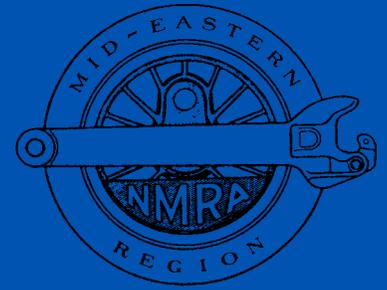


# The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 59

MARCH — APRIL 2004

Number 2

## Scratchbuilding Wooden Freight Cars 101: A Generic Truss Rod Flat Car

*By Martin Brechbeil  
Model Photography by Barb Keller*

**S**O, YOU'RE READING ALONG in your favorite railroading magazine and run across a picture of an old-time wooden car that really catches your eye. You decide that you just have to have one because it will look ideal sitting on that empty siding or behind that mixed freight. Now that you've decided on the goal, where do you get one? The first and easiest solution is your local hobby shop, except you find after arrival that: (a) they don't have one; (b) there is no kit in production or never has been; or (c) there's a brass model that your loan officer will never approve. What are your options? You can hunt for an elusive and scarce kit if there is one, break down and take out a loan, or give up and move on. Or you can scratchbuild it yourself! This is not as hard as it might seem. Scratchbuilding can really be a lot of fun, fuel your creativity, and provide a means to start achieving some of those merit awards in car building and structures.

If plans were not in the article you were reading, with a little research, you can usually track down adequate ones. A good place to start is [www.index.mrmag.com](http://www.index.mrmag.com). A few good pictures, an article or two, maybe a photocopied page from a borrowed book, and you can be on your way to the workbench! Still, you really need a starting point and here's where we get into a brief discussion about tools and materials. Since I started out talking about a wooden car, we're going to be building a wooden car in this article. Despite

some arguments to the contrary, I advocate building in wood since wood really looks like, well, wood, stains like wood, and paints like wood. There are several suppliers of scale lumber (basswood and others) and various types of specialty scribed sheet lumber: Northeastern, Kappler, Mt. Albert, and others. I frequently cut my own

scale lumber and ties using a band saw, but that's a story to be told some other day. Working in wood requires a good fine razor saw, miter box, a small square, sandpaper, and a few very sharp modeling knives. I prefer using surgical scalpels, but these are not for the novice! Don't forget a good scale ruler and a fine marker; I like

a 0.5 mm mechanical pencil. There's an endless assortment of other tools like a pin vise and a set of drills, tweezers, files, gluing weights, clamps, clothespins, etc., and you'll accumulate the tools that work best for you.

Assembly requires glue, and more than one type is generally needed to handle all types of materials that you'll be joining to wood. First, a good carpenter's glue is useful, but warping from too much moisture in this type of glue limits its use. Second, CA adhesives tend to be used the most, and I find that a generic brand medium viscosity works just fine 95% of the time. The one time that neither of these works well is in gluing the end grain of wood to nearly anything else, but particularly when making a butt joint.



**Side view of finished wooden truss-rod flatcar dressed up with stake pockets, lumber load (some lead hidden in there for weight!) some detail castings, and a dog.**

continued on page 4

# MER LOCAL

*Official Publication of the  
Mid-Eastern Region, NMRA  
A Tax-Exempt Organization*

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## *Editor*

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

## *Associate Editor*

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

## *Official Photographer*

Position Open,  
Applicants Welcome,  
Contact MER Business Manager

## *Assistant Photographer*

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

## *Advertising Manager*

Ed Gumphrey  
1604 Elkstone Court  
Virginia Beach, VA 23456  
(757) 471-3559  
[edgumphrey@cox.net](mailto:edgumphrey@cox.net)

## *LOCAL Publisher*

Julianne H. Smith  
(703) 938-3764  
[dragonjuls@cox.net](mailto:dragonjuls@cox.net)

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 backup 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*

IN MY LAST COLUMN I mentioned a situation that has affected a lot of our retired members since the National dues have increased so much in the last few years. It has spurred on debate about fund-raising to help members in a financial crunch still be active in the region, division, or national organizations. We have had a member come forward who has a background in fund raising to help get this project off the ground. It feels like some new life has been added to the challenge of the future of our region. This allows us to grow and discuss the needs of our membership. Keep this dialogue going! Thanks also to the board for responding so quickly to get some research started to review areas we could respond to.

Some members sent me notes about address changes – they have been emailed to national and the region roster has been updated. Be sure to let me know of your address change so you can receive your newsletter.

## **New Life Member**

John R. Berg, Arlington, Virginia,  
Potomac Division, #L-339

If you have any questions or comments, please contact me at one of my addresses on the masthead.

**“DON'T FORGET  
TO VOTE!”**

# MID EASTERN REGION

*Administrative Staff*

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

*Vice President:* Clint Hyde  
13443 Brookfield Drive  
Chantilly, VA 20151  
(703) 803-3068  
[chyde@cox.net](mailto:chyde@cox.net)

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

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

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

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

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

*Director:* Noll Horan  
8316 Tobin Road, Apt. 12  
Annandale, VA 22003-6835  
(703) 642-6568  
[nhoran@mymailstation.com](mailto:nhoran@mymailstation.com)

*Business Manager:* Rita Lynam  
9 Roosevelt Avenue  
Wilmington, DE 19804-3044  
(302) 636-0888  
[RitaLynam@aol.com](mailto:RitaLynam@aol.com)

Send change of address  
to Business Manager at  
[mgrmerbus@aol.com](mailto:mgrmerbus@aol.com)  
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# President's Column

By Norman W. Garner

**T**HE FEBRUARY 2004 ISSUE of Scale Rails and NMRA Bulletin contains the ballot for you to vote on By-laws and implement the Long Range Plans. Both the LRP and Regulations are posted on the NMRA website. The NMRA/BOT has decided that the LRP and Regulations must be voted on as one vote, an all or nothing decision. Each division has been represented in the past by their on elected BOT member to the NMRA. The new LRP calls for a reduction of BOT members from seventeen to nine. The new reduced BOT members would be elected from several region areas. If approved, these members would be called the Board of Directors (BOD). The NMRA is incorporated in the state of Ohio. According to Ohio state law the BOD members must represent the Corporation (NMRA).

The Regions will lose the direct representation and communication they had in the past. I am not going to beat a dead horse and go over my past articles over the financial disparity the new LRP will impose on all of the divisions and the regions regarding the loss of dues. There are many good and progressive issues in the LRP that need to be changed, but I cannot support the all in one vote. This vote will affect each and every one of us, so I urge you to PLEASE vote. *[Editor's note: The ballot instructions state, "For those ballots mailed from*

*within the continental United States, ballots must be post-marked by April 1, 2004, and received by April 10, 2004, to be counted. For those ballots mailed from outside the continental United States, ballots must be postmarked by May 1, 2004, and received by May 10, 2004, to be counted."]*



The membership thermometer of the NMRA, as I reported in the last Local, is not getting any better. I picked up a copy of the February 2004 issue of Model Railroader only to be surprised that the Canadians have started their own model railroad organization, the Canadian Association of Railway Modelers (CARM). Pete Moffett, CARM's secretary, stated that some of the reasons they decided for the separate association was due to the fact that many Canadian modelers are not NMRA members, and the organization will offer members a cost-effective organization in which to network and share ideas.

The organization wants to increase interaction with manufacturers to encourage production of Canadian prototypes and with Canadian modelers, while focusing on growing the hobby in Canada.

Don't forget to vote as this will be your opportunity to voice your opinion how you foresee the NMRA changes affecting you. Remember, model railroading is fun.

Norm

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## PROMOTING RAILROAD SAFETY

By Ron Baile

I BELONG to The Gateway Model Railroad Club, a club that has been around for more than 40 years. In those 40 years we have had to move several times and we may have to move yet again. Our present situation finds us literally trackside, as a former PRSL line—now operated by Conrail Shared Assets—is right across the street. The borough of Brooklawn, NJ, where we have been roosting for the last ten years, is divided in half by the railroad.

When we took over our building, we agreed to become an active part of the community. We would go into the schools and talk to the kids about railroad safety. Then we gave out coloring books and other handouts that we acquired from Conrail and Operation Life Saver. Well, a lot of the things that we once handed out have dried up since Conrail is now only a shadow of its former self.

We decided to hand out pencils to the kids. These are bright yellow with the club's name and web address on them. They also tout "Railroad crossing safety" and Stop-Look-Listen. They cost us about 18 cents each when you buy 250 and they are cheaper yet if you buy 500.

This scheme gets your organization's name in every classroom. It also puts a safety message in every classroom. Kids use the Internet. They can see when your open houses are and bug their parents to take them. Give it a try. I'll bet every grammar school teacher would appreciate someone giving a railroad safety lecture. You could even take some models and talk about them. Our kids are the future. Plant the railroad and safety seed in them early.

This forms a notoriously weak joint with just carpenter's glue and CA tends to just be soaked up by end grain. This brings us to the third glue in the adhesive arsenal, the old standby, Walthers Goo, or its equivalent. Good, thick, flexible contact cement that does not let go, allows time for positioning, and can then be locked or set with CA is just very handy. Also, there are several mixed materials joints for which this type of glue is suitable; metal to wood is just one example.

Good lighting, a comfortable chair, and a good flat work surface are paramount. I have several different work surfaces as well. They range from a 2 by 4 foot sheet of fine surface oriented strand board, an 18-inch-square piece of 1/4" plate glass, a 2 by 4 foot acoustic ceiling tile, and a one-foot-square piece of marble tile. A roll of wax paper comes in handy as well. Again, you'll accumulate the items that work best for you.

We've addressed most of the fundamental issues surrounding construction with wood, but there are a few parts that are not wood, even on the simplest of cars. Finishing and detailing parts are generally available in most scales, and most of the time you can locate what you need to build just about any car. I like to shop for all of these parts first and toss everything into a box until I reach "critical mass" and then start building. This tends to cut down on the frustration of getting three-quarters of the way through a project and getting stalled because of a small part. Of course, some things are not easily available and sometimes the solution is to just scratchbuild the detail parts. Lastly we arrive at finishing, i.e., staining and painting. I advocate staining the wood you plan to build with as far in advance as possible for each project. Any glue that may leak out from whatever joint onto an exposed surface will later impact staining or painting and may even block it totally. There are a host of stains and articles detailing their use. In general, I use a variety of MinWax stains and several different thinned colors of Floquil and Polly S. I follow them with air-brushed oversprays of Grime, Rust, Grimy Black, and Roof Brown and finish up with powdered chalks. Experiment with all of this until you find what you like for your projects. Again, it's

fun, pushes your creativity, and you never know what kind of interesting results you might create.

We need a good, simple starting point project. Since nearly every car is a variant of, or starts out as a flat car, this will be our entry point for scratchbuilding wooden cars. Once you have this mastered, all you need to build a gondola is an open box on your flat car. A boxcar is a closed box on a flat car; a reefer is a special boxcar, and so on. You can extend this to nearly any type of train car you might want to build. With all that out of the way, let's get building!

While I built my flat car in O-scale, comparable parts are readily available in all scales. Construction begins by building a box, which serves as the



**View of underbody framing of finished wooden truss-rod flatcar showing placement of the queen posts and truss-rods, spacing of stringers, and brake components.**

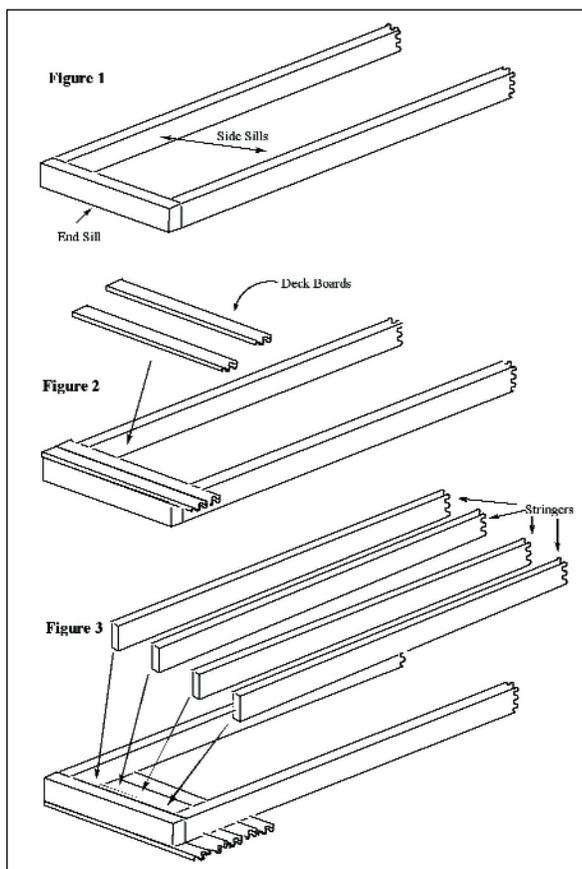
perimeter frame of the flat car. You need two 6" by 12" by 8'-6" end sills and two 6" by 12" by 38' side sills for this. See Figure 1. Make sure that these pairs are exactly the same

length. If they aren't, sand them to match. In reality, assembling these parts would involve simple or complicated lap joints, but that is not always practical or necessary. So, unless you want a challenge, we'll make do with a butt joint. Here's where you need that

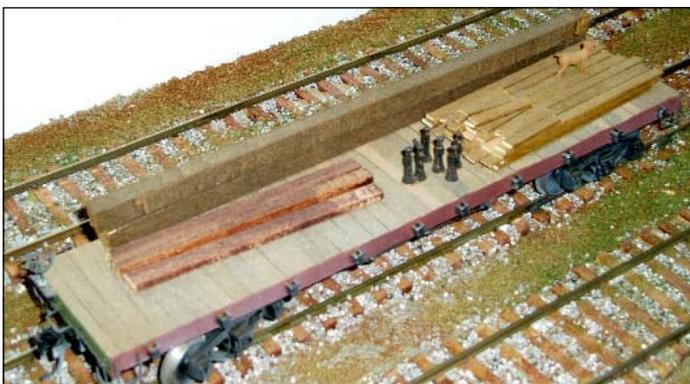
Goo. A small dab on the ends of the side sills will serve to assemble the frame and allow you to make sure you have it square. I trust my eyes, but you can verify squareness by using a small machinist or carpenter's square or by measuring the distance between diagonally opposite corners. These should be equal in length.

At this point, we can start to put some decking on the car. You could use scribed sheet and be done quickly, but this is really too neat and tidy looking. And unless you use two sheets back-to-back, you don't get the visual effect of boards from the underside. So, we're going to use individual boards. You could use those nice, smooth scale boards, but having some random widths would look good and having a rough, worn surface adds more character. I like to use wooden coffee stirrers. These were also used for scientific applications and are still probably available somewhere cheap in case quantities. There's a commercial model building source of these, Doctor

Ben's Rustic Lumber, and I can get a complete boxcar from a package of these with wood to spare. These tend to come in random widths (5-8") and a useable thickness (about 2-1/2") for O-scale,



and you can usually get two deck boards from each piece. Cut about 80 deck boards a bit longer than the length of the end sill. You can trim the excess later. Now pick out four to six straight ones. After applying a bead of CA to the top of the end sill and partially down the side sill, glue down about 3 deck boards. See Figure 2. Do this at each end and be careful not to disturb your nice square frame. Press the boards down firmly and try to not glue yourself to the car. With the frame now set, you can insert the four, interior stringers. Flip over the assembly and test fit four 4" by 12" by 38' stringers, making sure they fit with minimal friction; you don't want them to bow. Sand them until they fit, but don't sand too enthusiastically; reversing the process just does not work very well. Glue the stringers in place. See Figure 3. The spacing can vary, but to



Top view (above) and end view (below) of the finished wooden truss-rod flatcar.

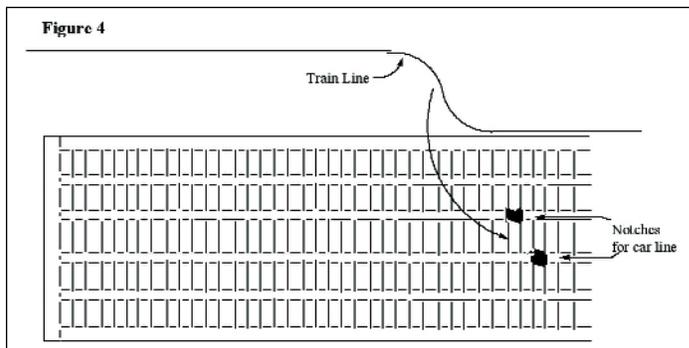


start with, place them equidistant by eye.

Depending on the car and type of truck bolster, stringers can vary both in their spacing and size. A dab of Goo on the end and a bead of CA on the surface towards the underside of the deck lock the stringers in place. Now flip your assembly over, run beads of CA down the tops of the side sills and interior stringers and glue down the remaining deck boards. Try to pick "interesting" boards having color and grain variations, but also stay with the straight ones. As you get close to mating the two ends of deck boards that you are laying from each end, start laying out those you want to use to finish the remaining open section. You don't want to end up with an awkward gap, but rather a space close to the width to a board you have picked out that can be "massaged" or sanded to fit. When the glue is set,

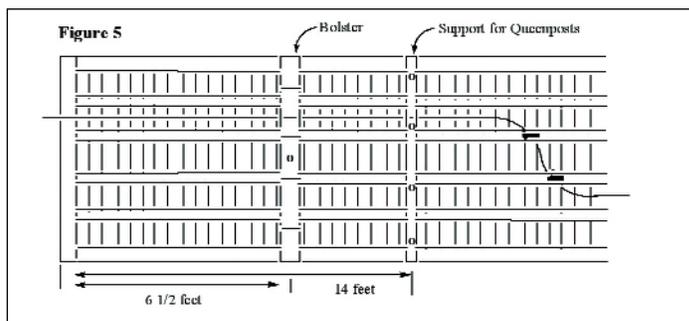
you can trim the deck boards flush with the side sills.

Flip the assembly over again and let's get into some of the underbody parts and details. If you want to put a train line in, now is the time. Form it from .028 wire with an S-curve and place it in notches cut into the center two stringers. A dab of Goo in those notches holds the wire in place. See Figure 4. If desired,



the addition of a glad hand to the end of this wire dresses up the end of the car nicely. To really anchor the train line, you need to attach body bolsters. Bolsters are commercially available in brass, plastic, and even wood. As you might guess, my choice here is wooden bolsters, although if you locate some old white metal or bronze castings, their weight will be a great addition. The bolsters straddle the entire underbody, resting on the side sills and all of the stringers. Locate them 6'-6" in from the ends of the car and secure them with CA. See Figure 5. While on this side of the car, place the remaining structural parts, details, and the brake system. Glue the two cross-members on which the queen posts will be mounted 14 feet in from the ends of the car. They measure 6" by 6" by 8'-6" and are shown in Figure 5.

Take some leftover decking boards and fashion mounting platforms for the triple valve, air cylinder, and brake cylinder. See Figure 6. Use three or four boards for each brake casting, straddling two of the stringers. Secure them with CA. Think ahead at this point about where the truss rods and turnbuckles need to run through this maze you're creating so that you leave four pathways.

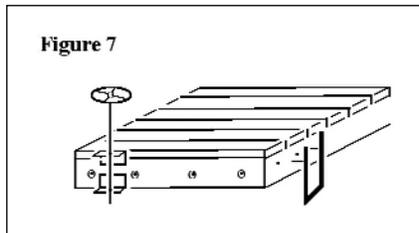
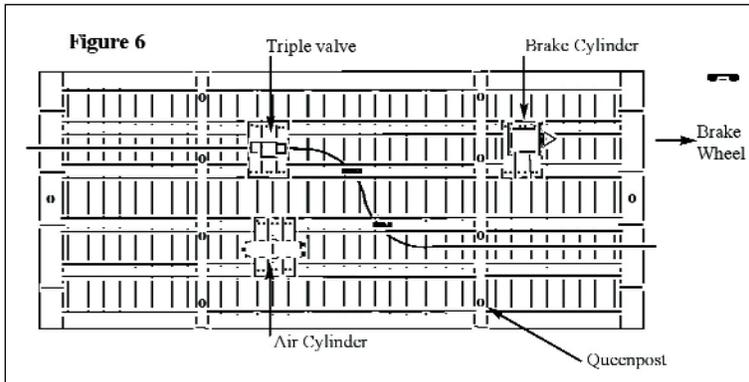


After the glue is dry, you can dress up these boards a bit with nut-bolt-washer (NBW) castings from Grandt Line. There are lots of options here. Pick ones that are reasonable in size. Drill holes that match the bolts and secure them with CA. This accomplished, it's time to mount the brake system. The parts I use are heavy metal castings from Old Pullman or All Nation. There's a little filing needed to clean them up, but the added weight is a bonus. I usu-

ally drill them out for .022 brass wire for brake system plumbing that can be tied to the train line, but we'll forgo that exercise this time. These parts have rather large casting sprues that we'll use as mounting posts. Match these sprues up with a drill bit and drill a hole in the appropriate mounting platform. Be careful drilling these holes so you don't tear up the platforms or drill through your decking boards. Glue the brake components in place with a dab of Goo. You may have to shorten the sprues if they're too long.

Since you've been thinking about where you are going to put those truss rods, now you can drill holes in the cross members to mount the queen posts. See Figure 6. The 5" queen posts are No. 68 Grandt Line parts and the "bolt" off the sprue can be accommodated by a No. 67 drill bit. Drill four holes with a pin vise (or a hand drill or drill press) in each cross member. Carefully cut each queen post from the sprue at an angle using a sharp knife. The angle facilitates installation of the queen posts. Make sure you have them aligned correctly so the truss rods will rest correctly on the queen posts. Now drill holes in the end sills for the NBWs that represent the truss rod ends. There are several styles to choose from. I like the ones with a big round or square washer that shows nicely after painting. You need four in each end, and they should align with the queen posts.

But before you add the NBWs, let's address those pesky truss rods and the turnbuckles. There are at least two options that you can use. (Option 1) I have routinely used .018 or .022 brass wire for truss rods and either No. 54 Grandt Line or CMA S-scale turnbuckles. Take a length of wire roughly equal to one-half the length of the truss rod and thread one end under the car bolster. Secure it with some Goo part way in one of the holes in the end sill. Line the other end onto the queen post and very carefully bend the wire until the portion between the queen posts is parallel to the car floor. If you ruin a queen post, just cut it flush to the wood, drill it out, and replace it. Repeat this exercise for all eight halves. Nip the overlapping ends very close as if attempting to connect them together. Look at a turnbuckle casting to see just how close the two ends have to be to each other and still be linked by the casting before cutting. Take a turnbuckle casting and thread it onto one end of a truss rod completely and then while pulling it halfway off, thread it on the corresponding other half of that truss rod. Secure everything with CA and repeat for the remaining 3 truss rods. Now you can insert



Side view of finished wooden truss-rod flatcar.

those large NBWs in the holes in the end sill. (Option 2) I have also used thread, specifically No. 2 surgical silk. If you prefer or cannot locate surgical silk, any regular black extra strength thread can be used. In this case we use a single length to make all four rods. First, feed a length of thread through

one of the outside holes (closest to the side sills) in the end sill from the inside out. While the thread is in the hole, take one of the truss rod NBWs and with a bit of CA insert it in the same hole thereby anchoring the thread. Trim the excess thread with a sharp knife. That was the easy part. At the other end of the thread make a very clean angled cut and put a miniscule amount of CA on it to seal the thread. Now, thread a No. 54 Grandt Line or CMA S-scale turnbuckle that has been reamed out with a No. 70 drill bit on the thread. Pass the thread through the turnbuckle and then through the corresponding end hole at the other end of the car. Pull the thread snug without mounting it on the queen posts. Anchor it with another NBW. Without cutting the thread, proceed to the next hole down and repeat the process until all four truss rods—with turnbuckles—are anchored with NBWs. Pull the thread onto the queen posts and secure it with a bit of CA. Now you can cut the bits of thread that are exposed between the NBWs on the end sills.

You're almost finished now; just add the stirrup steps and the brake wheel with ratchet and pawl assembly. With a No. 72 bit, drill holes in the car corners for Grandt Line No. 83 stirrup steps. Secure them with a drop of CA. See Figure 7. The brake wheel casting assembly, Grandt Line No. 55, tends to be delicate. Carefully ream out the center of the brake wheel with a No. 72 drill and glue a short length of .022 brass wire so the end is nearly flush with the top of the wheel. Ream out the hole in the gear also. With a sharp knife or a sprue nipper, free the wheel from the sprue. Similarly, free the gear and ratchet casting and thread it on the brake shaft. I like to use 3/32 Plastruct angle to mount the brake assembly. Cut two pieces roughly 6" long and drill a No. 72 hole centered and aligned in each. See Figure 7. Glue the angles to the end still (Goo is preferred) that the brake cylinder points toward. One angle is flush with the top of the deck, and the other is flush with the base of the end sill. Make sure the two holes are aligned. Carefully pass the brake shaft through the holes from above so the gear and ratchet rest on the angle and deck. Secure all with CA or Goo with the brake wheel at a reasonable height.

continued on page 7

To finish the car, you can add grab irons and stake pockets to dress up the otherwise naked car sides. To add weight, build a load for your flat car. Arch bar trucks would be appropriate, and Athearn plastic ones are fine. You can replace the Athearn wheel sets with metal ones for smoother rolling and a lowered center of gravity. Mount the trucks with small wood screws. Finally, to add Kadee couplers you'll have to add a block between the two center stringers on which to mount the coupler box. I like to use 3/8" No. 0 wood screws for this. Check for correct coupler height and add washers or sand the bolster as necessary. Some paint, stains, weathering, and lettering and you'll have a pretty good truss rod flat car that gets you started on scratchbuilding in wood!

*Martin will teaching a clinic on scratchbuilding at the Pittsburgh convention. It's a repeat of the clinic he taught in Reston last year.*

## Nominations For MER Officers

*By Bill Roman,  
MER Secretary*

THIS YEAR, the President, Vice President, Treasurer and Secretary positions are up for election. President Garner and Secretary Roman are ineligible for re-election due to term limits. While there is at least one candidate for each office so far, any other MER members who wish to run for office should send a candidate qualifications statement (no longer than 200 words) and photograph to Nominations Chair John Johnson not later than April 15. His address is 22398 Scojo Drive, Franklin, VA 23851-2819.

## The Veep's Corner

*By Clint Hyde,  
MER VP*

**I**N THE LAST ISSUE of **The Local**, there was a letter complaining that there was no discussion of the new LRP/Bylaws/Regulations in the **Bulletin** (now **Scale Rails**). This is not because there hasn't been plenty of discussion – but it's been on the NMRA "General" mailing list. At times completely quiet (like today, as I write this), and other times quite busy, this mailing list is where I read (and participate in) a lot of discussion of these things. This list is open to all NMRA members, but you do need to be polite—it's moderated to an extent, and you can get kicked off.

After observing an unrelated committee meeting yesterday (early Feb.) in which too many people did too much simultaneous talking, I was inclined to think that reducing the Trustees from 17 to 9 might not be such a bad idea. Although if their meetings are anything like yesterday's . . . even 9 might be too high. I like the idea of the unified membership, but . . .

I'm concerned about the money aspect of the new Regulations, too, in particular that it hasn't been decided what amount (if any) the Regions will receive per person (and what of the Divisions?). I'm taking the approach that it will be zero, and that we need some other fund-raisers. To that end I am proposing these things:

- MER will produce a laser-cut structure kit for the first time ever. I hope to have at least a drawing of it next issue; for now, look at **Model Railroader**, August 1973, "Bunn's Feed and Seed." It is being designed locally (within MER), will be made locally, and packaged locally. This project is staffed okay, although if you can make castings, we'd like to talk to you about the cyclone on the roof. Current planning is to have this kit available at the Fall convention in Hagerstown. It's an entertaining effort so far, and you can expect to see an article or two about it.

- MER will produce a series of Great Model Railroads of the MER photo CDs. I need a volunteer or two per Division who are good at still photography with digital cameras (or good with a scanner).

- MER will produce a series of Great Model Railroads of the MER photo DVDs. I need a volunteer or two per Division who are good with digital video cameras, and know how to make a DVD. We need some script writing for this also.

- A painted Hydrocal casting of a railroad herald or sign. If you have a suggestion, let me know.

- **Local** advertising: If you are, or know of, a model railroading manufacturer of something in the MER territory, Ed Gumphrey wants to talk to you. Contact him at 757-471-3559 or [edgumphrey@cox.net](mailto:edgumphrey@cox.net).

If the new Regulations are passed, MER will be doing a significant Bylaws update to conform to them (in addition to clarifying some things that need attention anyway).

The Hagerstown convention website has begun. You can get to it from the MER website. Not much info yet, though.

We continue to need candidates for office, all four officer positions are up for a vote this year. I am running for President. I have been asking around at my Division visits, but no one has said anything further to me about it. We also need a replacement for Rita Lynam as the Business Manager. I expect this job will become a good bit simpler if the new NMRA bylaws pass.

A number of folks have emailed me about getting **The Local** electronically, and have successfully done so. There are a couple of minimum requirements: you have to be able to receive an attachment in the 2-3 megabyte range, and you need either Adobe Acrobat Reader version 5 or 6 (Mac OSX Preview works fine, too). Older versions of Acrobat Reader will have problems. If you use AOL, there's a possibility that the Acrobat PDF attachment will get damaged. This seems a common problem with PDFs and AOL. I do not know why. If you are okay on these aspects, try it – you'll like it!

Upcoming Visits: Tidewater Division in March, Pittsburgh in May. Hope to see you there!

# Achievement Program

## Part 8

By Charlie Flichman

**T**HIS MONTH we continue in the Model Railroad Engineering & Operations section of the Achievement Program and cover Model Railroad Engineer—Electrical. Again the complete set of requirements may be found at <http://www.nmra.org/achievement/apc6.html>. The disclaimer on the website is the same as for the Civil certificate in that the requirements for this certificate may look long and complicated, but they really are not. The reason for the length is to offer more options for meeting the requirements. The requirements for the Electrical certificate follow:

**1.** Construct and demonstrate on a layout, the satisfactory operation of an electrical control system on a model railroad capable of simultaneous and independent control of two mainline trains in either direction, and containing at least:

- A.** Five electrical blocks.
- B.** One mainline passing siding.
- C.** One reversing loop, wye, turntable or transfer table.
- D.** One yard with a minimum of three tracks and a switching lead independent of the mainline.
- E.** Facilities for the storing of at least two unused motive power units.
- F.** One power supply with meter(s) and protective devices.

**2.** Wire and demonstrate the electrical operation of a least three of the following:

- Turnout
- Crossing
- Crossover
- Double Crossover
- Double Junction Turnout
- Operating Switch in Overhead Wire
- Slip Switch
- Gauge Separation Turnout
- Three Way Turnout
- Gauntlet Turnout
- Spring Switch

**3.** Wire and demonstrate the electrical operation of at least three of the following items:

- A.** Electrical turnout position indication on a control panel or at trackside for a minimum of four turnouts.
- B.** Track occupancy indication on a control panel or at trackside for a minimum of five blocks.
- C.** Cab control, making provision for connection of at least two power supplies to a minimum of five blocks.
- D.** An engine terminal, including an electrically powered turntable or transfer table, a minimum of three stall tracks and at least two blocked storage sections for parking motive power outside the stall area.
- E.** Two turnout junctions with electrical interlocking and protecting trackside signals.
- F.** High Frequency lighting. (in present day terms—constant lighting).

- G.** Electronic throttle with inertia and braking provisions.
- H.** Grade crossing with electrically actuated warning indication.
- I.** Two-way block signaling with automatic train detection for at least five blocks.
- J.** Operating overhead wire, using pantographs, trolley poles or both for current collection.
- K.** Installation of an advanced electronic and/or computer control for the model railroad.
- L.** Design, installation, and operation of animated mechanical and/or electrical displays.
- M.** Design, installation, and operation of mechanical and/or electrical layout lighting displays.
- N.** Installation of a command control receiver. (Not a plug equipped decoder into a manufactured prewired socket).
- O.** Installation of a command control throttle buss line around a layout capable of handling at least two throttles at three or more locations.

**Commercially assembled complete units are not acceptable in the items below:**

- P.** Construction and installation of a sound system.
- Q.** Construction and installation of a signaling system.
- R.** Development and installation of a CTC system.
- S.** Installation and operation of an on-board video system.
- T.** Computer generated block detection information.
- U.** Hardwired or stored control program (computer) for operation of the railroad.
- V.** Development and demonstration of a computer-to-railroad interface.
- W.** Other—see the website.

**NOTE: It has been brought to my attention by Roger Cason that the items in categories 2 and 3 don't have to be done on a layout. A separate "breadboard" demonstration will suffice.**

- 4.** Prepare a schematic drawing of the propulsion circuitry of the model railroad that shows the gaps, blocks, feeders, speed and direction control, electrical switches and power supplies.
- 5.** Prepare schematic drawings identifying the wiring and components of six items under items 2 and 3.
- 6.** And as always, you must submit a Statement of Qualification (SOQ).

Well that's quite a list. One nice item is that there isn't any Merit Judging required for this certificate. If you are building

continued on page 9

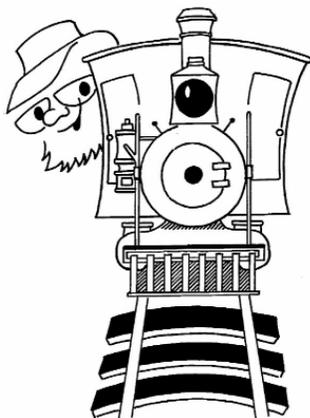
your own layout or working on the club layout, the items described above should not be hard to complete. If you are working on the Civil certificate, you can also use a lot of the items for it here on the Electrical certificate. The reverse is also true. Since I am building a home layout, these were my first two certificates and, for me, the easiest ones. If you are building a layout, you have to lay and wire track, scratchbuild three items of track work and wire them for the Civil certificate. The rest of your layout should give you the requirements for the Model Railroad Engineer—Electrical certificate also.

Anyone with a home layout should have at least these two certificates. Try for one or both of these and surprise yourself. With these two under your belt, you may decide to go all of the way to MMR!

## Department of Corrections

Dave Lynam reports that the photos, which accompanied his article, "What Are You Doing for Christmas," in the November–December 2003 issue of **The Local** were taken by Don Bullock.

Sorry about that, Don.



## GRANDDAD'S HOBBY SHOP

We have trains,  
we have lots of trains.  
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stock just trains,  
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you need.

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Toll-free Number: 877-426-0700,

Fax: 703-426-0702

## CALLBOARD Coming Events

**March 20, 2004, 9 AM to Noon.** New Jersey Division Meet. Walnut Street School, 411 Walnut Street, Delanco, NJ. Clinics, contest and layouts. Free for first time attendees. Website: <http://mywebpages.comcast.net/njdivnmra/> Contact: Mike McNamara, Phone: (856) 824-0879

**Saturday, March 20, 10 AM to 5 PM and Sunday, March 21, 2004, 1 PM to 5 PM.** 6th Annual Model Train Show & Railroading & Merit Badge Workshop Sponsored by Boy Scout Troop 964, Dale City, VA. Admission: Adults \$4.00, students \$2.00, under 6 free. Location: Saunders Middle School, 13557 Spriggs Rd, Manassas, VA 20112. Featuring trains G to Z. Railroading Merit Badge Workshop—so far we've awarded over 500 Railroading Merit Badges in the 5 years we've hosted the show. Largest DCC-controlled HO Modular Layout assembled in Prince William County. Featuring: The Prince William County Model Railroad Club, Piedmont Model Railroaders, Potomac Module Crew, and Boy Scout Troop 964. Additional train layouts from G to Z provided by the National Capitol Trackers, Atlantic S Gaugers, and Northern VA Ntrak, Lego Trains, Potomac Steam Industries, Boy Scout Railroading Merit Badge Workshop, Operation Life Saver & much more. Refreshments & door prizes. Railroading Merit Badge information and registration or general information: (703) 730-1296, or email [TrainShow964@aol.com](mailto:TrainShow964@aol.com). Website: <http://www.troop964.org/>. Merit Badge registration accepted beginning February 1, 2004.

**March 26–28, 2004.** Railroad Prototype Modelers Valley Forge. At the Desmond Great Valley Hotel and Convention Center, 1, Liberty Blvd., Malvern, PA. Prototype clinics, model displays, vendor's room, Sunday home layout tours. For additional information, [phillynmra.org](http://phillynmra.org) or SSAE to: Paul Backenstose, 103 West Uwchlan Ave., Downingtown, PA 19335. Sponsored by the Philadelphia Division, MER, NMRA.

**May 1 & 2, 2004, 10 AM to 4 PM.** The Gateway Model RR Club Open House. 100 Browning Rd. (Browning & the railroad), Brooklawn, New Jersey. \$3.00 donation, children under 12 free w/adult. Contact: Ron Baile, 24 Hampton Rd., Westmont, NJ 08108-2202. (609) 828-9881 or [rbaile@aol.com](mailto:rbaile@aol.com).

# Regulations — The Long Range Plan

## Dear NMRA member:

*The national NMRA ballot is about to be mailed to you. Among other things, it contains the new Regulations based on the Long Range Plan that we have been working on for some time. I have enclosed a plain-English summary of the Regulations written by John Saxon, MMR, HLM, who is the former Australasian Region Trustee. I think it is the simplest, fairest, and most understandable summary of the Regs and plan that I have seen. It is reprinted here with John's permission.*

*John's summary understandably has an Australasian slant, but most of the information applies to North American members as well. Please read this over, and when the ballot comes to you, take the few minutes needed to vote. Thanks for your time.*

*Mike Brestel*

*Mid-Central Region Trustee*

## LONG RANGE PLAN EXPOSED!

The Long Range Plan is coming to you real soon. If you receive **Scale Rails** (the former **Bulletin**) you may know something about it by having read some of Charlie Getz's lawyer-speak explanations. However, if Charlie's prose left you cold or if you are an Associate member (no **Scale Rails**) you are likely to know little about what is being recommended by the Board of Trustees and will be confused as to whether you should vote at all, or if you do, Yes or No.

What follows is a layman's attempt to condense 50 odd pages on the web and 5 articles in the **Scale Rails/Bulletin** into plain English. Here goes and wish me luck!

The LRP is a plan for future development of the NMRA. It is intended to re-emphasize the organization's position as leader of the hobby and to meet the challenges of the new century. After more than 10 years in development, the Board of Trustees has adopted the LRP, but to implement it, it is necessary for the membership to adopt new regulations. These run to 28 pages but will replace the 1935 Constitution (as amended from time to time), the Bylaws, and the Executive handbook. A vote of in favor by a simple majority of those members voting will be required to make the change.

## Why is a change necessary?

Some reasons given have been that the NMRA has lost its focus; non-members see it as serving no useful purpose; it's too political; it's top heavy; lack of perceived value for the dollar; numbers are declining; 90% of serious model railroaders see no benefit in being a member; membership turnover has sometime reached 15%; the hobby is dynamically progressing and we need change to meet the new challenges.

## What does it do?

- Rededicates the NMRA to its primary purpose of setting and enforcing standards. (Remember, the NMRA set the standards for interchange, propulsion and lately, and even now more relevant, DCC.)

- Encourages manufacturers to adopt the NMRA conformance warrants program.
- Allows introduction of product testing and reporting.
- Expands the consumer protection role of the association.
- Re-emphasizes the NMRA as the voice of the hobby.
- Re-emphasizes the NMRA as the repository and source of information for the hobbyist and others.
- Allows expansion of the headquarters record keeping facilities to serve other organizations for a fee.
- Strengthens the national convention and train show organization allowing a second annual train show in a location other than the convention area.
- Improves the profit making abilities of the Kalmbach Memorial Library.
- Continues development of the Howell Day Scale Model Railroad Museum.

## What changes are proposed?

- New members will automatically also become regional and divisional members. Existing members may continue to decline regional and/or divisional membership if they wish they will be designated Legacy members.
- There will be a small increase in fees, which will be then paid to the regions towards the cost of running National programs such as membership and the achievement program. Regions will still be able to charge extra independently for additional benefits, such as the AR's **MainLine**.
- Ordinary (in future to be called Standard) members (our \$A100, US \$45 classification) will continue to receive **Scale Rails**, including an insert **Bulletin** containing operational NMRA news and information.
- Affiliate (in future to be called Basic) members (our \$55, US \$25 classification), currently ineligible for **Scale Rails/Bulletin**, will be able to download the **Bulletin** in electronic form.
- The 17 member Board of Trustees will be reduced to 9 directors.
- The Australasian region trustee will become the Pacific Division director, responsible for Asia, Australia, New Zealand and the Far East. (Note that the directors, as for current trustees, are not personal representatives of the regions and act in the best interests of the NMRA itself, not their individual home regions.)
- The other 8 directors are the Atlantic (Europe, Mexico, Central and South America, Africa and the Caribbean); West, Central and Eastern North America: one elected by members world-wide; one elected by North American members; NMRA Canada and one elected by Regional Advisory group representing the continuing 17 regions to take their proposals and concerns to the Board. We will be entitled to vote for 3 directors, not just the Pacific director.
- Future Pacific director balloting and regional balloting will continue to be run independently of the US but obviously there will be a wider spread of candidates available.

• U.S.-based directors will be elected for a maximum of 2 consecutive terms of 3 years each; non-US-based directors will be elected, as always, according to applicable law.

• A referendum and recall process will be introduced. This is new to the NMRA.

• Dues will be indexed to the cost of living index. Only increases above the index will require a membership vote.

• There will be additional classes of membership but the 2 basic memberships we have now will continue as before with a name change only.

### What if the ballot fails?

Then it will be business as usual. However, the Board of Trustees has worked on the new concept for over 10 years and has voted to accept it. They are all volunteers and have the interests of the NMRA and its members at heart. It may not be perfect but mechanisms will be in place to for the board or the membership to fine-tune it when experience in its operation warrants it. After all the years of work it is unlikely that there will be enough enthusiasm left for another attempt to streamline the NMRA and make it more meaningful to the Hobby for many years to come.

In conclusion, I have done my best to summarize the LRP as best I can. I leave it up to you, the members, to decide if you will support it or not when the ballot papers arrive. Good pondering!

John Saxon MMR HLM

*Editor's Note: This article originally appeared on the NMRA General e-mail list and the Yahoo Train Editor group site. The opinions expressed here are those of John Saxon and do not necessarily reflect those of the officers or staff of the Mid-Eastern Region of the NMRA.*

## Letters – We Get Letters

Dear Julianne,

When I received my **Local** today, I immediately knew that something new and exciting had happened to it. As I cruised through a very clean cut **Local**, I came to realize that we had a new publisher. [November – December 2003, Page 15] Your new format really picks up this old “RAG,” and we in the MER should be very appreciative of your new ideas and efforts.

Please...This is not meant to be a knock on Clint Hyde. He did a fine job for many, many years and his work is appreciated, too. I've gone that route myself, have started many newsletters, small publications and have always been proud of my work. But, I've found that eventually, when newer members assumed the responsibilities, the newsletters, etc. became even more newsworthy and interesting.

Soooo, here's wishing you well in your new endeavor as publisher of our **Local**.

“S”ee Ya,

Bill Fraley

A lonely S Scaler in the BIG world of the MER.

## Pittsburgh & West Virginia USRA 50-ton Two Bay Hopper Kit

This kit duplicates the original paint scheme on 1,000 steel 50-ton 2 bay hopper cars owned by the Pittsburgh & West Virginia (P&WV) Railway. Numbered in the 3000-3999 range, the original P&WV order was placed in the early 1920s with the Cambria Steel Car Company. Other cars were built by the Pressed Steel Car Company. Many of these hoppers were rebuilt beginning in 1951. Some of these had channel ribs applied. These cars saw service through 1964 on the P&WV.



Produced for NMRA MCR Division 2 by Accurail, Inc. Accurail lettered these kits from a builder's photo. There are four numbers available at this time. These cars will only be rerun if sales and orders warrant. Individual kits are \$12.00 + \$2.00 S&H. A four pack is \$45.00 + \$4 S&H. Please make checks payable to Division 2, NMRA-MCR. Mail orders to: Division 2, NMRA-MCR, P.O.Box 152, Greensburg, PA 15601.

### Upcoming MER Convention

South Mountain Express  
November 12-14, 2004  
Hagerstown, MD

Watch **The Local** for more details



**LOOK WHAT'S IN  
STORE FOR 2004!**

**MAY 13-16, 2004  
PITTSBURGH, PA**

Make plans now to attend this year's  
**NMRA MCR/MER 2004 Convention**

in Pittsburgh, PA. We have a lot planned for you!

The convention program will include prototype tours, clinics, operating sessions, model and photo contests, non-rail activities, silent auction, layout tours and awards banquet.

Registration fee is \$55.00.

The convention hotel is the Sheraton Four Points in Cranberry Township, PA. It's located at the intersection of the PA Turnpike, I-79 and PA Rt. 19 for easy access from every direction!

Room reservations should be made directly with the hotel at 724-776-6900.  
Rate is \$99.00 per 1-2 people. Reserve under:

*National Model Railroad Association, MCR Convention.*

Hotel address is: 910 Sheraton Drive, Mars, PA 16046.

[http://www.midcentral-region-nmra.org/Three\\_Rivers\\_Transfer.htm](http://www.midcentral-region-nmra.org/Three_Rivers_Transfer.htm)

---

Name: \_\_\_\_\_ NMRA # : \_\_\_\_\_ Region: \_\_\_\_\_ Div: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Registration: \$55.00 x \_\_\_\_\_ = \_\_\_\_\_

(Banquet and extra fare tours must be selected and paid for separately at a later date.)

Make checks payable to: Division Two, MCR, NMRA

Mail to: Convention Registrar, Susan Werner, 292 Salem Church Rd, Belle Vernon, PA 15012.  
Phone: 724-379-8584. E-mail: [swerner48@yahoo.com](mailto:swerner48@yahoo.com)

# Mid-Eastern Region, NMRA Inc. Statement of Financial Condition (As of December 31, 2003)

<b>Item</b>	<b>\$ Amount</b>
Assets (excluding inventories)	
High Point Bank Checking Account	9,208.24
High Point Bank Money Market Account	5,589.54
High Point Bank 9 month CD – matures 01/2004	11,989.72
High Point Bank 12 month CD – matures 01/2004	44,994.93
<b><u>Total Assets</u></b>	<b><u>\$71,782.43</u></b>
Liabilities	0.00
Net Assets (excluding inventories)	71,782.43
Breakdown of Net Assets	
Restricted Assets	
Life Member Fund	44,994.93
Pre-Paid Dues	1,828.00
Assets Restricted by Board of Directors	
Car Sales Fund	2,903.76
Donation Fund	1,438.85
Unrestricted Assets	20,616.89
<b><u>Total Assets</u></b>	<b><u>\$71,782.43</u></b>

The Life Member Fund covers our liability to provide services for our Life Members. It consists of fees paid by Life Members and interest earned on that money. Pre-Paid dues are those collected in prior years and held for use in the designated years.

The Car Sales Fund is a revolving fund for the car kits that we sell. Proceeds from the cars sold are used to buy new cars. Surplus proceeds may be used for purposes designated by the Board of Directors (BOD). This year the BOD has directed that \$1800 be transferred to the Operating Budget in lieu of considering an increase in member dues.

The Donation Fund collects the donations made by members and other donors. Since we are a 501 (c) (3) non-profit educational organization, these donations are tax deductible. The BOD may direct the use of these funds for special projects.

*Ronald G. Schmidt*  
*MER Treasurer*

# Trustees Report for the 2004 Mid-Year Meeting

*By Eric Dervinis*

**T**WICE A YEAR, your NMRA board meets to conduct the business of the organization. Starting on Thursday evening (2/19) at 7:30 PM we gathered as an official body. Over the next two and one half days we listened to reports from the committee heads, reviewed our financial status and considered the future of model railroading. The tone of the meeting was positive, and the board looks forward to a bright future under the new Regulations.

The meeting started with the usual formalities—approval of the minutes, introductions, and requests from committees. President Pollock spoke of the Union Pacific licensing program. Many members have written to UP and received a form letter in reply. The program is impacting the availability and price of UP models. If you own UP stock, model the UP or have an opinion, please write to them.

The Howell Day Museum is currently in the basement of our headquarters, and not open to visitors. A professional museum consultant is negotiating for good sites where a constant stream of visitors will make the museum self-funding. While none of your dues have gone into the museum, we will start a major fund raising event once we are ready to move. Since the museum takes up space that we might be able to rent, we charge them \$1000 a month, a market rate. This was reduced to \$750 a month at the meeting.

Our Development Director, Roger Ferris, is working on bequest and long-term donation programs. He is continuing to look for NMRA members with professional experience in this area. Please contact me if you are interested in volunteering.

The Education Department under Jan Wescott is very active. Expanded clinics programs are in progress. Improvements in the contests with more consistency are a goal. The Achievement Program is updating the Regs, and expanding participation. Modeling with the Masters is going to move all events to Regional and National Conventions. This increases the scope and the number of members that can take advantage of this outstanding program.

Membership Services has a number of cars in the works. Look at your February Scale Rails for Hal Carstens Susquehanna Northern hopper car. Member Aid is answering questions from all over the NMRA. I am looking for a local person to handle this for the region—do you want to try your hand at Member Aid? Call or email if you are interested.

The Convention and Train Show gave their report. The Seattle 2004 and Cincinnati 2005 conventions are right on target. The next convention is Independence Junction 2006 in our region. This will be the first NMRA national managed convention, but we still need a couple of hundred volunteers

to manage/run the local and outside events. Send an email to IJ2006volunteer@aol.com if you are interested in working on the convention. Our 75th anniversary is in 2010, and we would like to have the convention in Milwaukee, our hometown. So far, we have not found any hotels in our price range, so the board approved looking elsewhere if necessary.

The Treasurer presented the 2003 Fiscal year statements, and we ended the year \$20,000 to the good. That money was used to pay off an outstanding obligation. The current year (2004) is looking positive as well. The Audit Committee, chaired by your very own trustee arranged for a professional audit of 2002. The auditor was very satisfied with our books and her notes did not include any red flags. The Audit Committee is scheduling an audit of the 2003 statements in the first quarter.

The relaunched Scale Rails is getting very good press. Members are writing regarding the layout, the columns, the typeface, etc. The board and the editor would dearly love to increase the page count, but for now the tight budget precludes making that change. The editor reminded all to contribute articles and pictures—he can always use more.

The Headquarters office had more good news. Thanks to insurance we have a new phone system—an electrical storm destroyed the last one. The national database is getting closer and closer to electronic access by regions and divisions. And on line store for NMRA merchandise will be up and available by the time you read this.

The end of the meeting is reserved for motions. We passed a motion giving our president the authority to protect our intellectual property. We did not pass a motion requiring board approval of unbudgeted projects greater than 5% of our total. This is a good idea that needs to be rewritten. We made a change in our Ohio legal agent, as the currently listed one passed away a couple of months ago. And we passed a new Rail Pass membership class, an idea that started in the MER. Details on this to follow.

It was a very productive but long weekend for the board. By the time you see this column, most will have voted for the New Regulations and the new Standards. However, if it is before April 1st, double check that you have voted. The board (and your trustee) strongly encourage that you vote FOR the new standards and the new Regulations. We need both to move forward in the new century.

**DON'T FORGET TO VOTE;  
YOUR BALLOT IS IN THE FEBRUARY  
ISSUE OF THE BULLETIN.**

# MER Contests

By Ray Bilodeau  
General Contest Chairman

**I**T AIN'T CHICAGO, but up north here in Wilmington, Delaware, the winter has been unusually cold and snowy. But maybe winter is slowly and finally easing its way out of the picture, and spring is waiting to take its place. Having been dealt the only strain of flu that was not covered by any kind of autumn flu shot, I have been "down and out" since the Christmas holidays. Operating in standby mode, I found myself unable to muster an insightful idea, and I found it difficult to write about the goings on of contests, or anything else for that matter, for our members in the MER.

The haze has cleared, and my brain appears to be functioning...so here are a few items I feel might be of interest to everyone out there. How about a special award and contest to get you modelers working on a project for the upcoming fall, 2004 MER convention in Hagerstown? Several members, including myself, are sponsoring a contest and award for building models depicting aspects of the narrow gauge. We will initiate this contest and award in Hagerstown. Here is what is involved:

1. The MER Narrow Gauge Award is intended to reward excellence in modeling topics relating to narrow gauge railroads.
2. The contest and award is open to any NMRA member in good standing who chooses to enter a narrow gauge model in the official NMRA/MER sponsored judged model contest at an MER convention.
3. A member can also compete for this award by bringing a narrow gauge model to an MER convention to be judged for the Achievement Program only.
4. The model can represent a locomotive, rolling stock, a structure, diorama, or a module – this is your choice.
5. So too, the model can follow a specific prototype such as the Rio Grande Southern or the East Broad Top, or it can represent a freelanced narrow gauge railroad.
6. The model will be judged as part of the regular judging in the model contest at an MER convention. The judging guidelines used will be those current guidelines established by the NMRA for model contests and the AP program.
7. The narrow gauge model achieving the highest score above eighty-seven and one-half (87.5) points in the model contest or AP judging will be the winner.
8. The winner of the award will be presented a trophy at the MER convention awards ceremonies. The sponsors will take the trophy and have the name of the modeler engraved on the award. The engraved trophy will then be sent on to the winner.

If this is something you might want to try, please start building for the Hagerstown convention now. If you want more detailed

information about this new contest and award, contact me at the e-mail address at the end of this column.

I want to let you know that as of now, the MER will NOT bring special awards to the Three Rivers Junction joint MCR/MER convention in Pittsburgh in May of this year. That means that the Clyde Gerald Kitbashing Award, which we offer at our spring convention, will not be given in Pittsburgh. Instead it will be given at Hagerstown in November. This is also the case for the Philadelphia New Modeler Award and the President's Award. However, the Blue Lantern Award, one that is privately sponsored, will be available to modelers attending the spring convention.

One final note—if you model narrow gauge or just want to find out more about this aspect of model railroading, come visit the Mid-Atlantic Narrow Gauge Guild's 21st annual weekend of modular railroading which will be held in Kimberton, Pennsylvania (near Chester Springs) the weekend of May 21-23. Saturday is a good day to visit and see excellent modular railroads built in several different scales. I know you will have a good time. For more detailed information, go to the MANGG website: <http://midatlanticng.railfan.net/modmeet.html>. The MER will have a membership table at this weekend event. Bring along a friend who might not be a member of the region or the National. Our business manager, Rita Lynam, will be there to talk about the MER and the NMRA.

Any questions or comments? Please write: [raybilodeaujr@aol.com](mailto:raybilodeaujr@aol.com) or call me at (302)-636-0888.

*Vote For.* 

*Vote Against.* 

*Vote With Your Heart.* 

*Vote With Your Conscience.* 

**Just remember...**

*If you don't vote*   
*you have no right to complain.*

*Your ballot is in the February  
issue of **The Bulletin.***

**USE IT.**

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

**Non-profit  
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**INSIDE THIS ISSUE**

Scratchbuilding Freight Cars .....1  
 Keeping in Touch .....2  
 President's Column .....3  
 Promoting Railroad Safety .....3  
 The Veep's Corner.....7  
 Achievement Program – Part 8 .....8  
 Callboard .....9  
 Long Range Plan Exposed .....10  
 NMRA MCR/MER 2004 Convention .....12  
 Statement of Financial Condition .....13  
 Trustee Report.....14  
 MER Contests .....15

**MER N-Scale Special Car Order Form**

Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#29290	_____	\$19.95	\$23.95	\$ _____
#29299	_____	\$19.95	\$23.95	\$ _____
TOTAL				\$ _____
SHIPPING: _____ CARS @ \$2.50 FOR FIRST CAR, \$1.50 FOR EACH ADDITIONAL				\$ _____
* My MER # IS _____		TOTAL AMOUNT ENCLOSED \$ _____		



These 40' Western Maryland box cars are Micro-Train bodies custom painted by The Freight Yard. They are box car red with prominent white "speed lettering".

MAKE CHECKS PAYABLE TO:  
 MID EASTERN REGION.

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

**Ship to:** NAME \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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

**Remittance Enclosed for:**  
**NMRA Dues:**  New  Renewal \_\_\_\_\_  
 1 year: \$45.00  2 years: \$90.00 \$ \_\_\_\_\_  
*Life membership cost is based on your age.  
 Send your Birth Date to the NMRA for a quotation.*

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

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

MER Lapel Pin/Tie Tack @ \$6 each \_\_\_\_\_ \$ \_\_\_\_\_  
 MER Cloth Patch @ \$3 each \_\_\_\_\_ \$ \_\_\_\_\_  
 Donation \_\_\_\_\_ \$ \_\_\_\_\_  
**TOTAL ENCLOSED** \$ \_\_\_\_\_

**Make checks payable to the Mid-Eastern Region**