

# The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



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Number 3

## Streamliners at Spencer

*Nancy Campbell*

The Salisbury Post called it “three days of Rail Fan Nirvana.” The NC Transportation Museum, which was the sponsor, called it “a railfan extravaganza.” It, of course, was the Streamliners at Spencer event that took place in Spencer, NC at the end of May.

I had volunteered to assist with crowd control on May 29th, on the 3 PM to 11 PM shift. When the positions were announced, I found that I was to guard Ash Pit #3. When I arrived, I was issued a lime green “Staff” shirt and a meal voucher, and given directions to Ash Pit #3. This proved to be an excellent location, since the famed Bob Julian Roundhouse with its 37 stalls was in clear view, as well as the field where the locomotives were staged for photographers. It was also adjacent to the rest rooms, snack bar, and all the special cars that were available for viewing.



*Roundhouse, Left Side*

The main attraction, of course, was the locomotives – 26 of them, all freshly painted and washed and polished up. Each loco was placed on the roundtable in turn, as the centerpiece, and left there for enough time for all its fans to get a snapshot of it. The funniest one was watching them load old 611 on the turntable. It was really close – only 6” to spare in front, 12” at the back. And because the 611 tends to roll a bit, they had to place special chains down to hold it in place.

Not all of the locos were operational. Some had to be pushed into place rather than rolling in on their own power, but each got its moment of glory in the spotlight.



I mentioned that each loco was freshly washed. I do mean freshly – the morning of the shoot. One of the bystanders mentioned that one of the men wielding a brush on the Union Pacific unit, was the president of the company!

*Continued on Page 4*

# The Local

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The MER website is <http://www.mer-nmra.com>

# From The Business Car

*P. J. Mattson, MMR*

*MER President*

The January Budget meeting was held on Saturday, January 24th. The Budget for the year 2015 was presented and approved by the Board. There was an approved motion to start having the January meeting at different location, namely holding it at the venue of the upcoming Fall Convention. I'd like to know if that would bring some of you, the general membership, out to the meeting. Please go to the web site and send me an e-mail – Yes, it would or No, it would not. Thank you.

Also, The Local needs your help. Please send in your articles for publication in The Local. They can be write-ups on clinics, "how-to" articles, prototype articles or just anything else to do with model railroading.

This year the positions for the three MER Director are up for election. I'd like to see a few of you run for these positions. If you would like to run, please contact Bob Minnis (kahlualab@aol), Bruce Barrett (greenjeeps2@yahoo.com) or John Janosko (johnajan@embarqmail.com). Please prepare a State of Candidacy and a recognizable head shot photograph of you. For more details, see page 7 of this issue of The Local. Until next time, stay on the right track.

## Keeping in Touch...

*By Bob Price*

*MER Business Manager*

The MER BOD recently met to work on the budget and other matters of business. The Business Manager normally provides a report at the meeting. Sadly, I was not able to attend the meeting in person so I had President Mattson take paper copies of the report to the meeting. One of the more interesting items in the report is the total membership count. In the last issue of The Local I reported that for the first time in several years, we has seen an increase in the membership count. Closing out 2014, we had 1,898 members. That is an increase of 1.9% versus the same time last year. I hope the trend can continue.

Paper copies of the November-December 2014 issue of The Local were mailed to 881 members. An email notification that the eLocal is available for download from the MER website was sent to 379 members. There is a cross over in these numbers as 86 members receive both a paper copy of The Local and the email notification. The continuing trend has been a decrease in paper copies mailed and an increase in the eMail notifications.

Also with the November-December 2014 issue of The Local, we started using Mail Chimp to manage our eLocal subscription email list. Mail Chimp generates the email notification when a new issue of The Local is available for download. In addition to providing a direct link to the new issue, it also allows members to unsubscribe (it does happen) by clicking on a link in the same email. For the Business Manager, Mail Chimp provides tracking statistics for the emails sent. They also provide better diagnostics when the member emails bounce.

That's it for this issue...

As always Keep in Touch with any questions or changes in your subscriptions or addresses. A current address on file improves our ability to contact you with timely information.

# Letter from the Editor

*By Earl Hackett*

Check Out the Electronic Version

I recently received an email asking for the electronic version of The Local. We have been putting a small ad on page 14 or 15 for some time now about its availability. Only a few of our members have requested the electronic version. I don't know if it is because they prefer paper or if they just don't know about it. Right now it is just a copy of the print version, but it is in color and the photos have better resolution. You can access the electronic version on the MER website to see what past issues look like. This month I have added some very nice photos of CHirs Conaway's layout to the electronic version and hopefully will be able to post screen sized versions on the MER website for download.

It looks like I will be taking over the publication duties for The Local. We'll have to see if my MER Newsletter will continue. Starting with this issue I will be appending the photographs that would have gone into the Newsletter to the electronic version of The Local at much higher resolution than is possible in the newsletter format.

If you would like to get the electronic version, let Bob Price know via email at [business@mer-nmra.com](mailto:business@mer-nmra.com)

## Streamliners at Spencer



In addition to the roundhouse, there were photo opportunities along the sidings and at night. There was a schedule of when each loco would be posing where, so every railfan could capture his favorite.

The NC Transportation Museum takes very good care of its volunteers. At dinner time, we were ushered into a nice air-conditioned Amtrak diner for a leisurely meal. Amtrak had provided its exhibit train for the event, specially painted to honor veterans because of the proximity to Memorial day. The NC DOT exhibit train was there too, along with rail artist Andy Fletcher, and Norfolk Southern's official band, The Lawmen.





*One of the Mail Cars on Exhibit*



*Sitting room of private car Doris*

A variety of special cars were also open for public viewing. My favorite was Doris, a private car that provided a glimpse of pure luxury travel.



The piece de resistance was the iconic Class J 611, known as the Spirit of Roanoke, which was the only steam engine in the lineup. This huge engine was already scheduled to come to Spencer for refurbishing. A special fundraising drive, "Fire Up 611," allowed the move to take place in time for Streamliners at Spencer.

Another crowd favorite was the Nickel Plate No. 190, which is usually housed at the Oregon Rail heritage Center in Portland. There are only two ALCO PA locomotives remaining in the United States. It's a real beauty!



There were a reported 10,000 attendees during the weekend, representing 41 states and the District of Columbia, as well as five foreign nations – Canada, Ecuador, Japan, England and Australia. This was the largest gathering of these historic locomotives on record – truly an event to remember!

# News from the Contest Room!

By Martin Brechbiel  
MER General Contest Chairman

Once again, I encourage you all bring your models along to Delaware Valley Turn – the MER 2015 convention at The Hotel ML, Mt. Laurel, NJ, and enter it into any of the contest categories! We also have several Special Awards that you should consider for that “Special” model. All of the information pertaining to the Special Awards, criteria, qualifications, Judging, etc are available on the MER web site, <http://mer-nmra.com/Achievement.html> and at <http://dir.groups.yahoo.com/group/MERMailbag/files/> Just click on the name of the Award to be linked to that award’s information!

All of the forms you need are available on the MER web site at <http://mer-nmra.com/Achievement.html>. Download and fill these out since you can type right into the form. If you need or can not locate the forms, contact me directly ([martinwb@verizon.net](mailto:martinwb@verizon.net)).

In addition to the Judged Contest and Special Awards, we also have the popular vote “Favorite Train” and “Favorite Model” popular vote categories! We are also planning a special clinic for this year’s convention for modelers with interest in entering their models, but are unsure of where to start and what they need to be successful. This will be a hands-on construction clinic that will take a group of modelers from start to finish with the final objective being putting their models into the contest room for AP judging – I’m sure that several entries will qualify for our already existing Special Award from the Philadelphia Division for the Best New Modeler, too! We also have a popular vote Photo Contest.

We saw an excellent array of quality models in Hagerstown in 2014 despite what continues to be low number of entries. I’m hoping that we’ll have an increase this coming convention since the MER has a high number of truly outstanding modelers. We’re also going to need the continued great service of our existing cadre of experienced Judges as well as our Apprentice Judges. In that same light, I want to hear from last year’s judging crew to confirm (at least tentatively...) who will be coming to Mt. Laurel. I also want to hear from any modelers that would like to become Judges.

I continue to travel around the MER doing clinics on judging as well as addressing the issue of “paperwork.” This is really about communications and clarity. As noted previously, the Judges only spend ~10 minutes per category per model so having the “right stuff” on your forms, and being brief and succinct can only help you; that 2” binder of information you brought to impress the Judges is just not going to get read. We really do want you to get those Merit Awards and the percentage of those awarded over the past several years has been for ~40% of the models! You only need 87 ½ points which out of a possible 125 point calculates out to be a “C” grade, so I’m thinking that better communications will boost that percentage.

Lastly, participating in Judging is a great way to learn and improve your modeling skills and gain a “hands-on” understanding of how the judging matrices are applied. Judging is another activity that counts towards your Association Volunteer category in the AP program! I’d like to invite 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 to Mt. Laurel and bring your models to the Contest Room!

# Election Countdown

*Bob Minnis, MMR*

This is a reminder that the deadline for self-nomination is April 15th. After that, a petition of 25 current members is required along with the photo and candidate statement. At the recent mid-year meeting of the MER Board, they have decided/directed that any candidate for any MER office can now submit an optional 500 word statement of their qualifications that will be posted only on the MER website. The 200 word candidate statement is still required for publishing in the LOCAL and the ballot. This change is based on membership concerns that the original 200 word statement was insufficient to fully explain their qualifications and experience for the position. If you have any questions, please do not hesitate to contact any one on the nominating committee:

Bob Minnis – kahlualab@aol.com

Bruce Barrett – greenjeeps2@yahoo.com

John Janosko – johnajan@embarqmail.com

(CORRECTION: The second sentence in last month’s article “THE MER WANTS YOU” should have read “. . . elected will serve a two (2) year term assisting the other four officers . . .”)

## Statement of Financial Condition

Item	Amount
Assets (excluding inventories)	
High Point Bank Checking Account	4,796.15
High Point Bank Money Market	3,436.35
High Point Bank General CD 1	12,055.94
High Point Bank Life CD	42,516.95
High Point Bank General CD 2	15,000.00
Convention Advance	1,500.00
Net Assets (excluding inventories)	79,305.39
Breakdown of Net Assets	
Restricted Assets	
Life Member Fund	40,177.21
Life Member Fund Interest (paid to Money Market Account)	244.56
Pre-Paid Subscriptions	4,936.50
Assets Restricted by Board of	
Donation Fund	3,558.43
Kit Fund	6,013.90
Unrestricted Assets	24,374.79
Total Net Assets	79,305.39

Thomas R. Buckingham

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.

# NC Rail Run 2014 - Part 2

Rusty Doss, Assistant Superintendent, CSD  
assistsuper@carolinasouther.org

CR&E Railway, Marcus Neubacher  
China Grove, NC  
August 31, 2014 - Day 3

The CR&E is a coal hauling bridge route connecting the midwest and the southeast. Design and operation of the railroad has drawn influences from actual railroads such as the Clinchfield, the Southern Railway, and the Norfolk & Western. Model railroad influences include W. Allen McClelland's Virginian & Ohio, Tony Koester's Allegheny Midland, and Eric Brooman's Utah Belt, among others. The modeled portion of the CR&E represents the railroad between Lewisburg, WV, and Roanoke, VA.. The territory west of Lewisburg allows for the representation of the Kessler & Northern District, a territory of coal-hauling branch lines that connect with the CR&E mainline west of Lewisburg at Meadow Bluff, WV. The new railroad occupies two main rooms, 11 X 22 feet in size and 15.5 X 19 feet in size, connected through a laundry room/half bath. Construction began late in 2008 and the first test operating session was in December 2009. Over the 18 months or so that followed, construction continued with additional territory coming online. The railroad is set in the late 1980's to early 1990's (roughly 1989-1994), which allows the operation of a few locomotives from Norfolk Southern's predecessors Norfolk & Western and Southern Railway, as well as a large variety of CSX Transportation predecessor paint schemes.

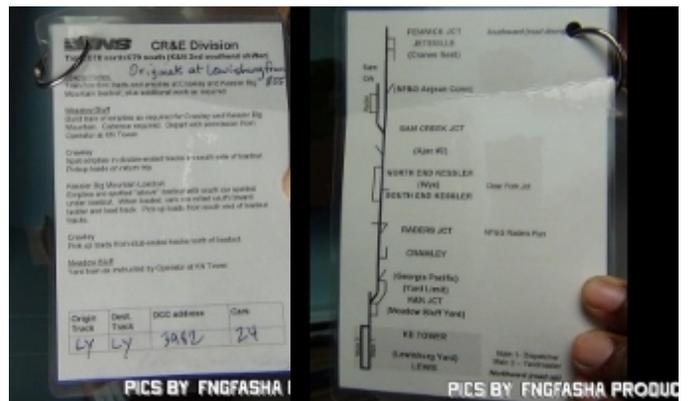
So, with this kind of intro I had high expectations for this layout. I made my way to Marcus' house to see his CR&E railroad and get an idea of how N Scale operates. Let me tell you, I was blown away!!!! Marcus says he has more scenery to finish, more signals need work, some more local controls for switches need to be wired, but normally he will work on what he's in the mood to do. I have not been to another layout that has the number of functioning signals. That to me creates an additional level of realism.

Marcus has resistors installed on most of the rolling stock. That with block signaling allows the dispatcher to run a CTC System while routing trains and following their progress on screen. The Dispatcher gives a Train Crew it's clearance and then watches as the Train progresses through Block Signaling. If a crew has stopped for a red signal and then green to proceed and the train does not start to move within a timely fashion, the Dispatcher can see this and contact the train crew via two-way radio to check for problems.

Passing from one room to the next, I saw this basket.



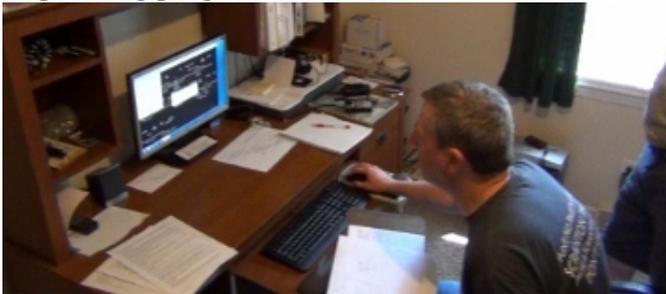
Paperwork for trains awaiting crews is kept here in sequential order. The paperwork includes a laminated instruction card and map on the reverse side, clipped to a pouch that holds the car cards and waybills for the train. The front has special notes and all stops, pickups and set outs. The back side of Crew's Paperwork shows track, load out, junctions and turnouts, all in a nice plastic sleeve for protection.



This is what meets you as you pass from one room into the next! And yes, that red dot near the middle of the picture is a working signal. Anderson is the name of an intermediate signal in the Loops. Here the tracks make a horseshoe curve around Anderson's Geyser as they climb the Alleghenies.



With crew meeting and assignments handed out, Marcus headed to the Dispatcher's Office to get them started. Marcus is setting up the CATS dispatching program and JMRI fast clock.



The dispatcher works upstairs, completely out of sight and earshot of the railroad. Communication is via FRS radios and dispatching is mostly by CTC following signal indications.

The CATS dispatching console is used to control switches and signals. The program, by Rodney Black, is based on the DigiCon dispatching software used by the prototype railroads. It is a free download from the JMRI website.



A close-up of the East End Dispatcher's console shows eastbound time freight 456 entering the siding at Ridge, where westbound counterpart 457 is waiting.



I caught up with my new friend Ken Mann running Train #596, a coal train as he was pulling into Glace. Here Train #596 would need the help of C91 engineered by Martin Oakes (P&W Mbr) to get up the grade into Catawba.

C91 eases up to the end of #596 and prepares to couple in Glace. Pusher locomotives are used to move heavy coal trains up the Loops east of Glace, WV. Following prototype practice, a separate crew is used for the manned pushers. Two ancient N&W SD35's prepare to tie on to coal train 596 in the siding at Glace. Westbound local C54 is on the mainline waiting for its turn to work.



Eastbound coal train 596 emerges from Wolf Hills Tunnel as it struggles upgrade through the Loops.



Hats off to all the owner's, regular crews and visitors who made NC Railrun a huge success again this year and allowed me to help, hinder or interlope. Find more about Marcus Neubacher's CR&E Railway at [www.kntower.com](http://www.kntower.com).

# Stop Layout Spelunking

Build a Yard on the Workbench by Bill Lyders

I wrote an article for my club website about spelunking under and within my layout to do wiring and install Tortoise motors. Unless you are a lot younger and nimble than I am, spelunking is not FUN.

In late May 2014, I had my first Whitewater & Virginia (W&V) RR Operations Session. The session ran fine, but I received a Bad Order form from one of my Yardmasters about his assigned yard on the layout. Whenever a car derailed, the Yardmaster could not reach the offending cars. I was aware of the potential for that problem, but the Bad Order made it official – I had a problem to solve. I decided to build a new, revised double-ended yard that could use the same yard leads, but would come out to the front of the layout at an angle and all the tracks and turnouts would be accessible from the fascia. I did not want to repeat my previous spelunking adventure so I decided to build the yard on a workbench in my crew's lounge and install the completed yard on the layout.

I obtained a 14"x90" piece of Homosote and paneling and began constructing the yard on my workbench. I cut them to fit in the shape of the space available. I glued the sub-roadbed together with white Elmer's glue and clamped it to dry. I painted the Homosote with black latex paint and began laying out the yard on the Homosote. I set the yard in progress on the layout and mounted short 1"x 4" pine boards to align with the risers to make the yard level. With the final sub-roadbed constructed, I returned to the workbench and attached the track and manual ground throws to the turnouts in the yard. The completed constructed yard is shown in Figure 1.



*Figure 1*



*Figure 2*

With the mechanical work completed, now the wiring of the tracks began. I soldered feeder wires to each of the yard tracks and the one business siding. Then I soldered each of the 24 AWG feeder wires to the size 14 AWG stranded wire power bus for the yard, looping the power bus around the mounted 1"x4" support pieces. To eliminate any chance of the wiring falling down and catching on benchwork on the layout, I used 1/2" staples and stapled the bus wire to the paneling. The completed yard power wiring is shown in Figure 2.

One final effort was left: Install and test a Circuitron Tortoise motor for the lead turnout coming into the yard. The turnout was in a pie shaped section that had support structures for other layout features on each side of it. As it turned out the Tortoise motor would just fit into the available space between the features with the turnout in the middle of the pie shaped area. I drilled a ½” hole beneath the middle of the turnout to accommodate the stiff wire from the motor and mounted the turnout. I attached two wires to a detachable Tortoise connector, for motor leads on tabs #1 and #8. I then tested the Tortoise motor-to-turnout on the workbench using a 9VDC battery as shown in Figure 3.

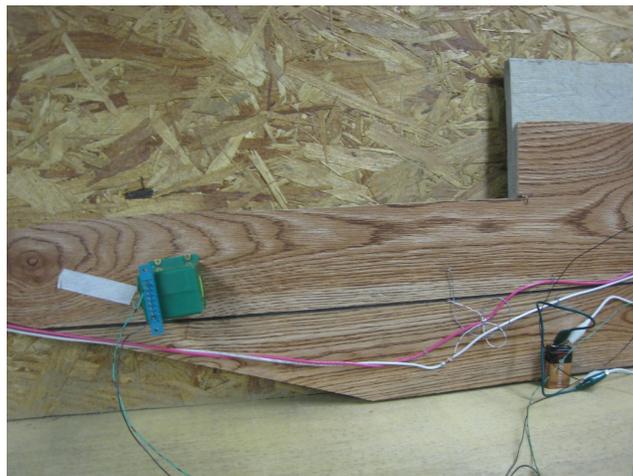


Figure 3

It took a number of test runs to get the stiff wire to be seated properly as it would protrude up too much in one turnout position and almost too low in the opposite position. I had to reshape that stiff wire and then cut a little off so a locomotive could pass over it without hitting it in the turnout. Having a battery in place and being able easily swap the test leads to trigger the motor was very beneficial to making test runs and switch motor position adjustments. Final installation involved mounting the yard in the layout, connecting tracks between yard and layout, and installing a switch on the fascia to control the power to the switch motors..

Being comfortable at my workbench building a yard, even a small one like this, is the way to go. I will do it again on a larger yard next time too. Try it – You will like it too!



# The Philadelphia Chapter Pennsylvania Railroad Technical & Historical Society

**Preserving the history of the Pennsylvania Railroad**

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# New Membership Recruitment Program

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

## What's covered?

Same as Rail Pass—receive the NMRA Magazine, The eLocal, eligibility to attend conventions and meets, eligibility to participate in contests.

## What's not covered?

Same as Rail Pass—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 or a prior Rail Pass member.

## 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 Rail Pass form). (2) The "recruiter" should sign the form, and then forward it to: Bob Price, Business Manager, 801 S. Newton Lake Drive, 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 Soddy Daisy.

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

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

## Are there limits on the program?

The MER initially allocated \$2,000 for this program. When this funding is depleted Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be reevaluated 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, Business@MER-NMRA.com), or P.J. Mattson, MMR, MER President (see contact information on page 2).

---

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

**Yes**, please sign me up for a free six month Rail Pass 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 mailed national magazine, and The eLocal, the regional newsletter if an email address is provided. I will not be eligible to vote or hold office.

*I also understand that the \$9.95 cost of this six month Rail Pass 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 or a prior Rail Pass member.*

---

Name \_\_\_\_\_

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

City/State/Zip \_\_\_\_\_

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

Email \_\_\_\_\_

Scale(s) \_\_\_\_\_

Signature of Sponsor \_\_\_\_\_

Title of Sponsor \_\_\_\_\_

When this form is completed  
mail it to:

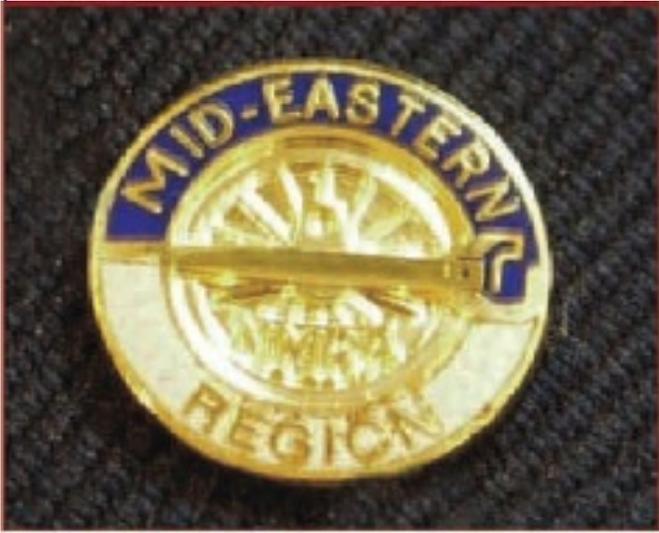
**Bob Price**  
**MER Business Manager**  
**801 S. Newton Lake Drive**  
**Collingswood, NJ 08108**

Do not mail directly to the  
NMRA

*(A Regional or Divisional Officer or Board Member)*



# Support Your NMRA Region and Purchase These Great Products from MER



MER Lapel Pin/Tie Tack



MER Cloth Patch

MER Cloth Patch**	Quantity _____	\$3.00 includes S&H	\$ _____
MER Lapel Pin.Tie Tack**	Quantity _____	\$6.00 includes S&H	\$ _____

The Locals** (all issues 1947 - 2012) on CD	Quantity _____	\$5.00 postpaid	\$ _____
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\*\* Only available to MER members. MER or NMRA Membership # \_\_\_\_\_

Donation	\$ _____
<b>TOTAL AMOUNT ENCLOSED</b>	<b>\$ _____</b>

Make checks payable to: Mid-Eastern Region

**Ship to:**

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 ADDRESS 1 \_\_\_\_\_  
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**Mail to:**

Roger Ossman  
 MER Merchandise Sales Agent  
 3307 Englewood Road  
 Wilmington, DE 19819-3323

# CALLBOARD

## Coming Events

### **Sunday May 3, 2015, Fishersville, VA**

The Augusta County Railroad Museum and club will be having their annual train show at Augusta Expoland in Fishersville, VA, just off I-64, Exit 91. There will be a wide variety of vendors and train layouts on display. Entrance fee is \$5.00 for adults, children under 12 are free. Food is also available. The show runs from 10:00 a.m. to 4:00 p.m.

### **May 9, Shermans Dale, PA**

Susquehanna Division Live Steam Day In Perry County. 10:00AM - tour a 5000 sq ft custom machine shop in Shermans Dale, PA, that specializes in both general machine services and the Live Steam hobby. See several scale PRR H-10 locomotives in various stages of development and a Big Boy under construction. Relocate to Ickesburg, PA, for a 1:00PM visit to an expansive 1.5" scale Live Steam railroad that includes a yard, large engine steam-up facility, and 6200' of mainline track. Train rides will be provided. Attendance by pre-registration only. Contact Dan Horting: 717-285-7320, k4sbuilder@comcast.net; or Rich Wurst: 717-392-5023, rjwurst@comcast.net. Cost: \$2 for NMRA members and \$4 non-members - driving maps will be provided to registrants.

### **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/>.

# Achievement Program Update

*Charlie Flichman, MMR*

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

#### Division 1 - New Jersey

Thomas C. Griffiths - Master Builder Cars

#### Division 3 - Philadelphia

Michael Rabbitt - Golden Spike

Richard L. Foley - Association Volunteer

#### Division 12 - Carolina Southern

John Shefte - Golden Spike

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**  
**An IRS Tax Exempt Organization**  
**Business Manager**  
**801 S. Newton Lake Drive**  
**Collingswood, NJ 08108**



RETURN SERVICE REQUESTED

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**Subscriptions to The Local**

Send Requests to MER Business Manager at above address

I want to receive the printed black& white version of The Local at \$9.00 per year (6 issues) \$ \_\_\_\_\_

I want to receive the free electronic **color** version of **The Local**

Email: \_\_\_\_\_

Donation \$ \_\_\_\_\_

Total Enclosed \$ \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Zip (+4) \_\_\_\_\_

Email \_\_\_\_\_

NMRA # \_\_\_\_\_ Expire Date \_\_\_\_\_

Scale(s) \_\_\_\_\_ Telephone # \_\_\_\_\_

**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/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. 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 (30 - 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

# Convention Preview

Since taking over publication duties for The Local, the MER Newsletter has been significantly delayed. I hope to get it back on line shortly. This column will have photos I have recently taken of layouts that will be open during the convention, but in much higher detail than I can put in the MER Newsletter. Hopefully we can get some of them uploaded to the web site in large format suitable for full screen display.

Photos this month are from the layouts of Ralph Deplasi and Chris Conaway.



This is a grain elevator on Chris Conaway's layout. I inserted the backdrop from one of my file photos as this is situated on a peninsula with no backdrop of its own. The next time I'll bring a blue or green screen to make the job easier.



Chris' layout is situated in the farm country of Ohio.





Photos of a couple of models around Chris' layout.





I didn't know Ohio produced coal, but apparently it does.  
Now for some photos on Ralph's layout.



Ralph models the Lehigh Valley and is set up for operation. This is his first attempt at scenery.



The trackwork models the prototype configuration as closely as possible.







These are a couple of hand held shots. You can get much greater depth of focus with combine ZP, but you have to use a tripod.

