

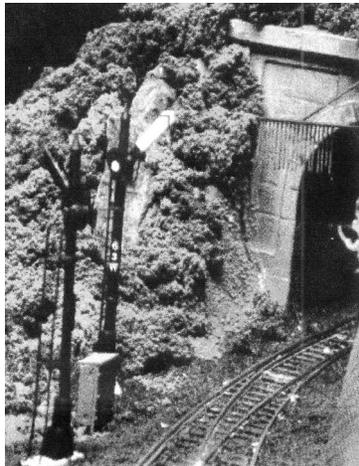


Semaphore Signals Part 2 TWO-POSITION SIGNAL Installation & Control

by Jim Atkinson

In the last issue of **The Local**, I showed you how to build a three-position, upper quadrant semaphore signal. Now I'll cover the installation of your semaphore and the means of operating it from a track polarity signal system as a two-position unit for blocks or turnouts or the more complicated three-position unit.

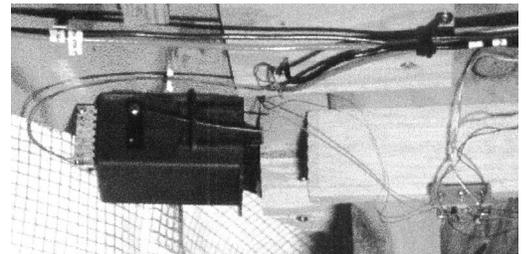
After following Part 1 to build your semaphore signal, it is ready to install on your layout. Choose your semaphore's location, and check under the layout for the necessary clearances for the mast lower extension and the Tortoise machine. Drill a 1/8" hole where you want the signal, and thread the signal's wires and control rod through it. Then push the mast extension into the hole to seat the signal base on the layout surface. If everything looks good, for a two-position signal, it's time to work under the layout.



Three-position block semaphore signal

I removed the mounting lugs from the side of the Tortoise machine so I could flush mount it on its side under the layout. I also replaced the throw wire with .040 brass wire. The heavier wire yields a smoother action. Locate and anchor the machine where you want it. I used super glue, but you may prefer another way of anchoring it such as double sided foam tape. Center the Tortoise machine's travel and center the signal's movement noting where the throw rod meets the signal control rod. Bend a tight 360-degree loop in the control rod at that location and slip it over

Tortoise mounting and wiring for Two-Position Semaphore



the throw rod. For a block signal (in a block polarity signal system), connect two 26 AWG wires from power connections 1 and 8 on the Tortoise machine to the block rails. For a turnout signal, connect the wires to the same connections on the Tortoise. Check the polarity before soldering the wires to make sure the signal displays green for forward and red for reverse for a block. For a turnout, it should display yellow and green. If the signal indications aren't correct, just reverse the wires. With the semaphore now powered,

continued on page 6

MER LOCAL

Official Publication of the
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A Tax-Exempt Organization

The MER LOCAL is published six times a year. Opinions expressed here do not necessarily reflect those of MER elected officials. Commercial suppliers, supplies and materials addressed in the LOCAL in no way constitute an endorsement by the MER. Copyright material that appears in the LOCAL is used for educational and historical benefit only, and does not constitute infringement of the copyright holder.

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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

When I began helping my husband, Ray Bilodeau, in the Contest Room about 5 years ago, I had no idea that my life would be so involved with model railroaders. Over the last year, I have made many new friends by email, phone or face-to-face at our conventions. Meeting or talking with all of you has given my life a new dimension. The everyday work of the Business Manager is repetitive and if I can say it, "busy work oriented," so the personal touch makes the time go easier. I look forward to meeting each of you and hope we all get to enjoy this great hobby together. Thanks for your support and I will continue to do my best for you, the membership, and the region.

New Life Members

Barbara Emmons, Cream Ridge, NJ L-334
Bill Emmons, Cream Ridge, NJ L-333

Recently Deceased Members

Radford ("RAD") Mead, Wilmington, DE.
Born 1932; died in November 2002.
Joined NMRA in 1975—#L03555. Joined
MER 1975—#L057.

Frank E. Weber, North Wales, PA. Born
January 1923; notified December 2001.
Joined NMRA in 1949—#L00450. Joined
MER 1951—#L323

Our sincere condolences are
extended to each family.

Any questions or comments, please
contact me at one of my addresses
on the masthead.

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President's Column

Norm Garner

This year I will be focusing on three issues that I feel need attention, investigation and hopefully improvement and correction if necessary. They are conventions, by-laws, and establishing what it really costs the MER to do business.

Our by-laws state that the MER will have two conventions a year. One convention is in the spring, and the annual business meeting is held at the convention in the fall. I have received several requests this past year to consider just having one convention. There are pros and cons. One convention a year could be much bigger because we would have more time to devote to finding a suitable place to handle a larger convention, setting up more clinics that the members have requested and even bringing in well known model railroaders. It has become increasingly difficult to get a division to commit to taking on the huge responsibility of hosting a convention. In some high cost areas of the region, it is almost cost prohibitive to have a convention in that area. One of our goals when setting up a convention is finding a decent hotel that can accommodate a convention and keep the cost of the room between \$70.00 and \$85.00 or even cheaper. If we only had one convention a year, would the members be willing to pay as high as \$100.00 to \$120.00 a night? I would like to hear from the membership on this issue. The other side of the issue is location. We have a large region and have tried to have conventions both north and south so members of one area don't have to constantly drive farther all the time, raising their overall cost. We also need to consider how many days the members are willing to spend at a regional convention. In most cases a member who is employed only misses one day of work if we keep the convention days to Friday through Sunday.

The MER has also considered forming its own convention committee to remove the burden and the responsibility from the divisions. The MER could provide the convention chairman, registrar, treasurer, contest, publicity, clinics, banquet arrangements, and auction functions. For this to work, the divisions would then have to provide a chairman for layouts, prototype tours, non-rail tours, transportation if needed, and manpower. This isn't a complete list, but it is something we are considering if we can get the support of

the divisions. The MER would share any surplus with the divisions as they have always done in the past. The NMRA has decided that they will be in total control of national conventions starting in 2006 in Philadelphia.

The by-laws and convention handbook are being reviewed so that we can bring them up to date with current practices. Any changes will be published in **The Local**. MER members will be given the opportunity to vote on any changes. It will take about six months for this entire evolution to be completed.

We also need to figure out what it really costs the MER to function fiscally. To my knowledge this has never been determined. We have maintained a balanced budget, and it is limited to what we think we can afford. Every elected officer, director, business manager, and chairman of most of our committees has a budget for expenses. But this is a volunteer organization, and many times there is an out-of-pocket expense. For example, we only reimburse a member 14 cents a mile for travel. The government rate is 32 cents a mile. Most of us are able to write off part of our expenses on our income taxes, and some just consider it as a donation to the organization. I share this bit of information with you because at times it is difficult to recruit members to run for office because they don't feel they have the time or can take on the extra expense burden. I don't feel expenses should hinder anyone if he or she chooses to run for office or volunteer for the good of the organization. Therefore, I hope that by the end of the year the organization will know exactly what the costs are to run the organization and, if possible, change the reimbursement so that the members who volunteer aren't paying out-of-pocket.

In closing I want you to know that I have received more than my share of complaints about the AP program. I want the members to understand that the trustee appoints the AP chairman. The MER Board of Directors has no control over the performance of the AP chairman. Please direct your concerns to Eric Dervinis.

Hope to see you in June in Richmond.

The Passing of the Torch

by Alan Mende

With this issue of **The Local**, Art Thomas has officially passed the “editor’s baton” to me. So I guess an introduction is in order. As you can see in the byline, my name is Alan Mende. I’ve been a model railroader almost all my life and work in HO scale. Just before the national convention in Valley Forge, I finally got off my butt and joined the NMRA. When I learned about the MER and its Susquehanna Division, I joined both and have attended divisional and regional meets. I’m involved in the AP program and have one certificate for Model Railroad Author. I’m currently working towards certificates in Master Builder – Cars and Motive Power. When I don’t enter models in the contests, I try to serve as a judge (though I’m still learning from those with more experience) to discover ways to improve my modeling.

Perhaps because I am an industrial arts teacher by training and a standards engineer by employment, I enjoy writing articles for the hobby press. In my articles I want to project a “you can do it” attitude to other model railroaders because too often I’ve heard, “Oh, I could never do *that*.” This, in part, is a way I can give back to a hobby that has given me so much enjoyment.

How will **The Local** be different with me wearing the “editor hat?” Initially at least, I hope you won’t see too many changes. I’m going to try my best to make the transition from Art’s editorship to mine as transparent as possible. While I’ve done a lot of writing both as a hobby and as a full-time job, as the editor of a bi-monthly publication, I’ll be climbing the learning curve. Like any editor worth his title, I will always be looking for material to publish. So I hope a lot of you will submit both full-blown articles and shorter items of interest.

To that end, I ask that whenever possible, you submit articles electronically – either by e-mail or

on a diskette. I can work with almost any word processing program you might use – MS Word, WordPerfect, etc. Don’t worry too much about “not being a writer.” Where necessary, I’ll massage your words and ideas into something of interest to the readers. Clint Hyde, our publisher, tells me that it is best to submit either original photographs or uncompressed TIFF images if you’re sending them electronically. Since he and I are volunteers, please spend a little bit of time preparing any line artwork that accompanies your manuscript. While I have the capabilities to clean it up and make it more legible and professional looking, I simply don’t have the time to do that in most cases. You can send me your artwork either as a TIFF or bitmap image or in hard copy form. Clint or I will scan the latter.

Also – and this is an important point – when you have something that you want to appear in **The Local**, whether it is an article, a letter, an announcement, or something for the Callboard, please send it to me. Sending it to Clint or someone else (whoever that might be) simply slows down the process of getting **The Local** in your hands in a timely fashion.

In closing, I hope all of you will be patient with me as I learn the ropes. I may put a truck or two on the ground in the beginning, but that’s part of learning all the responsibilities of any new job. I only hope that I can maintain **The Local**’s level of excellence that my predecessors have brought it to. With your help, I think I can . . . I think I can.

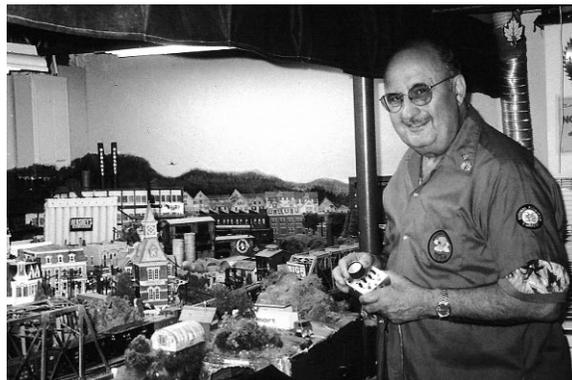
Due to an unfortunate error on the part of the editor (I'm a rookie; gimme a break), layout tour information for the Richmond Rails 2002 convention will be in the next issue of The Local. You can, however, access full information on the upcoming MER convention at

<http://richmondrails.homestead.com/>

I apologize for any inconvenience this may cause. Alan

S-Scale Modeling

By Bill Fraley



A Paradox – Modelers Needed!

In Gilbert & Sullivan's "Pirates of Penzance", the Pirate King and his moll, Ruth, sing, "a paradox a paradox, a most ingenious paradox" to young Frederic. (Of course they are selling him on the fact that he is only five years of age rather than his actual age of 21, as he could then leave his call of duty, since he was born in a leap year on Feb. 29th.) This has caused me to think of our growing 1/64th S-scale/gauge community and what we as an association of S-scale hobbyists are trying to do about it.

Unlike those in other scales, S has four factions. You could make that five. We have the

- 1) American Flyer and tinsplate collectors;
- 2) Hi-Railers;
- 3) Scale (standard gauge) modelers; and
- 4) Sn3 narrow gauge modelers.

The largest group is the one collecting American Flyer and tinsplate. Second in size is the group devoted to Sn3 narrow gauge, and third are the "Scalers," or those who work in standard gauge. S-scale also has a Proto:64 group. Let's take a look at them separately.

American Flyer and tinsplate collectors. This group of S-gaugers collects, shelves, and runs trains. They don't modify them in any way, because that would devalue them.

The Hi-Railers modify their equipment to look prototypical, but still run on tinsplate track. We have some magnificent Hi-Rail layouts.

The narrow gauge group runs mostly Sn3 and modifies a lot of HO equipment for their layouts. However, everything is in 1/64th scale. I was amazed to find that this group comes in second in popularity in our gauge.

The Scalers run standard gauge scale equipment, and they want to be prototypical in every aspect of their model railroading. This is the group that I belong to; even in S we are a minority.

The Proto:64 modelers strive to fine-scale everything down to the point of running on Code 70 track. I haven't heard much from this group in years.

Now, the big push is on for more advertising. S-gauge is really on the move, and the National Association of S Gaugers, Inc. (<http://www.nasg.org/>) wants to run ads in various model railroading magazines. This is fine, but to

whom should they advertise; the tinsplate collectors who are the largest group? That makes sense, however, then some manufacturers of scale equipment won't pay for ads that are associated with tinsplate and vice versa.

We have many manufacturers in our gauge; S Helper Service and American Models are the two big ones. They produce everything in tinsplate. But if you are an S-scaler, they additionally provide in their boxes scale wheels. It is an easy conversion. These two companies are the main reason why S-gauge is rapidly growing. Lionel also manufactures ready-to-run 1/64th tinsplate engines, rolling stock, and accessories.

We also have plenty of brass to run from importers and manufacturers like Southwind Models, River Raisin Models, Billy's Train Shop, and S Scale Locomotive and Supply. Also, Pennsylvania Heritage Models is offering an S-gauge tinsplate Train Master. They are currently planning to produce a limited number of Train Masters in scale as well.

American Models manufactures Code 148 track. S Helper Service manufactures Code 125 track with roadbed included. Tomalco and Shinohara manufacture Code 100 flex track, or you can hand lay your own. Turnouts are plentiful in any code and size.

Yes, the S-gauge community needs more modelers. Unlike twenty years ago, we now have plenty of models to run and the track to run them on. If you would like to catch up on S-gauge and its workings, and pick up a lot of neat tricks that you can use to improve your modeling skills, go to:

<http://groups.yahoo.com/group/S-Scale/>

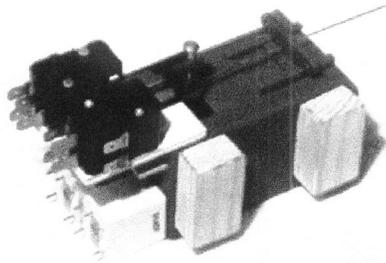
or

<http://groups.yahoo.com/group/S-Trains/>.

Happy Modeling,
Bill Fraley

Semaphores

keep in mind that the block signal will only move when the block is powered to the polarity oppo-



Tortoise rigged for Three-position Operation

site from what the signal is already set for. Adjust the Tortoise throw action to get the full desired action at the signal blade. Next connect the LED leads with the required 680 ohm resistor in series on the positive side to your 9 volt DC fixed power supply. The LED's illumination should be steady, regardless of the semaphore's position. The last step is to build up the scenery around the signal base. Your two-position semaphore signal is completed and operational.

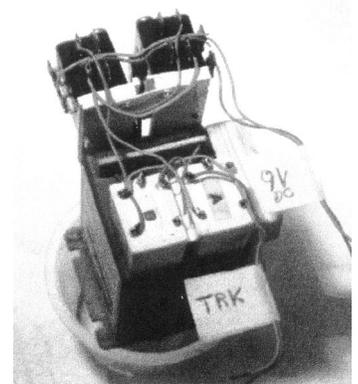
THREE-POSITION SIGNAL

Since building and installing my semaphore signals, I have designed a fairly simple and low cost method to have three-position semaphore operation for blocks in a block polarity signal system. Besides looking more realistic, I can now tell the total block power situation (off, on-forward, or on-reverse) by looking at the signals as I can with my standard three-color light signals. Using four paired limit switches working off the Tortoise machine movement and two relays to reverse power and change the power source to the Tortoise, the three-position system works like this.

When power is on to the block (tracks), the track power closes the relays, and track power goes to the Tortoise machine causing it to go to the proper end of its movement, giving you a red or green signal. When track power is shut off, the relays open for the track power and close for the 9 volt DC fixed power which is supplied to the Tortoise

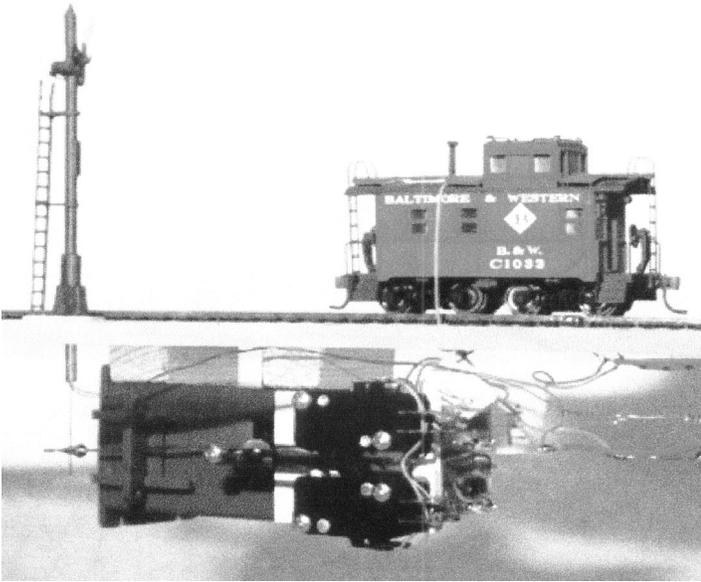
in the proper polarity via the paired limit switches. This causes the Tortoise movement to shift to center where the limit switches open and power to the Tortoise is cut off, leaving the machine dead at center. This yields a yellow signal. Turning track power on again starts the cycle over.

From the photographs, you can see the Tortoise switch machine has the four limit switches and two relays added to it. The three-position operation requires no modifications to the Tortoise itself, but to operate the limit switches, you need to replace the small rod containing screw with a 1" long No. 4 sheet metal screw. Slip a 2" length of 5/32" OD tubing and a No.4 washer on the new screw. The tubing is the wear surface for the limit switches while the washer retains the throw rod. Remember to use .040 brass wire to replace the original throw rod spring wire. Behind the Tortoise movement, glue a block of styrene measuring 3/16" x 1 2" x 1 7/8". This is the mounting pad for the limit switches. I used four, single-throw limit switches from All Electronics (SMS 166). It is necessary to straighten their actuating arms for this installation with a pair of pliers. Attach the limit switches in pairs on the mounting pad. I screwed the limit switches to the pad to allow for possible adjustment. You can adjust the switches by



Three-position Tortoise bench-wired

bending the actuating arms as well. With the Tortoise movement centered, each limit switch should just click to the open position. I choose to mount the two single-pole, double-throw relays on the rear of the Tortoise to keep the mechanism a single unit. On your work bench you can wire the entire unit, leaving the four power leads as long as necessary. At your work bench, test the unit for basic operation.

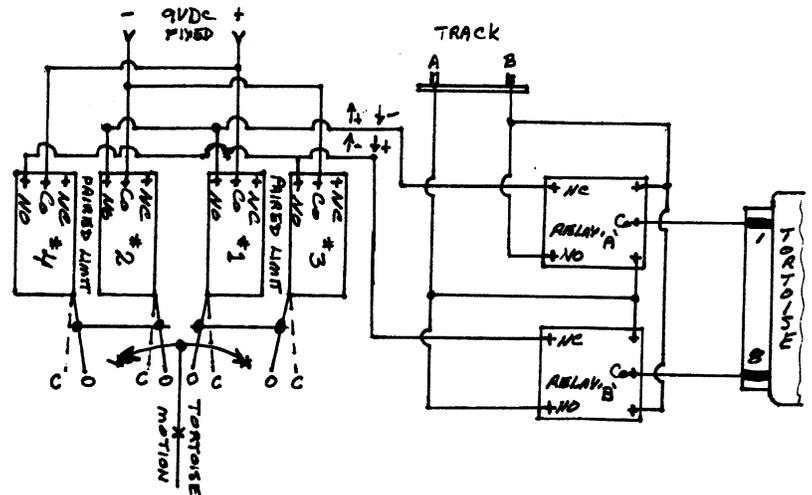


Three-position Semaphore Installation Complete and Operational

Installation of the Tortoise machine for a three-position signal is the same as for a two-position signal, except you need to space the Tortoise away from the underside of the layout to allow for its added bulk. I used two, 2" thick wood blocks as spacers. When connecting the signal control rod to the Tortoise throw rod, make sure the Tortoise movement is centered and the semaphore is on (or at least close to) the middle (yellow) position. With your control unit mechanically attached to the layout and the semaphore, connect the block (track) power wires from the unit to the track. Make sure the semaphore signal displays red and green indications properly. With that done, connect the power supply wires and check the semaphore for proper operation. When the block power is turned off, the signal should shift to yellow—the center position. If it stays on red or green, either your power supply is off or you need to reverse the polarity by switching the wires. Once the semaphore moves to all three positions correctly, you can adjust the Tortoise throw rod by bending it to get the middle position lined up on the yellow semaphore lens. The normal Tortoise adjustment will yield the proper full travel. Now connect the signal light LED to the power supply, remembering to include the required 680 ohm resistor in series with the LED. Add scenery around the signal base. Your semaphore signal is complete and adds an impressive operating detail to your layout. It counts toward your Electrical AP, too.

BILL OF MATERIALS

- 1 – Tortoise switch machine
- 2 – relays (All Electronics RLY 264)
- 4 – limit switches (All Electronics SMS 166)
- 4" – .040 brass wire
- 5 – No. 4 x 1" sheet metal screws
- 2" – 5/32" OD brass tubing
- 1 – No. 4 washer
- 26 AWG electrical wire (two colors)
- 1 – 9 volt DC fixed power supply



Three-position semaphore control for the Block Polarity Signal System

Members of the Mid-Eastern Region of the NMRA who want to be a candidate for the Office of President, Vice President, Secretary or Treasurer must submit by US Mail their resume of 200 words or less and a photo to the Nomination Committee no later than April 14, 2002. These candidates names after submission will be placed on the Election of Officers Ballot that will be mailed to all MER members.

ALEX POPE, CHAIRMAN
 MER NOMINATION COMMITTEE
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Sneak Previews Misc. Activities

Richmond Rails 2002

Mid-Eastern Regional Convention
Hosted by the James River Division



June 6 - 9, 2002

Traditional Saturday Banquet, Cash Bar, Awards Ceremony

But with a great buffet menu...Cash Bar 5:30-7:30 Banquet times 6:30-8:00
Awards ceremony after banquet followed by live auction.

The Richmond Rails 2002 will open its doors officially at 4 pm on June 6, 2002 and when the convention closes on Sunday June 9th, attendees will have had a chance to sample some great rail fanning opportunities, numerous modeling activities, educational clinics, numerous socializing opportunities, and many other activities.

With the convention being in June, it provides the unique possibility for the family to include it in your summer vacation plans and the convention staff is hard at work to provide information for your families to enjoy additional sightseeing while you're in the area. Virginia has a great variety of sightseeing activities, but while they say Virginia is for Lovers, Come June 6 — Virginia will definitely be for the lovers of the railroad hobby.

There are many items being worked on to provide a unique and very entertaining convention for all that attends. Presented in this Local's issue are just a few sneak previews of some of the features, with many more to come. Check the conventions web site regularly, <http://richmondrails.homestead.com>

Don't forget to send in your registration and make your hotel reservations now!

Hotel Module Layouts - Conventioneers will be treated to module layouts filling a 3,540 sq foot room. Layouts will be operational during almost the entire convention activity times for your enjoyment. Ability for running attendees own equipment is being worked on.

Right from the opening... It won't be your typical Program Book

A very entertaining and useful convention guidebook is being planned with several new features to assist you in your planning and scheduling during the convention including easy to locate close by home layouts from any other home layout and some surprises!

The host hotel

Koger South Conference Center (Holiday Inn Select)

The Richmond Rails 2002 Host Hotel, the Holiday Inn Select Koger South Conference Center is a wonderful setting for the convention. The conventions activities (not counting conventioneers rooms), will occupy almost 14,000 square feet of the hotels meeting and banquet rooms. Parking is free.

There are numerous wonderful features within the hotel and surrounding area. Some of them are listed on the conventions web page and there will be much more information concerning them in your convention booklet also. Come enjoy Virginia's hospitality!

Contests for Richmond Rails 2002

For the Richmond Rails 2002 convention a special award will be presented for building an out-house as an off-line structure.

The Richmond Rails Convention award, "Pride of Dixie", can, but need not, have a particularly Southern appeal. The model must be a freestanding structure. It can be built in any scale.



It will be judged by popular vote of the convention attendees.

Richmond Rails 2002 also will feature:

The Regular Judged Model Contests

Photo Contests Categories:

(Popular Vote)
Black and white
Color prints stream
Color prints other

Arts and Crafts Contests

(Popular Vote)

Arts And Crafts

as well as a

Model Railroad Pass contest

(Part of the rail category of the A & C contest. There will be a non-Rail category as well)

The Spring convention special awards include:

President's Award

for modeling an off-line structure

Clyde Gerald Award

for the best attempt at kit-bashing a model

Blue Lantern Award

Philadelphia Division -
New Modeler Award

PLUS (describe elsewhere or/and on web page)

Open Houses from Thursday night onward, Clinics (30 time slots will be filled), Company Store, Door Prize & 50/50 drawings, Misc. Displays, Contests, Rail fan activities, Open Houses, Hospitality Suite, etc. as well as a live auction! (Bring your unwanted items!). Discounts at local hobby shops are in the works also!

Richmond Rails 2002 Main lines

A note from the James River Divisions Superintendent, host of MER s next convention:

The Richmond Rails 2002 convention is rapidly shaping up to be one of numerous opportunities, entertaining, and an efficient flexible event you will surely want to attend. Many avenues are being explored to bring your new tours, clinics, module and open house possibilities, entertainment, and satisfaction.

Rail related activities will start right in the hotel with many module units set up in a large ball-room area. Plans call for these modules/layouts to come from as many as three (or more) divisions/clubs and will be operating for more then 29 of the approx 38 official activity convention hours. Opportunities are being worked on to provide layouts where you may bring your own equipment and run it.

For those that wish to visit even more layouts of many scales and sizes, the open house layout opportunities will be covering over 29 of the conventions hours with multiple layouts available at almost any time. For those that come in early, there will be open house layouts operating on Thursday night as well as the hotel setups. A concentrated effort is being made on some new features to be included in the attendees program book that will enable planning your layout tour stops much easier and more efficiently.

Also during the weekend, starting Thursday night, 30 clinics will be provided, for your entertainment and education. Clinic subjects will range widely in interests. Some will be clinics that you have never seen at MER conventions before including such

varied items such as Mold making presented by Jay Manning, Digital Photography Facts & Tips presented by Pete Shatswell, and Light and Sound Animation presented by Fred Miller. Clinicians, both new ones and establish traditional ones, are still being confirmed but it appears that most fields of interest will have some representation. More detailed information will be presented in the next MER s Local as well as in updates on the conventions web site.

The Convention staff isn t forgetting prototype activities by any means. Already there is a list of confirmed activities on the conventions web site. Attached to this article is a listing

urday night banquet. The 6:30 pm buffet feast that the Richmond Rails Chairman, Chuck Hladik has decided upon will for sure satisfy the taste buds (and stomachs) of everyone that comes. The menu is printed on the registration form for your to whet your appetite with. From 5:30 to 7:30 there will be a cash bar with the awards banquet following the banquet. In the works is the confirmation of a well known modeler to be our speaker that evening. Be sure to keep watching for more details concerning this special treat. We expect the evening to be very entertaining with all the usual and special contest awards plus a extra special one for the best Outhouse model. Without

doubt, we all will have a lot of fun with that subject!

Following the awards ceremony will be a live auction. Here s a chance for you to bring those unwanted items to have them auctioned off and possibly make some money off them. Those that have attended one of these auctions before know they can get to be a lot of fun so plan on sharing in the bidding as

well as providing items to be bid on.

There will be many other activities including items such as a company store, door prizes, rail fanning displays, and a hospitality suite. Of course the best activity of all, socializing, will be evident everywhere without doubt. Yep, by the time the conventions over you will have had a chance to enjoy numerous activities and opportunities. We are even arranging special benefits such as conventioneer discounts at local hobby shops for your additional pleasures. So send in your registration and reserve your hotel rooms now while you are thinking about it. See you all in June!

Pete Shatswell,
James River Division Superintendent
2/07/2002

For the latest information at any time please visit the Richmond Rails 2002 Convention s web site -



Richmond Rails 2002

<http://richmondrails.homestead.com>

of proto events that we hope will enrich your interests greatly.

One unique feature of this convention will be that we will be providing maps, etc. but participants will drive themselves to the prototype activities. This permits much more flexibility for you to schedule the numerous activities that you may wish to take part in but haven t been able to in the past due to bus schedules, etc. A bigger advantage is that this has permitted us to present the prototype tours/ activities free of any additional convention related charges! The convention sidetrack activities will be based on the same premise so family members can have the best possible flexibility for scheduling we can provide.

Of course no MER convention isn t complete without the traditional Sat-

**Sneak
Previews**
As of 2/07/2002
**Prototype
Activities**

Richmond Rails 2002

Mid-Eastern Regional Convention
Hosted by the James River Division



June 6 9, 2002

Convention Badges must be shown for all special events!

Friday - June 7, 2002

**Southern Railway Hull
Street Station Museum**
&
Special Floodwall Tours****

Saturday - June 8, 2002

**CSX Bryant Park Facility Tour*
&
Hallsboro Yard**
&
Southern Railway Hull
Street Station Museum****

Sunday - June 9, 2002

**Southern Railway Hull
Street Station Museum**
&
Floodwall Tours****

* Free

**Free, donations are accepted and gratefully appreciated

Participants must provide own transportation. Maps will be provided.

Southern Railway Hull Street Station Museum

Friday, June 7, 2002 10 :00 a.m. to 3:00 p.m.

Saturday, June 8, 2002 11:00 a.m. to 4:00 p.m.

Sunday, June 9, 2002 1:00 p.m. to 4:00 p.m.

The Museum in the former Southern Railway Hull Street Station will be opened especially for convention attendees from 10 a.m. to 3 p.m. on Friday. Special floodwall tours will leave from this location (see below). The museum gift shop will give a discount to convention attendees (10% off many books, excluding books published by Old Dominion Chapter as fundraisers).

Floodwall Tours

Friday, June 7, 2002 10 :00 a.m. and 1:00 p.m.

Sunday, June 9, 2002 2:00 p.m. (Regular tour, not expanded like Fridays)

Two Special Floodwall tours will be featured on Friday only. They will leave from the Southern Railway Hull Street Station Museum at 10 a.m. and 1 p.m. These are 90 minute outdoor walking tours (sensible clothes and shoes strongly recommended) of rail fan interest as seen from the floodwall on the south bank of the James River, running from the 1838 stone bridge piers of the Richmond and Petersburg Rail Road to the terminus of Virginia's first railroad, the Chesterfield Railroad, a gravity line abandoned in the 1850's (yes, the 1850's). Museum volunteers are the guides. This is an expanded tour from their regular tour.

CSX Bryant Park Facility Tour

Saturday, June 8, 2002 from 9:30 a.m. to Noon

The Bryant Park facility handles maintenance of way equipment for all of CSX, and also handles some freight car repair and locomotive servicing. Tour assistance will be provided by CSX personnel. Cameras will be allowed. There is limited handicap access except in the locomotive servicing facility, which has no handicap access. Releases will be required. Sensible clothes and shoes (no sandals) are recommended. (This is the same building that the Richmond, Fredericksburg and Potomac let the last MER Richmond convention tour in 1988)

Attendees have to provide their own transportation. Meet at facility at 9:30 AM. Tour will start at that time. Convention Badges must be worn. Map/etc. will be provided in your the convention package

Hallsboro Yard

Saturday, June 8, 2002 10:00 a.m. to 5 p.m.

Hallsboro Yard is on the Chesterfield - Powhatan County line, 15 minutes from hotel and will be open 10 am to 5 pm.

The rolling stock on display includes:

- 3 industrial steam engines (one of which is a fireless cooker),
- a C&O #HM-6 hump motor car ,
- a self-propelled steam crane,
- a C&O Vanderbilt tender,
- passenger equipment, including:
- Pullman "Dinwiddie County" restored, used in several movies, and Southern #71 RPO, will be opened upon request.
- Central of Georgia # 406 (baggage/rpo),
- N& W #1202 (baggage/RPO),
- Southern # 1088 day coach,
- 3 RF &P 700 series coaches.
- Cabooses, including RF&P # 1904 (wood side), which will be opened upon request, and RF&P metal side caboose.
- freight cars, including Southern boxcars.

Watch the convention s web site for news, additional activities, changes, etc. Available around the clock at:

**Richmond Rails
2002**
[http://richmondrails.
homestead.com](http://richmondrails.homestead.com)

Sneak Previews

NON-RAIL ACTIVITIES IN RICHMOND

Richmond Rails 2002

Mid-Eastern Regional Convention
Hosted by the James River Division

June 6 9, 2002

Richmond Rails 2002

<http://richmondrails.homestead.com>



To help you plan a vacation

around the convention or possibly special interest sidetracks of your own the committee will be supplying various visitors information starting with this web base listing. Watch the web site and future articles for other sidetrack possibilities -

The Richmond Metropolitan area has a wide variety of non-rail activities that are too numerous to list completely. In addition to the items listed below, check out the Richmond Convention and Visitors Bureau website: www.richmondva.org. Then click on the web address on the first screen; on the next screen, click on Visiting Richmond.

If you then click on "free info" and complete the information requested, a free hard-copy packet of information will be sent to you (it contains information that is on the website plus restaurants). Click on "attractions" for a list of attractions and a short description of each one of them. Click on "Richmond Pass" for information about a five discount ticket packet usable at nineteen attractions. You can also get a hard copy of this free information by writing to the Richmond Metropolitan Convention and Visitors Bureau, 401 North 3rd Street, Richmond, Virginia 23219.

Some of the things to do in Richmond include:

- Gardens: (Louis Ginter Botanical Gardens and Maymont, also at some historic mansions and homes).
- Historic mansions and homes, including but not limited to James River Plantation mansions (many open to the public), home of Chief Justice John Marshall, White House of the Confederacy, Agecroft (reconstructed English Tudor-type home), Wilton

(plantation mansion in the city), home of Maggie Walker (first woman bank president and founder, who was also a lady of color), and others.

-- Historic sites, some of which go back to the 1600's, including but not limited to St. John's Church (with reenactments of Patrick Henry's "Give Me Liberty or Give Me Death" speech -- it was made here), State Capitol (dating back to 1790's), Tredgar Iron Works (also National Parks Service center for Civil War battlefields information), Hollywood Cemetary.

-- Art galleries (over 30 of them -- see the website or the printed material from the visitors bureau).

-- Museums, including but not limited to:
-- Art and Literature: Virginia Museum of Fine Art, Anderson Art Gallery at Virginia Commonwealth University, Marsh Art Gallery/Molin Center at University of Richmond, Edgar Allen Poe Museum.

-- History: Virginia Historical Society, Museum of the Confederacy, Black History Museum and Cultural Center, Valentine Museum (local history), Beth Ahabah Museum and Archives, Chesterfield Museum Complex, Virginia Holocaust Museum, Old Dominion Chapter National Railway Historical Society Museum, American Historical Foundation Museum (military knives and bayonets), Chimborazo Medical Museum, Meadow Farm Museum (farm life in the 1860's). Colonial Williamsburg is 90 minutes away.

-- Science Museum of Virginia (with a separate Aviation Museum)
-- Children's Museum.

-- Shopping: there is a wide variety available. Within two miles, there is a regional shopping mall, several big box stores (Barnes & Noble, Circuit City, Best Buy and others), and lots of independent retailers, including hobby shops (Father's Day is one week after the convention). In the Richmond Metropolitan area, there is also Carytown (a Georgetown-like area with an eclectic mix of unique shops), antique shops and arts and craft stores (supplies and finished art). If you are into bargain-shopping, Williamsburg with its abundance of outlets is about 90 minutes away.

-- Live Theater: The road show version of "Rent" is playing that week.

-- Movies: IMAX at the Science Museum, numerous first-run movie houses nearby to the convention hotel and in the Richmond Metropolitan area.

-- Restaurants: There is a huge variety of restaurants in Richmond, both in cuisine and price. The convention bureau literature contains a list of restaurants.

-- Zoos: Metro Richmond Zoo, zoo at Maymont. These are small zoos.

Within an hour of the hotel is Kings Dominion theme park and Scotch-town (Patrick's Henry's home) in Hanover County and Old Town in Petersburg. Within 90 minutes of the hotel is Busch Gardens and Water-Country USA in Williamsburg and Monticello (Thomas Jefferson's home) near Charlottesville.

If you have an interest that is not described here, ask -- there is a good chance that there is something like it in the area.

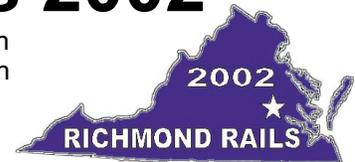
Sneak Previews

Layout
Open
Houses

Richmond Rails 2002

Mid-Eastern Regional Convention
Hosted by the James River Division

June 6 9, 2002



Richmond Rails 2002
<http://richmondrails.homestead.com>



Tom s Williams River Sub is part of the Allegheny Alliance , a close knit group of model railroads in the Richmond area all focusing on coal mining in the Virginias. Regular operating sessions are run between the various members layouts. Most of these layouts will be open for the Richmond Rails Conventioneers to enjoy as well as many others..

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 Alan Mende, 526 Pine Hill Road, Hummelstown, PA 17036-8020 E-Mail to afmende@amp.com

April 6 - 7. Great American Train Show (GATS), NC State Fairgrounds, Raleigh, NC. Contact: Bill Cox at (919)-462-8740. Freeby3@aol.com.

April 13, 2002 - The Rockville Limited. A special train sponsored by the Harrisburg Chapter of the National Railway Historical Society, to celebrate the centennial of the Rockville Bridge. The trip will leave the Harrisburg Transportation Center (Amtrak station) at 7:30 AM on April 13, 2002 and return at approximately 3:00 PM. For complete information and fare schedule, call 717-232-6221 (chapter answering machine). Information requests made to that number will be answered as soon as possible. Harrisburg Chapter NRHS, Ticket Agent, 637 Walnut Street, Harrisburg, PA 17101-1924

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

Richmond Rails 2002

NMRA MER JRD Regional Convention

June 6 9, 2002

Richmond, Virginia 22553

Registration Information

(Banquet and Hotel Information on reverse side)

Print names and addresses of persons you wish to appear on your name badge

Primary Registrant's Name _____

Partners Name: (Living at same address) _____

Children Under 18:

Name: _____ Age: _____

Name: _____ Age: _____

Address: _____

City: _____

State: _____ Zip Code: _____ - _____

Email: _____

(Confirmations will be sent by e-mail if it is at all possible)

Phone Number: _____ NMRA No.: _____ Region & No.: _____ Division Name _____

Registration Fees

Primary Registrant, (\$ 30.00 until April 1st 2002; \$ 35.00 on/after April 1st 2002) \$ _____

Partner (Living at same address) \$ 10.00 \$ _____

Children (Under 5 FREE) \$ 10.00 \$ _____

Non — NMRA Fee \$ 15.00 \$ _____

Sidetrack Activities:

All Sidetrack Activities will be on your own and FREE* \$ _____ 0

Banquet (Note: no tickets will be available at the door)

Number of Tickets _____ x \$30.00 = \$ _____

Total (Add all activity and registration fees) \$ _____

Payment in U.S. funds only. No Credit Cards. Make check payable to **Richmond Rails**

**Send completed
registration form
and payment to:**

**Richmond Rails 2002
Carl Steiner, Registrar
2321 Edenbrook Drive
Richmond, VA 23228 —3009**

**Convention Web Site
Richmondrails.homestead.com
email: richmondrails@attbi.com**

Payment must accompany registration form. Return 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 enclosed 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

registrant, in writing by May 15th, receives the request. No refunds after May 15th. Allow four to six weeks for processing of your refund. Do not mail a registration after May 15th, 2002, register at the door. DO NOT staple your check to your registration form. Check the convention website for all changes and updates. All activities are subject to change, substitution, additions, or cancellations. E-mail: richmondrails@attbi.com

*Note: Some suggested sightseeing sites might have non-convention related admission fees (i.e. Museum admissions). Check website for updates.



**All sidetrack
trips and
activities are
on your own
and FREE***

The Sidetrack activities will be advertised and describe on the conventions web site as they are confirmed and also will be listed in the program book.

Web Site:

Richmondrails.homestead.com



June 6 9, 2002
Richmond, Virginia

Richmond Rails 2002

NMRA MER JRD Re gional Convention

Banquet & Hotel Information

(Registration Information on reverse side)

Convention Banquet Menu

(Per Current Hotel Information)
(Note: no tickets will be available at the door)

Traditional Southern Diner Buffet

Spiced Shrimp served
with cocktail sauce and
lemon wedges

Potato Salad

Cole Slaw

Barbecued Pork Ribs

Southern Fried Chicken

Sliced Virginia Ham
served with a raisin
sauce

Mini Corn on the Cob

Baked Beans

Warm Corn Muffins
served with butter

Freshly baked
Fruit Cobbler
served with fresh
whipped cream

Sweet Potato Pie

The buffet includes your choice
of freshly brewed Colombian cof-
fee, decaffeinated coffee, as-
sorted teas, or iced tea.

\$30.00 per person

Holiday Inn Select Koger South Conference Center

(10800 block of Midlothian Turnpike)
1021 Koger Center Boulevard
Richmond, VA 23235-4766

The conventions conference center hotel is a torchbearer Award winner, a six time recipient of Holiday Hospitality corporation s Quality excellence Award for outstanding service and has 237 guest rooms and free parking. Some of the In room amenities are hair dryer, coffee maker, make up mirror, data port, voice mail, 2 telephones, refrigerator, microwave, iron, ironing board. (telecommunication fee of \$1.00 per room per night for unlimited free local calls, data port use, and no long distance access fee.)

On Site and a few local attractions include:

Gift Shop

ATM located in the lobby

Indoor Workout Facilities

Outdoor Pool with Spacious Pool
deck

Hotel adjoins Robious Sports & Fit-
ness center (Indoor size Swimming
pool, Indoor/Outdoor Tennis, Rac-
quet ball, Nautilus gym, Aerobic,
gym, steam room, sauna, Whirlpool,
Water park (in season)

Court Caf Restaurant (Casual, Dis-
tinctive dining feat uring Breakfast,
Lunch, and Dinner

Atrium coffee Bar F eaturing Cap-
puccino. Latte. Espresso, and other
specialty beverages open evenings
for cocktails

Visions Dance Club R ichmond s
Most Exciting Nightclub

Convenient to hundreds of shops,
restaurants, and attractions, 15 min-
utes to the Richmond Centre and
Historic Downtown Richmond

Adjoining Huguenot park (picnic
facilities, ball fields, tennis, fitness
trails)

Many more shopping, eating, and sightseeing locations
will be listed in the program book and web pages!

For Room Reservations: Call the hotel at 1-800-397-1034.

To receive the Richmond Rails room rate of \$78.00 plus taxes
you must ask for the Richmond Rails group block rate.

**Reservations must be
received before
May 23, 2002
to receive convention rates.**

Check in after 3:00 PM,
Check out before 11:00 AM

Arrivals after 6:00 PM must
be guaranteed by credit card.

**The Hotels Web Site -
WWW.basshotels.com/ric-kogerctr**

**Include the convention as part of your families vacation plans!
(Visitors booklet will be in your registration package!)**

Richmond Rails 2002

More on the Contests for the Spring Convention

Ray Bilodeau, MER General Contest Chairman

Modelers, time is growing short. The spring convention in Richmond is only four months away. I would hope most of you have already started on your projects. Remember, besides the model contest we also will be having popular vote Photo and Arts & Crafts contests.

Yes, there are some rules and regulations governing the Photo contest! All contests are open to MER and NMRA members attending the convention. The Photo and Arts & Crafts contests will be decided by a popular vote of the registered conventioners. Photographs and crafts may be entered by proxy, BUT the person you are entering for must be a member of the MER and NMRA.

1. The Photo contest is divided into two categories Model and Prototype.
2. Within these categories, you can submit either black- and-white or color prints. Slides will not be accepted as part of this convention's photo contest.
3. The Prototype category will be further divided into Steam and "Everything else out there."
4. All photo entries must be at least 5 x 7 inches, but no larger than 8 x12 inches. These must be mounted on hard board or matting no larger than 11 x 14 inches. Framed, glass, or Plexiglas-encased photos cannot be submitted.
5. This contest is closed to professional photographers.
6. First place awards in the Photo contest will include a plaque and First Place Certificate given by the MER.
7. Second and third place Photo entries will be awarded Second and Third Place certificates by the MER.

The Arts and Crafts contest will be divided into Rail, non-Rail, and Railroad Pass categories.

1. Rail related crafts, regardless of medium used, must carry out a consistent theme dealing with any aspect of railroading.
2. Non-rail crafts can deal with any theme and be carried out using any medium.
 - A. First place awards in the Rail and Non-Rail categories of the Arts & Crafts contest will include a plaque and a First Place certifi-

cate given by the MER.

- B. Second and third place entries in both the Rail and Non-Rail categories of the Arts & Crafts contest will be presented with appropriate certificates from the MER.
3. The Railroad Pass category will reward the most original example of a document a modeler might develop for use on his or her model railroad. Design, wording, logo, and materials used should go into deciding the winning pass.
 - A. The First place award for the Railroad Pass contest will include a plaque and First Place certificate given by the MER.
 - B. Second and third place entries in the Railroad Pass category will receive appropriate certificates from the MER.

Wow, that's a lot to read! This information will also be posted on a bulletin board in the contest room at Richmond.

So, I guess everyone is going to get moving, dust off your camera, loom, spinning wheel, and propane torch and work on something for Richmond Rails, right? Just think, you also get to vote on all of these creations!

Next issue I would like to talk a bit about the contests at the National convention in Fort Lauderdale, Florida, this coming July. Hot place for a convention in the summer...whew!

If you have questions about the contests, just ask. If you are not sure of something, whether it has to do with the model contest, or photos and arts and crafts, please let me know. If I don't have the answer, I will put you in touch with our Photo Chair, Jim Atkinson; or our Arts & Crafts chair, Rita Lynam. You can reach me at raybilodeaujr@aol.com Or (302)636-0888.

Electronic Publishing Note:

Some very peculiar troubles this issue about getting the Richmond Rails content imported properly—ultimately I had to enlist my sister's help on getting a conversion done that would allow me to produce this issue without having to use scotch tape. Yay sis!

— clint hyde, chyde@cox.rr.com

MID-EASTERN REGION, NMRA, INC.
9 Roosevelt Ave.
Wilmington, DE 19804-3044

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INSIDE THIS ISSUE

LED Semaphores1
 MER Business Manager.....2
 President's Column3
 Editorial4
 S-scale5
 Richmond Rails8

MER Special Boxcar Order Form

Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#23506	_____	\$8.95	\$10.95	\$_____
#23515	_____	\$8.95	\$10.95	

MARYLAND RESIDENTS ADD 5% SALES TAX

SHIPPING: _____

* M _____ \$_____

Ship _____

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:
 THE MID-EASTERN REGION INC.
 Business Manager
 9 Roosevelt Ave.
 Wilmington, DE 19804-3044

CITY _____ STATE _____ ZIP _____

The Mid-Eastern Region Inc., NMRA
 An IRS Tax Exempt Organization
 Business Manager
 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: \$45.00 2 years: \$90.00 \$_____

*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

MER Lapel Pin/Tie Tack @ \$6 each _____ \$_____

MER Cloth Patch @ \$3 each _____ \$_____

Donation _____ \$_____

TOTAL ENCLOSED _____ \$_____

Name _____

Address _____

City _____ State _____ Zip (+4) _____

email _____

NMRA # _____ Expire Date _____

MER # _____ Expire Date _____

Scale _____ Birth date _____

Tel # _____

Make checks payable to the Mid-Eastern Region