



HOW TOO RYT GUD

by Alan Mende

So you want to be a writer. Easy, right? Just sit down in front of your PC, and assault the keyboard with your nimble little fingers. Hold on there; not so fast. If you want to be published – not just here in *The Local* – but in any of the hobby publications, you will need to follow some established guidelines.

BEFORE YOU START WRITING

First and foremost, write about what you know. If you don't know about it, learn it before you write about it. This isn't hard. After you have built the model, you know how you did it, so telling other model railroaders how to build their own will be a snap. If you want to write about a railroad that went out of business fifty years ago, you're going to have to do some research before you try to craft a treatise about it.

Before you jump in with both feet and commit what may be a large amount of time to writing, it's a good idea to determine which magazine or newsletter is most likely to publish your work. Think about it; is a manuscript telling how to superdetail a GE Dash 8-40BW more likely to find a home in *Mainline Modeler* or *Narrow Gauge and Shortline Gazette*? Whenever you are unsure whether or not a particular publication might be interested in a certain subject, write a query letter first, giving a brief description of the proposed article. Include a self-addressed, stamped envelope as a courtesy to the publication.

MANUSCRIPT TEMPLATE RULES

Now that you know what you're going to write about and your hands are poised above your keyboard, here are some rules to remember about putting words on paper. Call these manuscript template rules, because you'll follow them no matter who you write for. Put your name, address, phone number, and e-mail address (if you have one) at the top of the first page. If an editor needs to contact you, he or she doesn't have to look far. On

each succeeding page of your manuscript, include your name and the manuscript title along with the page number. When I have more than one manuscript on my desk, I need to be able to keep all the right pages together in the right order. This may seem obvious to some of you, but you'd be surprised how often these simple formatting rules are forgotten.

Your manuscript must be typed and double-spaced with one-inch margins all around. The Sierra Club notwithstanding, editors don't really care how much paper you use. Not only is double-spaced text easier to read we editors need white space between lines of text for editing purposes. Set off your paragraphs by either indenting the first line or with a double hard return. Don't use fancy text fonts; use Times New Roman. It is the easiest to read [Pub: I'm going to change it anyway].

Don't embed graphic images or line artwork in your manuscript. Editors and publishers get to put your pretty pictures wherever in the article they want them. By all means, DO reference your graphics in the body of your manuscript (i.e., See Figure 1 or Refer to Photo 5).

PHOTOS AND ARTWORK

While on the subject of photos, submit black and white or color prints to *The Local*. The commercial magazines prefer color slides, but *The Local* is strictly a low-buck operation; we can't work with slides. If you want to send digital photos, check with the magazine you're writing for first. It may have specific requirements. Here at *The Local*, we can only accept uncompressed TIFF files because there is less degradation of the image during the reproduction process.

Photographs must be permanently labeled on the reverse side with the photographer's name and address. If someone other than the photographer built the pictured model, give that person's name and address, too. Include a suggested caption, and number all your photos to cross-reference them to your manu-

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MER LOCAL

Official Publication of the
Mid-Eastern Region, NMRA
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

Remember to come to the Contest Room at Richmond Rails 2002 and say hello. If you wish to renew your NMRA or MER membership, I can process your MER membership and give you your MER membership card before you leave the convention. Let me know if you are interested in helping in the Contest Room on Friday for a couple hours. That would let the staff attend a clinic or two. Contact me at merbusmanager@msn.com or 302-636-0888 after 7 PM. Hope to see you in Richmond!

New Life Members

Charles L Hladik, Lynchburg, VA L-335

Recently Deceased Members

E Waldron Klosterman, Philadelphia, PA. Born October 1908. Notified of death by NMRA in March 2002. Joined NMRA in 1945—#004635. Joined MER in 1983—#5177.

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

The Mid-East Region Board of Directors (MER/BOD) received via e-mail the MER Trustee's proposal for the one-pay dues one week before the NMRA meeting on 23 February 2002. I forwarded a copy of his proposal on 18 March 2002 to all of the Division Superintendents and requested their input on this issue. The consensus of opinion of the MER/BOD was in no way favorable for this proposal in its present form. I have presently heard from six of our nine divisions and no one is in favor of this proposal. The MER Trustee was informed of our feelings, via e-mail, prior to the NMRA meeting. Despite having full knowledge of the negative opinion from the MER/BOD of the one-pay dues, the MER Trustee presented his proposal to the Board of Trustees.

The national one-pay dues proposal is a good concept. However, this plan must be fair to every division and region in the NMRA. Therefore, the present proposal of one dollar per member for the divisions and five dollars per member to the region is totally inadequate. The average division dues in the MER are presently five dollars and fifty cents. The MER is just breaking even at eight dollars. Two of the divisions have told me they may have to increase their dues by a dollar to cover the new postal hike. The one-pay dues, proposed at twenty-five dollars, would afford membership at the division, region, and national levels. The divisions and regions would not be able to go back and say, "Oh by the way, we want X number of additional dollars for full membership in the division and region." This one-pay dues proposal would take away from the divisions and regions any opportunities to change their dues to cover any present and future expenses. It would mean mandatory membership at the regional and divisional levels as well. NMRA members on fixed incomes or those desiring to belong only to the national organization would have no other membership option.

If the Board of Trustees of the NMRA (BOT/NMRA) think that the divisions and regions can sell their newsletter to make up the difference, they have misguided thoughts of grandeur. The **NMRA Bulletin** has greatly improved, but with the new dues hike of last year, many NMRA members have opted to no longer get the **Bulletin**. Almost all of the divisions in the MER have some type of fundraiser already in place to make ends meet. This proposal doesn't even address any plans for inflation or postal hikes. I would have hoped that the BOT/NMRA would have already done a financial study of the average dues of every division and region as a starting point prior to making any proposals. I have discussed this issue with others at the national and region level. The consensus of opinion from them is that a dues structure will be voted on close to the proposal at the next NMRA meeting.

The Trustees elected for the regions should represent the regions at the national level. They can't do a good job for the regions and the divisions if they don't have the courtesy to ask the members for their opinions – especially when the issue is dictating the amount of funds to be given to run their division and region without knowing the overall cost. If the BOT/NMRA really want to know how the divisions and regions feel, they should have the courtesy to listen to us and not assume they know what is best for all of us. The grass roots of the NMRA are at the division level.

The MER/BOD will take this up at the Richmond convention. I hope by the convention that I will have the feelings of all the divisions on this issue. In the meantime, please let the MER/BOD and the MER Trustee know how you the members feel, because it will effect you the most. I hope to get the MER/BOD to vote to tell the Board of Trustees of the NMRA that we are opposed to this, as are the other regions. I know that the MER is not the only region that may suffer financially under the present one-pay dues proposal.

See you in Richmond.

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

May 4, 2002 – New Jersey Division Meet at the fire hall, Oak Street & Main Street, Vineland, NJ. Contact: Carl Haslett - Phone: (856) 546-9230

October 4 to 6, 2002 – Cherry Hill Depot, the Fall 2002 MER Convention. Co-Chairmen: Jim Cope and P.J. Mattson. Additional information may be found at <http://home.earthlink.net/~mikemcnh/box-car/fall02.html>. Complete details in the next issue of *The Local*.

script. Use adhesive-backed labels for this; writing on the back side of a photo in pen or pencil embosses the front of the photograph and ruins it. Don't staple or paper clip the photos to anything; that renders them unusable.

For plans and similar artwork, clean, sharp line work is essential, as is readable text. Computer-generated text is preferred over hand lettering – even if you are an architectural drafter. This is a requirement of *The Local*. Check the commercial publications for their requirements; *Model Railroader Magazine's* are extensive. Identify all line artwork by figure numbers (i.e., Figure 1, Figure 2, etc.) to cross-reference them to the article.

These next items fall under the heading of “give credit where it is due.” If you are going to use someone else's photos or artwork, get their permission to do so. Give them credit for their contribution (i.e., label it). If you don't know who took a particular photo that you're going to use, cite it as “photographer unknown; author's collection” (or whose ever collection from which you got it). Likewise, if the photographer has passed on, cite his or her name and include whose collection it is from. Some libraries and photographic collections are sticklers for how they want their images cited. When you contact them for permission to use one of their photos, tell them how you're going to use it; get their permission to do so, and ask them if they have requirements for identifying the photo. Document all of this in the package of material that you send to your prospective publisher. When they publish something without permission, they are open to all sorts of unpleasant legal proceedings.

COMMON WRITING RULES

Back to the nitty-gritty of article writing. Don't use passive voice. Don't say things like, “The layout was built with L-girder benchwork.” The layout didn't build itself. Rather, use active voice to say something like, “My crew and I built the layout on L-girder benchwork.”

In a “how-to” article, you have a choice of either telling the readers what you did, or instructing them how to do it themselves. Articles in the former style tend to have a lot of “eyes” in them (i.e., I cut this; I glued that). The latter style has more “commands” (drill .016 dia. holes; glue grab irons in them). Neither style is necessarily good or bad. Good writers will often incorporate both styles in their articles. But they won't use passive voice unless it absolutely, positively can't be avoided.

Articles have a beginning, middle, and an end. “Hook” your readers right at the beginning not only to tell them what the article is about, but also to entice them to keep reading. The middle of the article is the sandwich meat between the slices of bread.

If you're telling the reader how to do something, make sure you present the information in a logical sequence. Don't omit any steps in the process because you think they're obvious. They usually aren't. (And if they are, readers will generally forgive your statements of the obvious.) The end of the article is the wrap-up. It doesn't have to be long, but you need one. Otherwise, readers will feel like they have been dropped off a cliff. The end of an article is a good place for thanking the people who helped you.

Avoid overblown, pretentious language. You are trying to enlighten your readers, not impress them. If you have a choice between a big word and a little one, use the little one. (Case in point: look at that last phrase. I didn't say, “utilize the...”)

QUALITY CHECKS

There are few things that make an editor grit his or her teeth more than misspellings and poor grammar. So, remember that handy little item in your word processing program called spell check, and USE IT! But don't blindly accept your spell checker's suggestions. Double-check your words with a dictionary and a thesaurus. Proofread your work for proper grammar, punctuation, correct word usage, and clarity. (Another case in point: if you need to cut a 45 degree angle, but you transpose the last two letters, only human eyes will question your cutting a 45 degree angel.) Give your manuscript to someone else to proofread. What you think is clear, concise, and subject to only one interpretation may completely confuse someone else.

SUBMISSION

If you compose your manuscript on a computer (as opposed to pounding it out on that old Royal office model typewriter about which your grandchildren ask, “What is it”), copy it onto a 3.5” diskette and send it to the editor along with your printed manuscript. If you can copy it onto the diskette in multiple formats (like MS Word, WordPerfect, .RTF, .TXT, and ASCII files), do so. It will make life easier for the editor and publisher to do their jobs. Label the diskette with your name, address, and the manuscript title.

When you're ready to submit your work, write a cover letter to accompany it. Briefly, tell the editor what it is you are sending him or her. You might even add a sentence or two about why you think your article is a good fit for their magazine. (Like chicken soup, it can't hurt, though it may not help much.)

Use a big enough envelope that you don't have to fold anything. Don't staple your manuscript together; that's why you identified each page of it. If you are submitting photos along with your manuscript, put a stiffener in the envelope and label the front and back of the envelope: PHOTOS – PLEASE DO NOT FOLD. Before you seal the envelope, make sure you have put

everything in it.

Lastly, if you send something to an editor, and you want it back, tell us, and send the proper amount of postage and a return address label. This is especially important when sending things to The Local. Our budget is limited and doesn't include the cost of return mailings.

So there you have it. Writing for hobby publications can be a

rewarding experience. Not only will you get to see your name in print; you can get paid for it, too. In addition, your writing will eventually qualify you for the NMRA Achievement Program certificate, Model Railroad Author. For further information, check out www.dccsig.org/nmra/pub/bulletin/ for guidelines on submitting to the NMRA Bulletin, or look at www.trains.com/content/static/magazines/mr/contribution.asp for Model Railroader Magazine's requirements.

AP Certificates Update from MER Trustee Eric Dervinis

Graham Harvey, the MER AP Manager in 2001 has processed all of the SOQs and Golden Spikes in his possession and then passed the Achievement Program (AP) files along to Roger Cason, the new MER AP Manager. Thanks to Graham and Roger for their efforts and for making a quick transition. If anyone has questions about outstanding paperwork, they should contact me directly.

Roger Cason will be working with a number of members to handle all of the AP duties. If anyone would like to volunteer to help with the AP, please contact me. Divisional AP Coordinators should start sending SOQs and Golden Spike paperwork to Roger Cason.

Notes from Roger Cason, MMR, MER AP Chairman

I'm just starting to work as the MER AP Chairman. Starting now, I plan to periodically send out a list of people who have received Golden Spike and Achievement Program certificates. My hope is that you will give these folks prompt and appropriate recognition in your publications and at your Division meets.

Note: depending on what I'm told to do by the recipient or the AP Coordinator, many of the certificates will have been mailed directly to individual recipients. In other instances, people will have chosen to receive their certificate at a Regional convention. Hopefully, this won't interfere with giving recognition at Division meets.

This first listing (below) goes back to about October 2001 (+/-) and was largely developed from the files I inherited. In some cases, you may already have given appropriate recognition. Conversely, if there's someone you think I've missed, or if there are other errors, please let me know.

In a perfect world, all these names will eventually appear or have already appeared in the **NMRA Bulletin**. This should not deter you from recognizing them locally. Once we get "in sync," you will be able to recognize an accomplishment long before the name appears in the **NMRA Bulletin**.

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Division 2 – Potomac

Edward G Braithwood – Golden Spike
Mark D. Andersen – Golden Spike
Walter H. Schulmann – Golden Spike
John Cook – Golden Spike
Gil Brauch – Golden Spike
Marc D. Sisk – Golden Spike
Marc D. Sisk – Master Builder Scenery

Division 3 – Philadelphia

Roger Cason – Association Volunteer
Roger Cason – Master Model Railroader

Richard Newmiller – Model Railroad
Engineer Electrical
Bob Rimel – Model Railroad Author

Division 4 – Tidewater

Norm Garner – Association Official
John Cryderman – Association Volunteer

Division 11 – Susquehanna

Alan Frame – Association Volunteer
Alan Frame – Model Railroad Author
Alan Frame – Model Railroad

Engineer Electrical

Jim Atkinson – Model Railroad Author
Mel Agne – Association Volunteer

Division 12 – Carolina Southern

Larry Lau – Golden Spike

Division 13 – Carolina Piedmont

Robert J. Getz – Golden Spike
Richard Genthner – Association Official

AP Certificates

Handling of AP Certificates

Several weeks ago, I sent an e-mail out soliciting opinions on handling AP certificates. National sends the completed certificates to me. But after that, what to do . . . ?

Twenty people responded with opinions and insight. My sincere thanks to all of you.

Survey Results

(Note: The “halves” in the listing below result from some people being equally at home with either of two approaches.)

- A. Mail the certificate directly to the person who earned it – 10 and two halves people
- B. Mail the certificate to the Division AP Coordinator – 1 and three halves people
- C. Hold the certificate and present it at the next MER convention – 4 and three halves people
- D. Other – 1 person

Comments included the following:

- 1. We used to present these certificates, framed, at MER conventions. The frame added a nice, high-class touch.
- 2. If we hold certificates until the next convention, and the person isn't there, we still have to mail it.
- 3. Publicly awarding the certificates at a Regional or Divisional event is good publicity for the program. Also, it gives better “strokes” than just receiving it in the mail.
- 4. Awarding certificates at conventions may encourage attendance.

- 5. I don't like the idea of forcing people to attend a convention to get their certificate.
- 6. I want to get my certificate ASAP to put up on the wall.
- 7. If we go to one Regional convention year, and we award certificates mainly at conventions, there's a LONG wait involved. The same thing is true if we have two conventions per year but the person decides to attend only one per year.
- 8. Mailing it directly is simpler.
- 9. Each Division should decide.
- 10. Even if we mail them directly, we can do a lot to give “strokes” and to publicize the program via **The Local** and via Division newsletters. Also, people can be recognized in Division and Regional gatherings even if they have received their certificate in the mail.

Also, I sense that people appreciated being asked about this matter.

Planned Path Forward

For the next year or so, I will send each recipient a letter congratulating him/her and asking how they would like to receive their certificate (direct, via the Division Coordinator, or at the next Regional convention). The “default” action (i.e., if I don't hear back) will be to mail it directly, regardless of the delivery method, appropriate notification will be sent to **The Local**, Division newsletter editors, Division AP Coordinators, and Division Superintendents. After a year or so, we will evaluate this approach and decide whether we want to continue it or adopt something else.

Anchor Petroleum Tank Car – Some Background Information

By Roger L. Cason, MMR

Elsewhere in this issue, there is the order form for the latest MER car-for-sale. It's a tan Anchor Petroleum tank car with black lettering. The basic car body is the Athearn chemical tank car, custom-painted for the MER by Con-Cor. We hope this car will make an interesting addition to transition era layouts.

The prototype car was “discovered” by MER Secretary Bill Roman on a Western Maryland Railroad Historical Society calendar. The prototype – and our model of it – was lettered for propane and butane service. These cars were used to transport petroleum products from Texas and Oklahoma to our region. Anchor Petroleum's list of home points for such cars included Milton and Sharon, PA.

You can find the car listed in the Anchor Petroleum block on page 638 of the 1953 ORER reprint. It is described as being in

class 105A300W. This means it's an insulated, welded, high-pressure tank car. Such cars were commonly used to transport hazardous chemicals such as liquefied petroleum gas, anhydrous ammonia, anhydrous hydrofluoric acid, chlorine, and methylamines. The cars could usually be changed from one service to another rather easily by evacuating them and perhaps purging them with nitrogen and changing piping gaskets. They were almost always owned by a shipper rather than by a railroad.

In the recent past, the MER would usually order 500 custom painted cars. This was the case for the CNJ box car and the RF&P mill gondola. The time required to sell them off could be as long as two years. In an effort to reduce the sell-off time, we ordered only 300 of the Anchor cars.

The next issue of **The Local** will include an article describing the constraints and realities involved in selecting a prototype car and commissioning the custom painting order. With these limitations in mind, I would welcome your suggestions on future MER car offerings (rogercason@juno.com).

**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:

Edwin C. Kuser
184 Popodickon Drive
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Scene Clean, Inc.

Every model railroader shares one common annoyance – dust. Whether your layout is small or large, covered with foliage or sporting only a few bushes, set in the desert or along the seacoast, dust will settle on it. That settling dust makes the layout look old and dingy and makes most layout builders feel guilty about not keeping it bright and clean. A few modelers take drastic measures to protect their model pikes, such as building a dust-free layout room. Others resort once or twice a year to the drudgery of vacuuming the layout, only to watch much of the “natural” scenery be sucked into the nozzle of the intruding vacuum cleaner. Is it any wonder then, that the majority of us simply live with the @#%!!## dust!

Robert Kurylo is “strictly Lionel” and has been since he was a kid. Ernest Havrilla models in On3 because his dad loves narrow gauge. Bob earns his living in sales; sales of indoor air quality equipment. Ernie is an architectural/interior designer and artist. The two friends and modelers were tired of watching their scenery disappear into a vacuum cleaner when they tried to keep it presentably clean. They were not about to build a dust-free environment for their railroads. So, starting with “canned air” used by many computer buffs, they set out to find a way to keep their layouts dust-free. Ernie started experimenting with different materials, searching for something to eat the dust and leave the layout fresh and clean. Eventually, he utilized an interested aerosol manufacturer in Philadelphia to assist in product development. Bob and Ernie tested many, many different formulas, often on Ernie’s dad’s narrow gauge layout. Finally, they hit upon a compound that did the job and was consumer and environmentally safe.

The friends formed Scene Clean, Inc. to market the product. The Philadelphia manufacturer only did large lot production – meaning thousands of cans each run. Bob and Ernie couldn’t underwrite that type of start, so they turned to a recommended Lancaster, PA producer who handles production of small lots (and happens to have an interest in model railroading). They then put Scene Clean on the market using classified ads in model magazines. Four years later, they are still buying their stock from the Lancaster company. They now offer Super Scene Clean in addition to the original Scene Clean. While they continue to advertise in the classified ads, they also have a web site. Scene Clean, Inc. is growing, but Bob and Ernie are keeping their “day jobs.” “Each time we pay the bills, we have to put some of our own cash into the pot,” they admitted. But they hope the business will continue to grow and will eventually become profitable.

The original product was designed to keep “natural” scenery clean. Super Scene Clean can be used safely on all parts of a layout, including structures. It is designed to keep a clean layout clean – it is a preventive product, not a corrective product. However, if you give your layout a good cleaning and then use Scene Clean, super or original, on a continuing schedule, you should be pleased. I used it when I cleaned my layout with a dust brush and vacuum in late November for a Christmas open house. Since then, a once a month spraying with Super Scene Clean has kept the layout “open house ready!”

It is entrepreneurs like Bob and Ernie who keep the model railroad hobby growing. They have a real con-
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Richmond Rails 2002 — June 6—9

Variety is the spice of life and Richmond Rails 2002 has that for sure...

Even the Kitchen Sink is coming...

And that's just the beginning of the variety that will entertain you!

Special Clinic and Rail fan Activity!

Kurt Reisweber, Author/Historian , will be presenting...

Railfanning Richmond

Kurt will be presenting a clinic on Friday night that will include color slides taken over the last twenty years or so in Richmond. This will include rail lines such as: Chesapeake & Ohio, Chessie System, Seaboard Coast Line, Seaboard System, Richmond, Fredericksburg & Potomac, CSX, Amtrak, Southern, Norfolk Southern and interesting locations such as Pusher grade east of Fulton Yard, Fulton Yard and R Cabin, Coney Island interlocking, C&O Viaduct, Triple Crossing, DX interlocking, Main Street Station, Church Hill Tunnel, site of old C&O yard and AM Junction, former Seaboard Air Line James River Bridge, South Yard area as far south as Bellwood, Brown Street yard area, former Seaboard Air Line from Hospital Street through Hermitage interlocking to Acca Yard, former Atlantic Coast Line Belt Line, primarily from Acca Yard to the James River Bridge, site of former ACL Shops Yard, RF&P in and around Acca Yard and Greendale Southern and Norfolk Southern from Belle Isle Yard to North Richmond including James River Bridge, Triple Crossing, Shiplock Drawbridge, and a few other locations

Then on Saturday Kurt will lead the clinic-goers on a car-pool tour(s) to sites throughout Richmond. Kurt will try to cover as many of the above-mentioned as possible with emphasis on the former C&O and Southern lines and some of Acca Yard. The objective will be to see the locations, with trains thrown in if any happen by.

**Check out the
Richmond Rails 2002 Web site!
<http://richmondrails.homestead.com>**



CLINIC Update...

Among the various activities related in the last LOCAL and on the conventions web page

<http://richmondrails.homestead.com>

the committee has confirmed a variety of great clinic subjects for your pleasure. Topics [and presenters]:

- Another D*** Scenery Clinic [Ron Gareis, Howard Heltman]
- Bridge Building [Mike Maloney]
- Convention Open Mike [Chuck Hladik]
- Digital Photography [Pete Shatswell]
- Dinner in the Diner [Carola McMillan]
- Edible Trains [Pauline Shatswell]
- How we judge in the MER [Ray Bilodeau]
- Light and Sound Animation [Fred Miller]
- MER Education Program [Terry Nesbit]
- Moldmaking [Jay Manning]
- N Scale Narrow Gauge (Insanity?) [Noll Horan]
- Painting Hydrocal Structures [Noll Horan]
- Sandblasting [Ned Carey]
- Vehicles [Ken Montero & Frank Schwenk]
- Water [Marc Sisk]
- Wiring [Bill McGilvary]

Bernie Kempinski, Bill Mosteller, and Charlie Flichman will also be presenting, subjects still to be decided. More additions/details will be posted on the convention's web page as available.

Don't forget to reserve your rooms at our host hotel NOW!

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.

For more information see the registration form, the last Local and/or the conventions web page.

Don't miss the Open House layout Tours!
Confirmed so far:

Pine Tag and Gum Ball

G scale freelance narrow gauge railroad. Owner is the creator of the model later used as a pilot for the Bachmann 2-6-0.

Brimstone and Oratorio

HO mountain/hardrock mining branch line. While a freelance branch, it has a heavy Baltimore and Ohio flavor. [*Ed. Take note space misers...*] It has an unusual trapeze suspension system so that it can be swung up when the car is in the garage and swung down when the car is out.

Great Plains Railroad

HO layout which is a freelance Midwestern railroad.

Baltimore and Ohio "freelanced"

Replacing an older layout, a much expanded HO layout modeling the Baltimore and Ohio

B&O/C&O with some freelancing

N scale layout is set in a mountain and coal mine locale in the 1960s and 1970s

Chesapeake & Ohio Rwy, Williams River Subdivision

A HO model of a projected but never built C&O line.

The Maryland and Pennsylvania Railroad

HO layout, representing the Maryland and Pennsylvania Railroad between Baltimore, MD and York, PA in October 1939

RF&P's NTRAK shopping center club layout
[Don't miss the Main street station replica!]

Western Maryland Railway, Elk River Division

HO layout representing the Western Maryland Railway between Elkins, W.VA. to the end of the line in Bergoo and Webster Springs, W. VA.

The Central Virginia Club's layout

Conley Wallace's O Scale Layout

More details, etc. on all the open houses will be in the program book!

Richmond Rails 2002 Update

MER Convention, hosted by the James River Division

Richmond, Virginia

June 6-9, 2002



Register Today! Time's running out for advance discounts!

Don't miss the wide variety of activities and fun!

Remember:

Advance Registration (& Banquet Tickets) Ends 5/15 (no banquet tickets will be available at the door) Hotel Reservations Block Rate Ends 5/23

When you register don't forget to sign up for the great Saturday Night Buffet Banquet with a great buffet menu (see registration form)

Cash Bar 5:30—7:30 Banquet times 6:30—8:00

Awards ceremony will be after the banquet followed by the live auction.

Company Store update! New MER car will be available!

The newest MER rolling stock will be available for purchasing. It will be an Anchor Petroleum tank car, tan with black letters. It was custom painted for the MER by Con-Cor, using the Athearn chemical tank car body. There will be two different numbers available. CD discs of back issues of the Local will also be available. Other store items are still being worked on.

Conventioneers will be treated to some very fine module layouts operating during the conventions activity times. Ability for running attendees own equipment is being worked on and is confirmed for HO and N.

Confirmed layouts include:

The Potomac & Tidewater divisions which will be combining their HO modules for your viewing pleasures. Currently plans are to create an approx. 40 X 30 foot DCC controlled layout.

The local RanTrak "N" club will have a large layout that will work around the other layouts and fill any remaining ball room space. It is expected that modules from NVNTrak and RanTrak (part of the RF&P modelers) will be present. Included will be Rantraks KitcheNtrak module which actually incorporates a kitchen cabinet including sink and appliances.

The convention committee is also working on details to bring an impressive Z scale module layout to the hotel which operates 100% DCC digital (computer keeps about 8 trains running at all times). Watch for more information on the conventions web site concerning this possibility as well as other changes or additions.

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

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 Regional 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 Café Restaurant ("Casual, Dis-
tinctive dining" featuring Breakfast,
Lunch, and Dinner

Atrium coffee Bar "Featuring Cap-
puccino, Latte, Espresso, and other
specialty beverages" open evenings
for cocktails

Visions Dance Club—"Richmond'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

Just a few final words (I promise) about the contests at Richmond Rails...a reminder that we will have a popular vote **Model Railroad Pass** contest. If you have developed a pass for your railroad, bring an example and enter it into the pass category of the Arts and Crafts contest. If there is enough interest in this we will work it into the regular schedule of contests at our MER conventions.

In Richmond we will be giving a clinic on "How we judge models in the MER and the NMRA." Anyone who would like to find out more about exactly what the process of judging the model contest entails might sit in on this clinic. Also if you have ever thought about possibly becoming a judge and lending your skills to help us, please think about attending. No slides shown here – this will be a hands-on clinic. Questions and answers too. As of now we are scheduled for Friday evening at 7 PM.

Do you ever wonder about those volunteers who make all the MER contests run smoothly? Roger Cason, an elected Director of the Region, guides our efforts. Our Model Contest chairman is Dick Landt. Jim Atkinson is the Photo Contest chair. Rita Lynam is our Arts and Crafts Chairperson. As for me, theoretically, I have been charged with overseeing all the MER contests. I manage to do this only with the help of everyone who has anything to do with contests at a regional convention. Since July of last year when I was named an Assistant Model Contest Chairman for the NMRA, I was entrusted with interpreting the sacred rules and regulations of the NMRA dealing with contests and judging procedures. I am confident this will help insure MER contests being run not just efficiently, but that

our judged events will be carried out in the most professional way possible.

In the contest room Rita and Dick take care of most of the paperwork and record keeping. They make sure that everyone is entered in the contests properly, that all the results are accurately tabulated, and that those who win something are so rewarded. Their efforts allow me to roam around, do clinics, schmooze with both the regional "higher-ups" and you, the convention attending modelers, as well as work at public speaking during the awards ceremony. For all this I am truly grateful, and I want to thank Rita and Dick.

One last note to you modelers out there: think of something you could build and bring to sunny Fort Lauderdale in July for the National Convention. Our own John Johnson from the Tidewater Division entered the model contest last year in St. Louis, and took first prize in Off Line Structures, and won a second award for his model matching the photo of the prototype. John also entered and won a prize in the Favorite Train contest.

Remember, if you have a question about contests, don't sit around too long thinking about it; just ask! I can put you in touch with everyone I mentioned in this article. My phone number is (302) 636-0888, or e-mail me at rjbilodeaujr@aol.com

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Scene Clean

tribution to make, but, and much to their surprise, currently their best customers are ship modelers. That's right, apparently Super Scene Clean does a great job on sails and rigging. Their most consistent model railroad customer is a gentleman from Belgium who orders two cans at a time, never more, and always pays more in shipping charges than he pays for the product. Apparently, the cost is worth it to keep those Belgian dust particles off the scenery! In an attempt to keep the cost of Scene Clean reasonable, it is not sold through distributors. However, it is

available at a dealer's discount to hobby shops interested in carrying Scene Clean. You can learn more about Scene Clean and read some interesting testimonials about the value of the products at <http://www.sceneclean.com>. You can also contact the company on their order line at 877-472-3637 or by US Postal Service at P. O. Box 205, Fairview Village, PA 19409.

Richmond Rails 2002

Layout Tours

Bill McMillan's Maryland and Pennsylvania Railroad

This HO-scale layout, representing the Maryland and Pennsylvania Railroad between Baltimore, MD and York, PA in October 1939, occupies a 12x40-foot area in a finished attic room. Scenery is essentially complete and is predominately green in Baltimore and progressively changing to an autumn color as you travel north to Delta, PA. The track plan at each station or town is taken from railroad track maps and selectively compressed.

Motive power is steam, plus the two gas-electric cars the railroad operated. Road locomotive track power is provided by two Soundtraxx radio-controlled steam sound system/throttles. A Fyffe steam sound system/throttle provides yard power in Baltimore, and a hand-held throttle powers the off-layout staging yard, which represents York as well as the B&O yard in Baltimore. This staging yard permits continuous running for open houses.

Rantrak N-Scale Modular Layout

The Rantrak N-scale modular group, in addition to having a modular layout on display at the convention hotel, will also have their other layout open for visitors during the convention. This layout is located just off I-95 north of Richmond at the Ashland exit.

Howard Heltman's Western Maryland Rwy, Elk River Subdivision

This 15x15-foot layout represents the Western Maryland Railway between Elkins, WV west to the end of the line in Bergoo and Webster Springs, WV. The modeled area includes the WM's curved Laurel Bank yard at Slaty Fork. Heading east from Laurel Bank, the line runs up the mountain to the yard at Spruce and then across the Cheat River Bridge through Cheat Junction to Elkins. The operation features eastbound trains of loaded hoppers up the mountain and westbound trains of empties to the mines. Eastbound trains require pushers from Laurel Bank yard to Spruce. It's 1958, so the WM is running a number of first generation EMD F units, two Alco RS3s, and some FA units. Some of the WM's last steam locomotives can be seen from time to time working the mines and providing pusher service. There is a fictional interchange at Slaty Fork with Tom Sullivan's C&O Williams River Subdivision. There are also several mines and wood-related industries representative of the area, and era, to service along the way. Trains are operated using a waybill/car card system.

The layout features DCC control using Digitrax radio and infrared throttles. Many of the locomotives are equipped with Soundtraxx sound decoders. Scenery is in place, with a combination of kitbashed or laser kit buildings. Everyone is welcome to come and view the progress on the Western Maryland's Elk River Subdivision – part of the Allegheny Alliance.

Tom Sullivan's Chesapeake and Ohio Rwy, Williams River Subdivision

In the mid-1950s the C&O Railway began talking to the Army Corps of Engineers about rerouting their existing trackage north of Cass, WV, due to the Corps' proposed construction of a dam on the Greenbrier River. The C&O proposed a new connection from Marlinton, down the Williams River to the B&O at Cowen, WV. Tom Sullivan's Williams River Sub is a model of that projected, but never built, C&O line.

The layout is HO-scale, measuring approximately 25x28 feet and filling a two-car garage. Its construction uses the time-honored L-girder benchwork with scenery constructed from screen wire covered with plaster cloth. The scenery is complete, and the structures are a mixture of scratchbuilt styrene and the ever-popular kitbashed Walthers kits. The layout operates using timetable and train orders. Digitrax DCC radio throttles control the trains. Motive power is primarily EMD GP-9s and Alco RSD-5s handling the coal traffic and EMD F7s handling the mainline trains.

Coal is king on the C&O and the WRS. The current schedule includes 13 trains and four coal shifters. The mines around Cowen at the western end of the line continue to produce trains of coal that move upgrade and then down to Marlinton, WV, and a connection with the C&O's Greenbrier Sub. Pushers are the order of the day! The large Greenbrier Pulp and Paper plant at Campbelltown, WV keeps the eastern end of the line busy. Along the way the scenery changes from open farm valleys at Edray to rugged coal mining hollers at Coles and North Cove, WV.

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. Y'all please stop by and see the layout when you are at the Richmond Rails 2002.

NMRA Board of Trustees Mid-Year Meeting February 2002

This column is about the current status of the organization and the future direction of this 67-year-old institution. In no way will it cover the entire scope of the latest NMRA board meeting. Additional information is available at NMRA.org, in the BULLETIN, via the Trustee clinic at the Richmond convention or by direct contact with this author.

Overall policy for the NMRA is set by the seventeen-member Board of Trustees (BOT) and implemented by the four-member executive committee (president, vice president, treasurer, and secretary). Trustees are elected for two-year terms on a rotating basis – four elections every six months. The BOT meets twice a year, once in the winter (mid-year meeting) and at the national convention.

PSR Trustee Bob Sherlock hosted the 2002 mid-year meeting in his home city of Phoenix. President Allen Pollock called the meeting to order on February 21st. All officers and trustees were in attendance with the exception of Lone Star Trustee Larry Redmond, who is undergoing some medical treatments and could not travel. The President reviewed the agenda and turned the meeting over to Treasurer Tom Draper. The past year was one of continued change in the national office in Chattanooga, and we hope that 2002 will be much more tranquil. Vice-President John Roberts and Tom have worked long and hard to restructure the operation of our office. They have implemented many changes to improve the quality of member service provided by headquarters. Each year, all our members have direct or indirect contact with our office. You may be renewing your membership, ordering a Heritage Car, asking questions, etc. The staff processes thousands of letters, emails, and phone calls every month. Our staff is fairly new, but you will find they are eager to please. Jenny Hendricks has been promoted to Administrative Manager; LeAnne Vick and Diane Schaffner support her.

Friday's meeting began with a talk by Charlie Getz who has volunteered to work on our long-range plan (LRP). The LRP's primary objective is to make the NMRA more relevant to the members. We need to streamline and focus on what members want today and in the future. Charlie presented a framework at last summer's meeting and came to this one with the necessary changes to our constitution, bylaws, and policy book. The BOT commented on each aspect, and Charlie will present the final document at the summer meeting. Then the trustees will present the changes and get buy-in from the regions, division, and membership. Your constant feedback to the BOT helps us frame the LRP and make the NMRA the best it can be.

President Allen Pollock gave his report to the board and announced further updates to the web site. The WWW committee is very active and creative. A new Webmaster, Roger Hensley, has taken over for Rich Weyand. Allen announced appointment of Rutger Frieberg as technical chair, and we will be adding many more members to this important committee.

Vice-President John Roberts reported on our new insurance program. The liability policy covers all regions (including those in Canada), divisions, 100% NMRA clubs, and new for this year, NMRA SIGs. As in 2001, each event does not have to be reported to the office, only those where a certificate is needed. I will be distributing a letter to the superintendents with the 2002 program details.

Howell Day established a trust in 1996 to start a museum of Scale Model Railroading at headquarters. After years of planning, we have crafted a mission statement and action steps. While many contributions have been received, the museum is not yet open to the public. After fine-tuning the plan and securing additional contributions, the museum will be opened. Admission will be charged.

Our Publications Department is working on redesigning the BULLETIN and changing its marketing focus. Preliminary ideas were shown to the board, and the final concept will be implemented later this year. Details will be in the BULLETIN. The trustees shared with the Publications Department their concern with the lateness of the January 2002 issue. The timeline for the next two issues will be shortened and promises were given to have April back on schedule.

The BOT has been concerned with the inconsistency of membership reports sent to the region business managers. We took action to make them consistent in form and to distribute electronically as much as possible.

On Saturday I held a meeting of the Audit Committee. We are charged with protecting the financial and physical assets of the NMRA. We were not able to review the audit for the previous year. In the last nine months we have had three treasurers, and our books for the previous fiscal year are not ready for audit. We have filed for an extension on our taxes. When the books are closed on last year, an outside firm will complete the audit. Also on Saturday Treasurer Tom Draper presented the current status for the first five months of the fiscal year. It has been a long-term goal to increase non-dues income to 50% of the total. We have achieved that goal; something that will make us a more balanced organization.

Saturday continued with committee and trustee reports with motions coming in the afternoon. The first motion involved communication within the NMRA. The board

liked the spirit of the motion, but it failed on a vote. The trustee presenting it was encouraged to revise and present it at the next meeting. The second motion requesting revisions on the membership renewal form also failed, but the administrative staff promised to make revisions and improve clarity. The third motion, to eliminate the position of Executive Director, was tabled. The 4th motion on unified membership was withdrawn. The other motion involving single membership was tabled.

Resolutions followed the motions. It was resolved to thank Tom and Debbie Draper along with Allen Pollock for their time and effort devoted to reorganizing our financial records. It was also resolved to thank Gordon Belt and the Kalmbach Library staff for efforts above and beyond. And finally, the meeting was adjourned in honor of Stew Marshall, Sunshine Region Trustee, who is completing his third term on the board.

The next board meeting will be held in Fort Lauderdale during the first weekend of the national convention. As always, your comments and suggestions are encouraged.

Eric Dervinis, MER trustee

Bill Fraley Asked to Move his Column to the NMRA Bulletin

In a classic example of "local boy makes good," Bill Fraley has been asked by NMRA President, Allen Pollock to move his S-Scale Modeler column from **The Local** to the **NMRA Bulletin**. President Pollock stated, "I believe one way to show the rest of the model railroading world that our membership is more than HO modelers is to have articles written and published by those in other scales." Anyone who has met Bill knows that he is one of S-scale's most ardent supporters.

Though Bill's column only first appeared in the March-April 2001 issue of **The Local** under the tutelage of editor emeritus, Art Thomas, he has been involved with S-scale since 1962 when he started collecting American Flyer tinsplate. At the same time, he joined the National Association of S Gaugers, the NMRA, and the MER. He is a charter member of the Central Pennsylvania S Gaugers club and "converted" to 1/64th scale in 1976. Bill is also a member of the MER's Susquehanna Division and the Lehigh Valley S Gaugers.

Over the years, Bill has written many articles for model railroad publications like the **S Gauge Herald**, **NASG Dispatch**, **S Gaugian**, and **The Local**, for which he is a former assistant editor. In addition, he has edited the Keystone Model Railroad Historical Society **Semaphore** and the **Lehigh Valley S Gauger**. Currently he edits the quarterly LVSG newsletter, **LVSG Roundtable**. With all that writing and editing, it comes as no surprise that Bill holds an NMRA Achievement Award for Model Railroad Author.

But he also has time to do some real model railroading. Bill earned his NMRA Gold Spike Award in 1990 for his Jefferson Central Model Railroad. It is a fully completed layout (S-scale, of course) with the track, buildings, rolling stock, and engines either kit or scratchbuilt. In 2001 Bill opened his layout during several conventions, entertaining over 150 visitors.

The Local hates to lose Bill's S-Scale Modeler column, but we'll still be able to read one of our favorite authors in our national magazine. Way to go, Bill! We wish you much success in "the big time."

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

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MER Special Tank Car Order Form



Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#23506	_____	\$9.95	\$14.95	\$ _____
#23515	_____	\$9.95	\$14.95	\$ _____
TOTAL				\$ _____

These Anchor Petroleum tank cars are Athearn bodies custom painted by Con-Cor – tan tank, black letters.

SHIPPING: _____ CARS @ \$2.50 FOR FIRST CAR, \$1.50 FOR EACH ADDITIONAL \$ _____

* MY MER # IS _____ TOTAL AMOUNT ENCLOSED \$ _____

MAKE CHECKS PAYABLE TO MID EASTERN REGION.

Ship to: NAME _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____

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

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

Name _____
 Address _____
 City _____ State _____ Zip (+4) _____
 email _____
 NMRA # _____ Expire Date _____
 MER # _____ Expire Date _____
 Scale _____ Birth date _____
 Tel # _____

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 \$ _____

Make checks payable to the Mid-Eastern Region