



LEDs—Little Marvels Part 2

by Jim Atkinson

In part 2, I want to touch on some aspects of LEDs that I only mentioned briefly or not at all in Part 1. The Track Polarity Detection Signal System will be thoroughly covered in a separate article.

LEDs are available in several standard sizes: T1 3/4, T1, and axial as well as many odd sizes. They come in a multitude of colors. There are diffused (normal), ultra bright, source point (aimed light), and blinking varieties. Add to this bi-color T1s in yellow-green and red-green and even a tri-color (red-yellow-green) that all work on AC or DC and you have a wide spectrum of possible choices for the modeler.

For signaling we can have the common single color LEDs in red, yellow, white, or green for the standard 2 or 3 light signals. The bi-color LEDs allow us to have 1 light 2 color signals. I have a ladder of these in dwarf form in one yard. The tri-color LEDs give us the possibility of the 1 light 3 color signal that many railroads use today. The tri-color is more complicated to wire. The blinking red is used in some special signal applications as well.

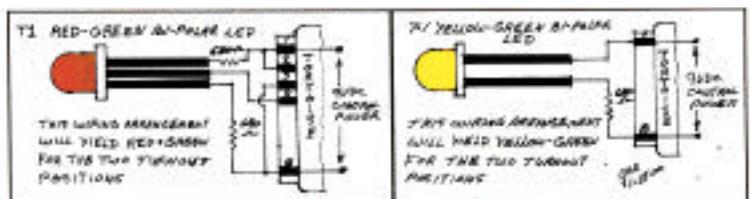
Several brands of dummy HO signals are available that will work well as the necessary hardware for our working signals. I prefer AHM items because of their wide variety availability and their good quality. Besides the standard one, two, or three light heads, they have PRR and N&W position heads and B&O color position heads. Any of these can be used on masts or bridges. Dwarf signals are available commercially, but I chose to make two color dwarf signals from portions of AHM signal heads. They look as nice and cost less.

Marker lights (rear marker or forward classification) are another possibility for us. I use both T1s and axial LEDs as

rear markers. Red blinking LEDs are prototypical as rear markers for some railroads as well. White or green LEDs are perfect for forward classification lights. Bright white LEDs make good headlights. Several model locomotive manufacturers are using LEDs for headlights now. Since LEDs are both directional and of stable brightness (i.e.; nearly full brightness even at low voltage) they are perfect for applications in locomotives and rolling stock. LEDs work well for interior car lighting. The yellow LEDs used two in series with the mandatory 680 ohm resistor glow nicely in a caboose or coach just like warm kerosene lamps. White LEDs would represent electrically lit cars nicely. The drawing expands on my previous caboose marker wiring diagram to show the additional interior lighting circuitry. Basically we add a small, inexpensive, bridge rectifier, two LEDs, and a resistor. I super-glue the interior lighting LEDs to the interior car roof or sides.

Other possible uses for LEDs on our layouts are emergency vehicle blinking warning lights, high structure blinking warning lights, street lights (electric or gas), and building lights. These can be powered by any constant 9 to 12 volt DC power supply. In some street lights and external building lights the stiff LED leads can be used as the light supports. There'd be no appearance of external wires as a result. I've even done this with a flashing dome light on an open cab fire truck. The leads appear to be the windshield post.

The possibilities with LEDs are limited only by our imaginations and the resulting animation on our layouts is well worth our efforts for these projects.



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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.

Keeping In Touch...

by Rita Lynam
MER Business Manager

My column in the July-August issue of the LOCAL must have helped people understand the expiration dates on membership cards and the labels on the newsletter -- I haven't received any more e-mails or letters with that question. Thanks for reading the article! I think this is a good way for me to clarify certain items for the entire membership at one time.

Be sure to send any address changes to me as soon as they occur. I will update our roster and notify the NMRA so you don't miss any issues of the LOCAL.

Our editor has asked me to begin providing a list of names of new Life Members in the Region and to also include a necrology of MER members who have passed away. In conjunction with the necrology, if any members should care to submit an obituary about a member who has died we'd be glad to print it.

I'd like to hear from you. If you have any comments or questions please contact me at one of my addresses on the masthead.

Members known to have passed away
since January 1, 2001

John L. James, Wilmington, NC. Born November 1918. Joined the NMRA in 1966 (NMRA Life Member No. 4608). Joined the MER in 1968 (MER Life Member No. 35).

Our sincere condolences are extended to John's family.

New MER Life Members since
January 1, 2001

#L-0329 - Larry Lau
#L-0330 - Edward F. Small
#L-0331 - Derek Wimberly

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President's Column

Norm Garner

The NMRA convention held in St. Louis is over. The National Model Railroad Association has since delivered bad news to all of us. The 17 members of the Board of Trustees approved an increase to the NMRA annual dues from \$34.00/year to \$45.00/year. As the MER President I feel the NMRA owes its members an explanation to account for the deficits that have occurred to mandate a 32 percent increase in the dues. I know that the newly elected officials and a majority of the Trustees have been concerned about the financial future of the NMRA. But how could they have allowed this to occur to the point that a burden has been placed on the membership? I don't think this situation reached such a drastic point overnight.

The majority of the MER members with whom I've had personal contacts say that if they are expected to pay an increase in dues then the NMRA should be accountable to the members. The members feel a full disclosure of the finances should be published. As the MER President I have demanded that the accounting practices of our region be changed so that the members are aware of how the money they pay for dues is being allocated by the board members they elected. I intend to assure MER members that a "checks and balance system" is in place to account for income, expenses and any special funds set aside for such things as the car project. I feel that the NMRA should be able to assure their members that the same checks and balances have been put in place to prevent this from happening again in the future.

I have also discovered that the NMRA Board of Trustees has, at times, had closed meetings and voted on issues that could impact the regions. When minutes of these meetings have been requested those asking are informed that there are no minutes of such meetings available for review by the NMRA members. This practice has led to justified rumors and fears among the members. I feel that an elected Trustee should be accountable in keeping the membership informed of any matters that have an impact on the regions. There should be no closed meetings or secret ballots, minutes should be kept, and everything should be publicized. I stand committed to keeping the MER members informed of all matters/decisions addressed by our Board of Directors. I do not feel there should be any secrets in carrying out the regional objectives set forth in the Mid-Eastern Region Bylaws. Those objectives are to expand interest in and publicize the hobby of model railroading, to promote membership growth, to sponsor two conventions per year, to operate on a balanced budget, to improve and publicize contest judging standards and procedures and to support the National Achievement Program.

On a happier note please join me in congratulating John (JJ) Johnson from the Tidewater Division on receiving three 1st Place Awards at the national convention for his offline structures, prototype structure and favorite train. Congratulations JJ.

By now everyone should have received the ballots for vacant positions for the MER Directors and bylaws changes. Remember, it is important that you vote as this is your region.

In closing, I hope to see your support for the MER by attending our upcoming convention in Lancaster.

I can be contacted on line at Nwgrail@aol.com, by phone at 757-484-0772 or by mail at 3408 Wilshire Rd., Portsmouth, VA 23703.

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YOUR
ARTICLE
SHOULD
HAVE
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PUT IT IN
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NOW--
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SPACES
COST
EXTRA!**

Editor's Column

Art Thomas

There are a number of things I'd like to mention in this issue.

First of all, I want to reiterate that all material destined for inclusion in the LOCAL is to be sent to me first for review and editing -- no exceptions. Do not send material to other members of the editorial staff or ask them to provide items for publication. I want to work with you directly in ensuring that your material is presented in a manner you find acceptable. This is difficult to do if your items come to me from somebody else.

Secondly, I'm sure you're all well aware by now that a foul-up occurred with the ballot for MER Directors that was printed in the last issue. This happened because reliance was placed on the editorial staff to compose and print it. Because of misinformation, it was done incorrectly. Unfortunately, this necessitated a special follow-up mailing along with its associated cost in order to produce a correct ballot for submission before the election deadline. In other words, it placed an unnecessary burden on the existing Board of Directors and others and became an avoidable waste of money. This points out the necessity for the various boards, committees and individuals who are charged for carrying out a job to be sure that the entire effort is completed fully and accurately, including information about it to be placed in the LOCAL. It's essential that the editorial staff not be expected to develop or compose end products, such as ballots, or costly mistakes could result.

Thirdly, before submitting material for publication, review the general format for the particular type of item in a previous issue of the LOCAL, e.g., notices, articles, reports, etc. This is especially true in the case of notices for the CALLBOARD. Don't send flyers or other types of advertising and expect the editorial staff to extricate key information or re-format your material to conform to editorial practices. In other words, don't make work for us that you can do yourself. We're all in this together so do your best to share the load.

Finally, and undoubtedly most importantly, we need more articles on model railroading. I may be wrong but I doubt if most members care as much about the business end of the MER as they do about the modeling end. We're trying to maintain a balance between business goings-on and fundamental (not to be interpreted as elementary) model railroading. At the moment though, we're getting near the "bottom of the barrel" with regard to model railroading articles. The pendulum is slowly swinging toward too much content about the business end of the MER and not enough about the modeling aspect. I'd like to see that change but I can't do it without exploiting the literary talents of our dedicated members. History has proven that our MER Members, i.e., you, have an inherent talent for writing about innumerable facets of model railroading. So how about carving out some time from your busy schedules, getting pens in hand, and sharing/exchanging your thoughts, ideas, experiences, and modeling insights with the rest of us? You'll be glad you did.

Notice from the NMRA

*By Roger Hensley
NMRA Webmaster*

We have been in the process of shifting the NMRA website to a server that will show www.nmra.org when you access the main page. Until now, it has (and does) show Rich Weyand's page address in one form or another -- e.g.

<http://www.mcs.net/~weyand/nmra/>

This needs to be changed to

<http://www.nmra.org>

on any Regional or Divisional page that uses it.

We were going to transition the move, but Rich has just been notified that his ISP has been changed and new server names and e-mail addresses will go into effect after June 29 so what was to be a several week transition has been moved up.

The NMRA pages on the WWWeb are being changed now but I have no way to reach all of the Regional and Divisional sites in a short time. Eventually we will use the website-linked pages to let everyone know, but that may not happen until after the cut-off date.

If you have any connection with Regional/Divisional websites I would greatly appreciate it if you would pass this along so that the changes will be made.

Are You Color Blind?

Ten Thoughts About Layout Colors

By John O. Pursell - MER #567

Probably no other element is as important as color for establishing realism. The most realistic, well-detailed model will be greatly diminished by the wrong color. Yet, many times we labor under assumptions about color that are not accurate. We are, in a way, "color blind". Here are a few (very) random thoughts about color that might help increase realism on your layout.

1. Blacktop isn't black. Nope, it's really more of a gray color. But even straight gray doesn't look quite right either. My favorite recipe for blacktop is Floquil Grimy Black sprayed over with a liberal application of Floquil Instant Weathering. That provides a much more faded blacktop look.

2. Concrete isn't gray, either. It's light gray when first applied but it quickly weathers to a light tan color. I like Floquil's Weathered Concrete but even that's a little too heavy for me so I mix it 50/50 with white. Then I rub in real dust and dirt for the weathered tan look.

3. Roofs aren't usually black. Many of us automatically spray the roofs of our buildings with black. But a close check of any nearby building will probably show a gray, brown, or very, very faded black roof. Many newer buildings will show a wide variety of browns, tans, grays or light greens. However, a check of older housing developments, especially one where a single developer built most of the houses, will show a remarkable similarity among roof colors.

4. Speaking of buildings, if you look closely you will notice that most buildings are trimmed in white. In the late steam/early diesel era that so many people model, white was by far the dominant trim color. In fact, according to my local Duron Paint man, even today white still outsells all other trim colors combined. Yet our model towns often show a rainbow of trim colors -- whites, browns, greens, grays, etc. Check old photos and see how many buildings are trimmed in white. I think you'll see that, by far, the majority are so painted.

5. And when painting your buildings, remember this: most small towns had only one brick supplier. This means most of the buildings would be built with bricks of similar colors. A dark red brick building next to a light tan one is going to look out of place because both would more likely be built of similar brick. I have one basic brick color that I lighten

or darken for slight contrast but most of my buildings look like they belong in the same town.

6. Grass isn't green—not really. Look very closely and I think you'll notice a decided yellowish tinge to grass, especially on the East coast. After applying whatever product you use for grass, overspray it lightly with yellow. The difference, especially under incandescent lamps, is striking. It also helps set off your green shrubs and trees.

7. By the way, tree trunks aren't brown. But how many of us paint them that way? Look closely and you'll see most trunks are actually gray. I use a gray for a basic trunk color and then a light wash of Brunswick Green to bring out detail. Very realistic.

8. Clouds aren't white. Not the bottoms of them, anyway. They're much darker -- more of a gray color. A favorite trick of mine is to take the basic sky color, darken it by about a third, and spray that for the cloud underside. While you're at it, take your basic sky color, thin it 9:1 or 10:1, and then overspray your background mountains, blending the color up into the sky. You'll think someone pushed the mountains back a few miles.

9. And for that dirty/rusty/oily look that most rolling stock wheels and trucks collect? I could never duplicate it, until I discovered Testors "Rubber." Looks just like a dirty undercarriage. Sometimes I add a little red or black for contrast, but otherwise I use it straight.

10. Finally, when it comes to populating our layouts, most of us really are color blind. By that I mean, most of our layouts are "lily white" with all Caucasian populations. Yet, African-Americans have long been a large part, not only of America, but especially of the work force on almost all the railroads. So, add a few people of various color for a more realistic effect.

Color is not an "easy" subject. Colors vary widely and often look different to different people! The best advice is to observe closely and see what's really there, not what we may believe should be there.

**MADE IN
THE MER**

**COMPILED BY
EDWIN C. KUSER**



A feature profiling model railroad manufacturers located in the Mid-Eastern Region. To be included in a future issue, contact:

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SMOKY MOUNTAIN MODEL BUILDING & SUPPLY

Those of you who are “fine-scale modelers” may have used some modeling materials and products distributed by Smoky Mountain Model Building and Supply. The first of these products to hit the model market debuted in 1987-88 under the name of Doctor Ben’s Realistic Rust. This product was the result of efforts by Richard Bendever — “everybody calls me Ben” — to make his model creations appear to be realistically rusted. Ben’s efforts were so successful that friends encouraged him to make the product available to other modelers. As a result, Smoky Mountain Model Building and Supply was born.

Every model railroader complains of not having enough time to devote to the hobby. Despite hectic schedules, some modelers seem to accomplish much more than most of us. Ben Bendever is definitely one of those people. Building models is strictly a “spare time” avocation for him. Ben has a full-time job with a well-known technology company that is going through some tough economic times. When his card-key opens the door to his office in the morning he knows he has his job for another day. But, because of the soft economy, he doesn’t know for certain just how long the lock will continue to open. So, he’s actively watching the job market. Despite a fight against nearly debilitating rheumatoid arthritis that was triggered three years ago by a spider bite, Ben, and his wife Debbie, are completely

remodeling their home in Somerville, NJ. The arthritis requires three, two-and-a-half-hour therapy sessions per week. A certified mold maker, he does some fine mold making on a contractual basis with other model manufacturers. In addition to that, he has edited the publication of the Maintenance of Way Association since 1994 — a job he recently gave up. And, he is the company he named Smoky Mountain Building and Supply.

A military brat from Florida who traveled widely with his family as his dad’s Navy career dictated, Ben was trained as a machinist/mold-maker in a tech school following high school graduation. As a result of browsing yard sales looking for Matchbox cars for his brother, Ben started buying and reselling model/toy train collections. His wife encouraged this pursuit to get him to give up stock car racing. Buying collections and reselling them at flea markets led to an interest in building model structures. He entered a fine-scale kit model of a tannery in a local train show, only to have his efforts more or less snubbed by the judges because of the way he wrote about his work. His friend, Ron Dillon, tried to lift his spirits and encouraged him to do some scratchbuilding.

Fortunately, Ben did continue to pursue his love of model building and kit bashing. He learned what was needed to succeed in competition. Indeed, his previously snubbed tannery was

named "Best Weathered Model" at a future convention. Eventually he served as a judge at regional and national conventions. In 1995, his model Hooker's Point Lighthouse won numerous awards at the NMRA convention and was featured on the cover of the Bulletin. Ben's talents and his willingness to share his techniques brought requests to have him present clinics at several regionals and one national convention. Although he hadn't built a model railroad, he eventually got involved with other modelers and was the first president of the well-known Sun Coast Model RR Club in Largo, FL. Nonetheless, Ben still says he's a model-builder; not a true model railroader.

Ben, who had owned a 'Vette by the time he was twenty, salvaged his mid-life crisis by going to college to attain undergraduate and graduate degrees. To do this, he and Debbie moved to Tennessee. As part of that move, Debbie sold her model train store in Florida. The graduate degree led to Ben's current job and ultimately to their move to New Jersey. Their basement houses the residue of the stock from Debbie's shop.

Ben's product line includes the original Dr. Ben's Realistic Rust plus a similar product called Realistic Instant Aging. These popular products can be used as described and they are also highly

effective in coloring rock castings. Essentially, the products are not "scale-specific". Ben's previous modeling efforts have been in HO scale, but he is changing to Sn3 because he senses a lack of commercially available products in S scale. Among the products SMMB&S currently supplies are some modeling lumber, super-sticky adhesive, siding and roofing materials, casting plaster, a fine-scale nail hole tool, and, the most popular product, Doctor Ben's Baby Building Blocs. These Baby Building Blocs are available in two sizes and make great built-in-place retaining walls. Ben currently displays his products primarily at local train shows in order to give the SMMB&S line some exposure. There are several dealers who handle the items at other shows and dealer inquiries are invited. The complete line and examples of Ben's modeling talents can be seen on-line at <http://www.drbens.com/>. Those of you who are still technologically challenged can contact Ben by mail at 8 Halsey Street, Somerville Borough, NJ 08876-2636 or by phone at 908-927-9347. Even if you're not into "products for the discriminating model builder", check out the web site. You'll quickly see why Ben, who still doesn't have a model railroad of his own, was encouraged to make his products available to fellow modelers. His efforts are indeed prize-worthy and his products are available to you.

Electronic Publishing Note:

For several recent issues, I have produced an Adobe Acrobat "PDF" file of the LOCAL, and e-mail'd it anyone who was interested. This last time, I was in the middle of two problems: the file was too big to e-mail to some people (some ISPs have a size limit on e-mail attachments), and I was suffering a major e-mail upheaval of my own. As a result, I had to make that issue available as a download from the mailing-list "files" area on yahoogroups. This is probably a better approach overall anyway.

What are the advantages to doing this? You get it immediately after I send the camera-ready copy to the printer, which means that instead of waiting 2-3 weeks for it to arrive at your home, you have it immediately. The pictures are in color (and this is the culprit for why it can't always get e-mail'd). You can print it if you want to, and if you lose that printed copy, you can print it again (the likelihood of getting an extra printed copy is nearly zero—we don't print extras), and if you lose the electronic copy, you can download or I can send another one! So try it! It works pretty well...sign up for the yahoogroups mailing-list (www.yahoogroups.com), and you'll be able to download the PDF. If enough do this, MER can reduce printing costs.

— clint hyde, chyde@cox.rr.com

DUTCH STATION 2001
Mid-Eastern Region,
NMRA Fall Convention
October 5 - 7, 2001
Lancaster, PA
Hosted by Susquehanna
Division 11



EXTRA FARE ACTIVITIES

#101 Walking tour of Lancaster. A guided tour of downtown Lancaster, including a visit to Central Market, one of the oldest continuing markets in the USA. This weekend has The Harvest Days at the Market, with tastes of the area. Other activities will be at the Market also.

#102 Railfanning. You will be taken to an area nearby where you can take photos of the Harrisburg line near Hershey. There is always some action there. Also the switcher for the chocolate plant may be operating.

#103 Craft Clinic. Keychain and wreath. Make a Southwestern keychain and a wreath for your wall or door. For both the children and adults. Room to be announced.

#104 Choo-Choo Barn. A behind the scenes visit to the Choo-Choo Barn, a completely detailed and animated Lionel display. They will open up the control area for us to look over. Also there will be some of the people that build and maintain the display available for questions. There is a limit of 30 people.

#105 Roller Skating. This is for the young and the young at heart. Bring the kids or grandkids and show them what you can do. This one's for the whole family.

#201 Strasburg. We will have admission to all of the attractions at Strasburg: Toy train Museum, Choo-Choo Barn, Railroad Museum of Pennsylvania, with a tour of the Restoration Shop, Strasburg Railroad, ride, with a tour of their shops. This is a self-guided tour. The tickets for the ride and other attractions are good for the entire weekend but the tours of the

Museum and the Shops are for Saturday only. Times will be announced for the tours.

#202 Shopping at Rockvale Square. Ladies, if you wish to shop, this is the place. Many outlet stores in one place. They will have some coupons for you to use. While there, they have a shuttle to take you around the area. We will provide transportation to and from Rockvale Square only.

#203 Landis Valley Museum. Tour of Landis Valley Farm Museum. Trip includes transportation and admission to the Museum. This weekend is also the Museum's Harvest Days. There will be many additional exhibits open. The Museum has one of the finest collections of early Pennsylvania Dutch farming equipment. Also restored and replica buildings of a farming town.

#204 Railfanning. To Be announced.

#205 Craft Clinic. A repeat of Friday night's clinic: southwestern keychain, and wreath.

#206 Bowling. A function for the youth or the family. Three games of bowling and transportation.

#207 Banquet. Pennsylvania Dutch Buffet: macaroni salad, coleslaw, apple butter, applesauce, chowchow, peach/pear salad, chicken corn soup, chicken pot pie, beef pot roast, ham with green beans, succotash, whipped potatoes. Desserts: chocolate cake, shoo-fly pie, apple pie, rice pudding. Rolls and butter, coffee, tea, milk. In other words, leave the diet at home.

#208 Swimming Pool Open. Pool open for all attendees wishing to relax after the banquet. Snacks and soft drinks will be available.

REGISTRATION - DUTCH STATION - OCTOBER 5 - 7, 2001

Print names and offices (past and present) exactly as you wish them to appear on your name badges.

Primary Registrant's Name: _____

Spouse's Name: _____

Children Under 18
Name: _____ Age: _____

Address: _____

City: _____

State: _____ Zip Code: _____ - _____ Phone #: _____

NMRA No.: _____ Region & No.: _____ DIVISION No.: _____

FARE CALCULATION PER ACTIVITY

Number	Title	Tickets	X	Cost/Ticket	=	Total
207	Banquet		X	28	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____

Primary Registrant (\$30.00 pre-August 1, 2001 - \$35.00 after August 1, 2001) = \$ _____

Spouse	\$10.00	= \$	_____
Children (under 5 FREE)	\$10.00	= \$	_____
Non-NMRA Fee	\$15.00	= \$	_____
Total (add all activity and registration fees)		\$	_____

Payment in U. S. funds only. No Credit Cards. Make Check Payable to "Dutch Station".

Send completed registration form and payment to:

DUTCH STATION CONVENTION
P. O. BOX 344
BAUSMAN, PA. 17504-()344

(All activities are a la carte, including the banquet.)
(Parking is free at the hotel.)

John D. Mellinger III - Registrar Information Telephone 717-392-0510 after 5:00 P.M. and before 10:00 P.M.

Payment must accompany registration form. Returned checks will not be put through twice - you will be required to pay your entire fee by money order or cashier's check through the mail or in cash at the convention. You will be responsible for all bank fees charged. DO NOT enclose hotel room reservation requests with your registration. If you pre-register and later need to cancel, a full refund will be given only if the request is received by the registrar in writing by October 1, 2001. Allow four to six weeks for processing of your refund. DO NOT mail a registration after September 15, 2001. Register at the door. DO NOT staple your check to your registration form. Call 717-32-0510 or 717-581-0647 for all current changes and updates. All activities are subject to change, substitution, addition or cancellation. e-mail trains@redrose.net

DUTCH STATION 2001

October 5 - 7, 2001 - Lancaster, PA

Mid-Eastern Region, NMRA Fall Convention

Hosted by Susquehanna Division 11

EXTRA FARE ACTIVITIES ORDER FORM

<u>NUMBER</u>	<u>DAY</u>	<u>DESCRIPTION</u>	<u>TIME</u>	<u>COST</u>	<u>NUMBER</u>	<u>TOTAL</u>
101	FRIDAY	WALKING TOUR LANCASTER	9:00 A.M.	\$10.00	_____	\$_____
102	FRIDAY	RAILFANNING	9:00 A.M.	\$10.00	_____	\$_____
103	FRIDAY	CRAFT-KEYCHAIN/WREATH	7:30 P.M.	\$10.00	_____	\$_____
104	FRIDAY	CHOO-CHOO BARN	4:00 P.M.	\$11.00	_____	\$_____
105	FRIDAY	ROLLER SKATING	6:30 P.M.	\$13.00	_____	\$_____
201	SATURDAY	STRASBURG	on your own	\$20.00	_____	\$_____
202	SATURDAY	SHOPPING ROCKVALE	9:00 A.M.	\$10.00	_____	\$_____
203	SATURDAY	LANDIS VALLEY MUSEUM	9:30 A.M.	\$15.00	_____	\$_____
204	SATURDAY	RAILFANNING	9:00 A.M.	\$10.00	_____	\$_____
205	SATURDAY	CRAFT-WREATH	1:30 P.M.	\$10.00	_____	\$_____
206	SATURDAY	BOWLING	11:00 A.M.	\$10.00	_____	\$_____
207	SATURDAY	BANQUET	6:00 P.M.	\$28.00	_____	\$_____
208	SATURDAY	POOL PARTY	8:00 P.M.	\$5.00	_____	\$_____
300	ADVANCE	CONVENTION SHIRTS	MED, LG, XLG	\$15.00	_____	\$_____
		BLUE, GREEN, PURPLE	XXLG	\$18.00	_____	\$_____

NAME: _____ TOTAL \$ _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____ - _____

NMRA Kalmbach Memorial Library Fees

By: The Staff of the Kalmbach Memorial Library

There seems to be a great deal of confusion about the library's fee structure since the changes made in St. Louis. NMRA Members no longer receive a free research question.

NMRA Members are charged \$15.00 per hour for research and \$0.25 per page for photocopies. Non-members are charged \$30.00 per hour and \$0.50 per page for photocopies. Library patrons may set a limit on how much research or photocopy fees they are willing to pay. Please note that asking a question does not mean that you will automatically be charged \$15.00. If we find the answer to your question in thirty minutes we will only charge \$7.50. Questions taking less than fifteen minutes, also called ready-reference questions, such as copies of kit instructions, article searches/lists, and manufacturer address requests, are still free. Large photocopy requests, like those listing more than eight articles or fifty pages, will incur research charges. This information is also on the library's pages at the NMRA website. If anyone is still unclear about these charges, please contact us.

DUTCH STATION - OCTOBER 5 - 7, 2001 REGISTRATION (Continued)

For room reservations at the convention hotel call them or return this portion of the form to:
Eden Resort Inn, 222 Eden Road, Lancaster, PA 17601
(Telephone Number 717-569-6444. or FAX it to 717-569-4208 at the hotel)

Group Name: Dutch Station, October 4 - 7, 2001. Room cost \$79.00 per night plus tax.

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____ - _____

Home Phone: _____ Work Phone: _____

Arrival Date: _____ Departure Date: _____

(Reservations must be received by Monday, August 27,2001)

Single Room _____ Double Room _____ Smoking _____ Non-Smoking _____

Number of Rooms _____ Number of Adults _____ Number of Children _____

MC___ VISA___ AMEX___ DIS___ DC___ Card Number_____ Exp:_____

Check in after 3:00 P M - Check out before 12:00 P.M. or noon.
Arrivals after 4:00 P.M. must be guaranteed by credit card or pre-payment.

MER Achievement Program

(Extracted from the August 2001 NMRA Bulletin)

The following MER Members have recently been awarded Achievement Program Certificates leading to them becoming Master Model Railroaders. Congratulations are extended to each of them.

Builder - Master Scenery

Sonya McKiney - Dillsburg, PA
Clarence Nissley - Palmyra, PA

Model Railroad Engineer - Civil

Bob Hazard - Hagerstown, PA
Fred Miller - Richmond, VA

Model Railroad Engineer - Electrical

Clarence Nissley - Palmyra, PA

Association Official

Eric Dervinis - Wayne, PA

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 Art Thomas, 228 Lovely Rd, Alum Bank, PA 15521. E-Mail to

athomas@bedford.net

September 9 - The Great Winslow Junction Scale Train and Railroadiana Meet - Winslow Fire Hall, Winslow, NJ - 10 A.M. to 3 P.M.. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094-1122. Phone 856-728-1327 'til 9 P.M.

September 9 - Hamburg Dutch Train Meet. Hamburg, (?). Contact: Ralph Maurer at 610-372-2364.

September 23 - Lehigh Valley Chapter/Railroadiana and Model Railroad Show and Sale. Allentown, PA. Contact: Paul Kuehner at 610-261-1033.

October 5 - 7 - MER Fall Convention, Lancaster, PA - Contact: Brian Brandt, 337 Bracken Drive, Lancaster, PA at **trains@redrose.net** or 717-560-9542.

October 13 - 14. Ellicott City Scale Model Railroad Assn./ Great Scale Model Train Show. Timonium, MD. Contact - Howard Zane - 410-730-1036 or **http://www.gsmts.com/**

October 19 - 20. Train Collector's Assn. - York Meet. York, PA. (TCA members & guests only). Contact: **http://www.traincollectors.org**

November 4. Altoona Area Train Collectors Club. Model Train Show and Sale. Contact: Gerry Edleblute - Ph. 814-693-1673.

November 10 - 11. Allentown First Frost. 6 - 9 P.M. Allentown, PA. Contact: Bob House - Ph. 610-821-7886.

November 18. Twelfth Annual Great Stroudsburg Train Show. Pocono Rail Historical Society. Contact: Ph. 570-894-3338 (from dodie.com).

November 24 - 25. Cheltenham Hills Model RR Club Annual Open House. Noon - 4 P.M. 8000 Old York Road, Elkins Park, PA (in the former Ogontz Station of the Reading Railroad). Contact: Bruce Binder - Ph. 215-635-9747.

December 2. Whistle Stop Train Show. Williamsport, PA. Contact: Jim Stabley - Ph. 570-326-4280.

December 8. Altoona Train Collectors Club. Altoona, PA. Christmas Show. Contact: Gerry Edleblute - Ph. 814-693-1673.

December 8 - 9. Middle Division NTRAK MRC/Open House. Pine Grove Mills, PA (near State College). Contact: Bob Ginter - 814-355-4131 before 8 P.M.

December 16. Slatebelt Area Train and Toy Show. Wind Gap, PA (south of Stroudsburg). Contact: Jean Niedosik - Ph. 570-620-2346 before 9 P.M. (from dodie.com).

(Thanks to James Ingram [**JamesIngram@track2.com**] for providing much of the information)

**HEY!
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S-Scale Modeling

By Bill Fraley

S Scale is alive and well. It must be so; we just made the August 2001 issue of Model Railroader's editorial by Andy Sperandio. Andy said, "Since size is one of the most obvious qualities of real trains, bigger models can help create an impression of realism." In addition to that, we have had three very prominent articles in Model Railroader Magazine by our S gaugers recently.

A great new way for all modelers to communicate is through the Internet. Yahoo.com has what it calls "Lists". There are lists for everyone. Two of ours are called S-Scale @Yahoogroups.com and is for scale modelers. The other is S-Trains@Yahoogroups.com and is for American Flyer tinsplate modelers.

My wife Mary at times gets annoyed at me, when in the morning I go to my computer and go to S-Scale (Yahoogroups.com) and read what has been written during the previous day about S scale. I'm absolutely amazed at what my modeling friends come up with. They even detected the wrong passenger cars in the movie, Pearl Harbor. I often wonder if these modelers have layouts? One can ask this group how many rivets there are on a certain type tender and where they all belong and I'll bet that in a day or two you will have the answer.

Here is an example: Message: 1

Date: Sat, 07 Jul 2001 05: 56:24 - 0700
Subject: KD couplers -- HO & S
From: Roy

Question: Has anyone used the HO size magnetic uncouplers with the Kadee 802 's?

Answer: Numerous prior messages all indicate the KD 5 (HO) couplers mate just fine with the KD 802 (S) couplers. Dick Karnes, in particular, has had lots of experience doing this.

Cheers! Ed.

You see the list is very helpful, indeed.

There is a lot going on in our 3/16th-gauge world.



American Models came out with the 1941 Empire State Express. What a beautiful J-3-a Hudson Locomotive with its fluted stainless steel tenders and engine siding. American Models even has the Budd cars to complete the train. (The prototype was designed and built for the New York Central System by Budd). Four Budd cars are offered: a Baggage/Mail, a Diner, a Coach, and an Observation Car. Go to www.americanmodels.com for more information. American Models also came out with E8/9 passenger diesels. In the near future, American Models will be bringing out the SD-60. The SD-60 is a third generation EMD Diesel that was rated at 3800 horsepower.

River Raisen Models is offering a brass Chesapeake & Ohio and a Pennsylvania Texas-type T-1, J-1, J-1-a, 2-10-4. If your space is limited and you're unable to run one of these, why not buy one and mount it on your mantel. It would make a great conversation piece!

So, what's going on with my Jefferson Central? Right now we are busy trying to get the model pike up to speed for the National S Gauge Convention at Steamtown in Scranton, Pa. Individual travelers have already called for permission to stop by. On the Tuesday before the convention a busload will stop at my home from Scranton, Pa. It's a bonus for the early sign-ups. It's called the Early Bird Special. Two busloads are also going to the Allentown area to see Frank Titman's great Spiral Hill S Gauge Pike, Bert Mahr's new S Gauge Conrail Pike, and Dave Heine's Sn3 Pike. I'm looking forward to seeing a lot of old friends here at home and at the convention. After all, isn't that what model railroading is all about -- friends and trains?

Trustee's Report (From Gateway 2001, St. Louis, MO) By Eric Dervinis - MER Trustee

The meetings began at 7:30 on Friday evening with the usual introductions, roll call and induction of the new MWR Trustee, Dave Liesse (replacing Jack Pettee). As many already know, our Executive Director Connie Rudder resigned just before the convention. A search committee will be formed and begin the process of finding a new Executive Director. While the position is vacant, all department heads will report directly to the President and the Administration Department will report to the Executive Vice President.

Under the NMRA Bylaws, the President has the prerogative to name department heads of his choosing. President Pollock named our own Henry Jordan to chair the Convention Department, replacing Brian Kampschroer. Tom Draper will take over the National Train Show replacing Jordan. Our Past President Bob Charles (National and MER), will be replaced as Development Director by a candidate to be announced shortly. Brian and Bob contributed years of service to the NMRA in a number of ways and both should be thanked for their personal contributions and dedication. Each plans to continue to be involved in the organization; working on projects that time did not permit in the past.

Last year, a board committee began work on the Long Range Plan (LRP). Chaired by former PCR Trustee Getz, this document is the result of thousands of hours of discussion and deliberation. It will become a blueprint for the future of the NMRA. The BOT passed the revised LRP at the meeting and sent it back to the committee to draft changes to the bylaws, policies, and constitution.

What does the LRP mean to you? It will make the NMRA more efficient, delivering more service out of each dollar brought in. It means a new emphasis on standards and compliance. It will deliver a board review of the library, museum and publications. It means more efficient (less costly) dues collections at all three levels. A proposal to reduce the size of the board did not pass. Your trustee still believes in reducing the board from its current 22 members.

Developing a fair balanced budget for the next fiscal year consumed nearly half of the meeting. For the past few years, expenses have been exceeding actual income. The board wanted to pass a realistic budget, and without revenue growth this meant painful expense cuts. We received extensive assistance in this area from our new Treasurer, George Schmid (replacing the retiring Doug Auburg). George reworked the budget to make it easier to understand by cost center. For those accounting challenged, keep in mind that every organization has many fixed costs that are nearly impossible to reduce. For example, utilities, salaries, benefits, taxes, postage and insurance are fixed,

costing us money every day. A more discretionary expense is public relations efforts. This can be cut, but the result is fewer new members and the resulting reduction in dues income. Reducing expenses while increasing income is an incredible balancing act. The board finally made many tough decisions, and we passed a balanced budget.

The resulting budget provides for a surplus in the upcoming fiscal year. This would be a start toward replenishing the life fund, which is under-funded at the present time. The NMRA has been over-delivering services in the past via deficit spending. The board made the painful decision to raise dues to \$45 starting in September. No one on the board wanted to increase dues, but given the rate of inflation over the past 30 years, dues should realistically be over \$50. The NMRA has been very efficient in delivering services for your dollar. Now we have to raise dues to bring our income in line with our current cost structure.

As part of our continuing efforts to decrease our dependence on dues income, return mailing labels have been sent to all members. Please consider these a gift from the NMRA. If you can make a contribution for them please do so, but don't feel obligated. This is just one of many initiatives created to bring in dollars from inside and outside of our membership.

Motions were the last part of the meeting. Some were housekeeping in nature; many were withdrawn. As Trustee I moved to make retained earnings of at least three-percentage points part of each future budget. This was passed as a board policy. I also moved to start an in depth study of the library. This also passed. Soon the President will name a committee to create a report for the board.

The North-Eastern Region Trustee moved to place our records in an on-line database and to provide budget reports to the board three weeks before each meeting. Both motions passed.

Ultimately the Board of Trustees is responsible for the creation of policy that drives the entire organization. They expect and must demand reporting, to test that the policies are followed. They have to be flexible and change policy as the hobby advances. If they do nothing, the organization will drift aimlessly and ultimately will start to unwind. At this board meeting, a number of new trustees have taken action to address the future of the organization in the hobby of model railroading. Even though this is only my second meeting, I still feel very strongly that we are moving in the right direction.

It is important that I hear from members with both positive and negative messages. Please send your comments to mert@hq.nmra.org or mail them to me at my address on the masthead.

Dutch Station Contests and Special Awards

By Ray Bilodeau, MER General Contest Chairman

Just a reminder to those of you preparing models, or who have thought about preparing a model for the contests at Dutch Station in October. Please bring your work! I have been assured by those who have abilities for seeing into the future that there will be a convention in Lancaster! Any NMRA and regional member may submit models or photos for the contests. We will have a judged Model Contest! We will also have a popular vote Photo, and Arts and Crafts Contest!

How about a cliché or two here...dust off those prototype and model photos. Each photo must be at least 5"x 7" and no larger than 8"x 12". They must be mounted on rigid board, in any color, in sizes from 8"x10" to 11"x14". Matting is permitted but frames or glass in frames are not permitted. Bring your Rail and Non-Rail examples of crafts and artwork to the convention. We do award plaques for good work!

Modelers (especially those of you who are in the Achievement Program) don't forget about the President's Award...build us a tank car! Bring your Favorite Train to this convention. Branch line and private road modelers—who make use of no more than 40% commercial parts in constructing a model—let's see your work. You could win the Blue Lantern Award. There has to be someone out there who has never entered a model contest. Now is your chance. You can compete for the Philadelphia Division's New Modeler Award.

At Dutch Station, a new Fall Convention Award will be presented from the South Mountain Division -- the Marv Kershner Memorial Award -- will reward creativity in modeling. Creativity can be exhibited in the design of a model, use of materials, unusual finishing techniques and construction methods.

Look for the Dutch Station Special Awards. These awards will be given to two models, chosen by popular vote, which best capture the spirit of "Lancaster County fresh air". Translated, that means whoever can build a unique model dealing with the manufacture, distribution and/or transportation of manure in the county will win...big time!

Is this a bit too much for you? Getting a headache? Me too. Remember, the dates for Dutch Station are Fri.- Sun Oct. 5-7, 2001. Oh, by the way . . . looking down the road a bit, a group from the Philadelphia Division, with support from the MER Board of Directors, have successfully bid for the NMRA National Convention to be held in Philadelphia in July, 2006. We are calling it:

Independence Junction, 2006

I know it will provide an excellent opportunity for all you modelers, photographers, and our arts and crafts community to show us examples of your skills. You certainly will not be able use the excuse that you did not have enough time to prepare for this convention. Any comments or questions? I'd like to hear from you . . .

RayBilodeauJr@aol.com or 302-636-0888.

Ray Bilodeau Goes "National" **By Rita Lehman - Business Manager**

We are proud to announce that Ray Bilodeau, MER's General Contest Chairman, has been appointed as the Assistant Model Contest Chairman for the NMRA. At the recent NMRA Convention in St. Louis, the NMRA's Model Contest Chairman, Dean Windsor asked Ray to judge the national model contest. He was teamed with Marty Vaughn (MMR), President of the Mid-Central Region. Afterward, Dean and Marty approached Ray and asked him to accept the position of Assistant Model Contest Chairman and Ray accepted. Ray, our heartiest congratulations are extended to you.

The NMRA 2006 National Convention **By Rita Lehman - Business Manager**

Word has been received that a group within the MER's Philadelphia Division has been granted the 2006 National Convention for the NMRA. It will be called "Independence Junction 2006". It's been learned that Ray Bilodeau was the only member of the Proposal Committee who was in St. Louis all week so it must have been he with whom everyone spoke concerning the 2006 convention.

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MER Special Box Car Order Form

Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#23506 _____		\$8.95	\$10.95	\$ _____
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YOU MISSED THIS ONE. THE NEXT ONE WILL BE AVAILABLE A COUPLE OF ISSUES FROM NOW—KEEP YOUR EYE ON THIS SPACE!

MAKE CHECKS PAYABLE TO
 MID EASTERN REGION.

MAIL TO:
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 Business Manager
 9 Roosevelt Ave.
 Wilmington, DE 19804-3044

The Mid-Eastern Region Inc., NMRA
 An IRS Tax Exempt Organization
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 9 Roosevelt Ave.
 Wilmington, DE 19804-3044

MEMBERSHIP APPLICATION/DUES RENEWAL NOTICE
 YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION
 TO BE A MEMBER OF THE MID-EASTERN REGION

Remittance Enclosed for:

NMRA Dues: New Renewal _____
 1 year: \$34.00 2 years: \$68.00 (before Sept 30) \$ _____
 1 year: \$45.00 2 years: \$90.00 (after Sept 30) \$ _____
*Life membership cost is based on your age.
 Send your Birth Date to the NMRA for a quotation.*

Region Dues: New Renewal _____
 1 year: \$8.00 2 years: \$16.00 \$ _____
Life membership cost is based on your age. Send your Birth Date to the MER for a quotation. Only NMRA Life Members qualify for MER Life Membership

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 Address _____
 City _____ State _____ Zip (+4) _____
 email _____
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 MER # _____ Expire Date _____
 Scale _____ Birth date _____
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MER Lapel Pin/Tie Tack @ \$6 each _____ \$ _____
 MER Cloth Patch @ \$3 each _____ \$ _____
 Donation _____ \$ _____
TOTAL ENCLOSED _____ \$ _____

Make checks payable to the Mid-Eastern Region