



Oregon Coast Railroad By Mat Thompson

Mountains of the Coast Range in Oregon's hug the State's Pacific coast. No real railroad ever challenged the rugged terrain over the full length of the State's shoreline. I have imagined away these economic and engineering realities to create the Oregon Coast Railroad (OCR) in HO.

The OCR follows the Columbia River from Portland to Astoria and then down the coast to Brookings, just north of the California border. Actual names of towns and geographic features are used but not specifically modeled. The time period is 1944. Railroad traffic is bustling to meet the nation's war demands for logging, fishing, and farming products.

I enjoy researching the era and location to create the look of a railroad that could have been. Being focused on a particular area and time helps direct my modeling efforts and discipline my spending.

The location and time period cater to my greatest love in the hobby, craftsman kits and scratch-building structures. My modeling goal is to create a believable environment of a time and place that could have been. Details such as 40's era automobiles and advertising, plus human figures, boats, trees, fences, and telephone poles are combined to enhance the overall

effect. Trains are the central focus but when I have a choice between adding an intriguing scenic possibility or squeezing in more tracks, scenery is most often chosen.

I don't let facts inhibit a little creativity for the sake of interesting modeling. Until recently, the OCR was set in 1941. Then Life-like released the Proto2000 2-8-2 Mallet. Now, I have decided it is 1944 and the OCR is one of the railroads that bought a Mallet from the Norfolk and Western. After all, engines built to haul heavy loads of coal out of the Appalachian Mountains should be perfect for hauling heavy loads of lumber out of Oregon's mountainous timber country. N & W 2011 is now OCR 7953 and back at work.



**Traffic waits for the Oregon Coast #162
as she hauls the lumber train to Astoria.**

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MER LOCAL

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The MER LOCAL welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space.

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LIFE MEMBERSHIP

Life Membership in the MER is ONLY available to NMRA Life Members. For quotation, apply to the Business Manager with your date of birth.

Send all dues and membership inquiries to:
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President's Column

Guest Editorial

Why Regions Are Necessary?

By Norm Garner, V. P.

This question is often posed to me at conventions, via e-mail and during phone conversations. Some feel that the NMRA could handle the functions of the MER. The NMRA, like the MER, is a volunteer organization with only 3 paid employees. The cooperate office is located in Chattanooga, Tenn. this office is responsible to meet the needs of over 23 thousand model railroaders.

The purpose of your MER is to promote, stimulate, foster and encourage by all manner and means the art and craft of model railroading and the preservation of the history, science, and technology thereof. The MER does this by expanding the interest in and publicizing the hobby of model railroading through publication of the LOCAL six (6) times annually.

Another objective of the MER is to sponsor 2 conventions per year. These conventions give MER members the opportunity to net work with other model railroaders without traveling cross country. The MER supports local divisions financially when they sponsor MER conventions. If needed, MER Board of Directors will personally get involved assisting divisions in part or in whole in setting up a convention.

MER conventions support the national Achievement Program. Often this is the first step members take before competing on a national level. The camaraderie at these conventions reflect genuine recognition of those outstanding model railroaders. Constructive feedback often helps those who go on to compete on the national level.

The MER promotes membership growth by helping in the establishment of new divisions in the region.

There are approximately 25 volunteers in addition to the Board of Directors that help with the various standing committees. We are always looking for more volunteers.

The MER is your conduit to the NMRA. There are 15 regions in the country. The NMRA could not possibly meet the needs of all the model railroaders in these regions without additional financial and staff resources.

For only \$8.00/year your MER possesses a sincere interest in promoting the hobby and enjoying the challenges and fun it has to offer.

Editor's Column

Stan Knotts

I had a good time at the Portsmouth, Virginia convention, too bad so few members could make it. The high point of my trip was the tour to the coal piers in Portsmouth. Both Pier IX and Dominion Terminal Associates (DTA) were interesting and very accommodating. Pier IX is an exporter of petroleum, coal and coke, and more recently, an importer of bulk cement. They are served by CSX and dump cars in a single shift using a rotary dumper. For winter processing they have a propane burning thaw shed with "torches" at short intervals along the shed positioned so the flames will hit the dump doors on the cars and not the trucks. A humorous incident occurred when CSX accidentally sent them an aluminum hopper (a no-no) and the first indication of a problem when the workers spotted the thaw shed filling with coal – from the holes the burners made along the car sides. The cars are moved from the thaw shed (and holding tracks) to the dumper by mechanical pullers with couplers mounted on rotating arms. The coal from the dumper is conveyed to large piles awaiting transfer to ships. They gave us a tour inside the rotary coal dumper where they dumped two coal cars for us. Afterwards we got a demonstration of their remote control diesel. The remote control box was hung around "Archie's" shoulder and looked for all the world like a slightly larger version of the devices we use to control our models, and it handled the full size diesel just as well. We then got a ride on it ending up at the bulk cement dumping station. The cement comes in on ships, is stored in silos and dumped by air pressure into trucks or rail cars. As a parting gift they gave us a cool tee shirt advertising their business.

Immediately adjacent to Pier IX is DTA. DTA is a ground storage bulk coal loading facility also served by CSX which hauls coal in from West Virginia, Virginia and Kentucky. They have 13 miles of track on site and a three railcar thaw shed for frozen hoppers. Two tandem rotary tandem dumpers receive up to 5,200 tons of coal per hour. They have two large stacker/



DTA coal pier and facilities, from control tower

reclaimer units which reclaim (remove contaminants) 5,900 tons of coal per hour. Their traveling shiploaders move along tracks between the coal piles and have a rotating "spoon" and 143 foot long boom and are capable of loading 6,500 tons per hour. DTA showed us a film describing their history and processes then took us up in their control tower for a fantastic view of the facility and a tour of their computer controls. The coal is either conveyed directly to the ships or stored temporarily in the twin surge silos. Their pier

accommodates seagoing and coastal barges and colliers of up to 177,000 tons. The pier is 1162 feet long with berths for loading on either side. Both berths are dredged to a low water depth of 50 feet to match the harbor channel. DTA has a series of water spray devices called "rain birds" circling their facility to keep coal dust down so they meet the EPA standards.



Diesel picking up hopper from dumper building

the MER conventions. They are normally limited in how many people can take each tour so if you are interested sign up early.

Tours like these are a great benefit of

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I took the same license with the facts for the Burlington Zephyr. My model will be re-lettered for the OCR and is the star attraction in my fleet of six self-powered rail cars and rail busses. They are all nicknamed Coasters and are the source of the OCR's slogan "Ride the Coasters."

The OCR is built along three walls in a 26 foot by 17 foot finished basement room. On the fourth side, a 4-foot by 13-foot free-standing portion of the layout connects to one of the 17-foot sides so that the layout is shaped like a rectangle with a small gap at one corner. Bench work is open girder extending 30 inches from the walls. Lighting is a combination of incandescent and fluorescent fixtures. A dedicated circuit powers sixteen track lighting fixtures. A photographic mural of pine-timbered hills is mounted above the benchwork



The harbor at Clatskanine includes kit models structures from Fine Scale Miniatures, Master Creations, Sheepscot and Campbells. running along the three walls.

Layout height is 50" for the good viewing perspective. This height also allows room for workbenches under the layout. I use blank interior doors attached to the benchwork legs at 29". The doors both brace the benchwork

legs and provide large working surfaces. The layout height also makes working underneath it much easier.

About 200 feet Atlas Code 83 flex track and 20 Walthers turnouts with Tortoise switch machines have been laid on Woodland Scenics foam track risers. Benchwork is complete for the remaining 100 feet of track and 12 turnouts needed to finish the track plan. I hope to do that part early this summer. MRC Command 2000 is used for train control.



OCR hauls the lumber train over the Clatskanine River enroute to Astoria.

The Columbia River port of Clatskanine is finished. Clatskanine features a fishing harbor and a main street. There are over 50 buildings, bridges, and piers in a four by seven-foot area. Ten boats and barges fill the harbor. I painted the water area a dark green and

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Juniata Junction

MER Fall Convention — October 5-8, 2000
Hosted by the MER, MCR, and NER Regions
of the NMRA
Altoona, PA



CONVENTION ACTIVITIES

RAILFEST 2000 [extra fare] Saturday and Sunday

- Includes admission to RAILFEST events both days (only one train excursion)
 - Altoona Railroaders Memorial Museum
 - Norfolk Southern (formerly PRR) Juniata Locomotive Shop Tour
 - Norfolk Southern (formerly PRR) Hollidaysburg Freight Car Shop Tour
 - RAILFEST shuttle bus to and from the above events
 - NPS Horseshoe Curve National Historic Landmark (no transportation)
 - NPS Horseshoe Curve Visitor Center (no transportation)
 - Rail Excursion from Altoona around The Horseshoe Curve and back to Altoona (ONE TRIP ONLY). Train reverses direction by way of the "loop track" at AR tower so you travel through both tunnels and each side of train faces the inside of the curve.

NOTE: The RAILFEST has reserved two excursion times for our convention, Saturday at 3 p.m. and Sunday at 9:15 a.m. You must select one time when you fill out your Convention Registration Form and the Registrar must receive your registration before June 1st. DON'T be late, this is a compromise with the RAILFEST people who wanted our reservations even earlier! After that date, you may still make reservations but you are not guaranteed your time or date. These trips run all day on Saturday and Sunday but we will not have those times to give to you before the deadline.

-All day shuttle bus service (SATURDAY

ONLY AND ONE BUS ONLY) between the Ramada Hotel and the Railroaders Memorial Museum parking lot. A final schedule will be available at the Convention Registration Desk at the Ramada.

NON RAIL [extra fare] Friday, 8 a.m.

Bus trip to Johnstown, PA, and the site of the 1889 Johnstown flood that killed 2,209 people, wiped out several villages, most of the City of Johnstown and the PRR main line for 15 miles. You will visit the NPS Flood Memorial and Visitors Center, about 15 miles north of Johnstown, the place where the flood started. Then, you'll travel to the Johnstown Flood Museum, in downtown Johnstown, where it ended. Both locations feature bone chilling, award winning, films interpreting the cause of the flood and the devastation caused by it. In addition, you will stop at the World Famous Johnstown Inclined Plane, the steepest vehicular inclined plane in the world. No, the bus will not go up or down the inclined plane, but you will. The view from the top is a spectacular one of the Conemaugh Valley, the City of Johnstown, and the Norfolk Southern (formerly PRR) main line.

AUCTION - featuring Auctioneer Bob Charles. Bring your stuff to be sold.

CONTESTS - enter your best in the model contest or the photo contest.

COMPANY STORE - regions, divisions, and clubs

are encouraged to bring items to sell in the store. No commission charged to NMRA organizations. JUNIATA JUNCTION golf shirts, cups, and pins will be available.

CLINICS - More than 30 clinicians signed up. Among those are nationally known names such as McClellan, Koester, Mellander, Sperandeo, Getz, Carstens, Miller, Potter, Charles, Pollock and more, plus, a good variety from the NER, MCR, and MER.

DOOR PRIZES/RAFFLE - an arm's length of tickets for a buck!

LAYOUT TOURS - We have some signed up and we're still working on finding more. The Altoona Model Railroad Club (Altoona Association of Model Railroaders) will be open for us. The club features HO and O scale layouts (combined) and a collection of builders and number plates you won't believe!

MODULAR LAYOUTS - several operating modular layouts will be on display.

BANQUET - Saturday night at the Ramada. We're working on a great, funny, well known, but narrow minded MC/speaker for the banquet. More on this later. You have your choice of Grilled Chicken Breast Dijon or Top Round Roast of Beef for an entree.

SHUTTLE BUS - between hotels. We will provide shuttle bus service (one bus) between all of the convention hotels on Friday and Saturday. Service should start around 8 a.m. with the last bus departing the Ramada around midnight. We anticipate bus service on a 45-60 minute schedule. Final schedule will be available at the Convention Registration Desk at the Ramada.

AND shuttle bus service from the Ramada to the RAILFEST and back to the Ramada on SATURDAY ONLY-ONE BUS ONLY. A final schedule will be available at the Convention Registration Desk.

OTHER ATTRACTIONS

Gallitzin - Tunnels Park; features a restored N5C cabin car (caboose to you non PRR folks) and a perfect viewing spot for NS trains exiting and entering the Allegheny tunnel. Community Building and Museum directly across the street from Tunnel Park. Other special attractions during RAILFEST weekend. FREE.

Cresson - features more great train watching along the main line plus a Street Festival with a "Train Meet/Flea Market" during RAILFEST weekend. FREE.

Portage Railroad - just outside of Gallitzin. The NPS Allegheny Portage Railroad and Visitors Center. Demonstrates how the mountains were crossed before the "curve" was built. Small admission fee is charged.

Bedford - Fall Foliage Festival. FREE.

Altoona - pedestrian bridges over the main line at the Railroaders Memorial Museum and AMTRAK station. FREE. Perfect for train watching in both directions.

Information about other events in and around Altoona will be available at the Convention Registration Desk at the Ramada and in the lobby of each hotel.

HOTEL INFORMATION

-WHEN YOU MAKE YOUR HOTEL RESERVATIONS, TELL THE HOTEL RESERVATIONS CLERK YOU ARE WITH THE JUNIATA JUNCTION CONVENTION.

-ALL HOTELS ARE ALONG BUSINESS ROUTE U.S. 220/PLANK ROAD/PLEASANT VALLEY BLVD; SAME ROAD, DIFFERENT NAMES AT DIFFERENT LOCATIONS.

-ALL HOTELS CAN BE ACCESSED FROM I99 AT PLANK ROAD EXIT. AT OFF RAMP TURN RIGHT FOR RAMADA HOTEL AND COMFORT INN AND LEFT FOR HAMPTON INN AND DAYS INN.

-CUTOFF DATE FOR HOTEL RESERVATIONS IS SEPTEMBER 4.

CONVENTION HOTEL

RAMADA HOTEL

1 Sheraton Drive
Altoona, PA 16601
814-946-1631
FAX 814-946-0785

\$72 per room
1/4 mile south from I99 Plank
Road exit. Very nice.

FIRST OVERFLOW HOTEL

COMFORT INN

130 Patchway Road
P.O. Box 1015
Duncansville, PA 16635
814-693-1800
FAX 814-693-0126

\$70 per room
About 1 3/4 mile south of
Ramada. Very nice, opened July 99

SECOND OVERFLOW HOTEL

HAMPTON INN

180 Charlotte Drive
Altoona, PA 16601
814-941-3500
FAX 814-941-0968

\$74 per room
About 1/2 mile north of Ramada.
Very nice.

THIRD OVERFLOW HOTEL

DAYS INN

3306 Pleasant Valley Blvd
Altoona, PA 16602
814-944-9661
FAX 814-944-9557

\$65 per room
About 1 1/4 mile north of Ramada

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then poured Envirotex over it. Envirotex is a two part syrupy mixture that dries flat.

I created a rippled water effect by occasionally dragging a spoon handle through it during the ten-hour curing period.

Buildings for the next town, Astoria, are completed and just now being

placed.

Basic shapes for terrain features are roughed out in several places. I use foam-packing materials from computers for basic forms and finish off the shape with plaster impregnated gauze.

Track and electrical work is not my strong suit in the hobby. I joined the Prince William County Model Railroad Club last fall. Besides enjoying the social aspects of model railroading for

the first time, club members are a teaching me a lot about electrical work and DCC.

The OCR is now about 20% complete. The next step is to finish the remaining track. Then the power system will be converted to Digitrax. With both of these tasks complete, I can get back to modeling the Oregon coast as it could have been.

PORTSMOUTH CONVENTION CONTEST WINNERS

reported by Ray Bilodeau 5/9/2000

Model Contest

Seven modelers brought 15 entries to the model contest in Portsmouth. We thank our six judges for having a "keen eye" while participating in the judging. All have judged in prior MER conventions while several have also judged on the national level. Besides myself, there was Jim Teese, MMR, Bill Flichman, Chuck Hladik, Alan Mende and W. Terry Nesbit. We appreciate all the work that Rita Lynam did in the contest room during the convention.

The winners were:

Diesel

1st Charles G. Hladik HO Genessee & Wyoming CF-7

Freight Cars

1st Chuck Davis HO Erie 50-Ton Covered Hopper Car #20049*
2nd Roger Cason HO 8000 Gallon Riveted Tank Car

Passenger Cars

1st Charles G. Hladik HO Rutland Coach #1108

Structures-on-line

1st Sam Heatwole HO Keezle's Glen Station

Structures-off-line

1st Tom Salmon HO Judith Barrel/Pallet Works*
2nd Noll Horan N Pile Driver*
3rd Charles G. Hladik HO Old Man Dan's House*

Diorama

1st John M. Johnson HO Building Materials Warehouse**

Module

1st Noll Horan N Port Sara
2nd Noll Horan N Naughton Timberworks
3rd Noll Horan N/Nn3 Broad Top Transfer

* denotes AP merit award scoring a minimum of 87.5 points

** The Building Materials Warehouse, an on-line structure, was awarded an AP certificate

Clyde L. Gerald Award (for best kit-bashed model)

Chuck Davis Erie 50-Ton Covered Hopper Car #20049

Blue Lantern Award

Noll Horan Pile Driver

Best-in-show Award

John M. Johnson Building Materials Warehouse

Photo Contest

Jim Atkinson reports that there were 9 photos entered by 2 entrants.

Model

1st Sharon Prescott "Round House Beauty"
2nd Sharon Prescott "Chessie Steam"
3rd Sharon Prescott "Rocket to No Where"

Prototype

1st Fred Miller "Gotham City"
2nd Fred Miller "Railroad Avenue"
3rd Fred Miller "Eastern Road"

Arts & Crafts Contest

Rita Lynam reports that there was only one entry at this convention, namely:

1st John M. Johnson US Postage Stamp Special



MER Achievement Program Comments from the Recent MER Membership Survey

by Jim Kellow MMR

MER Achievement Program Chairman

In the fall of 1999 the Local included a survey form to solicit information from the MER membership about the Region and its activities. One of the areas that was included in the survey was the MER Achievement Program. I was recently given a copy of the survey results to the Question "What do you like or dislike about the Achievement Program?". I would like to share this information as feedback to the membership as well as to address as many of the comments as I can. I would like this to be a two way conversation and therefore would encourage your response to my comments and efforts to make the MER Achievement Program responsive to the needs of the membership.

There were 145 questionnaires returned. Of these questionnaires 55 respondents said they were participating in the Achievement Program. 63% of these said it was very good or excellent. 69 respondents said they had entered a contest, and 57 respondents said they were currently working on an Achievement Program Certificate. I was pleased to see that most responses were positive about the program and rated it as Very Good to Excellent. However I was more interested in the specific comments made by members who had suggestions or problems with the program. It is these areas I want to deal with here.

Member Comments to the question; "What do you like or dislike about the Achievement Program?" (I have not included the favorable comments below)

1. New to NMRA and MER do not know about it.
2. No one ever told me about it
3. Needs more explanation on a regular basis at the Div Level and in the Local.
4. I model in G Scale and AP requirements need to be rewritten so that they apply to G
5. Too Complicated
6. Too much paperwork
7. Too much emphasis on "Scratch" not enough on "Bash"
8. No beginner/Novice Class
9. Need to provide evaluation feed back - what elements build points?
10. It is for the more advanced Modeler. Need a program to help average modeler
11. Some view it as elitist
12. Need to take one award and explain it in an article. Explain how to earn it not just the rules
13. Dislike dependence on inconsistent model contest judging
14. Need more publicity

15. Judging is not consistent
16. Lack of intermediate plateau level
17. Dislike the emphasis on modeling methods and materials over fidelity to prototype
18. Sets up a model railroading elite
19. I build craftsman kits that can not get an award
20. I am disabled and cannot build so I can not participate
21. Judging is inconsistent, judges need better training
22. Paperwork is too excessive
23. Scratch building of track, cars, locos and buildings seems a large obstacle to overcome for me
24. More information should be made available on importance of documentation.
25. Judges need better training
26. Certificate must be awarded at MER banquet
27. A lack of published information many people do not know where to start
28. Judging is a problem need training
29. Golden spike not publicized enough or how attainable it is
30. It seems to be tied to contest
31. Seemingly "pushy" chairmen
32. Seems unnecessary
33. Too much paperwork
34. Once a person goes through the program you never hear from them again. Seems it is a program for the elite
35. Had bad experiences when I entered 2 contest. Experience with judges both times
36. Does anyone really care what my dislikes are
37. Make the forms available on-line in MSWord, Word Perfect and PDF and keep them up-to-date
38. I don't see much effort in getting more people into the program.
39. Too structured
40. I do not want to compete in a hobby
41. Too much paperwork
42. I have tried to group the above statements by category and then provide comments.

Category 1 Need for Information

I agree on the need for information at the Div level. The Div AP Chairman should have an article in each issue of the local publication, provide merit judging opportunity at local meeting, and have information readily available for the Division members about the AP. In short the AP needs to be highly visible at the Division Level. I am now sending Gold Spike and Achievement Certificates to the Division Chairman to be presented at the Divisional meeting rather than at a Regional meeting. If the Achievement Program is not highly visible in your Division it should be and the Div Superintendent should be asked to look into the situation as he is the person who appoints the Div AP Chairman.

Not too long ago the NMRA Bulletin ran a series of articles on each of the AP categories with comments on "HOW" a modeler can obtain the certificate and the work required. I will ask the bulletin editor if I can get those articles and then ask the Local editor if he will run them. They were

excellent as I remember them and can answer a lot of questions for members on the HOW of the Achievement Program.

Publicity. I have had some information in each of the LOCAL issues. Also I had had a table at the last two MER conventions. I would appreciate any suggestions as to how to improve the presentation at the convention. Also I am looking for a person who would volunteer to be the MER AP Publicity Chairman. This is really not my strength and I can use help. Please let me know if you are interested in this area. I agree we need to do more and need help doing it. We have a MER AP website and a monthly electronic MER AP newsletter. I would appreciate any suggestions as to how these efforts can be improved. In regard to documentation for a model I would encourage the use of the NMRA library. Every NMRA member gets some free library time and I believe all of us will build better models with better documentation. Jim Atkinson has agreed to write an article on the Golden Spike program for the Local and Al Mende is doing an article on the use of laser kits in getting Merit awards. Look for these soon. All of the AP forms are available online at the NMRA site and on the MER AP site. The MER AP site uses the data from the NMRA site. If the forms on the MER AP site need to be in a different format I will try to provide it if I know what needs to be done. I am not a computer expert and have assumed the forms as presented was what was needed.

Category 2 Judging

I have asked Brian Kampschroer to Chair a MER AP Committee consisting of Bill Gruber MMR, Norm Garner, Don Yingling, and Rick Shoup to make a recommendation as to the minimum qualifications for AP judges. I hope to have something ready for the MER Board to look at in Altoona. It is my desire to eliminate any feeling in the MER that the judging is inadequate. It will take some effort but change is coming. If you

have any comments about MER judging please contact one of the members of this committee and let them know your feelings.

Category 3 Too Much Paperwork

If you will let me know what paperwork to delete that still enables the program to function I will see if we can find a way. Keep in mind that the AP is an NMRA program and not an MER program. We have to operate it in accordance with National rules and regulations. At the same time if a person has done the work I would hope together we can find a way to get the paper pushed. If you are having a problem understanding the paper requirements or just need help in getting it together contact your Divisional AP Chairman for help.

I had heard about the excessive AP paperwork ever since I became involved in the AP in 1991. So far no one has been able to come up with a solution to reduce the paperwork and still have the program function. I hope that you will not let the paperwork required of the program stop you from getting the educational benefits the program offers.

Category 4 G Gauge

I am not a G Gauge modeler and have not heard this problem before. Therefore I do not know what needs to be changed in regard to modelers working in G Gauge. Anyone out there willing to chair a committee to look into this matter? If so let me know.

Category 5 Need a Program for the Novice and average modeler

I believe the AP has this. In effect the Merit awards are a way for a modeler to earn recognition for their modeling abilities before earning a Certificate. Also in the Motive Power, Cars and Structures Categories not all the models have to earn a Merit Award. Building models, first that may not earn merit awards, then later models that do earn a Merit Award

and finally completing the Certificate is the education part of the Achievement Program. Maybe I am missing the point of the members who raised this concern. If anyone has suggestions for something more that would benefit the novice or average modeler please let me know.

Category 6 Does anyone really care what I dislike about the AP?

Yes. Volunteers in the Achievement Program are there to help. If there is a question or problem go to your Divisional Chairman or contact me and let's work to solve the problem. If we don't know it's broken we can not fix it! In fact the time I am taking here to try and address the issues raised in the member survey is one way I am trying to be responsive to the needs and concerns of the MER members. I encourage your comments and suggestions for the AP.

Conclusion

The Achievement Program may not be perfect and the program in the MER can always be improved, but I honestly believe that if you participate in the program you will become a better modeler and increase your enjoyment of our hobby Model Railroading. I hope you will give it a try. All in all I believe you will like it.

I have tried to provide information to the broad categories of comments received on the Achievement Program from the member survey. I look forward to hearing your viewpoints and discussing the Achievement Program with you. I also look forward to seeing you in Altoona this Oct. PS: The person who said he is disabled and therefore can not participate has been asked to take a volunteer position in the AP and he has agreed. Who says being disabled does not allow you to participate.

CALLBOARD

Coming Events

Notices must be typed and have complete addresses. Use the style shown below and be brief as possible. Be sure to include a contact telephone number. Send items for CALLBOARD to Stan Knotts, 19808 Falling Spring Court, Laytonsville, MD 20882-1226. E-Mail to

srknotts@erols.com.

Northern Virginia Model Railroaders, Inc. Open House. May 28, July 15, September 16 and October 14, 2000. Washington & Old Dominion Railroad Station, 231 Dominion Road (at Ayr Hill Road), Vienna, VA 22180. 1:00 pm to 5:00 pm each day. Club meets on Tuesday evenings. For more information call (703) 938-5157 or web site:

<http://www.geocities.com/Heartland/Plains/6120>

Winslow Junction Scale Train and Railroadiana Meet. Winslow, New Jersey. September 10, 2000 at the Winslow Fire Hall, Hall and Hay streets, 10 AM until 3 PM. Adults \$3.00, children under 12 free with an adult. Contact Bill Powell, 306 broad St., Williamstown, New Jersey 08094. 609-728-1327 until 9 PM.

Garden State Central Model Railroad Club, Inc. 38th Annual Model Railroad Show. Asbury Park, New Jersey. October 20, 21, 22 and 27, 28, 29, 2000. Fridays 7 to 9 PM, Saturdays & Sundays Noon till 5 PM. Donations – adults \$3, children and seniors \$2. Operating HO gauge layout depicts trains running from Scranton, Pennsylvania to Jersey City, New Jersey. Information: GSC, P.O. Box 121, Oakhurst, NJ 07753, (732) 775-0881 (machine).

Southern Junction Model Train Show, September 9-10, 2000, Raleigh, NC Sponsored by Carolina Piedmont Division 13 Inc., MER,

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Action begins when trains are distant
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Publisher's note: If you're preparing a logo like "Rails Meet Sails" or an ad, please make it into an EPS drawing with text outlines before you send it to me (ask for help if you aren't sure what this is). This means I don't have to scan a picture, which results in much more readable printing and better looking pictures — clint hyde, publisher

Election News MER Directors Election

**MER Secretary
Eric Dervinis**

The nominating committee has completed its work and returned a ballot to the president. The following candidates are running for office:

President: Norman Garner
Vice President: Jim Kellow
Secretary: William Roman
Treasurer: Ronald G. Schmidt

Nominations by petition will close on June 15 and the ballot will be included in the July August issue of the LOCAL. The current president and secretary have served two terms and could not run again, as prescribed by our bylaws. Those interesting in serving in office, should consider running for director. Early next year, the nominating committee will be looking for candidates.

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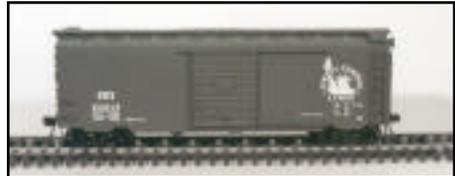
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MER CNJ Box Car Order Form



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