rusted out sections of paint was something I wanted on my freight cars. I investigated a method that first applies an overall rust color and then a release coat that allows you to selectively remove the color coat. It was a lot of work and the results weren't very satisfying.

More recently, while perusing eBay, looking at the myriad of model railroad stuff people sell there, I saw a listing for decals that simulated various kinds of rust that were made by a company called “Weathering Solutions.” They had decals that had roof rust, areas of rust spots, and rust spots with streaking. Fascinated, I ordered a couple of sheets. When they arrived, it was a simple matter of cutting out the appropriate rust spots from the sheet, and applying them to a car. The more you apply, the more heavily weathered the car will look.

Cars will also naturally pick up dirt and grime, and it would not look very realistic to see a car with lots of rust on it, but with a perfect, clean paint job every place there wasn't rust! I like to use Bragdon Enterprises weathering

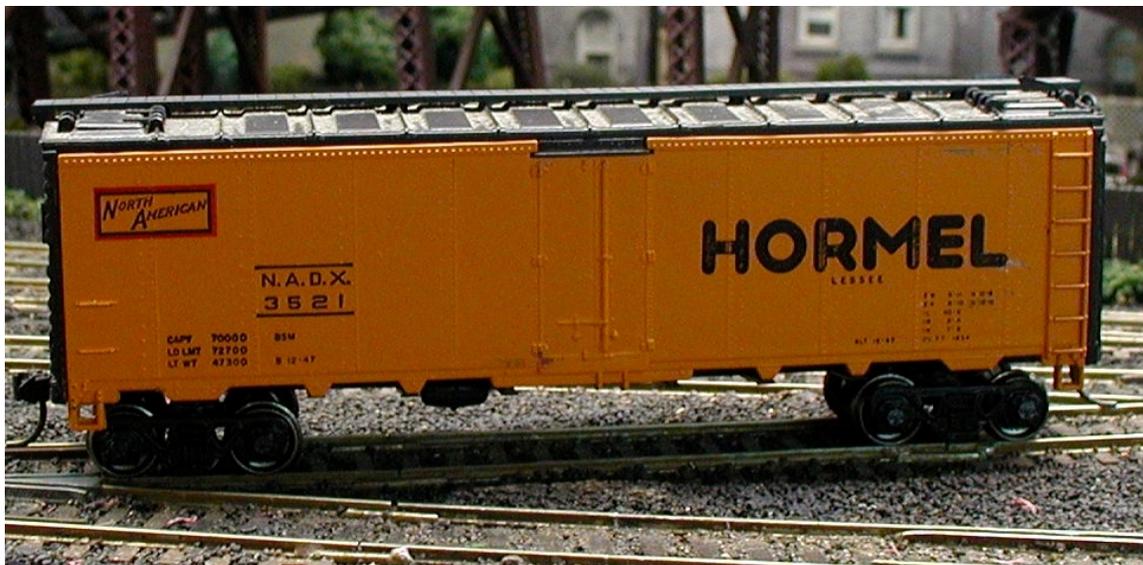
powders, because they just brush on, and they don't require any sealer.

The photos to the right and below show Weathering Solutions rust decals applied, followed by a coat of flat, clear sealer, and finally some Bragdon Enterprises' weathering powders. I've been very pleased with the results, and applying both products is very easy. I've seen the Bragdon Enterprises Weathering powders in model railroad hobby shops. However, I'm sure both are available on-line. The web sites are

www.weatheringsolutions.com

and

www.bragdonent.com.



Free-mo at the Delaware Valley Turn

by Mike McNamara

At the MER's 2015 Convention, Delaware Valley Turn, we are excited to have an on-site operating modular layout. The HO scale layout will be assembled with modules built by individual modelers that have followed the Free-mo standard (see free-mo.org for details). By adhering to this simple standard that defines the module end interfaces, modelers are able to construct unique and often prototypical modules, knowing that what they build will easily be integrated into any Free-mo layout at any event in North America, including our convention.

The exciting part for MER members is that they too can participate in this Free-mo layout in 2 different ways.

First if any member has built, is building, or is planning to build an HO Free-mo module, there is room in the convention layout space to include your module. It does not need to be fully finished either. We can display and include your module in any state. Most model railroaders appreciate seeing projects in earlier stages to get an understanding of the build process. If you have the track down, we can include it in the operational portion of the layout (even if your wiring is not finished, we can get around that). If you don't get that far, you can still display what you are building and discuss it with others.

A great thing about a module is that it lets you try new things, whether it is some new scenery or track techniques, a chance to model a different locale or prototype, or even a chance to build something if you do not yet have a layout. With Free-mo we encourage everyone interested to get started and attend an event. Getting started may be the toughest part, but once you do, the process of building, taking your module to events and sharing your efforts feeds into a continuous cycle where you want to keep building and keep participating. I know, I have logged over 4000 miles on my modules since I started them 5 years ago!



If you are interested in building a module and need any help, advice or guidance whatsoever, I would encourage you to join the NJ Free-mo mailing list on Yahoo (<https://groups.yahoo.com/neo/groups/NJFree-mo/info>). Even if you are not in the NJ area, it is a good forum to ask questions and get advice. There are other mailing lists as well, such as the Free-mo national mailing list (<https://groups.yahoo.com/neo/groups/Free-mo/info>), but if you are coming to our event, think about joining in on our list to get in contact with us for this convention.

The second way every convention attendee can participate is that we will be conducting op sessions on the layout during the convention weekend. A sign-up sheet for specific times will be posted and a number of trains will be

available for those interested in a short session between clinics or layout visits. It's simple and lots of fun, for those experienced in operating as well as those new to this facet of model railroading. We hope you'll join us. It will be relaxed and simple, and you can have some fun with a throttle in hand, switching cars on the layout.

So, whether you want to bring a module or are interested in doing a little operations, the Free-mo layout at the MER's Delaware Valley Turn convention has you covered. And even if you do not participate with the layout, we do hope you'll stop by and check out the modules and the layout right there at the hotel. We think it is a unique and interesting feature to add to your convention enjoyment!



Estate Planning

by Adam Eyring

Recently, two beloved members of model RR clubs I'm involved with died suddenly – and unfortunately left no known official plans for their estates. That, coupled with the complexity of going through my mother's stuff during an unexpected move to a nursing home, made me realize the importance of having documented estate plans. What do we do with their stuff? We train fans, like many collectors, will leave behind collectibles whether our passing is expected or not. Without plans, friends and family (if any are still living) are likely to spend an enormous amount of time figuring out what to do. Even if wishes were expressed orally, they are not enough to go against what the law states: if there is no document, the next of kin or the State may take over. Imagine your stuff being carted away by some ignorant clean-out company instead of going to friends who'll treasure it or a museum. Family and friends could argue over who takes what, painfully prolonging this process. Museums are overwhelmed and may not take much, if anything, if there are no plans in advance to donate the estate.

Please, for the sake of your valuable collections, create a plan in case of your passing or other serious life change. If you want your friends to take pieces of it, put it in writing. If you want your spouse to sell it and give the money to the kids, spell it out. It's easy to create a will with little or no attorney involvement. Office supply stores have will kits that just need signatures of witnesses (and possibly notarized as well). You can also set up a trust. Whatever you do, make sure several trusted people have copies of documents so at least one can be found. Your videos, pictures, slides, etc. from railfan trips are important to studying railroad history. Your models can be used on layouts for years to come. Your railfan friends might understand your collection better than your family and thus it'll be a great peace of mind for your family and friends if you spell out a plan. The time you take to create a plan will be minuscule compared to the large amount of time it'll take family and friends to figure out what to do with your collection.

Events at the Delaware Valley Turn

by Bob Clegg

Delaware Valley Turn, the MER Fall Convention will be held starting Thursday, October 22, 2015 at 4:00pm and will run through noon on Sunday, October 25 at the Hotel ML in Mount Laurel, NJ. During this time you will be able to participate in many activities: The clinics, the model railroad tours, the operating sessions, and all the things that make the MER Fall Conventions a lot of fun.

In addition, the Coco Key Indoor Water Park is located on the hotel grounds! Bring the family! The hotel has arranged half price daily passes for all those registered at the hotel for the convention. That's only \$18! Check out all the hotel and waterpark details at www.thehotelml.com.

Our program will be extensive. We currently have 50 clinics on the schedule with more coming! In order to accommodate them, we've scheduled three at a time at 7pm and 8:30pm on Thursday, 8am, 9:30am, 11am, 1pm, 2:30pm, and 4pm on both Friday and Saturday, and 7pm and 8:30pm on Friday evening.

Clinics will cover a wide range of topics, some familiar, some not so much! Clinicians from all over the MER and NER will be presenting. Here are some samples:

- Scenery, Signs, Structures, and Weathering
- Electroluminescent Signs
- 3D Printing
- Computer Aided Design for Rapid Prototyping & Manufacturing
- Micro Controllers
- Rail Marine Transfer Operations
- Prototype specific topics on the Pennsylvania, Reading, Lehigh Valley, B & O, Lackawanna, Conrail

These are only some of the topics. I'm sure you will find several more that are of interest to you!

As of now, mid-March, we already have 29 stops on the model railroad tour and 107 slots for operating sessions. These are filling up quickly, with one already sold out, so get your Operating Session reservation in soon.

Our list of model railroads is also long and varied, from N to G, from small to club sized. Some of the destinations are a bit of a jaunt, so we've attempted to group them by area to make as much good use of time as possible.

There will be prototype tours as well.



Amtrak CETC

We have arranged a tour of the Amtrak Central Electrification and Train Control Center in Wilmington, DE, about an hour's ride from the hotel. We will see the control theatre and be given a brief presentation on Train Dispatcher and Power Director operations. Dispatching at Wilmington includes trains and electrical power on the North East Corridor from Washington to "Holmes" in Northeast Philadelphia and includes the Harrisburg Line.

Travel will be via coach because of security and parking restrictions. Our bus will leave the hotel at 8:00am on Saturday, October 24, arrive at the facility about 9:00am and after the three hour tour return to the hotel at approximately 1:00pm.

The cost for the tour is \$20 which will cover the cost of transportation. There is a limit of 48 participants, and we need to have a minimum of 28 to make this tour work, so please sign up for this one early in order for us to make proper arrangements.

If the tour is oversubscribed, a wait list will be created.



Perdue Grain Elevator

The car pool tours include the Perdue grain elevator which is about 30 minutes away in Bordentown. Those of you who attended the Princeton Junction convention in 2010 may have taken the tour of the facility which was then owned by Agway. It has been painted purple, but still serves a whole bunch of rail traffic in the fall.



Conrail Dispatch Center

Yes, Conrail is still alive and well and living right here in Mt. Laurel, NJ. We'll have a tour of their dispatching facility which is only a few minutes from the hotel. There will be two tours available, both Friday morning; one at 9:00am and the other at 9:45. The tour will take about 30 minutes, but it's only five minutes from the hotel, so you can take the tour and be back for clinics, other tours, or to visit some of our members' railroads.



Patco Shops

Patco, the Port Authority Transit Company, operates high speed third rail powered passenger service from Lindenwold in south Jersey into Philadelphia. Located in Lindenwold about a half hour from the hotel, the shops of the Patco High Speed Line will be open for us to tour also on Saturday afternoon.

The tour will leave the hotel at noon and return about 3:00pm. We will carpool to the Woodcrest Station, about 15 minutes from the hotel and take a train to Lindenwold. The shops are about a 10 minute walk from the platform.

We'll be taking a page from the national convention by having a silent auction rather than a white elephant room and regular auction. For those not familiar, each item will have a tag with an item number to bid, put your registration number and your bid in the next available slot on the tag. The winner will be the highest bid and items will be available to be claimed after the banquet.

Speaking of the banquet, we will have a full buffet style banquet Saturday night. Check the website for choices and enter yours on your registration form.

That's what we have planned at this point. You can stay up to date with developments at our web site www.DelawareValleyTurn.org or sign up for the yahoo group:

groups.yahoo.com/neo/groups/MER2015/info

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.

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, 801 S. Newton Lake Dr., 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 voted to extend the program to the end of 2013, or when the funds are spent – whichever comes first. The program was reevaluated by the MER Board of Directors. It has proven to be an excellent means to recruit new members. The program has been extended at least through the end of 2015

For questions?

Contact Bob Price, Business Manager (mailing address is below, (856) 854-8585, MER-BusMgr@comcast.net), or P. J. Mattson, 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 eLocal, the bi-monthly regional newsletter, if I provide an email address and check the box below. I will not be eligible to vote or hold office.

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: _____

Street Address: _____

City/State/Zip: _____

Phone: (____) _____

Email: _____

Yes, I wish to receive an email from the MER when the electronic version of The Local is available for download.

Scale(s): _____

Signature of Applicant: _____

Signature of Sponsor: (Required) _____

(A Regional or Divisional officer or board member)

When this form is completed
mail it to:

Bob Price
MER Business Manager
801 S. Newton Lake Dr.
Collingswood, NJ 08108

Do not mail it directly to
NMRA

Mid-Eastern Region, NMRA Fall Convention

Delaware Valley Turn 2015

October 22nd to 25th, 2015
www.DelawareValleyTurn.org

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

Primary Registrant's Name: _____ Any Title? _____

Significant Other Attending (living at same address): _____

Children Attending (16 & under – list all): _____



Address: _____

City: _____ State: _____ Zip + 4: _____

Phone #: _____ E-mail: _____

NMRA #: _____ Region: _____ Division: _____

Favorite Scale: _____ Is this your first MER Convention?: _____

Description	Act. #	Cost	#	Paying
Early Registration (thru August 31 st)	-----	\$35		
Basic Registration (Sept. 1 until at the door fee of \$45)	-----	\$40		
Non-NMRA Member Extra Fee	-----	\$10		
Significant Other & Children Under 16	-----	\$0		-----
Banquet – Dinner Buffet - Saturday Night Max # Available 220	401	\$42		
Breakfast Buffet Pre-order \$15 per meal tax & tip included. (usually \$18 + tax/tip)	▼▼	▼▼	----	-----
Breakfast Quantity - Friday	402	\$15		
Breakfast Quantity – Saturday	403	\$15		
Breakfast Quantity - Sunday	404	\$15		
Call Boards / Ops – Expanded Call Board Info Available on Website	-----	-----	----	-----
A & W Dick Genter Thurs. 1pm – 4pm Max# 4	801	\$5		
PS Geoff Green Thurs. 7pm – 10pm Max# 16	814	\$5		
N K RR Mike McNamara Fri. 8:30am – 12pm Max# 4	804	\$5		
J M Jack Menaker Fri. 8:30am – 12pm Max# 4	805	\$5		
L N Bill Wallace Fri. 10am – 3:30pm Max# 6	806	\$5		
K W & N Rwy. Chuck Higdon Fri. 12:30pm – 4pm Max# 6	808	\$5		
A & W Dick Genter Fri. 1pm – 4pm Max# 4	802	\$5		
H T RR Richard Bickmore Fri. 6:30pm – 10pm SOLD OUT Max# 8	809	\$5	----	-----
S & U Rwy. Rick Spano Fri. 6:30pm – 10pm Max# 5	810	\$5		
C L & W RR John Rahenkamp Sat. 8:30a-12pm Max# 12	811	\$5		
W R Herb Gishlick Sat. 8:30am – 12pm Max# 4	813	\$5		
[SS] Steve Salotti Sat. 9am – 1pm Max# 12	815	\$5		
L N Bill Wallace Sat. 10am – 3:30pm Max# 6	807	\$5		
C L & W RR John Rahenkamp Sat. 1pm – 5pm Max# 12	812	\$5		
A & W Dick Genter Sat. 1pm – 4pm Max# 4	803	\$5		

Prototype Tours – More Info on Website When Confirmed				
Perdue Grain – Bordentown	Fri. 8 am – 11:30am	Max# 20	201	\$5
Amtrak CETC Tour	Sat. 8am – 1pm	Min# 30 – Max# 48	202	\$20
Total Advance Registration Paid				

Payment must accompany registration. **Credit Card Payment Accepted Thru 10/21/15, Not At The Door.**

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Send to: MER Fall Convention
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Any Questions and/or additional information, e-mail to **MER-Registrar@verizon.net**

Additional events and clinics are added frequently. By the time this goes to press this information will be out of date. For the latest information go to **www.DelawareValleyTurn.org**.

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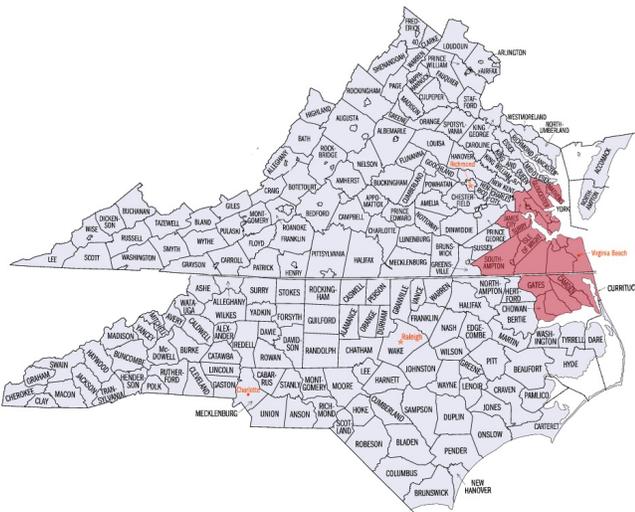
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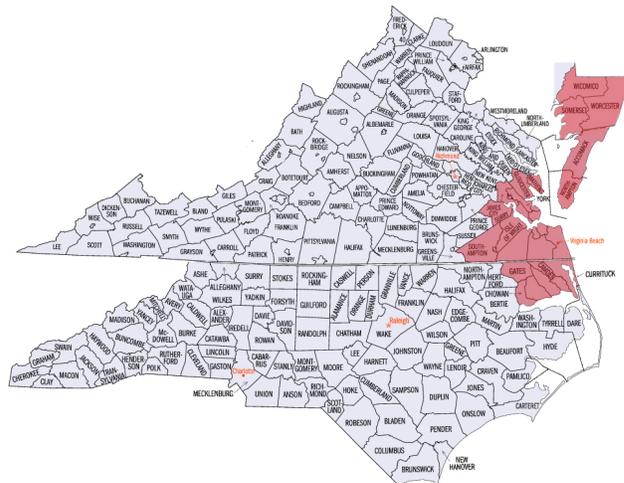
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Roger Ossman
MER Merchandise Sales Agent
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Notice of Proposed Expansion of Tidewater Division



Current



Proposed Expansion

Under Article X, Section 8 of the Mid-Eastern Region (MER) By-Laws, the Tidewater Division has proposed to add Accomack and Northhampton Counties in Virginia and Wicomico and Worcester Counties in Maryland to its geographic boundary. These four counties are part of the Delmarva Peninsula and are not currently aligned with any MER division. Anyone affected by this change and wishing to comment should submit their comments or concerns to me within 60 days of the publication of this notice.

Kenneth Nesper Jr., MER-NMRA Secretary

email: Secretary14@mer-nmra.com

CALLBOARD

Coming Events

May 15-17 2015; Philadelphia PA 22nd National Trolley Meet

Pennsylvania Convention Center, Exhibit Hall G, Broad & Race Streets, Philadelphia PA. Sponsor: East Penn Traction Club. Largest Trolley modeling event in North America viewing models, large layouts in O, HO and other scales. Meet theme: Cars with Pans. Model contests; clinics, sales of trolley models, etc. Sunday May 17th: fan trips and local layout visits. Meet registration \$23 in advance; \$25 at door. Information: <http://www.trolleymeet.com> or contact: Charles Long, Secretary/Treasurer; East Penn Traction Club, Inc.; 227 Locust Rd, Fort Washington PA 19034-1425; 215 247-1951; treasurer@eastpenn.org; <http://www.eastpenn.org/>

Pennsylvania, Scranton--June 27 Susquehanna Division Electric Railroads and Coal Outing.

Visit the Electric City Museum which is devoted to the history of Interurban Railroads and Trolleys. See 20 electric cars in various stages of renovation. Includes 1-hour, 11-mile Interurban ride over former Lackawanna & Wyoming Valley Railroad (The Laurel Line) ROW. Museum tour ends with a visit to their restoration shops. Two different coal mine tour options available - one in Scranton and the other in Ashland PA (1-hr/25-min south of Scranton). Both include guided tours and riding historic rail systems into formerly active underground mines. The Lackawanna County Coal Mine tour in Scranton includes a museum tour. The Pioneer Tunnel Coal Mine tour in Ashland includes a narrow gauge train ride around the mountain in converted mine cars pulled by an 0-4-0T steam locomotive. This program requires preregistration and advance payment. Prices vary based on selected tours. For pricing, questions, and registration, contact John Wissinger (MMR) at 717-628-1767 or jwissinger@susquehannanmra.org before June 6.

Achievement Program Update

by Charlie Flichman, MMR

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

Division 1 - New Jersey

William A. Grosse, Jr - Association Volunteer

Division 2 - Potomac

Paul Hutchins - Chief Dispatcher

Ernest H. Little - Model Railroad Engineer Civil

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.

CLASSIFIED

FOR SALE: New hardbound books. Never opened. Railroad Logging in Klamath County, Jack Bowden. (List \$49.95) \$19.00; Logging Railroads in Skagit County, Dennis Blake Thompson. (List \$49.95) \$19.00 ; Logging: The Principles and General Methods of Operation in the United States, Ralph Clement Bryant. (List \$36.00) \$15.00; Triumph I-VIII, Charles S. Roberts and David W. Messer. All 8 volumes \$295.00. Postage \$5.00. Peter Mosiondz, Jr., 26 Cameron Circle, Laurel Springs, NJ 08021. Phone: 856-627-6865. Email: choochoopete@comcast.net

The Mid-Eastern Region, Inc., NMRA
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801 S. Newton Lake Drive
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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 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 email within two weeks, please resend your submission or contact the editor by phone.

Publication Schedule	Deadline
Jan/Feb	Dec 1st of previous year
Mar/Apr	Feb 1st
May/Jun	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. The current advertising rates (6 issues) for The Local are as follows, and must include camera ready are (jpeg, pdf, bmp, tiff formats):

Callboard ads (50 words, Div and Clubs Only)	Free
Business Card size	\$60.00
Quarter Page ad	\$125.00
Half Page ad.....	\$225.00
Half Page ad per issue (Div only).....	\$25.00

The following are photos I took of Rick Brickmore's layout a few weeks ago. This is a moderate size layout designed for operation yet it is meticulously detailed with excellent lighting. This layout is well worth a visit and is almost in walking distance of the convention hotel.



The steel mill is the largest industry on the layout and is the focus of operations. Coke, coal, limestone, iron ore, and other materials used in steel manufacturing are all represented on this layout.





Most modelers show the hot side of a coke oven, where the hot coke is ejected into the quench car. Rick modeled the other side with a scratchbuilt pusher, the machine that pushes the hot coke out of the oven.



Detail scenes abound on this layout. Notice the hand throws at the edge of the layout to prevent 1:1 hands from crushing scenery.



This scrap yard had some interesting photo opportunities.



Another scene just down the tracks from the scrap yard.



Not all activity revolves around the steel industry. I almost got that foreground tree in focus.



