

The Local

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A Simple Organizer For Your Workbench

Photographs and article by Martin Brechbiel

ONE AREA THAT ALL MODELERS would seem to benefit from is some additional organization in our workspace. My workbench is always full of multiple projects in various stages of completion or incompleteness. As a consequence, my tools and paintbrushes get scattered all over the bench top. We buy racks and bins and trays to keep everything in, yet everything still seems to wander about in our workspace. Unless you're completely compulsive about organization, you still can't find that one tool when you need it most, or so it seems in my shop.

One solution that I found was in the trash. In the biomedical or biotech research world, disposable pipette tips come in plastic disposable racks. The tips come in several sizes and colors. See figure 1.

I acquired several of the larger and smaller sizes. I found that the larger ones accommodate small to medium scissors, hemostats of various sizes (those clamping pliers-like things...), small screwdrivers,

modeling knives, etc. The smaller racks worked very nicely for tools such as the nine different tweezers, the assortment of scalpels and

paintbrushes I use. I also organized the paintbrushes by water vs. solvent based and by size, it saves time and keeps them out of harms way. See figure 2.

I've been taking some of these racks, to the regional MER conventions and showing them off during my "building a flatcar" clinic, and, then giving them away. Seems like they're always in demand (I know, free is good...), but I never bring enough, and I never take any back home with me.

So, if you know some one that works in the biomedical or biotech research world, you might want to ask them to bring you some disposable pipette tips racks versus tossing them in the trash or recycling bin.

MARTIN BRECHBIEL lives in the Potomac Division 2 and has been modeling O scale for approximately 20 years but has enjoyed trains since childhood. 🚂



Fig. 1: Two different sizes of the disposable pipette tip racks.



Fig. 2: The many uses of the disposable pipette tip racks.

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

BY THE TIME you read this issue of **The Local**, the *Independence Junction 2006* NMRA Convention will just be a happy memory for those who took advantage of the opportunity. As I write this column, I am planning the various clinics I would like to attend between the tours and other events. It's hard to pick. There are so many great selections. I know this is a great model railroader experience. The weekend commercial train show is always a winner and a great time to *Keep in Touch* with what is happening in commercial offerings.

The private group modular layouts are also a big attraction. As a trolley fan I have been looking forward this year to the East Penn Trolley Club's presentation. Perhaps we will (or have) run across each other at the convention. Saying "hello" to modeling friends from near and far is also a big part of any convention.

Our official (eligible voting) MER membership still stands at a tad above 2200 with close to another eight hundred NMRA members who join in our fun. Mailed paper subscriptions to **The Local** remains over 700 and another 200 members enjoy the electronic distribution of the **eLocal**. Anyone reading this issue of **The Local**, who is not already receiving his or her own copy, give me a call, letter or email at my address shown to the right of this column. The MER's newsletter is the best way to keep in step with what's going on in your Region.

And speaking of numbers, I did an "unofficial" count of the scales we model. Perhaps you will find these numbers of interest. Of the 743 active MER members who registered their modeling scale with us, the distribution is: 82 percent - HO; 9 percent - N; 6 percent - O and 3 percent covering G, S and Z, combined. I did not split out the various narrow gauge variations or secondary modeling scales.

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses. 

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The 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.

The MER website is www.mer-nmra.org

President's Column

By Clint Hyde

THE MODEL CONTEST theme for 2007 will be based on something special of John Armstrong's. Below you can see a photo of his "Cementipede". This car was apparently built while at the beach on a vacation many years ago. Not what I would plan to do on a vacation, besides my wife probably wouldn't allow it.

Your mission is to build an articulated car that is 'prototypical' yet never existed, along the lines of the famous "Cementipede".

Well known cars like coal unit trains, etc. are out of bounds. The car must also possess all of the combined seriousness and heavy dose of whimsy embodied by the works of John Armstrong. But you have your choice for building materials. This

theme came from Martin Brechbiel, our thanks to him for a

great idea. See what you can build, still plenty of time since the 2007 MER convention is in the beginning of November.

Last time I mentioned that Bob Charles had been in an accident. I didn't verify the details (and didn't really have any). I was afraid to find out that they were even worse than I feared. Well, to my great relief I have found out what happened firsthand from Bob. First off, he wasn't IN the hospital, he just went TO the hos-

pital, and then home (broken nose and cracked cheekbone, so not trivial). Secondly, it was not a car accident it happened to be a bicycle accident. Finally, he didn't crash into something, one of his dogs yanked him off the bike by going on the opposite side of a tall post while they were "riding". Something you'd only see happen to Wile E. Coyote in a cartoon; I think. If you've seen his dogs, you can imagine how this might happen. They're not little micro-dogs. But he's still with us, so no disaster.



John Armstrong's famous "Cementipede"

Also former NMRA President Allen Pollock's house was struck by lightning and partially burned down at the end of May. Being a former NMRA President may be hazardous.

MER Officer Elections are upon us. You should get a ballot around the same time you see this issue.

We have just enough candidates for the positions; I really would like to see more folks run for office in MER each time. None of these are hard jobs, and they're all interesting.

No particular info to pass on beyond the above this time around. I have a few projects going on and a story elsewhere.....so read on! 🏠

CALLING ALL READERS: We need to show our support for the NMRA and specifically the MER by producing the best and most informative newsletter possible, to do that I need your help. Our newsletter is called **The Local**, because local people benefit from reading it every time. Please write and submit any articles (with or without photos) to the editor via e-mail: stevespressrr@yahoo.com or via the snail mail address listed on page 2. Don't pass up this great opportunity to help out and earn AP points at the same time!!

CONGRATULATIONS! RICHARD F. NEWMILLER - MMR # 374

Richard F. Newmiller of the Philadelphia Division is MER's newest MMR. With the completion of his Scenery Certificate, Richard earned his MMR Certificate. Richard's other Certificates are in Cars, Structures, Civil Engineer, Electrical Engineer, Volunteer and Author. Richard is a fast worker in that it just took him a little over three years to acquire his seven certificates. You have probably seen Richard's name a lot lately, as he has done most of the photo work for the articles in **Scale Rails** and the other commercial magazines pertaining to home layout visits and events for National Convention that was held in Philadelphia. Job well done, Richard!

HEY MEMBERS, are you too busy modeling, operating, scratch building and even kit bashing railroads to print and then whittle away precious minutes filling out the Achievement Program forms??? Simplify your life with the batch of zip files MER Business Manager Fred Miller has put together. Simply download, unzip and use MSWord to fill them out. Visit <http://www.olimpia.com/mer/AP.htm> and look for the link.

Hand Sander Setup

By Fred Willis

ACCURATE SANDING is a vital aspect of model railroading. Recently, I made several beams of laminated styrene for a gondola model and had to sand the beams square and uniform in width. There are power sanders and hand sander setups available but I did not want another tool. Instead, I built the set up described here with existing tools and materials.

The entire set up consists of a 6" long square with a flat end, three small c-clamps, a sanding block, a 3" square of brass and some scrap wood. Construction took about an hour. While the dimensions of the components are not critical, the alignments of the flat surfaces are critical.

First, make a table. I used 6" x 7" x 1/2" thick plywood. The plywood must be thin enough to accept the c-clamps and thick enough for rigidity. Square corners are helpful but not essential.



Mount four legs on the table. Mine are 3/4" high and are just small blocks of wood nailed to the plywood. Make the table high enough to allow room for the c-clamps. Ensure the table is flat.

Use a sheet of brass (mine is 0.010" thick and 3 1/2" x 4" square) and file two sides very straight. The straight two sides should be at right angles to each other. The straightness is critical because these surfaces will hold the work piece in place and act as a guide for the sanding block.

Cut a piece of cardboard, I use the backing of writing tablets, slightly smaller than the top of the table. Ensure one side is perfectly straight. Position the 6" square against the straight cardboard edge and clamp both to the table.

Use two c-clamps to hold the square and cardboard in place on the table. The end of the 6" square and the brass sheet will form the guide for sanding.

Align up the brass sheet flat surface and the square's end edge, using a straight edge. Leave a space between the brass sheet and square to locate the work piece and then clamp the brass in place.

A square-sanding block can be guided along the brass and square while the work piece is pushed into the sanding block. The brass sheet can be repositioned for each work piece.

I found the assembly cheap and easy to construct and very useful for sanding flat and square surfaces on small pieces.

FRED WILLIS lives in the New Jersey Division 1 and has been building HO models off and on for 40 years. He began serious model railroading about 8 years ago. 📷

Positions Available

- **Official Photographer**
(primarily you shoot model contest photos)

Please contact Clint Hyde to apply, chyde@cox.net. 📷

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Susquehanna Division: A Manufacturing Trip

Article and photographs by Steve Kindig

ON APRIL 11th, 2006 seventeen people made up of members of the Susquehanna Division 11 and the local model train clubs trekked to Northern Pennsylvania to see the details behind two manufacturers.

Located in Montoursville, Bowser Manufacturing was our first stop of the morning. After a brief question and answer session with Mr. Lee English we ventured into the various departments. The painting, assembly, shipping and receiving departments quickly flew by. The accuracy of the workers but quick pace still amazes me. After the tour the group moved down the road to English's Model Railroad Supply store and quickly spent their money on a variety of products. (Yes, a lot of what was bought was Bowser, but I saw a few other noteworthy manufacturers in line.) After another stop for a late lunch the group continued on its way to Northumberland and Weaver Manufacturing.

Here is where I think it gets interesting. Even though Bowser is known for HO scale and Weaver is known for O scale, they have a lot of similarities but different techniques due to sizes. Just look at

the photographs. Frames are both being sprayed using an airbrush. The technique changes and gets a little tricky when lettering, road names and routing numbers are applied. But ultimately both companies have to assemble the correct parts and pieces, box and ship the product to the hobby shops.

If you want to find more information about Bowser, (including ordering products and a link to more information and directions to English's Model Railroad Supply store) visit <http://www.bowser-trains.com>. For more information on Weaver, visit <http://www.weavermodels.com/>.

If you missed this event or just want to know about upcoming events from the Susquehanna Division keep reading **The Local** or visit their Division's homepage at <http://moosevalley.org/nmra/>.

STEVE KINDIG is the editor of *The Local* and lives in the Susquehanna Division 11. He has been a railfan all his life and active modeler of HO scale for about 7 years. 🚂

BOWSER MANUFACTURING



HO scale boxcar frame is being painted.



At Bowser Manufacturing—a sponge applies the lettering and road names.



Assembly of drive wheels.

WEAVER MANUFACTURING



O scale boxcar frame is being painted.



At Weaver Manufacturing—copper stencils (some seen here) applies the stripes, lettering and road names.



Assembly of drive wheels.

A Short Discussion on the “Scale” in Scale Model Railroading (or “Why do my model trains derail and the real ones don’t?”)

By Brian Sheron

I SPEND HOURS “tuning up” the track and rolling stock before any invited guests come over to see my layout so there won’t be any embarrassing derailments when I proudly say, “Want to see them run?”

However, without fail, the minute the guests have arrived and I fire up the trains, a passenger or freight car will derail, usually in the hidden loop so that I need to crawl under the benchwork and fish it out. If I were not an engineer, I would be convinced the trains on my HO scale layout are possessed! Part of the problem is that the word “scale” in “scale model railroading” does not apply to all aspects of model railroading. In “engineering-ese”, a better term might be “selective parametric distortion” railroading rather than “scale model railroading.”

In engineering, one of the main purposes of building scale models is to save money! If you can build a scale model that behaves just like the larger prototype, you can test the scale model much cheaper than a larger prototype. For example, if you want to see how a certain hull design for a ship behaves under different ocean conditions, building a scale model of the hull, and putting it in a tank in which the wave conditions can be carefully controlled and varied is much cheaper than building a full size and taking it out in the ocean to test it, where the wave conditions that day may not be the type under which you want to test the hull.

In simplified engineering terms, the theory of scaling is based on the premise that if the equations that describe the model also describe the prototype, then the behavior of the model should be the same for the prototype. Unfortunately, this almost never works in real life. Let me explain.

Any good model railroader knows that HO scale is 1:87, which means that one-inch in HO scale is the equivalent of 87 inches in full scale. Similarly, O scale is 1:48, which means that one-inch in O scale is equivalent to 48 inches in full scale. We usually write this mathematically as either:

Length (Full scale) = 87 x Length (HO scale)

OR

Length (Full scale) / Length (HO scale) = 87

Thus, the length scale for HO is 1:87. But what about the area scale?

Let’s take the side of a typical boxcar as an example. The length is 40 feet. Let’s say the height is 10 feet. On the real box car, the area of the box car side is 40 feet x 10 feet, or 400 square feet. Now if the 1:87 HO scale factor also applied to area, then the area of the side of our HO box car should be

$$400 \text{ square feet} / 87 = 4.6 \text{ square feet!}$$

So what’s wrong here? Well, area is length x width. So to find out the area of our HO scale boxcar side, we multiply the length, which is 40 feet/ 87, times the height, which is 10 feet/ 87. Thus, the area of our HO box car is

$$40 \text{ feet} \times 10 \text{ feet}$$

$$87 \times 87$$

OR

$$400 \text{ square feet} / 7,569 = 0.053 \text{ square feet}$$

Thus, in HO scale, while length is scaled at 1:87, area is scaled at 1:(87)², or 1:7,569.

“So what” you say? Let’s carry this a bit further. If area scales as the square of the scale factor (i.e., 87 for HO scale), and volume is length x width x height, then volume will scale as the cube of the scale factor, or

$$(87)^3 = 1:658,503$$

Again you say “So what?” Well, what keeps a locomotive on the tracks? Gravity! Now the force of gravity, for our purposes, is essentially a constant, so instead, we say that the weight of the locomotive keeps it on the tracks. Weight is related to volume. In simple terms, the weight is the density times the volume (e.g., pounds/cubic foot x cubic feet). A high horsepower diesel locomotive will have a weight of about 195 tons. If we built an exact, steel HO scale model of that locomotive (with a working diesel engine), the scale weight would be

$$195 \text{ tons} / 658,503 = 9.4 \text{ ounces!}$$

If we wanted to build a scale locomotive where the weight was scaled 1:87, the weight of our model would have to be

$$195 \text{ tons} / 87 = 4,483 \text{ pounds!}$$

Most of us would have to beef up our benchmark a bit to handle this weight. Our length scale would also have to change. Instead of 1:87, it would have to be about 1:4.4, or quarter scale.

The whole point of this exercise is to illustrate that, strange as it seems, the weight that holds a prototypic locomotive on the tracks is proportionally over half a million times greater than the weight that holds our HO scale model on the track. Another way to put it is that proportionally it takes a lot less force to derail an HO locomotive than it does a prototypic one.

This also explains why you see a prototypic locomotive able to pull 100 car trains, while your HO locomotive has a tough time pulling over 10. The maximum tractive (or pulling) force that a locomotive can develop (presuming it has the horsepower to do so!) is the weight on the drivers multiplied by the adhesion (coefficient of friction) of the wheels on the rails. Because the weight on the drivers of our scale model locomotive is proportionally so much less than the weight of the prototype, the scaled tractive force is much less. This is why we try to add as much weight as we can to our locomotives in order to increase their weight and ability to stay on the tracks when they hit that errant piece of ballast, as well as their tractive force and pulling power. However, if the electric motor in our locomotive doesn’t have the “horsepower” necessary to pull the increased weight, the locomotive will stall or the motor will run hot. Thus, we search for the optimum weight that will increase the traction of our locomotive and rolling stock’s abil-

ity to stay on the rails, but not overload the capacity off the motor.

"But wait" you say. "My model engine still pulls 10 or eleven cars, whereas a real diesel may only be able to pull 100. That's just a factor of 10, not 658,503!"

Remember, just like your engine, your model freight and passenger cars are also proportionally much lighter than prototypic cars. And they are likely made of plastic, which makes them more than proportionally lighter than the steel prototypes.

At the beginning of this article, I said that "selective parametric distortion" railroading might be a more accurate term for model railroading than "scale" model railroading, because we only scale one parameter, length. Once we pick a scale ratio for length, we no longer scale area, volume, or weight at that same ratio. We have allowed these scaling ratios to be distorted so we can scale length at the ratio we want. Since the objective of our model railroad is visual similarity to the prototype, we don't particularly mind that other parameters are not scaled in the same ratio as length (as long as the train will still run reasonably OK). We have selectively allowed their scale ratios to be distorted in order to scale length at the ratio we want. In fact, we find ways to compensate for the large weight scale distortion we introduce as we go to smaller linear scales. Code 100 rail is really proportionally slightly too large for most HO scale applications, unless you are modeling a heavily trafficked mainline. However, it is more forgiving and the flanged wheels on our trains tend to stay on this track. N scale is also usually proportionally higher than prototype rail. However, it serves to keep our N-scale locomotives and rolling stock on the rails, and thus it is a scale distortion we are willing to accept.

Finally, this also explains why O scalers are so smug because their trains seem to never derail! Proportionally, their locomotives are about 6 times heavier than HO locomotives, even though their linear scale is only about twice as long as HO.

BRIAN SHERON lives in the Potomac Division 2 and has been an active HO model railroader since about 1980. He has extensive experience in scaling theory and its application to experimental facilities used to model commercial nuclear power reactor behavior. 

Train Humor

THE TRAIN LANTERN

In a terrible accident at a railroad crossing, a train smashed into a car and pushed it nearly four hundred yards down the track. Though no one was killed, the driver took the train company to court.

At the trial, the engineer insisted that he had given the driver ample warning by waving his lantern back and forth for nearly a minute. He even stood and convincingly demonstrated how he'd done it. The court believed his story, and the suit was dismissed.

"Congratulations," the lawyer said to the engineer when it was over. "You did superbly well under cross-examination."

"Thanks," he said, "but he sure had me worried."

"How's that?" the lawyer asked.

"I was afraid he was going to ask if the lantern was lit!" 

Achievement Program Update

By Charlie Flichman, MER AP Manager

Since the last report in **The Local**, the following Achievement Program certificates were earned and awarded:

Division 1 – New Jersey

Richard A. Perry – *Gold Spike*

Robert Price – *Volunteer*

Division 2 – Potomac

John S. Griffith – *Cars*

Division 3 – Philadelphia

Richard F. Newmiller – *Scenery*

Richard F. Newmiller – *MMR # 374*

Division 12 – Carolina Southern

Gilbert Brauch, Jr. – *Dispatcher*

Michele Chance – *Gold Spike*

Ed Locklin – *Gold Spike*

Division 13 - Carolina Piedmont

John M. Wallis – *Volunteer*

In a perfect world, this information will appear soon in **Scale Rails**. This should not deter you from giving recognition locally. Normally you will be able to recognize AP accomplishments long before the names appear in **Scale Rails**.

I also have two other items that may be of interest to AP participants and all members of the MER. A few weeks ago, I processed the 800th MER AP certificate. That's a lot of good model work by 389 MER modelers.

With all of the documentation to verify the requirements for each AP Certificate, I asked National "How long should this documentation be kept?" I was told to keep all of the SOQ's, but any other documentation can be disposed of after approximately a year. I then proceeded to shred any documentation that had any ones name, address or other identifying information on it that met this requirement. I just wanted to let you know that anything you sent me or any of the former AP managers was not just thrown in the trashcan. 

Visit Our Website

Visit the MER's website for all the latest information, contacts and archives: www.mer-nmra.org.

John Armstrong's Estate Auction

By Clint Hyde

IF YOU'VE BEEN A MODEL RAILROADER for more than five minutes, you've heard of John Armstrong—he practically invented modern layouts. Most of us have a copy of at least one of his books.

It turns out that John lived in nearby Silver Spring, Maryland. He has been retired a while, so it wasn't too hard to see him and he was always happy to show off his layout and give a talk or presentation. Once I took a visitor from Australia (who was the Australasian Region VP at the time) over to see John's layout. I figured that'd be a good story for him to tell back home; John was more than happy to have a visitor like that, even only on a few days notice.

We were all sorry to lose him. I later told John Jr. that if he needed help with the disposal of the layout to contact me when he was ready. In November of 2005, John Jr. held a final open house for the Canandaigua Southern, prior to things being taken out for the upcoming auction and the sale and removal of parts of the layout.

My understanding is that two or three people bought and extracted the entire layout, including the hidden track on plywood—if you have ever been there in person, you can imagine what a task extracting it was. I can't even imagine getting that out of the basement there. I had a new camera since the last time I was over, and I got some definitely better pictures.

Bob Charles, MER's own auctioneer, spent most of January and February cataloging the collection in order to get it on his website by March 1 in prep for the auction date of March 24-25. Most of

the stuff ended up in Elf's living room, since he lives nearby (that's Brian Kampschroer). Bids were going to be taken online, as Bob figured there'd be buyers from far away (and believe me, there were high dollar buyers) who couldn't attend, and the website had to be ready—and then it crashed from bandwidth demand twice in the final week before the auction. Bob got increased bandwidth made available both times, but that's a fair amount of Internet traffic for one site.

John Sr. had carefully annotated on 3x5 cards all the details about his freight cars and locos (more work than most of us would go to). This made the job easier, and the buyers received a certificate of authenticity from John Jr.

I was planning to go to the auction anyway, but Martin Brechbiel was going along as an assistant, and asked if I wanted to go with him. He didn't tell me about the assistant part, so I was figuring I would go as an observer, to write this story. We helped move things over to the hotel on Friday afternoon, along with VP Noll Horan, Director Chuck Hladik, ex-Director Bob Minnis, and the usual Bob Charles auction team. Terry Bacus of **Scale Rails** was there too.

The doors opened at 6 PM for general viewing, with the auction beginning at 8. I looked things over (pretty much seen them all before, but not in that bright lighting). The crowd seemed small to me, which may have been from the out-of-the-way location. We discussed other possible venues that might have been chosen; hard to know which one would have been the right one. I was expecting greater attendance, and I



The Lugubrium processing plant was one item sold at the auction.



The Point of Rocks Station was one item sold at the auction.

hundreds of lots. There were too many book lots back-to-back, which seemed to be producing bidding fatigue. Ron of Ron's Books did buy the majority of the books (you've seen his ads, or at least his table at Timonium). The actual custom-lettered CS items (lots of freight cars and some locomotives) did pretty well, although some did go lower than I expected. The brass items also sold well.

Even John Jr. was bidding on a few things, which I thought strange—he could have just as easily held those items out of the auction. A year before, my wife had found a first edition of John Sr.'s #1 book, **Track Planning**, which I gave to John Jr. but I had not managed to get it autographed, unfortunately.

One of the Internet proxy bidders really bought a lot of stuff, including most of the passenger cars and locomotives. I think this guy was from Arizona, which meant that Bob Charles had to take the stuff home, box it, and ship it out there during the next week. I think that guy spent between ten and fifteen thousand, all total.

The really special items were at the very end, of course. The Lugubrium processing plant went for \$200 (that wasn't all that exciting a model, not really a lot of detail or anything); the Point of Rocks station went for \$700 (that WAS an exciting model) and the "Cement-tipede" went for \$1,500 (I understand there was an authorized proxy bid up to \$5,000 for it). I was able to get some very good photos of some models between this weekend and the last open house.

don't know how many bids came from the Internet.

The opening items went pretty low, just general stuff, primarily bought by two guys in the front. There were also some junk boxes, probably a few treasures in there (turned out that Martin bought one that had an official CS scale car in it, probably by accident, so he got a real bargain on that box).

Turns out that John Armstrong also had a fair quantity of railroad books, and apparently there was a library room off his basement—I'd never even seen that! All the books had custom bookplates that John had created, although I think that wasn't made clear until late in the auction.

Saturday morning the crowd was still kind of small, but we were going to be getting to the more interesting things before too long. The helper team did some bidding (although not me, nothing there in my scale; I might have bought a CS freight car if they hadn't been going high enough).

The progress rate was pretty consistent; about one lot per minute the entire time, which was good, considering there were

The whole auction was over by 2:15, about the time we expected it would take. The chairs could have been more comfortable, if you were sitting that long, but it was still an interesting event. Probably not going to be too many other auctions quite like that... 🏠



"Auction Helpers" (from left to right Unidentified, Noll Horan, Martin Brechbiel, Bob Minnis, Bob Charles, John, Jr., Unidentified, Terry Bacus, Mark Andersen, Charlie Potter, Chuck Hladik, Unidentified.

A Few Simple Steps Can Make Presenting A Model Railroad Clinic More Enjoyable

By Guy Quick, NCR Education Chair

Editors Note: This appeared in the Summer 2004 issue of The Hotbox, and is reprinted with the author's permission. The Hotbox is the publication of the North Central Region.

GIVING A CLINIC for your division, region or any group can be fun, rewarding and educational. Following a few simple steps will make it easier for you and more enjoyable for your audience.

- Knowing your audience is most important. Telling modelers from the Far West about the intricate operations of New York City ferryboat operations may put many of them to sleep.
- Talking about something you have not studied or care little about, will show. Take time to research your subject so you will know it.
- Learn what sources are available. Books, periodicals, historical societies, active companies, libraries and trade associations all can be helpful, some more than others.
- Learn as you go. If you are interested and learn as you prepare, you will come across better. You will be able to present your work without reading it word for word.
- Use visual aids. Anyone with a computer and basic skills can prepare transparencies for overhead projectors. If your printer can do color, use it.
- Handouts are great for your audience to take with them and use as a resource. Many will forget some of the information you gave them.
- Leave them wanting more. They will seek more information on their own if you give them the idea.

To summarize:

Know and speak to your audience. Research your subject and know it well. Learn as you go. If you can present the material without reading too much, it will keep their attention. Use visuals. Use color. Bold, underline, or italicize important parts so they will stand out. Give them something to refer back to after they leave, their handout. Sharing tips and techniques can be rewarding, appreciated, and educational. 

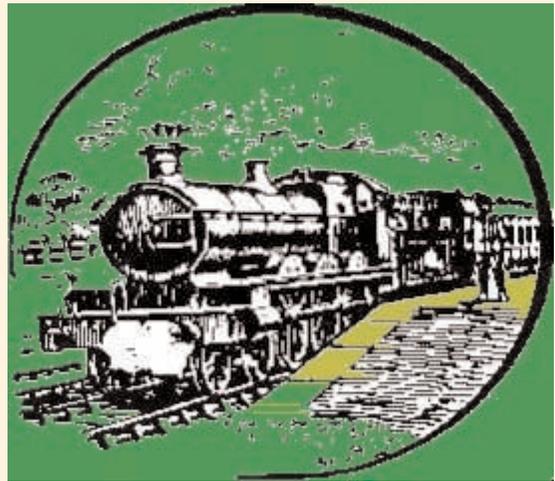


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This HO-scale building kit is designed around E.L. Moore's "Bunn's Seed & Feed" building which appeared in the 8/73 issue of **Model Railroader**. The kit features laser cut wood components as well as other parts and castings.



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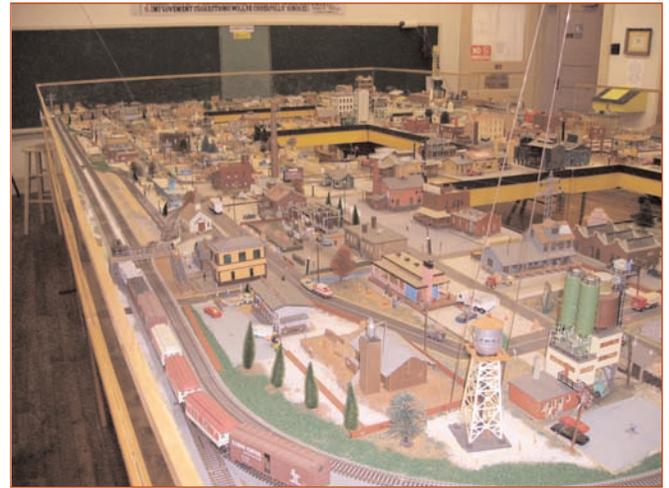
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The Carolina Southern Division: Brookford Project

By Steve Kindig with all information and photographs provided by Rick Knight

THE CAROLINA SOUTHERN DIVISION has stepped up for a major challenge. Still in the early stages, they are starting a core group of volunteers to rehabilitate an abandoned model railroad. Not much of the history of the model is known at this time. They do know that it was built by a gentleman who passed away several years ago. Since then several groups have cared for the layout, none of which has been able to keep it

also willing to allow the group rent-free access for a work session on a weeknight in exchange for a set schedule of open house events. The Carolina Southern Division is willing to sponsor the formation of such a group because it presents an excellent opportunity for anyone who is interested in model railroading, but doesn't have time or space to build their own layout. There is plenty to do to bring the layout back into full operation and lots of potential



As the layout sits empty, ready for someone to take over. May 2006.



operational. It has been abandoned for months and the Town of Brookford (located just south of Hickory, NC for those out of state) is considering having it dismantled and removed. That's the bad news.

The good news is that the town is willing to allow the layout to stay if a group will take up the care and maintenance. The town is

for future expansion and refinement. There is a lot of learning opportunities for everyone from beginner to Master Model Railroader.

The Division Superintendent has already sent out email and letter invitations to individuals in the general vicinity asking them to participate. We all need to get behind this effort to make it hap-

Have You Registered Your Pike?

By Gerry Leone, MMR
Deputy Chair

NMRA Membership Services & Promotion Dept.

THE PIKE REGISTRY, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official regis-



tration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at <http://www.nmra.org/pikereg>. 

Brookford Project continued from page 12

pen and to help grow The World's Greatest Hobby. More information including updates about times for working and showing will be provided as it is developed.

If you are in the area and interested in joining this group, contact Carolina Southern Division Superintendent, Rick Knight at rghk3@energyunited.net. 

A Letter From The Editor

By Steve Kindig

SUMMER IS OFFICIALLY HERE. Whenever you consider or even celebrate the start of summer you must admit it is officially here! The grills are cooking, picnics and barbecues are being held, the lawns are being mowed, swimming pools are open, many children may be running through sprinklers or simply playing outside longer and later especially since school is out, Fireworks light the skies (MY FAVORITE!), Italian ice, slushey's and ice cream are the flavors of the month. But most importantly we (as part of the World's Great Hobby) are out and about railfanning, going to Division meets and even National or Regional conventions.

To start my summer out, I recently took a trip with my friend down to the Baltimore and Ohio Museum. This was the first time I had visited the museum since the restoration was complete and I was pleasantly surprised. If I hadn't been in such a rush that morning I would have (...probably...) remembered to take my camera and snap a few pictures. They did an excellent job restoring the building and I hope they will continue restoring some of the damaged cars and engines. We took so much time down there looking at the smaller details we didn't even finish looking at everything. I hope to get back soon with my niece and nephews and this time...I'LL REMEMBER THE CAMERA! For those that would like more information on the B&O Museum you can visit <http://www.borail.org/>.

On a final note: I am pleased with the way every issue of **The Local** comes together a little bit smoother and smoother, but I still require a lot more stories, articles, Division news, call board items and anything else noteworthy in the MER Region. I also want to hear your comments and suggestions. This is OUR newsletter and anyway I can; I want to make it better. Send me your items, comments and suggestions to stevexpressrr@yahoo.com. Or perhaps you are a more vocal person; then call or write me; all my contact information is listed on Page 2.

• Real railfans must always remember the camera and sun-screen! 

News from the New Jersey Division

Story and photographs by Dick Genthner, MMR

THE MOST RECENT MEETING of the New Jersey Division was held on Saturday May 20th. The morning session was devoted to clinics and official business. While this may sound like pretty routine, this is far from the truth.

Each session includes a popular vote contest with the subject of the contest changing at each meeting. This month the subject was “Caboose and Cabin cars”. There are swap tables (available at each meeting) for members who wish to sell off some of their surplus equipment. The only charge for a table is a donation to that meeting’s door prizes. Door prizes are another regular feature of each meeting since all attending are given a door prize ticket stub as they register for the meeting, giving them a chance at winning one of many prizes at each meeting.

Another interesting feature that also doubled as fundraiser for the Division was a raffle for a model railroad item with tickets costing \$1 each. This month the item was an HO scale turntable kit.

For those that missed it, this month’s clinics included the following:

- A presentation on an American Civil War model railroad by Thom Radice. Thom is modeling the Western & Atlantic Railroad which is most remembered for the famous raid by Union soldiers who captured a train in southern Georgia. His talk was an introduction to his Civil War vintage layout later in the day.
- A discussion of railroad milk operations by Rob Davis. This was part two of several clinics that Rob has presented on how railroads dealt with the milk and dairy industry and how to incorporate such an industry into your layout.
- An introduction to the Garden State Central Model railroad club by Bob Judge. Bob included all kinds of modeling tips along with the history of the club that was on the schedule for a visit during the afternoon.

The afternoon session included self-guided visits to five nearby model railroads. They included one club layout (Garden State Central) and four home layouts of different sizes and states of completion.

As always any model railroad visit always produces one or more interesting ideas as to “why didn’t I think of doing that”. There is something to be learned from each visit.

One feature of the NJ Division’s program of meetings is that they are not held in the same place from month to month. Since the Division covers the entire southern half of the state of New Jersey there is a large amount of territory involved. In order to build interest and to make the meetings equally available to all members, the meeting sites are located throughout the Division’s territory. There are five Saturday meetings each year with the possibility of a sixth meeting during the summer that

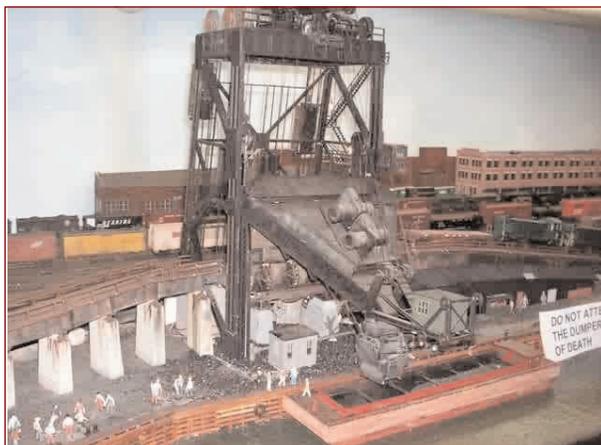
could involve garden railroads.

For those interested, the next meeting is scheduled for September 23, 2006 in the Vineland area of New Jersey. (This is about 20 miles west of Atlantic City area). The following meetings will be on November 4 in Wilmington DE, January 19 & 20 in Hadden Township, March 10th in the Trenton area, May 19th in Deptford and September 22nd in Cape May. As you can see this covers a good deal of the southern part of New Jersey.

As always all NMRA members are welcome to these meetings.

Be sure to save these dates and come out to the next NJ Division meet in September. More information can always be obtained from **The Local** or the NJ Division newsletter **Clinkers**. You can get on the **Clinkers** list by contacting the Division Superintendent Mike McNamara by e-mail at mikemcnh@comcast.net or at 856-824-0879. See you in September.

DICK GENTHNER lives in the New Jersey Division 1 and has been involved in HO scale model railroading since he was a teenager. He hopes to begin reconstruction of the Arpee and Western Railroad starting next month. 

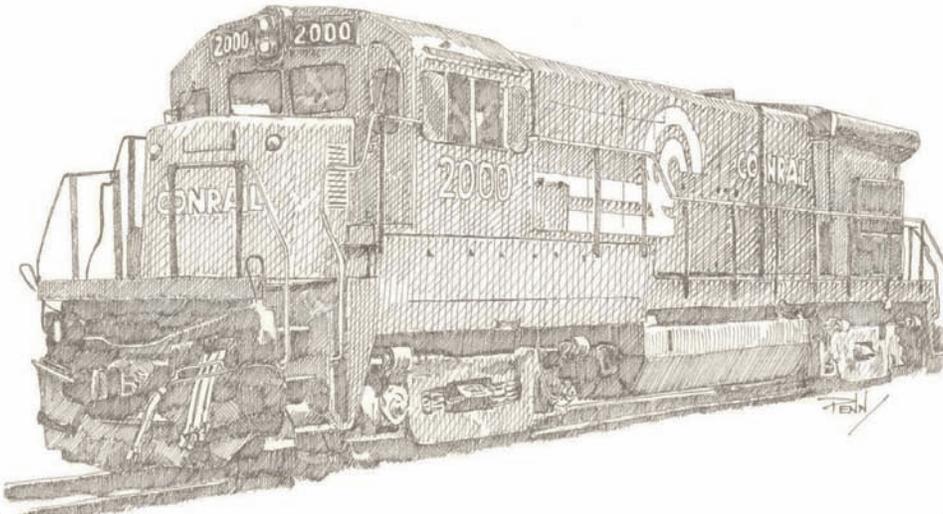


From the New Jersey Divisional meet to the Garden State Central Model Railroad Club, here we see a rotary coal dumper.



From the New Jersey Divisional meet to the Garden State Central Model Railroad Club, here we see a free lance steel mill scene.

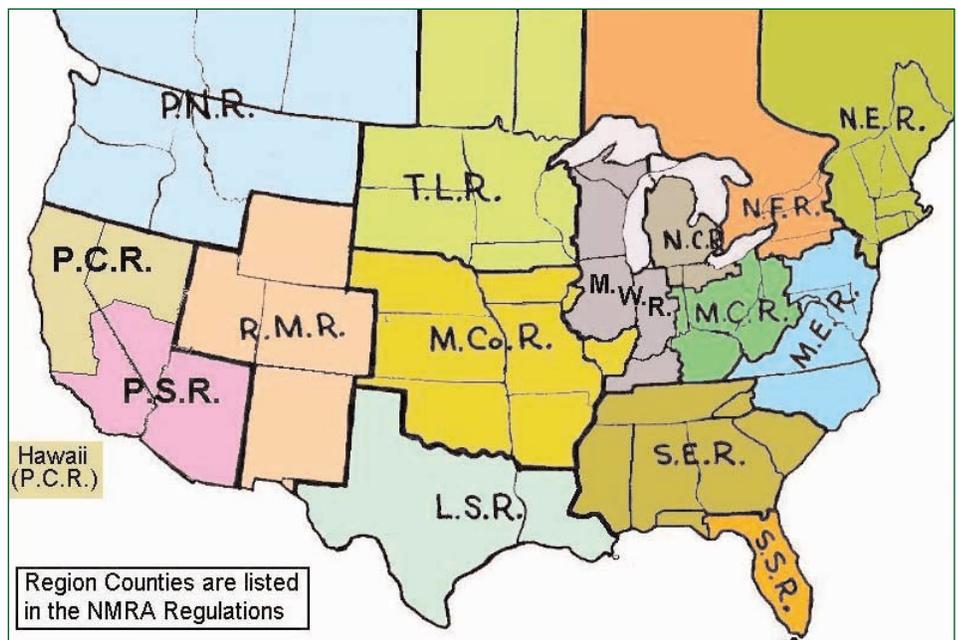
Conrail 2000 by Mike Penn



Mike Penn is a member of the Thousand Lakes Region.

If you would like to showcase an original drawing, photograph or painting, please submit them to the editor.

With a little help from http://www.nmra.org/region_mag.jpg and the Member Services and Promotions Department, check out some of the nearby Regions you could visit!!



The NMRA Member Services and Promotion Department put together a listing of Regional conventions, soak up some modeling and clinics from different areas!!!

REGION	DATES	LOCATION	WEBSITE
AR – Australasian Region	10/14 – 10/15/2006	Niagara Park, Australia	www.nmra.org.au/Convention06/Convention_06.html
BR – British Region	10/27 – 10/29/2006	Kegworth, Derby, UK	http://www.nmra-br.org.uk/convention.asp
MER – Mid-Eastern Region	10/28 – 10/29/2006	Virginia Beach, VA	http://groups.hamptonroads.com/pages1.cfm?page_id=11535
NCR – North Central Region	10/13 – 10/15/2006	Grand Rapids, MI	http://ncr2006.ncr-nmra.org/
NER – Northeastern Region	10/20 – 10/22/2006	Parsippany, NJ	www.trainweb.org/nergsd/GSC2006.htm
PNR – Pacific Northwest Region	8/2 – 8/6/2006	Wilsonville, OR	http://mymemoirs.net/model-trains/pnr2006/
PSR – Pacific Southwest Region	10/11 – 10/15/2006	San Diego, CA	www.sandiegodivision.org/

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October 28–29, 2006, 10 AM–4 PM. Tidewater Annual Show, Virginia Beach Convention Center, 1000 19th Street, Virginia Beach, VA. Admission: \$7.00 for adults, \$1.00 from every paid admission goes to Toys for Tots. Contact: Steve Prescott, nawneycreek@msn.com or 757-426-2811.

Tell us about your upcoming event, and we will publish it here. Due to our publication schedules, please give us a couple of months notice before the event. Thank you.

Send them to the editor and make sure to include all the specifics for the event, including the date, time, place, cost (if any), a contact person, and a means of getting in touch with him or her (address, phone, e-mail, etc.) for more information.