



Motor Matching and Custom Drivelines

by Peter Suhmann

On my roller coaster railroad, I need to double-head locomotives or run very short trains. Matching locomotive speed in diesels is easier than in steam. If the mechanisms are the same and the motors are the same, then the speed should be the same. Mechanism friction plays a large part, but the number of windings on the armature and the strength of the magnets also cause variation. I have a large stable of Athearn locomotives that have been upgraded to skewed armature motors, resulting in a slight variation in speed.

I mounted the generator on a small board with double-sided, adhesive backed foam tape. Then I connected the volt-ohm meter with clips and set it to 30 volts dc. The test motor is connected with two pieces of silicone fuel line with a short section of 3/32 shaft salvaged from an HO wheel set. If your motor has 2mm shafts, use small I.D. fuel line. If your motor has 3mm/.125" shafts, use medium I.D. line. Connect the throttle to the motor and test it at 3 volts, 6 volts, and 12 volts (or maximum throttle setting). Read the voltages produced by the generator and label the test motor with the low, medium, and high output voltages. Then match the labeled motors that are the closest in voltage ranges. Install them in your locomotives and test run them. I run the locomotives in the same direction a few inches apart and watch if they separate, gain on each other, or maintain their spacing. If one locomotive is slightly faster than the other, make it the lead unit.

Volt-ohm meter is attached here.



Throttle attached here.

Generator Motor under test
Connected by silicone fuel line

Motor Matching

Before I installed all the motors, I matched up pairs of motors for double heading. I used the following premise. A small, 12-volt dc permanent magnet motor is also a generator when spun. The faster the motor is spun, the greater the voltage produced. If you have digital volt-ohm meter, you can get an accurate reading. Motors with like characteristics should produce like output voltages when driven at the same speed. The set up is quite simple. See above.

Custom Drivelines

Athearn driveline components are sloppy and loose and can cause unwanted vibration. A-Line makes a set of driveline components that cover a wider range of shaft options and are a little more precise but cost \$6.50. I found I could copy the flexible driveline found on a Shay locomotive with square brass tubing and silicone fuel line. See page 4 for examples of my driveline applications.

continued on page 4

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.

Editor

Alan Mende
526 Pine Hill Road
Hummelstown, PA 17036-8020
(717) 566-9956
afmende@amp.com

Associate Editors

Roger L. Cason, MMR
1125 Grinnell Road,
Wilmington, DE 19803-5125
(302) 478-2550
rogercason@juno.com

John Teichmoeller
12107 Mt. Albert Road
Ellicott City, MD 21042

Ron Baile (**Official Photographer**)
24 Hampton Road
Westmont, NJ 08108-2202
(609) 858-6644
ronald.h.baile@verizon.com

Raymond Fisher (**Asst. Photographer**)
1228 Kings Circle
Mechanicsburg, PA 17050-7673
(717) 732-4748

LOCAL Advertising Manager

Richard Foley
2021 Wallace Street
Philadelphia, PA 19130-3221
tfoley1@ix.netcom.com
(215) 232-4926

LOCAL Publisher

Clint Hyde
chyde@cox.net
(703) 803-3068

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

Thanks to all those members who said hello to me at Cherry Hill Depot. I am now able to link at least 10 faces to names that I did not know before—people stopped me in the hallway or came into the contest room and said "Rita, I know you want to link a name with a face, my name is..."

Tank car orders continue to come in. We have sold over 230 of the 300 cars. It has been a fast selling car. The real bargain sale price of \$3 helped sell the "Altoona Mugs". We still have a few mugs left and we will sell them at our next convention.

One of the items I told the Board I wanted to work on was hospitality at the Division and Regional levels to help retain and recruit members. If you see a new face at one of your meetings, remember to make them feel welcome. A smile and welcome to our division only takes a minute and you will make a friend rather quickly. Could I suggest that the divisions use name badges? If someone sees your face a lot but has a hard time remembering names, the name badge will help them feel at ease and say hello.

Don't forget to let me know if your address changes. We want you to receive your LOCAL.

New Life Member

Ray Bilodeau, Wilmington, DE L-336

Recently Deceased Members

Ernest Barry, Elmer, NJ. Born June 1930. Notified of death by NMRA in September 2002. NMRA#080606; joined MER in 1989 - #6048.

George W Trebing, Burlington, NJ. Born January 1928. Notified of death by NMRA in September 2002. Joined NMRA in 1961 - #L04910; joined MER in 1988 - #L147.

David J Williams, Richmond, KY. Born December 1929. Notified of death by NMRA in October 2002. Joined NMRA in 1950 - #L00754; joined MER in 1982 - #L090.

MID EASTERN REGION

Administrative Staff

President: Norman W. Garner
3408 Wilshire Road
Portsmouth, VA 23703-3940
(757) 484-0772
Nwgrail@aol.com

Vice President: Clint Hyde
13443 Brookfield Dr
Chantilly, VA 20151
(703) 803-3068
chyde@cox.net

Secretary: Bill Roman
12569 Council Oak Drive
Waldorf, MD 20601-4509
(301) 645-2035
wroman@starpower.net

Treasurer: Ron Schmidt
7110 Riverdale Road
Lanham, MD 20706-1130
(301) 577-7899
rgschmidt@juno.com

Trustee, Eric Dervinis
632 Bobwhite Road
Wayne, PA 19087-2305
(610) 688-6113
ericdlw@aol.com

Director: Bob Minnis
3016 Dower House Drive
Oak Hill, VA 20171-2236
(703) 391-0675
kahlualab@aol.com

Director: Roger Cason, MMR
1125 Grinnell Road,
Wilmington, DE 19803-5125
(302) 478-2550
rogercason@juno.com

Director: Noll Horan
7759 Donnybrook Ct #206
Annandale, VA 22003-4766
(703) 642-6568
nhoran@mymailstation.com

Business Manager: Rita Lynam
9 Roosevelt Avenue
Wilmington, DE 19804-3044
(302) 636-0888
mgrmerbus@aol.com

MER web-page URL is <http://members.cox.net/chyde/MER/MER.html>

President's Column

Norm Garner

The New Jersey Division hosted an outstanding Cherry Hill Depot convention. I want to thank the division Superintendent, Mike McNamara, and P.J. Mattson, Convention Chairman, for hosting this convention on such short notice. The entire staff is to be commended for their fine efforts that provided a memorable experience for all. The area layout map – cartography by Hollis F. Veley III – is a model for other conventions to emulate.

I had a great time at this convention because I got the chance to be a judge in the contest room with Master Model Railroader, Dave Messer. Usually my time at conventions is taken up with one meeting after another. It was so nice to get back to the basics of model railroading. I was very impressed with the numbers and quality of the entries. Richard Newmiller, a first time attendee and contestant, walked away with five awards! His outstanding model of an off-line structure, Tidewater Grain Co., also won Best in Show. Congratulations Richard on your superb modeling.

As of this date, the MER does not have a convention scheduled for 2003. The Convention Chairman, Brian Kampschroer, is working on getting a schedule published. The Board of Directors has given the convention schedule their highest priority and will announce the convention site in **The Local**. The second priority is recruiting new members. We need everyone's help in getting new members.

The MER elections were completed and the votes tabulated. With the exception of the position of Vice President, all MER officers ran for reelection unopposed. The membership elected a new Vice President. Please join me in welcoming Clint Hyde as the new VP of the MER. Clint has also agreed to be the Membership Chairman. I want to personally thank Jim Kellow, VP for the past two years, for everything he did for the MER. Jim and I visited several divisions and I truly believe that his enthusiasm and devotion to the MER helped focus the divisions in their struggles during this time. Jim, the MER acknowledges and appreciates everything you did.

In closing, I hope everyone has a safe and happy holiday.

Norm

Achievement Program Attaboys

By Roger Cason, MMR

Since my last report in **The Local**, the people listed below have been awarded the following Achievement Program certificates:

Division 2 – Potomac

Robert B. Rodriguez - Golden Spike

Division 4 – Tidewater

Michael W. Maloney - Golden Spike

Division 13 – Carolina Piedmont

Jeffrey M. Ward - Golden Spike

Richard Genthner - Engineer - Civil

Richard Genthner - Scenery

Richard Genthner - Author

In a perfect world, all these names will appear in the **NMRA Bulletin**. This should not defer you from recognizing them locally. Normally you will be able to recognize an accomplishment long before the name appears in the **Bulletin**.

Call for Articles

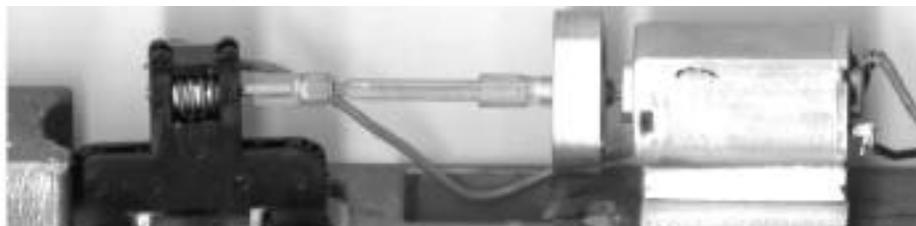
Now is the time for all good MER members to come to the aid of their newsletter. My backlog of article manuscripts is getting perilously low. If you have ever given any thought to writing for publication, now is the time to get your fingers dancing across your keyboard. We need a stockpile of short articles so that **The Local** doesn't just become a means of reporting MER news to its members. You *do* want to see articles on how others have approached a design problem, or how they engineered a tool to help them get a particular task done, or how they redetailed a commercially available freight car kit, don't you? If you have ever asked the question, "Why doesn't **The Local** publish more model railroading articles and less Region news," the answer is that *you* haven't sent anything in to us!

Remember: anything that **The Local** staff publishes – or accepts for publication – may be counted toward your Model Railroad Author Achievement Program certificate. Be sure to read the Author AP information on the NMRA web site at <http://www.nmra.org/achievement/apc10.html>.

Motor Matching



Varney
Aero train



RDC driveline connecting an Ernst gear set and a Mabuchi motor



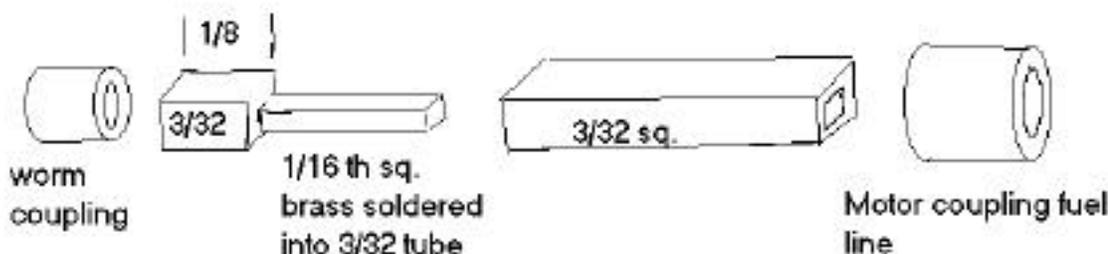
Silicone fuel line, 1/16 & 3/32 square brass tubing

Just using silicone fuel line makes a good driveline, but there is a caveat. The free space between shafts must not exceed 1 inch [25.4 mm]. If it does, the tubing will whip around at high speed and deflect, causing unwanted vibration. Using fuel line as the universal and brass tubing is better practice. The smaller piece of tubing must slide freely inside the larger tubing to account for

easily. If not, check for burrs or kinks in the tubing. Lubricate the tubing pieces with graphite and assemble them.

To determining the driveline length, measure the space between the end of the worm shaft and motor shaft. Cut the 3/32 tubing to a length of two-thirds that distance and the 1/16 tubing (with bushing attached to the other end) to a length of one-third the distance. From this point, it's really trial and error on your part,

but, try to keep at least half the 1/16 tubing in the 3/32 tubing. The final assembly is shown above.



To fit the driveline to an Athearn flywheel, insert the pointed axle from an

the back and forth movement of the truck.

Here's the bill of materials with an illustration of the parts:

- Universals – two, 3/8" lengths of fuel line
- Bushing – one, 1/8" length of 3/32" square brass tubing
- Small driveline: – one piece of 1/16" square brass tubing no longer than 2 inches [50 mm]
- Large driveline: – one piece of 3/32" square brass tubing as long as necessary

Deburr both ends of all the tubing pieces with a file. Make sure the 3/32 tubing is deburred on the inside, too. Solder the bushing onto the end of the 1/16 small driveline, or use super glue. Test fit the smaller tubing into the larger to make sure it slides in

Athearn freight or passenger truck wheel set into the hole of the flywheel bushing. Secure it with super glue. You may have to cut the axle a little shorter to fit the driveline assembly. See below.

So there you have it, low-cost, custom drivelines that you can make to fit almost any application.



The Times They Are a Changin'

Over the past several months I have received comments from MER members regarding the late arrival of **The Local** in their mailbox. **The Local's** staff targets the first week of the issue month as the delivery date of the newsletter to our membership. And as you have probably noticed, we have been missing that target lately. To that end, and as a result of meetings during the recent Cherry Hill Depot 2002 convention, effective with the March-April 2003 issue of **The Local**, the deadline for submission of items for publication will be the first day of the first month of the previous issue. That means we will need your news items, articles, etc. for the March-April 2003 issue on January 1, 2003. (Previously, we had asked for your submissions by the first day of the second month of the previous issue.) We find that we simply need more time to put together **The Local** and get it to our printer and mailing service so our membership receives it in a more timely fashion. Normally, the only time we will allow these deadlines to slip will be for convention reporting, MER election results, and MER officer nominations, though from time to time, we may have to allow for other exceptions. Below is a list of dates to remember:

January-February 2003 issue deadline – Dec. 1, 2002

March-April issue deadline – Jan. 1, 2003

May-June issue deadline – March 1, 2003

July-August issue deadline – May 1, 2003

September-October issue deadline – July 1, 2003

November-December issue deadline – Sept. 1, 2003

The Local still needs more short articles for publication. Please review "How Too Ryt Gud" in the May-June 2002 issue for our manuscript and photo guidelines. Remember that everything you write that we publish will count toward your Achievement Program Model Railroad Author certificate.

And now that I have touched on the Achievement Program (AP), if you have ever considered getting involved in it, why not start now. During the past several MER conventions, I have served as a contest model judge. When someone who has never entered a model contest says to me that he or she doesn't think their models are good enough, I say, how will you know if you don't enter one of them. I point to our Associate Editor and MER Director, Roger Cason, who up until a couple of years ago had never entered anything in a model contest. I talked it over with him (I think it was at the MER convention in Portsmouth, VA in 2000), and he entered a tank car model built from a craftsman kit with some added details and weathering. Roger didn't get a Merit Award for it, but he did get pointers – on the judge's comment sheet – on how he could improve his modeling and how to better prepare his paperwork. I'm not going to take any credit for anything, but if you look at our masthead on page 2, you'll notice "MMR" after Roger's name. Roger is one of the MER's newest Master Model Railroaders!

Oh yeah, I mentioned that dirty word, "Paperwork." I've heard it all before, "I'm not a writer; I'm a model railroader." "I can't draw my own plans, so there's no way I can compete with the guys who can." To all of that I say hog wash! I can't begin to tell you how many times I have seen merit-award-winning models that were accompanied by only the briefest descriptions of what the modeler did to build it along with photocopies of a prototype photo and a plan that appeared in MR or RMC. What the modeler wrote on the judging form was little more than phrases describing what he did and a list of the detail (and/or scratchbuilt) parts he added. He didn't write a thesis, a dissertation, or a book – just a one-page judging form with a couple of photocopies stapled to it. Don't let anyone ever tell you that you need a pile of paperwork to compete; it just ain't so! I know many merit-award-winning modelers who can't draw a straight line with a ruler, but they include scribbled sketches that they made while they were building their model and notes that they jotted down for themselves so they remembered what size window openings were supposed to be and where they were on the walls of the building they constructed. You don't have to be "a writer" to do that, so come on, give the AP a try. You have nothing to lose and a lot to gain.

Alan

Publisher's note:

I was elected MER Vice Pres in the recent election—thanks for voting, everyone. In order that I not short-change that job, I need to have someone new take over the publishing job on **The LOCAL**. I will be happy to support the transition, explain exactly what software I've been using and what substitutes could be used, etc. Contact me or the Editor at our addresses on the masthead. — Clint

Homasote Plant Tour

By Mike McNamara

At the MER Fall Convention, Cherry Hill Depot, the prototype tour on Friday afternoon was a visit to the Homasote Company in West Trenton, NJ. As most model railroaders know, Homasote is a 4' x 8' building product made out of compressed newsprint. We use it on our layouts for roadbed and under large areas like yards and towns. Homasote has other uses of course, and our tour showed us how the product is made and what some of those other uses are.



Arriving at the plant, we were greeted by a Homasote salesman who would be conducting the tour. A couple of surprises were in order. First, we were told that the president of the company would be joining us on the tour, a real treat, as he was thoroughly knowledgeable on his company's operations. Also, Homasote had prepared a few samples of their products and a company hat for us to take home. A nice touch!

First we received some background on the company itself. The company was founded in 1909 as the Agasote Millboard Company and is the oldest US manufacturer of building products made from recycled waste. The company used a secret process purchased in England to produce a high-density fiberboard. Early on, the product was used in roof panels of railroad cars and automobiles. In 1916, the Homasote product was developed, and it was used in all sorts of building applications. The company changed its name to Homasote Company in 1936. Today, Homasote is a \$30 million dollar public company (stock symbol HMTC) that produces products for sound-deadening in walls and floors, fabric covered office partitions, Homex concrete expansion joints and customized packaging solutions. They also produce, of course, standard 4' x 8' sheets for model railroaders (and others).

Our tour started at the beginning of the manufacturing process where raw materials are received. A sheet of Homasote starts out with recycled newspapers. In fact, area trash trucks bring curbside recycling directly into the Homasote plant from a three county area in New Jersey. When demand is higher, recycled paper is purchased from other areas as well. The trucks dump their loads right onto the floor. Workers then hand screen the loads for cardboard and other debris not suitable for the Homasote process. Interesting anecdotes were given about some of the items found while screening the paper. All cardboard is collected and sold to other companies, as the fiber in cardboard is too large to use.

After this separation of materials is completed, the newsprint papers are loaded into a large vat that looks very much like a

large kitchen blender (very large!). It is twenty feet deep and has six-foot blades at the bottom. The paper is loaded, and hot water is added. The blades rotate, breaking down the paper into fibers small enough to fit through the 3/16" exit holes at the bottom of the vat. This process is called repulping, and the mixture produced is 98% water and only 2% newspaper. The exit holes lead to pipes that remove any non-fiber debris (dirt,

rocks, glass, etc.). Next, a copper chemical and paraffin wax are added to the mixture to finish the ingredients. Only these four basic ingredients are needed to produce Homasote. The gray tint of Homasote is a result of remaining newsprint ink.

We walked to the molding area next, where this paper fiber liquid is poured into molds measuring 8' x 12'. Most of the excess water is pressed out of the mold and this water is recycled and used again. The semi-stiff board travels on rollers to the next step. Here, each board is placed between large flat panels to remove more water and compress the board down to its half-inch thickness. Each board is then loaded into a large oven for hardening and removing all but 2% of the remaining moisture. Homasote has two ovens, one older gas unit, and a newer electric unit. These are approximately 16' x 275' in size and each board slowly travels on rollers through the unit for about 2 1/2 hours until completely finished.

Leaving the ovens, the boards are stacked into neat piles, many feet tall. These stacks are then wheeled over to the large cutting saws which cut the boards down to the size needed, usually 4' x 8'. As you may guess if you've ever cut Homasote with a saw, they employ powerful dust collection machinery in this area of



the mill! This process is used not only for standard 1/2" thick boards but also other thicknesses as well. The molds, presses, ovens and saws can all be modified to handle different thicknesses, drying times and sizes.

From here the product is ready for shipment. Most is shipped by truck; although a rail siding is available and occasionally used. Customers include California Roadbed, makers of the Homa-Bed product. They purchase a couple of truck loads each year for their product, which receives additional milling to reduce the thickness, bevel the edges and allow curving.

Not all of the product is shipped right out, however. The other half of the company, Pak-Line, produces custom cut pieces ordered by a wide variety of customers. This ranges from packaging material for auto parts, glass, explosives and appliances to a line of designer children's furniture.

On the day we visited, the plant was down for regularly scheduled maintenance. The process used along with the age of the equipment requires extensive cleaning and maintenance. The president indicated that a 40-person crew is used to perform these tasks. With the assembly line down, we were not able to see the product being made, but it did allow for a much quieter visit.

Production is run in 3 shifts, 24 hours a day, generally from midnight Sunday through Friday afternoon. Saturday is used for

maintenance. When demand is higher a 12-day non-stop schedule is in place, followed by the maintenance.

More information is available on-line at the company's web site, www.homasote.com. Here you will also find a dealer locator that allows you to enter your zip code or state and find nearby businesses that sell Homasote. They give you names, numbers and miles from your area! In general, lumber yards and building supply companies will carry Homasote or can order it for you. Occasionally you can also find the product in Home Depot and Lowe's.

We all had a great time, both those taking the tour and those giving it. All in all, this was a

terrific prototype tour. It is just the kind of unique activity one can find at each regional convention. Whenever you attend a regional meet, always consider participating in the prototype tour. It gives you a chance to see and do things that otherwise are not available to you. This is just one more way that MER membership and participation in the convention benefits you directly.



Now the next step is to build a model of the Homasote plant for my layout. Although the product is made only in the West Trenton facility, a little modeler's license could be used to open a second plant in northern Vermont, along the mainline of my model railroad.

Cherry Hill Contests

By Ray Bilodeau, MER General Contest Chairman

Something happened at the Cherry Hill convention the weekend of October 4-6, 2002, that occurs perhaps once in a modeler's lifetime. The judged model contest at this convention saw one entrant take home three out of four special awards!

Rich Newmiller, a member of the Philadelphia Division, took home the Blue Lantern, Philadelphia Division New Modeler, and Marv Kershner Awards, as well as the Best In Show prize, all for a single on-line structure, an HO scale flat — *Tidewater Grain Company*. A flat is a structure which is designed and built to fit against a wall, or backdrop area, and usually shows a single view, often the front of the structure, and is only a few inches deep.

Mr. Newmiller, told us he had never before entered a model contest. He was encouraged however, by several modelers, including Dave Messer, MMR, Philadelphia Division AP representative, to enter a model to see how his modeling skills had progressed.

On Saturday afternoon after the models had been judged, Mr. Newmiller came back to the contest room to find out how his model had scored. He mentioned he had to leave the convention that afternoon and could not stay for the banquet and awards ceremony. Both Dave Messer and Rita Lynam suggested he stay for the ceremony, then told him he had won four out of five of the special awards.

A look of disbelief and what can only be described as shock was what I saw on his face. He was there for the awards ceremony. Yes, he still had that look of disbelief and shock later that evening when he walked out of the banquet room plaques and awards in both arms.

Is there something in this story that all you modelers out there should think about? I hope so! Look for an article by Rich Newmiller on his award winning *Tidewater Grain Company* elsewhere in this issue.

Thanks to the Cherry Hill Depot Committee, and Chairman, P.J. Mattson, for providing an oversized room for our contests. We appreciate the volunteer time spent by New Jersey Division members, Gary Stroh, and Carl Haslett. Both Carl and Gary helped our MER staff organize the contests, and aided us with the paperwork necessary to keep our contests running smoothly. As usual Dick Landt, our Model Contest Chair, did a fine job, as did Rita Lynam, our contest CEO, the lady who

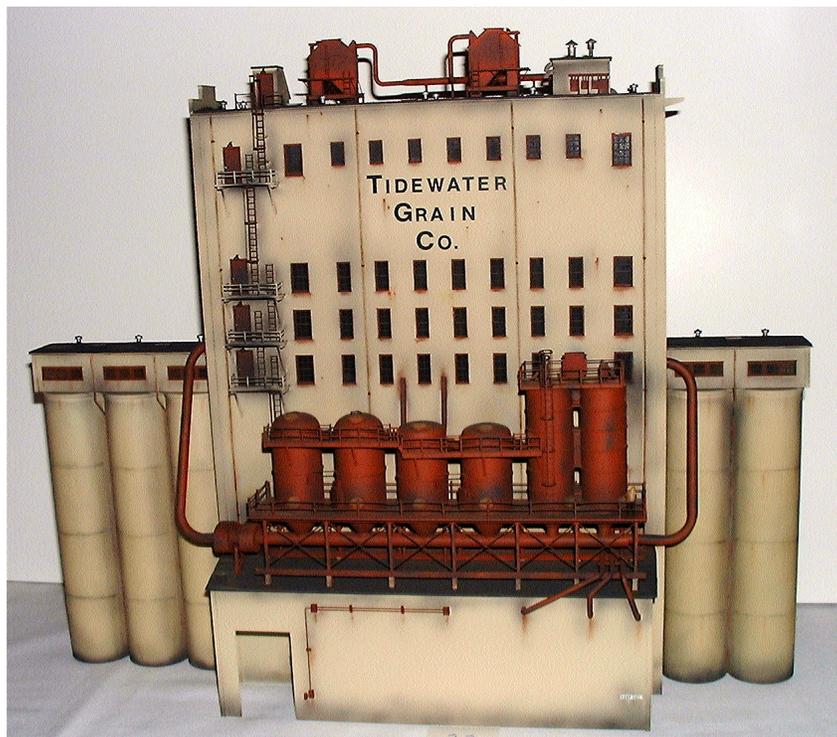


makes things happen, keeps my boiler from exploding, and keeps our trains running per a strict timetable.

We had a record number of judges helping us at Cherry Hill Depot. Thank you: Norm Garner, Dave Messer, MMR, Dick Landt, Brian Kampschroer,

Carl Haslett, Alan Mende, Alan Frame, Dick Genthner, Noll Horan and our apprentice judge, Marc Sisk.

The contests at Cherry Hill Depot included quite a few finely executed models through several different scales. We had some fine examples of photographic creativity, including entries in a special Cherry Hill Depot photo contest. There were also two pieces of excellent needlepoint for the Arts & Crafts contest. This convention saw a record breaking number of entries in the Favorite Train contest; and last, but not least, one railroad pass in the Model Railroad Pass contest. We do appreciate the time and effort taken by every entrant in each of our contests. It was gratifying to see the quality of workmanship exhibited by our MER members. We look forward to seeing you all again at our next convention.



There were twenty-three entries in the judged model contest. From these models, eleven were of merit award quality. Model Contest Chair, Dick Landt, thanks all the modelers who entered the contest and congratulates the following winners. On the following pages, you will find photos of the first place winners in the various categories.

MODEL CONTEST

Steam



1st
Bob Malberti HO PRR B28s 0-6-0 Switcher

2nd Bob Malberti HO PRR 2-8-8-2 No. 376

Diesel

1st
Bob Malberti HO PRR SD-40 No. 6090*



2nd Bob Malberti HO PRR GP-9 No. 7180*

3rd Bob Malberti HO PRR U25B No. 2501

**Model photos by
Clint Hyde again.**

Freight Cars

1st
John M Johnson HO
PRR H32 Covered Hopper*



2nd Frederick Willis HO Yakima Valley Wood Box Car

Non-Revenue Cars

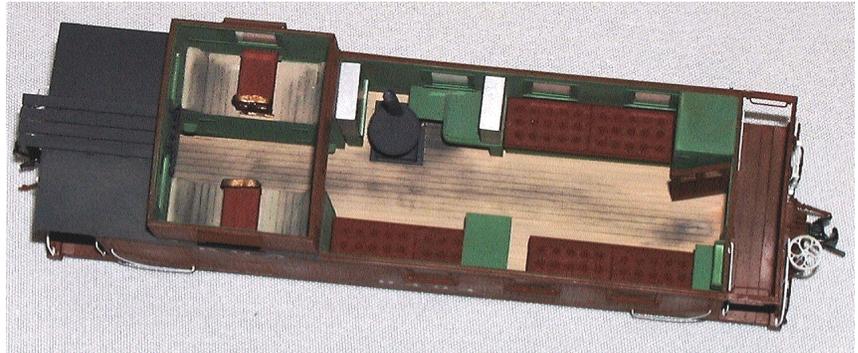
1st John M Johnson
HO PRR GR Work Car



Caboose or Cabin Car

1st Charles Flichman
On3 RGS Caboose #0404*

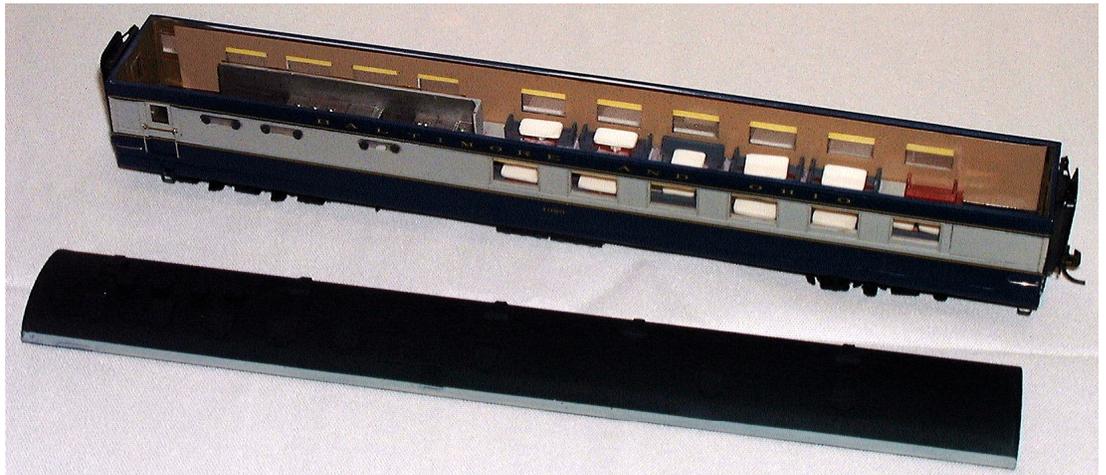
2nd Leonard Beck O PRR N6A
Cabin Car*
3rd Jim Dalberg HO DLW
Caboose



Passenger Cars

1st Jim Dalberg
HO B&O Diner

2nd Charles Flichman
On3 D&RGW RPO Car



Structures On-Line

1st Richard Newmiller HO
Tidewater Grain Co.*

2nd Bob Charles
HO HX Tower*

Structures Off-Line

1st Bob Charles HO
Double Kingpost
Skewed Deck Bridge*

2nd Frederick Willis HO
Sheafe Warehouse*



Displays On-Line

1st Marc Sisk
N Hackett
and Sawyer
Lumber Company



Modules

1st Marc Sisk
Nn3 Thompson
Valley One Track
Module



*Denotes AP Merit Award—scoring a minimum of 87.5 points.

The following modelers submitted entries for AP judging only:

Merit Awards received by:

Charles Flichman On3 D&RGW Box Car #3689
Bud Kaiser HO PRR N5b Steel Cabin Car

SPECIAL AWARDS

Favorite Train: chosen by popular vote.

1st Noll Horan On30 Narrow Gauge Train
2nd Jim Homoki HO CNJ Push-Pull
3rd Bob Malberti HO World War II Coal Drag

The President's Award: given to the best model of a Caboose or Cabin Car.

Charles Flichman On3 RGS Caboose #0404

The Blue Lantern Award: given to the model that best represents branch line or private line equipment or facility with no more than 40% commercial parts.

Richard Newmiller HO Tidewater Grain Co.

The Marv Kershner Award: given for outstanding creativity in modeling.

Richard Newmiller HO Tidewater Grain Co.

The Philadelphia New Modeler Award: given to the first-time entrant in the model contest with the highest point score. (A cash prize as well as a plaque from the Division.)

Richard Newmiller HO Tidewater Grain Co.

Best-in-Show: given to the entry with the highest point's score in the model contest.

Richard Newmiller HO Tidewater Grain Co.

continued on page 13

Tidewater Grain Co. a Shallow Lineside Structure

By Richard F. Newmiller

Broad sweeping track curves are a wonderful luxury very few of us can afford. For most layout owners, an increase in the minimum track radius will narrow the access aisles or push the track closer to the room boundaries. As the track moves closer to the wall, one must resort to building flats or very shallow structures between them. On my layout, increasing the minimum radius pushed the yard trackage up against a drywall partition. The 13'-6" long commercial/industrial scene adjacent to the yard area is composed of five building flats and three shallow structures. I wanted to try and make one of the structures from scratch – my first attempt – so it would have to be unique and rewarding for me to invest the time.

The search for a suitable industry started at a slow pace. I had plenty of time. The scratchbuilt structure would be at the far end of the yard. I thought this might be a benefit if it did not turn out well. All but one of the industries had been selected; rough design sketches of them were complete, and several were nearing completion of construction. By default, the last industry would now have to fit in a total width of 22 inches. I needed to make this last selection or risk having to rework other buildings if the space was insufficient.

While looking through the how-to bookrack at a local hobby shop, I spotted a Kalmbach book titled **HO Lineside Industries You Can Build**. Pictured on the cover was the author's compressed version of the Continental Grain Company's huge export grain elevator, which is located on Jones Island in Milwaukee, Wisconsin. The model's main structure is tall, shallow, and somewhat narrow. Its overall width could easily be adjusted by adding or subtracting from the number of adjacent storage silos. It was scratchbuilt using styrene and required only a limited number of commercial components. This was it, a perfect fit. I purchased the book and read the construction article that night.

Several weeks later I realized that this was not going to be a simple project. One of the model's eye-catching features is the dust collection system with all of the tanks, fans, piping, steel superstructure, walkways, etc. The author had kit-bashed the tanks from three Kibri cement tower kits, which are no longer available. Calls to area hobby shops and an on-line search of Walther's' inventory proved fruitless. The book went on the shelf and disappointment set in. I kept

thinking about that model, and several months later, I came up with a solution. I could make the tanks from wood by turning them on a lathe. I took the book off the shelf, ordered the commercial and scratchbuilding materials, and started construction.

One day, on my way to the Philadelphia Airport, I noticed the massive, now abandoned, Tidewater Grain Company. Business travel had taken me past this location many times, but I did not take note of the structure until now. It is located between the Platt Bridge and the Schuylkill River on Girard Point. Being a Pensa fan, why would I model an elevator from Milwaukee? Upon returning home, I searched my limited library for any information. As luck would have it, David W. Messer shows the elevator on page 297 of his book, **Triumph III: Philadelphia Terminal 1938-2000**.

Back in 1950, the building had the PRR logo and the words Girard Point Elevator prominently painted on the south face. That was it; my model would now be the Tidewater Grain Co. I took ground level photos of the structure from the surrounding area and from the elevated walkway on the Platt Bridge. With the model construction already 75% complete, I was able to modify my plans and include the prototype's rooftop elevator details, correct lettering, paint colors, and weathering.

Although not an exact copy of the prototype, I was quite pleased with the end results. I showed the model and several photographs of it to almost anyone who would look. They encouraged me to submit the structure for judging in a local contest. I carefully placed the model in a cardboard box – secured with shoelaces – and transported it to the Cherry Hill Depot regional convention in October 2002. You cannot imagine how thrilled and astounded I was to receive five awards!

My only regret now is that very few visitors will see the model...at the far end of the yard.

25-Year Members

by Eric Dervinis

Two members celebrated their anniversaries more than five years ago, but did not receive their certificates. Sometimes in a volunteer organization, paperwork goes astray. Both members are long-time supporters of the organization, and will receive their tardy certificates in the mail. Join me in thanking both for their service to the hobby of model railroading and to the NMRA.

Samuel D. Natal, New Jersey Division
Robert K. Schildt, Philadelphia Division

CALLBOARD — Coming Events

Notices must be typed and have complete addresses. Use the style shown below and be as 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.

November 16 - 17, 9am - 5pm. NEUSE RIVER VALLEY MODEL RAILROAD CLUB, INC., Eighteenth Annual Train & Railroadiana Show and Sale. Kerr Scott Building, NC State Fairgrounds, Raleigh, North Carolina. \$5.00 for both days. George W. Lasley (919) 834-5531 or Peter K. Hansma (919) 217-0407, P.O. Box 19573, Raleigh, NC 27619-9573

November 23, 10 AM to 4 PM Chesapeake Bay Railroaders Fall Open House and Flea Market. 110 F Dare Rd, Grafton, VA. (near Yorktown VA). Admission to the Open House is free; Flea Market is \$2.00. Contact: George Downer, (757)-868-7505 or gdowner4@cox.net.

November 30, December 1, 7, 8, 2002 and January 4, 5, 2003 (snow dates January 11 & 12) Noon to 4 PM. Cheltenham Model Railroad Club open house. 8000 Old York Road, Elkins Park, PA 19027-1411. Admission by donation. Contact Bruce Binder, 7430 Bingham St. Philadelphia, PA 19111, (215)-722-4542 or (215)-635 9747.

January 18, February 15, and March 15, 2003, Noon to 4 PM. Northern Virginia Model Railroaders, Inc. open house. Located in historic Washington & Old Dominion Railroad station, 231 Dominion Road (at the intersection with Ayr Hill Road), Vienna, VA. There is no admission charge, though donations are accepted. More information can be obtained by going to our web site at <http://www.nvmr.org>, by e-mail at nvmrinc@hotmail.com or by calling (703) 938-5157 on the day of the open house. The club meets on Tuesday evenings.

January 17-18, 2003. New Jersey Division Meet at Haddon Township High School. Layouts: Fri. 7:00 PM to 10:00 PM, Sat. 1:00 PM to 4:00 PM. Clinics: Sat. 9:00 AM to 12:00 Noon, including NMRA 2002 Convention Review and Model RR Chemistry 101. Contest: Lineside Structures. Contact: Carl Haslett, (856) 546-9230.

March 15, 2003. New Jersey Division Meet, Trenton, NJ. Contact: Carl Haslett, (856) 546-9230.

continued from page 11

Contest Models

PHOTO CONTEST Jim Atkinson, our Photo Chairman, extends his congratulations to the winners chosen in this popular vote contest.

Model

1 st	Roger Cason	Misty Surprise in the Yard
2 nd	Roger Cason	RDC's Southbound Over Branch Line Bridge
3 rd	Roger Cason	Filling Up the Old and the New

Prototype: Steam

1 st	Roger Cason	All Steamed Up
2 nd	Carl Haslett	Holidaysburg Run-around
3 rd	Bob Charles	Breaking Up the Ash

Prototype: Other

1 st	Michael Prokop	We'll Never Forget
2 nd	Roger Cason	Disappearing Over the Horizon
3 rd	Michael Prokop	Blowin' Off Steam

SPECIAL AWARD

Cherry Hill Depot Special Photo Contest: given by the New Jersey Division for the photo chosen by popular vote that best exemplified the railroads that now or at one time passed through the state of New Jersey.

Carl Haslett Holidaysburg Run-around

ARTS & CRAFTS CONTEST: Rita Lynam, our Arts & Crafts Chair, extends her congratulations to the winners of this popular vote contest.

Non-Rail

1 st	Dave Messer	Winter Evergreens
2 nd	Dave Messer	Rosebud Sampler

Railroad Pass

1 st	Jim Reed	Hub Terminal & Transfer Co.
-----------------	----------	-----------------------------

There really isn't anyone out there, is there? Of the thousand or so members of the Region, someone must have a question or two, or perhaps a comment. Just in case there really is life in the MER universe, please read on. If you have any question about NMRA or MER contest rules and regulations, NMRA judging of models, contest questions of any kind, complaints, suggestions, or whatever you might want to talk about, please contact me at: 302-636-0888, or raybilodeaujr@aol.com.

Thoughts on the Popular Keller Videos

By *Nicholas Kalis*

I may be the greatest fan of Allen Keller's Great Model Railroads™ videos. About twice a year, Keller issues a new tape, which takes us, as their name promises, to some of the country's greatest model railroads. I have viewed virtually every one of Keller's forty-two tapes at least twice. That number excludes similar tapes Allen produced while he was at Kalmbach. At one time or another, I have owned many of Allen's tapes. At least the more recent tapes are a combination of a trackside tour of the layout, a demonstration of some technique employed on the layout, and a brief chat with the owner/host. That said, I would like to offer a few suggestions on how future tapes could be even better.

Before making my suggestions, I would propose these tapes should be seen as differing in fundamental ways from the typical railfan tape. While it may seem too obvious to bother noting, Keller's tapes do not seek to capture the prototype world. Many of the layouts Allen has video taped don't even try to model a prototype railroad as they are freelanced. I only point this out because sometimes Allen's tapes seem to my taste to try too hard to emulate the typical railfan tape. A locomotive switching a siding without much more explained can grow wearisome after the umpteenth videotape. Keller's largely model railroader audience, if they are also railfans, are not wearing their railfan hats, so to speak, when purchasing Keller's tapes.

Sure, I buy a Keller tape to share in the owner's attempt at evoking the flavor of the railroad – whether prototype or freelanced. But what I really hope to get out of a tape is a visit to the modeler's home and some insight into the modeler's approach to the hobby. For this reason, I always enjoy the interviews with the host. I want to hear the modeler tell us about where he got a neat item, who makes that particular car or structure, and show us the book that piqued his interest in the particular prototype he chose to model. I want him to turn a building upside down and show me its interior. How are structures affixed to the layout? I would like to see how he wired his layout (if it is neat enough for me to learn from him).

Even having Keller's cameraman walking down the host's stairs and getting an idea of what the live visitor would first see interests me. How has the layout room been prepared? I have visited one home layout where the host had built the area at the bottom of his basement stairs to resemble the vestibule of a full-scale passenger car. In appropriate cases,

I would like to see our host's workbench and how he has provided for the storage of all the items that go into building a model railroad. What type of ballast or combination of ballasts did this builder use? Show us the package for an unusual product that improved his layout.

Tell us a bit about the track plan we are seeing. Was the track plan commercially designed? Does this owner belong to the Layout Design Special Interest Group and hence got his ideas there? Let us hear more from the many folks who helped this layout owner build his model railroad. Intersperse more prototype photos or videos that inspired the layout we are visiting. After all, doesn't a live layout visit give us the chance to see photos of the subject railroad and locale the builder sought to emulate. I know Keller's Cal Winters video did just that, just keep those prototype photos coming.

Another feature I want to see more of is the layout's fascia board. First of all, what color did the layout owner choose to complement his scenery or keep from distracting the visitor's attention? Does this fascia contain photos of prototype scenes? Are there neat areas for holding car cards, uncoupling tools? One modeler I visited in the NMRA's Potomac Division had telegraph equipment situated on his fascia. Perhaps some hosts of the Keller tapes have equally as innovative items on their layouts. Did Keller's host place track diagrams running the length of his fascia? If so, how were these diagrams applied? Are there reduced size track schematics placed at individual towns? If the layout fascia has descriptive labels, how were they made and applied? Show us where the layout's owner has located his power supply. How did the owner ensure easy access to this power supply?

How about some visits to layouts featuring traction? If in Keller's judgment some of these layouts are too small to merit an entire video to themselves, how about a tape that takes us to three or four traction layouts? Other video producers have combined layouts in one tape, I hardly think Keller's loyal followers would object. How about a tape that features some combination of the finer museum-based layouts and dioramas around the country?

Some parting thoughts – Allen, keep up the good work and keep those new releases coming. Just consider incorporating some of my suggestions in future tapes. Whatever path you choose, your loyal fans wish you prosperity and many more enjoyable tapes.

Let Allen know whether you agree or disagree with some of the thoughts shared here. Allen may be reached at Allen Keller Productions, 7410 Lebanon Church Road, Talbott, TN 37877, (423)-586-7928 or at www.allenkeller.com.

Yard or Storage Track Spacing (When You Need an Extra Track or Two)

By Larry Crocker

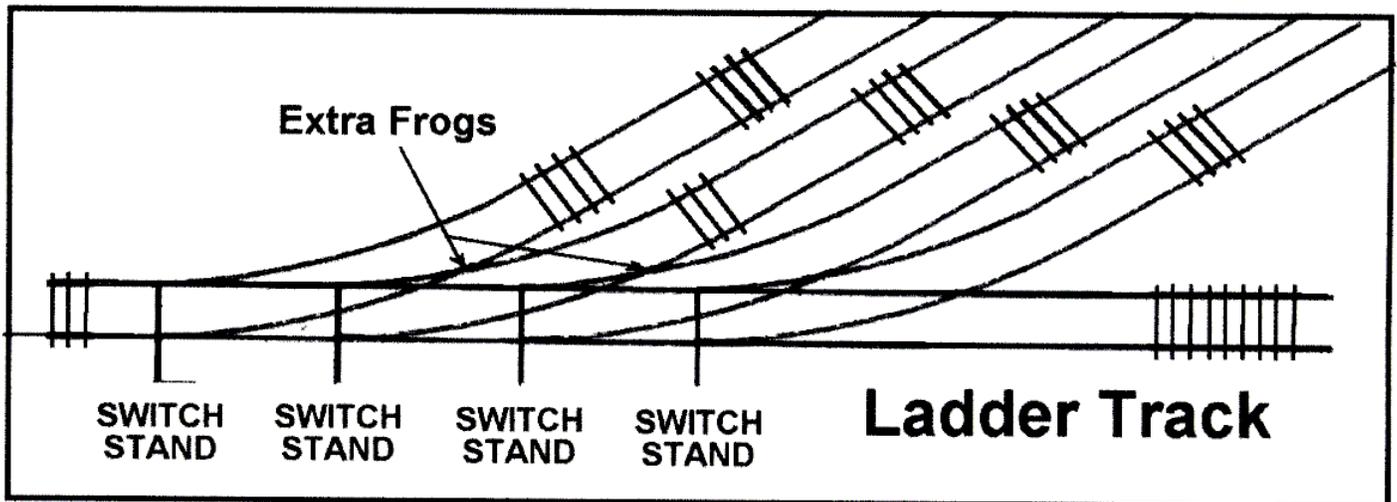
Here's a little something for you folks, – especially those who hand lay their track and turnouts – who want a little extra space for yard or storage tracks. The Virginian Railway used this method at their Sewell's Point Yard in Norfolk, VA. I'm sure other roads used the same track arrangement, but since I worked for Norfolk and Western (that's me in the cab of No. 25), I didn't have the opportunity to see any others. When used it's best to keep the number of tracks to a maximum of 8 to 10 as the switch stand setup may get confusing if for no reason other than counting the switch stands to make sure you're going in the correct track.

To accommodate the turnout setup (see drawing below), it requires spacing the switch stands a bit closer than normal and extra frogs. The work will pay off when you have completed everything and see the results, which, by the way, will look confusing to any guests that may visit your layout. In fact, brakemen on the prototype often had to stop and count switch stands to make sure they were taking the engine into the right track.



For best results, it's a good idea to use switch stands that have a target; even better would be switch stands similar to those used in yards during the 1950s that had kerosene lights on them. These were approximately 30 to 36 inches tall as I recall. I'm not sure if you can find this style in HO or O scale, but something similar is available. For those willing to do a little extra work, kerosene style lamps can be made. When you view these turnouts looking down the ladder track, it will look great and help you and guests count tracks.

I hope some of you will try this setup. The visual effects are really nice, and it will give you a little added storage space for rolling stock.



Notice to the members: I saw in a 1996 photo in the LOCAL, a couple of members with an official MER banner (you know the kind, two feet high by mumble-feet wide), at the Timonium show, where they had a table for advertising/recruiting. Do we still have this banner? Who has it? Please contact Clint Hyde about this.

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

**RETURN POSTAGE
 GUARANTEED**

Non-profit
 Organization
 U.S. Postage
PAID
 York, PA
 Permit No. 200

INSIDE THIS ISSUE

Motor Matching.....1
 MER Business Manager.....2
 President's Column3
 Homasote Plant Tour.....6
 Cherry Hill Contest Models.....8
 Tidewater Grain Company.....12
 Callboard.....13
 Thoughts on Keller Videos14
 Yard/Storage Track Spacing.....15

MER Special Tank Car Order Form



Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#2960	_____	\$9.95	\$14.95	\$ _____
#3020	_____	\$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