

# The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 61

NOVEMBER — DECEMBER 2006

Number 6

## Number your tracks on the main line and in the yards of your model railroad like the prototype railroads

*By E. Winfield Gross*

**H**AVE WORKED IN THE TOWERS all around the Philadelphia area for 45 years which included the best railroad—The Pennsy; then renamed Penn Central (which reminded me of the Central Penn Bank which was in business at the same time and I didn't care for them either); later to be merged with Conrail and finally the railroad known as Amtrak.

In all these years—with all these railroads, I learned how the railroads numbered the tracks on the main lines, in the yards and the side tracks. Of course, the Pennsy was the only railroad to use a logical and simple system. From south to north or east to west the tracks were numbered No. 1 and No. 2 and for east or north No. 3 and No. 4. For west or south in a two track territory they were numbered No. 1 track east and No. 2 track west. A very simple system I would say.

On the Pennsy if there were tracks on the south side and the north side of the main tracks they were usually called the naught track. Of course, on the railroad there are always exceptions. In the New York division between the Elizabeth-Elmora tower and Rahway-Union tower a distance of 5 miles, the track on the south side of the No. 1 track was called Track A and the track on the north side of the No. 4 track was called Track B.

Track A was an eastward passenger track and track B was a westward passenger track. Today Amtrak still follows the same A and B lettering. This exception was probably done because these tracks are main tracks instead of industrial tracks.

Most other railroads in the east number their tracks from south to north or east to west as follows: No. 2 track is an eastward track and No. 1 track is westward. Thus, in a four track territory, the eastward tracks would be No. 2 and No. 4; while the westward tracks would be No. 1 and No. 3. Other tracks on either side

become No. 6 and No. 8 on the south side; and No. 5 and No. 7 on the north side. Again, there are always exceptions to this rule.

I read somewhere that the Erie Railroad used the following track numbers in a four track territory: from south to north they would be No. 2 and No. 4 eastbound; and No. 1 and No. 3 were westbound. On the Jersey Central Railroad in a four track territory the tracks were numbered No. 1 and No. 3 eastward; and No. 2 and No. 4 westward. So you can see this was the opposite of most railroads.

The next subject is the track numbering in yards. First the railroads didn't like to use letters for yard tracks as too many of the letters sound the same and counting was required to find the correct track. In the old Paoli yard the tracks were numbered from south to north as follows: pit track; naught track; tracks 1 – 8. The pit track was a holdover from when the through trains changed engines at Paoli from electric to steam. This lasted until the year 1938.

At Overbrook Station there is a tower that controlled the entrance years ago to the Hugh 52nd Street freight yard. In front of Overbrook tower were four main tracks, numbered 1 – 4. Tracks No. 1, 2 and 4 continued east (about 3 miles) to Zoo tower. Track No. 3 went east into the yard and split to become tracks No. 14 and 15. The No. 14 and 15 tracks were through tracks, which went around the far north side of the yard and went all the way to the Zoo tower. Why those two tracks were numbered 14 and 15, I really don't know. In later years the railroad changed the tracks to No. 10 and 11; again, I don't know why. Off of the number 2 – 6 tracks were receiving tracks.

If the railroad eliminated some tracks because they weren't needed or didn't want to spend the money to maintain them the

continued on page 4

# Keeping In Touch...

By Fred Miller, MMR  
MER Business Manager

The MER Officers and staff are very happy about the response to the recent MER Ballot mailings. As I noted in this column last issue, over 2250 NMRA/MER members received the Annual MER Ballot. This was the first mailing from the MER to those NMRA members living in the MER territory and now automatically (without additional charge) are members of the MER.

A good number of those receiving the Ballot mailings also returned the coupon expressing interest in receiving **The Local**, either by paper subscription (\$6 per year for 6 issues) or the free electronic distribution. The percentage of members who also sent in a donation, either as an outright contribution or as a 'little extra' with their subscription payment, has been very satisfying and well appreciated. The Board is most grateful for this expression of faith in maintaining the activities of the MER.

A special note to those members who subscribe to the paper version of **The Local**. The opportunity to subscribe is offered in several ways: each issue of the newsletter, and the MER Ballot contains a subscription coupon, as well as your NMRA National Membership renewal forms. Although we appreciate the subscription money, many members have sent in multiple payments through several of those means, which keeps extending their subscription to years and years ahead. Before you send in more money, be sure to check your subscription expiration date on the mailing label printed on the mailed newsletter. The label will also warn of an expiring subscription. Some of our Life members have also sent in subscription payments, or asked why they were prompted for payments. Please remember Life Membership includes **The Local** for life without additional charge. (Sorry non-life members: the NMRA and MER no longer offer Life membership.)

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

# The Local

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

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

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**The 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](http://www.mer-nmra.org)

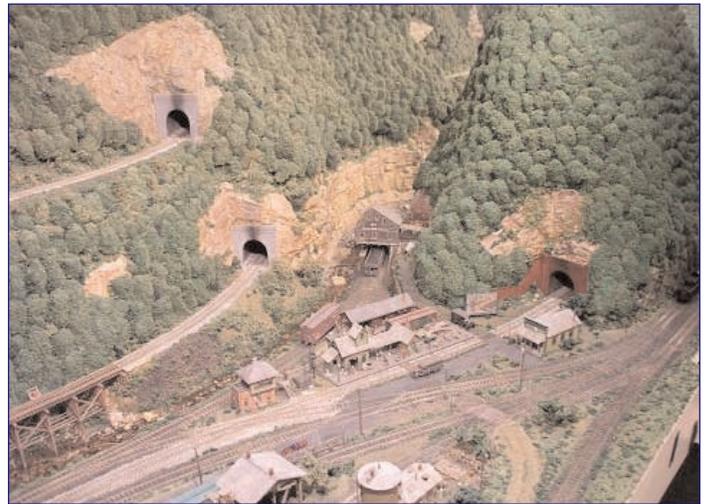
# President's Column

*By Clint Hyde and photographs by Doug Kirkpatrick*

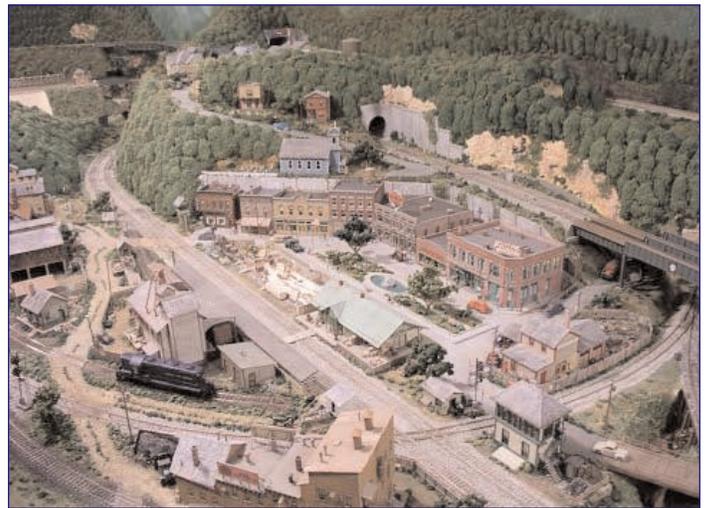
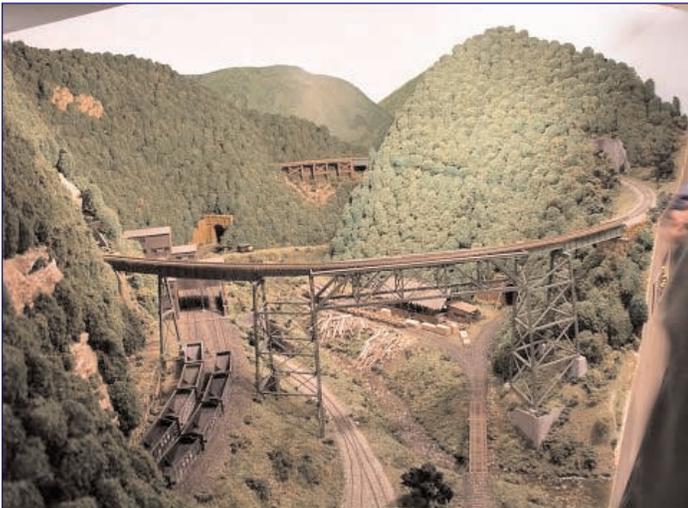
EVERYONE, thanks for voting this year. The ballot return was excellent, at just over 400 out of 2257 sent. About 25 were undelivered for bad addresses; MER Business Manager Fred Miller will try to figure what was wrong. Remember if you move or whatever, please try to let him or NMRA HQ know. Nearly 150 members signed up for **The Local**, either paper or electronic, so welcome aboard to them and be sure to tell your friends. Some folks made donations, a special thanks to them and remember

having a joint meet with NJ Division there in early November. Noll and I will be attending that one.

- Carolina Piedmont Division has proposed annexing several adjacent counties.
- Potomac Division has formally requested consideration for annexing Howard County.



**Layout of the MER's newest Master Model Railroader!**



those are tax-deductible, as MER is a 501(c)3 organization.

Some interesting Division news this year:

- Philadelphia Division, with the MER Board and county members' approval, annexed New Castle County, Delaware. New Castle includes Wilmington. They'll be

There is some movement afoot to restart a Division in the Baltimore area; this was formerly Mount Clare Division. I would definitely like to see this happen. The primary need is for someone to take the Superintendent role.

Here is some final information on the MER 2006 Business

continued on page 4

tracks were never renumbered. If a yard had fifteen tracks numbered and tracks 4 and 9 were removed, the tracks would still be numbered 1 – 3, 5 – 8 and 10 – 15. The railroad never changed the numbering system.

On the Pennsy in Norristown, PA the railroad had a two track main line running east and west. On the north side of the main lines at Norris tower were three siding tracks named: the front, middle and back tracks. Some years ago, the middle track was torn up, but the front and back track still exist and are known by their original names.

On the south side of the main lines was a nine track yard. The track just south of the No. 1 main track was called the long track. Apparently this track extended westward beyond the other yard tracks which were numbered 2 – 8. There was no No. 1 track. The yard tracks were stub end, except for the long track which joined the No. 1 main track at a hand operated switch. This switch was located about five car lengths west of the stub ended track bumpers. There was a No. 9 track which came off of the long track east of Norris tower and that was used as a shop and clean out track.

On my layout, I constructed a large nine track storage yard where the trains back into after they completed their switching sessions. These tracks were numbered 1 – 9. Then I decided to make a small stub ended yard under the far end of the storage yard so I could run some short interchange trains. To access this new yard, I took the old No. 1 track and made a long hill out of it to reach the interchange yard. Care to guess what the track is named? If you guessed the hill track, you are correct. I didn't even renumber the tracks, just like the real railroads do.

On the other side of the layout, I have a five track hidden yard. A few years ago, I removed the boards so I could renew the old brass track with nickel silver. I finished the project by only recovering part of the tracks so I can see what is in the yard and also to keep the tracks clean. I used to call those tracks, the hidden yard. Now I call them, the old hidden yard.

On another part of my railroad I have a three track main line. On a piece of it, which I never used as a main line, I erected a bumper at one end. Now it is called No.3 storage track. As you can see I have used some ideas from the prototype railroads and explained a little about how they number their main and yard tracks. I hope this is useful to you in modeling.

**E. WINFIELD GROSS** lives in the Philadelphia Division 3 and models HO scale. 

Meeting event on October 28, 2006, at the Tidewater Division Train Show:

- **Friday:** Chuck Davis will have his layout open 3 PM – 9 PM for those coming into town early.
- **Saturday morning:** Richard Hudson will host an open house. Saturday is also the Tidewater Division Train Show at the convention center; admission for MER members is free if you bring something for Toys For Tots. The MER Board will meet from 1-4 PM at the convention center. The train show closes at 4 to the general public. The MER business meeting will take place once the show is closed up for the day, inside the convention center—probably 4:30 or 4:45, should only take about 30 minutes or so. Then we will go to dinner down the street at Beach Bully's BBQ.

In the evening there will be another open house hosted by Tom Sullivan, which will start at 6 PM and go to about 9 PM or so, so if you don't want to go to dinner that early, you can go to an open house.

The 2007 MER Convention is Oct 18-21 in Lynchburg, VA, at the Kirkley Hotel. We had an interesting idea pop up for this time around, good enough that I think we may want to continue it in the future. There had been some discussion about doing a "train show", but really not enough room for it (unlike last year in Raleigh, where we had huge space). What to do instead? Ken Montero's suggestion was a "train expo", which we fleshed out to be an "MR Expo" for small manufacturers within the MER—those who embody the "Made in the MER" story series. We are looking for suggestions of whom you know that we should invite (we have about 10 names now), remembering there's not a lot of space.

Vicki Garner is in poor health at the moment, I'm sure Norm would appreciate hearing from you.

Congratulations to Doug "Mr. FSM" Kirkpatrick on becoming MMR. See some of his layout photos here on page 3. 



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# The Shelf Layout Company, Inc.

By Roger L. Cason, MMR  
Photographs by Lance Mindheim

**MADE IN  
THE MER**

**N**O TIME TO BUILD your own layout? No problem!! Lance Mindheim (owner of “The Shelf Layouts Company”) is ready to give you a hand. Lance’s full time business is building layouts for other people.

A civil engineering graduate from Purdue, Lance worked for four years in the heavy construction industry. He then sold insurance for about seventeen years. From there, he moved part time into the not-so-heavy construction business of building model railroads for other people. Five years ago, after several years of both building models and selling insurance, he moved full time into model building. His work has been featured in more than eight articles in the model railroad press.

Like most people in the model railroad business, Lance is an avid modeler. He has not one, but two layouts—an N scale layout depicting the Monon in Bloomington, Indiana in 1955, and an HO switching layout that depicts the CSX in the Miami, Florida area.

Lance works with customers—one on one—to supply what the customer chooses not to do, or is unable to build. Moving up in complexity, he builds many layouts that are mechanically complete and fully operational, but which have no scenery or structures. (This has been the most popular option.) He can also supply a layout that is complete in every detail and built to customer specifications.

Size may be as small as a switching layout, or as large as the proverbial “basement empire”. His largest-ever layout was a 35’ x 12’ N scale “empire” that took a year to build, and cost in the low six figures. Many of his customers are skilled model builders

who cannot build a complete layout because of time pressure from their profession or business. Many of them have specific prototypes in mind, and will contact Lance having done the

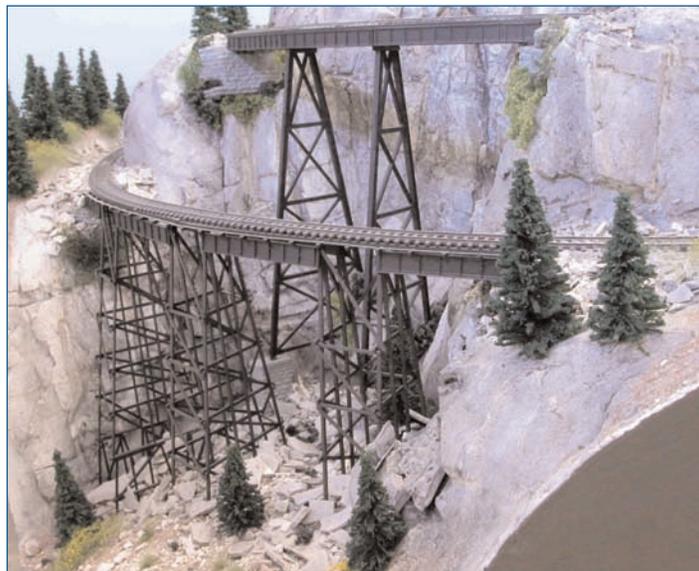
necessary prototype research. Most customers are individuals rather than businesses. Lance is most comfortable working in Z, N, HO or S scales—i.e. little O scale, and no 3-rail or G gauge. Roughly 80 percent of his business is in HO scale.

Within reason, Lance will build almost anything the customer wants, whether it’s a “shelf layout” or not. The business title simply refers to the current tendency to build layouts long and narrow (up to maybe 24” wide), rather than creating a table top spaghetti bowl of track work.

Like many of us, he notes that the hobby is changing. Rolling stock and scenery materials are clearly superior to what was available some years ago. To a degree, it has become a hobby of “accumulators” rather than scratch builders. Lance also notes several business realities. His business volume tends to be cyclical, moving up and down with the stock market. And, like any business, marketing is a constant concern (“building stuff is the easy part”).

Lance exhibits at Timonium and occasionally at other shows. The quickest way to see his work is his website: [www.shelflayouts.com](http://www.shelflayouts.com). Or you can contact him at 3204 Verona Drive, Silver Spring, MD 20906. He is also available by phone: (301) 404-8164 and email: [lmindheim@shelflayouts.com](mailto:lmindheim@shelflayouts.com).

**ROGER CASON, MMR** lives in the Philadelphia Division 3 and is very active both locally and nationally. His accomplishments are many—including reporting on “Made in the MER”. 



**A section of a complete fully scenicked layout, including two scratch-built trestles.**



**A mechanically complete layout, ready for owner-installed scenery and structures.**

# An Overlooked Power Tool: The Bandsaw

Article and photographs by: Martin Brechbiel

**I** KNOW THAT THERE have been several notes, helpful hints, or articles over the years that have touted various microscopic power tools for layout and model building. The drill press has been used for everything above and beyond drilling; both drum sanding and surface milling come to mind. The ubiquitous table saw



**Figure 1: Running all of your scrap wood through the bandsaw to the correct dimensions will make sure a tie shortage would never affect you again!**

seems applied to numerous chores beyond the cutting of lumber for layout construction; milling of roof sections and the cutting of scale stripwood are but two examples. Also, using a reciprocating or sabre saw is a routine tool for cutting both curved plywood and with a knife blade, cutting Homasote. I suggest that you seriously consider using a bandsaw for nearly all of these chores. My experience is with an older Craftsman 12" bandsaw, and while I don't own a table saw, I do have a radial arm saw (and all of my fingers!), so I have had the benefit of both types of saws (and a sabre saw) while building my layout and models. I'll give a couple of examples of the uses that I have encountered that make me head to my bandsaw first (not just that the radial arm table is piled with stuff!).

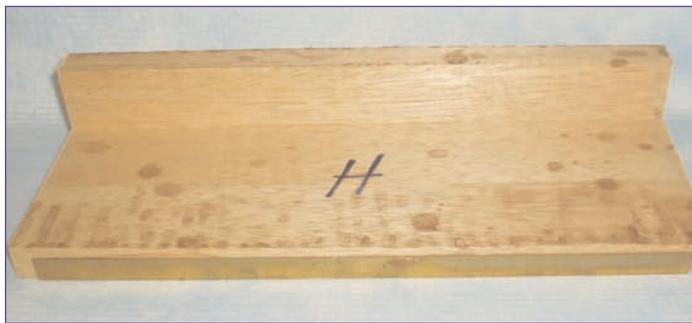
I was approximately 60 percent through building my basic layout—framework, risers, curved plywood underlayments for Homasote, and following that closely with cutting Homasote. I had gone through a pack of wood cutting and knife edge blades for my sabre saw and just did not feel like another expedition to Home Depot when I turned to my idle bandsaw. Now, I knew that cutting the curved plywood would be a snap and immediately went 100% to my bandsaw for cutting all plywood that was less than 2 x 4 feet. However, I had always been told that a knife edge blade in a sabre saw was “the only way” to cut Homasote without choking on the dust, and that the knife edge “sealed” the angle cut on the road bed. Despite warnings and better judgement, I ran a

piece of Homasote through the bandsaw. Much to my surprise and that of dubious onlookers, minimal dust and a fast, clean, and “sealed” cut was the result. So much for my now idle sabre saw! From that point on all of the Homasote was cut by bandsaw.

Now, I was still approximately 50 percent through gluing down Kappler ties for hand laid code 125 track when ties seemed to be unavailable from anywhere and I was going to run out long before I finished (and, can it ever be finished?). I had two good scrap boxes, better than a cubic foot, full of scrap from building the layout and host of other projects around the house. After a little thought, the bandsaw re-entered the picture. See figure 1. If I could run all of this scrap wood through the bandsaw to the correct dimensions, a tie shortage would never affect me again!

First thing to do was to build 3 jigs with a height, width, and length that would fit into the guide slot. I made these from some scrap 1 x stock glued and screwed together literally in the guide slot. I measured directly off the blade to get the distances correct. I also added a brass plate to the jig surface to shim for correct dimension and to provide a stable surface to run my scrap through the saw. See figure 2. That accomplished, it was just a simple matter of setting each jig in place and sequentially quickly converting the scrap wood to ties. See figure 3.

Yes, they may be a little rough, but some quick sanding made them ready to be glued down to the Homasote roadbed. One of the nice things about these ties is how they appear after being glued down and sanded level for spiking rail; they retain a lot of



**Figure 2: A brass plate to the jig surface will allow you to shim for correct dimension and provide a stable surface to run scrap through the saw.**

the saw marks from their making. Also, since my scrap box had white and yellow pine, poplar, mahogany, and red oak in it (Do not try to spike rail to oak ties!), and some other stuff, my ties before and after staining have some color variation. Those Kappler ties are just so uniform as to become boring. Independent of your modeling and era interests, perfect, polished, smooth uniform ties probably were not standard anywhere. Since this experimentation I've moved on to cutting scale lumber and beams for car bodies, tunnels, bridges, and so on. The thin cutting kerf of

the bandsaw also does not waste as much wood as compared to circular saws.

One caution is to not be afraid to invest in new blades. Just like every other cutting operation, results are only as good as the tools you use and a sharp knife or saw blade gives higher quality to all



Figure 3: By setting each jig in place you can quickly convert the scrap wood to ties.

of your work. The only other caution is to keep all of your body parts attached where they belong; to me a bandsaw is much safer than my radial arm saw since the blade is in a fixed location, but getting nicked is no fun. You can push a very small piece of wood through the blade, but be careful!

**MARTIN BRECHBIEL** lives in the Potomac Division 2 and models O scale.

## Train Humor

A man had to attend a large convention in Chicago. On this particular trip he decided to bring his wife. When they arrived at their hotel and were shown to their room, the man said: "You rest here while I register for the convention – I'll be back within an hour."

The wife lies down on the bed... just then, an elevated train passes by close to the window and shakes the hotel room so hard she's thrown out of the bed. Thinking this must be a freak occurrence, she lies down once more. Within minutes, another train shakes the room so violently, she's again pitched to the floor.

Exasperated, she calls the front desk, asks for the manager. The manager says he'll be right up. The manager (naturally) is skeptical but the wife insists the story is true.

"Look... lie here on the bed – in a minute or two you'll be thrown right to the floor!" So he lies down next to the wife. Just then the husband walks in. "What," he says, "are you doing here?"

The manager calmly replies, "Would you believe I'm waiting for a train?" 🏠

# 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 2 – Potomac

Douglas Kirkpatrick – *Cars*  
Douglas Kirkpatrick – *MMR #584*

### MER At Large

Ted R. Byrne – *Author*

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**.

### Notice!! AP Participants & Divisional AP Chairs

I have received over the last few months several incomplete or missing pages of the AP SOQ forms. Please download the latest forms (all are dated May 2006). Also please send me ALL of the SOQ pages for the particular AP Certificate that you are submitting. Make sure that ALL of the lines are filled out, especially on SOQ Page 1. Record & Validation forms are just a different means of conveying the same information as on the SOQ forms. If all of the SOQ pages are included, I don't need the Record & Validation forms. Thank you.

### Congratulations – Douglas Kirkpatrick MER's Newest MMR # 384

Minutes before completing this column, I received notification of the approval from National of Douglas Kirkpatrick's Cars Certificate. Cars being his seventh certificate, he also earns the title of Master Model Railroader # 384. His other certificates are in Structures, Scenery, Engineering – Civil, Engineering – Electrical, Chief Dispatcher and Volunteer. By the time you read this, the news will be out, but please offer Douglas congratulations on obtaining this award. 🏠



Douglas Kirkpatrick  
MER's newest  
MMR #384

# A Series of Articles: Modeling on the Cheap - Part Deux

Article and photographs by Rick Knight

**B**Y NOW, based on part one (read the September/October issue of **The Local**), I hope you have a large box (or two—or three) filled with “raw trees” stashed under your layout, waiting for the need to forest an area.

First, it’s time to do some shopping. Start with WalMart—this time for hairspray. You’re looking for a pump spray bottle of something with heavy hold. I’m partial to Rave 4X Hold. It comes in a silver plastic bottle. I suppose you could use an aerosol can, but I like the pump spray even though several hours into the project my finger is about ready to fall off. The pump spray allows me to control the spray—and doesn’t rush out of the nozzle like a fire hose. I usually buy eight or more bottles at a time and, yes, I’m used to the funny looks I get from fellow shoppers in the checkout lines.

You’ll also need to visit the local hobby shop for several shakers of ground foam. I’m partial to the Woodland Scenics flavors. Once upon a time, I used the “regular” ground foam, but lately I’ve decided that I really prefer the “fine turf” ground foam. I recommend several different shades of green (green grass, burnt grass, weeds)—and maybe a little yellow grass, too. There are also ground foams in shades of brown and red that are useful. Take a good look at a

wooded hillside and you’ll see several shades of green and a couple of trees that have dead branches, yellowing branches and the inspiration you require. Uniformity of color is a concept, not a reality.

You’ll need a whole stack of newspapers. You’ve got to cover your workbench surface with six, eight or even ten layers of newspapers to sop up all of the overspray. Don’t forget placing a layer or two of newspaper against your tool racks. I also recommend the use of a shallow pan, actually a cheap cookie sheet with a small lip around all the edges works wonders to catch the bulk of the hair spray that misses the target. I have also used the

cover of a popcorn or fruitcake tin.

Those food service gloves we used in the painting stage will come in real handy again. The first time I did this phase I didn’t use the gloves. After an hour I could not move my thumb and index finger—the lacquer in the hair spray had solidified! Two (or more) scrap pieces of one inch blue (or pink) foam board – maybe one foot by two feet in size—comes in handy for holding the interim product.

I use a large (two foot) stainless steel mixing bowl to catch the surplus ground foam. You could sneak one out of the kitchen, but why not have a dedicated bowl? It avoids



Photo 1: Cleaning each weed.



Photo 2: Holding the “tree” over the shallow tin pan (the cookie sheet or the lid of the popcorn tin) and douse the tree with the hair spray.

a lot of stress.... And make sure that your cookie sheet isn't one of the cook's favorites. There are some cheap ones at the Dollar store!

You will also need a good exhaust fan. If you're operating in the garage, like I am, a simple box fan will move a lot of air. After you've produced a dozen or more trees, you'll "smell" why this is important.

I start with cleaning each weed. Just before applying the spray paint, I knocked off a lot of the leaves. This time around I'm going to clean out all of the old leaves—they throw off the scale look of the trees. And I'm going to remove anything that doesn't fit the shape of the tree I'm trying to create. See photo 1.

My 'tool of choice' in this phase is a pair of tweezers. Usually just tapping on the leaf will cause it to fall off, but sometimes they need a bit of a tug. I'll leave the stem six inches or more longer than I really want, to give me a good "handle" to work with. I use a pair of Xuron rail nippers and I try to cut the stem at a 45 degree angle to make "planting" the tree easier.

When the bare tree is ready, I hold it over the shallow tin pan (the cookie sheet or the lid to the popcorn tin) and douse the tree with the hair spray. The tin pan will gather a lot of the excess fluid—and the newspaper on the bench will absorb the overspray. Turn the tree and get all of the surfaces. See photo 2.

With the tree glistening, move it over the stainless steel bowl and begin to shake your ground foam onto the limbs.

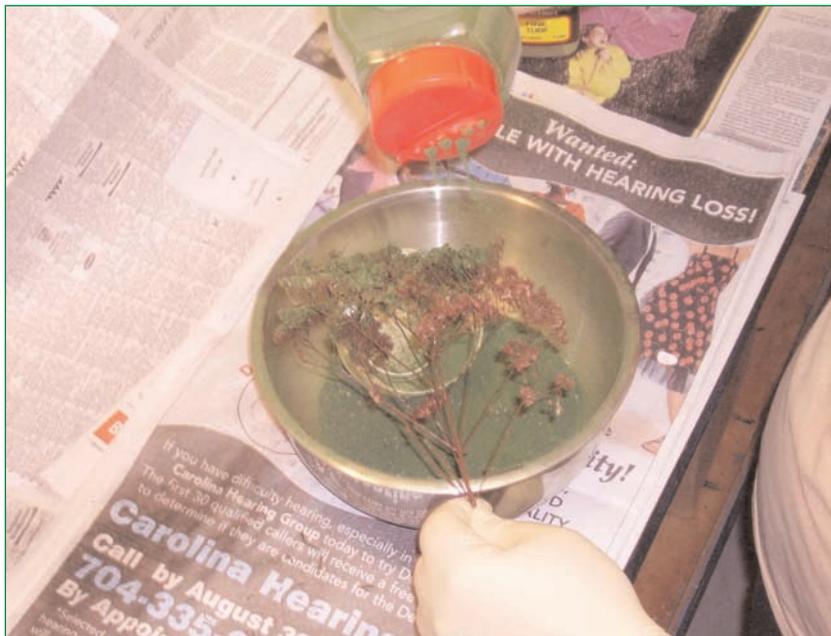
The bowl will gather the excess—which you can "recycle"! I use one or two colors on each tree. See photo 3. There is no set pattern—it's just whatever I grab first. Every now and then I use just the yellow or the red hues to model the "distressed" trees or the red maples or whatever. And every so often I use the recycled material in the bottom of the bowl.

When the tree is covered to your satisfaction, pop it into one of the sheets of blue foam (call this one Foam Board #1) and move on to the next tree. When Foam Board #1 is filled with trees, take the hair-spray and very gently 'rain' some spray down over the tops of the trees to set the foam. See photo 4. As the mist settles on the trees, you can direct a bit more of the spray at them. Put Foam Board #1 over to one side and work on filling

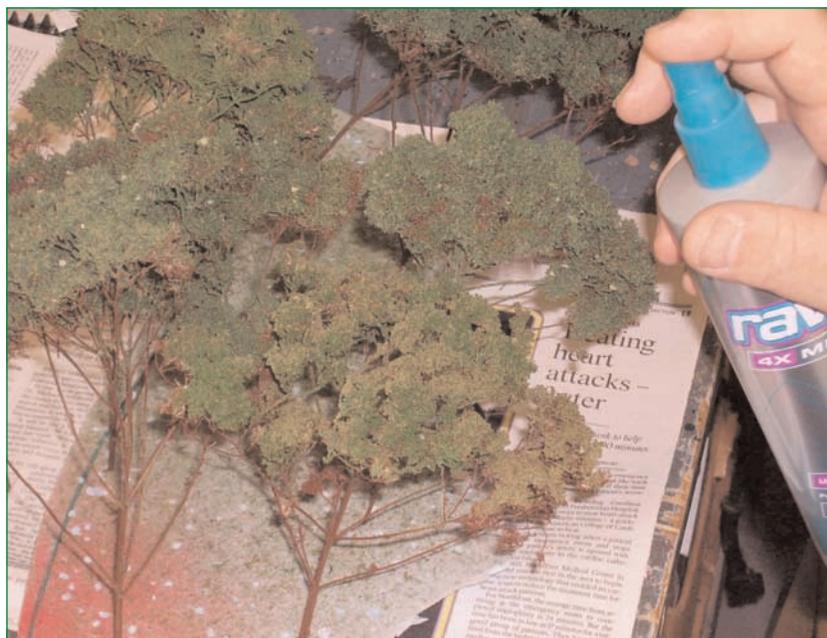
up the second foam board (Foam Board #2). When you've filled up Foam Board #2 and finished "setting" it, you're ready to plant the trees on Foam Board #1.

Using the 'two board method' you can make a serious dent in your forest project in an evening. And the price per tree is pretty good! Next month we'll explore creating a natural ground cover that is even thriftier. In preparation you'll need to get down to the local Goodwill store and pick up a blender.

**RICK KNIGHT** lives in the Carolina Southern Division 12 modeling HO scale and is the current Superintendent. 🏠



**Photo 3:** With the "tree" over the stainless steel bowl, begin to shake your ground foam onto the limbs.



**Photo 4:** Taking the hairspray and very gently "raining" some spray down over the tops of the trees to set the foam.



This display also won:  
*Popular Vote—Display*  
*2nd Place Display Off-Line*  
 N Scale Pennsylvania Bank Barn

Frederick Monsimer—First Time Modeler    Norristown, PA  
*3rd Place Steam*  
 HO PRR 9630 Class L-2 Mikado  
 AP Kitbashing Freight Car  
 HO X260C Box Car  
 HO Snow Plow  
*Testors Floquil Non-Revenue Award*

Richard Newmiller, MMR                      Dresher, PA  
*1st Place Structure Off-Line*  
 HO East Broad Top Railroad Yard Office  
 The Yard Office also won:  
**Model Railroading Magazine—Highland Station Award**

Frederick Willis                                  Haddonfield, NJ  
*The Ma & Pa Modeling Award*  
 HO Ma & Pa 1905 Gondola

**MODULE CONTEST:**

East Penn Traction Club                      Cheltenham, PA  
*1st Place Group and Module Chairman's Award*  
 O Scale Trolley Layout

Strasburg Model Railroad Club              Marlton, NJ  
*2nd Place Group*  
 HO Strasburg Railroad and Railroad Museum  
 of Pennsylvania

Bob Dietrich                                      Downingtown, PA  
*1st Place Individual*  
 HO EPTC Pittsburgh Railways South Hill Junction

Jamie Woods                                      Havertown, PA  
*2nd Place Individual*  
 N Scale Falls, Pennsylvania

**FAVORITE TRAIN POPULAR VOTE CONTEST:**

John M. Johnson                                  Franklin, VA  
*3rd Place*                      HO PRR Freight in "Yard"

**RAILROAD PASS CONTEST:**

C. W. Day    Potomac Falls, VA  
*1st Place*                      Day & Dean Railroad

**PHOTO AND SLIDE CONTEST:**

Roger Cason, MMR                              Wilmington, DE  
Color Prototype  
*1st Place*                      Smoke and Steam at  
    Helmsteder's Curve  
*2nd Place*                      The View from the Tunnel  
*3rd Place*                      Going Downhill at Fairhope, PA

B&W Prototype  
*2nd Place*                      The Curve in Black and White

Ron Baile    Westmont, NJ  
Color Slide Model  
*2nd Place*                      Locomotive Angie Negotiates  
    the River Branch  
*3rd Place*                      WF & W Shay #2 Leaving Town

**ARTS & CRAFTS CONTEST:**

Richard Newmiller                              Dresher, PA  
*1st Place Railroadiana Original*  
 Wooden Lantern Table Lamp 

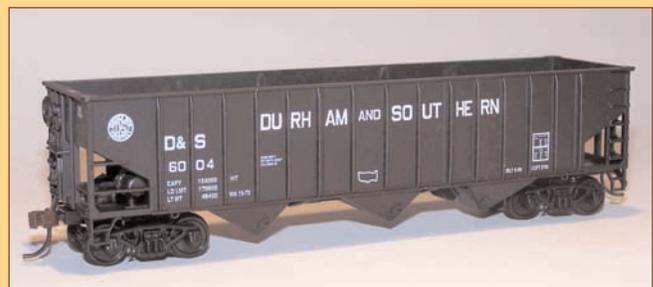
## Durham & Southern Railroad Hopper

Carolina Piedmont Division 13 presents its 2005 Limited Run Model HO scale Durham & Southern Railroad 70-Ton, 3-Bay, 14-Panel Hopper cars, series 6000-6049 for sale. These kits were offered to attendees of the MER-NMRA Rails to Raleigh Convention in Cary, NC in October 2005.

Produced by Stewart (Bowser), the car is finished in black with white lettering. Six car numbers are available, they are: 6004, 6007, 6009, 6014, 6017, 6019 with a build date of 05-1959. There are a limited number of kits left in stock. These kits are priced at \$15 each plus \$5 for shipping & handling per order. If you would like to order these car kits, please mail a check or money order to:

Mr. John Rudisill  
 330 Bradford Place  
 Clayton, NC 27520-5607

Payments must be in U.S. dollars and made payable to CPD13. Be certain to include your mailing address as we ship via U.S. Postal Service. Enclosed with each order will be a data sheet from The Official Railway Equipment Register, January 1973.



# The Carolina Southern Division: Wade's Train Town

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

**F**OR THE PAST FEW ISSUES I have been updating you on a project being taken on by the Carolina Southern Division 12. A group of volunteers started rehabilitation on an abandoned model railroad. Wade's Train Town is the life's work of Wade Warren, who died in 1995. It had been abandoned for months and the Town of Brookford (located just south of Hick-

ory, N.C., for those out of state or just can't remember) was considering having it dismantled and removed. The town was willing to allow the layout to stay if a group would take up the care and maintenance.



As work sessions on the layout continue. October 2006.



On July 20th progress continued by removing buildings and the loose scenery materials in preparation for more permanent scenery and trackwork rehabilitation. This job was finished on

As track gets laid, the final scenery is beginning to be put in place. There are lots of 'sub-scenes' under development and restoration—not the least of which is the impressive carnival grounds with operating rides and attractions.

During September the relocation and re-installing of the track was almost finished. This should be complete by the first week in October. As the track was relocated, re-installation has begun

on the buildings and scenes on the layout. This will be a continuing project for quite a while after the layout becomes operational again.

Anyone who wants to participate and all sorts of skills are valuable—even so called “beginner skills” for those interested in exploring the hobby and trying it out before making the “plunge” with their own layout. The restoration program work remaining includes the following major activities:

**AUGUST – OCTOBER**

- Cleaning and restoring the existing layout structures grid-by-grid
- Restoring and repairing the electrical system
- Cataloging, repairing, and restoring locomotives and rolling stock

The layout is open for restoration sessions every Thursday evening between 6 PM and 10 PM. The goal of the restoration program is to have the layout ready to begin regular monthly open houses by November 2006—which is also National Model Railroad Month. Additional restoration sessions can be scheduled based on the desires of those working on the layout and will be addressed on an as-needed basis in the future.

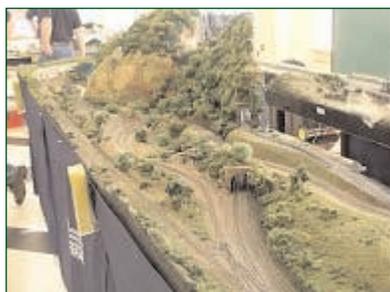
If you are in the area and interested in joining this group, contact Carolina Southern Division Superintendent, Rick Knight at [rghk3@energyunited.net](mailto:rghk3@energyunited.net). Continue reading **The Local** or visit <http://www.bytedesign.com/CSDiv/brookford.htm> for updates. 

# The Potomac Division's 2006 Minicon

*Photographs and article by John Griffith*

**O**N MARCH 11th, 2006 the Potomac Division held its annual Minicon at the Emanuel United Methodist Church in Scaggsville, MD. It turned out to be a great day for all.

The weather was spectacular, sunny and 82 degrees. The Board had worried about what early March would be like, but when the day broke clear and warm we knew we had a winner.



**NVNTrak's layout at the Potomac Division's Minicon.**

This was Potomac Division's first attempt at a Minicon in Maryland in quite a few years. Since we have about half of the members living in Maryland it seemed like an appropriate idea. Despite the Board's worries that they would be the only ones in

attendance, eighty-four members showed up to take part. Many of the attendees were from the old Mt. Clare Division and enjoyed an opportunity to join the activities.

NVNTrak turned out in force. They set up a regular modular layout as well as a Table Top layout for the participants enjoyment. During breaks they conducted mini scenery clinics.

Another layout present was Peach Creek Shops, Iron works. It depicted in great detail the workings of an Steel Mill. The layout complemented John Glaab's "Introduction to Steel Mill Modeling" clinic.

Clinicians came from as far away as North Carolina to share their knowledge. Other clinics ranged the gamut with something for everyone. Some clinics that were presented: make it and take it bridges; animated roll up doors; scenery how tos; signaling; how

cranes and steel mills work; history; advances in DCC, and casting.

Along the way there was plenty of other activities. The church women made sure there was plenty of good food. The Boy Scouts held a railroad merit badge workshop with the Division providing an Operation Lifesaver clinic. Clint Hyde ran a white elephant table. We also had our normal model contest and AP judging along the way.

At noon we held the annual business meeting. Discussed were the Strasburg Railroad Museum trip planned for September 9th. Presentations were made by the MER to Mr. Bob Minnis in recognition of his four years of service as a Director on the MER



**John Glaab's steel mill diorama.**

Board and Mr. Ron Schmidt received a plaque in recognition of his ten years as Treasurer of the MER Board. Bill Day won the model contest. As the final piece of business the following were elected to the Potomac Division

Board of Directors: John Drye, John Griffith, Marshall Abrams, Mark Andersen, and Bill Demas.

If you missed this year's Minicon, mark your calendar for next year, March 24, when we will be back in Virginia. This is one hobby where you get out of it what you put into it. Have fun!

**JOHN GRIFFITH** lives in the Potomac Division 2 modeling both HO and HOn3 scales. 

# SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER



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



These 40' RF&P PS-1 HO-Scale box cars are Accurail bodies, custom painted by Accurail. They are blue with aluminum-colored doors, and feature prominent white lettering.



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.



Small Freight Station, Tichy windows and detail parts, laser-cut walls, roof, tar paper, and stripwood for the platform.



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#2836	_____	\$11.95	\$14.95	\$_____
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Shipping: \$2.00 for each car (not for each order)				\$_____

\* Please list your MER or NMRA Membership # \_\_\_\_\_

<b>MER CLOTH PATCH**</b>	QUANTITY _____	\$3.00 including S&H	\$_____
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<b>MER HO-SCALE STRUCTURE KIT**</b>			
Bunn's Seed & Feed	QUANTITY _____	\$75.00 postpaid	\$_____
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(all issues 1997-2006) on CD	QUANTITY _____	\$5.00 postpaid	\$_____

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## Artist of the Month

### The Rainbow Express

by Joseph, Age 9

**EDITOR'S NOTE:** Joseph is one of my nephew's and decided to draw me a picture of a recent summer visit. I wasn't allowed to look until he was finished and this was the ultimate result. Enjoy the holiday's and spending time with your family.  
— Your editor, S.K.

## THE SILENT AUCTION AT INDEPENDENCE JUNCTION 2006

Article and photograph by: Mike McNamara

**A**S MOST OF YOU KNOW, the New Jersey Division was called upon to assist with Independence Junction 2006, the NMRA National Convention in Philadelphia this past July. Specifically, the Division was asked to run the Silent Auction. For those who are not familiar with the Silent Auction, this is an activity where members bring in their model railroad items to sell to the highest bidder. This has occurred at the last few national conventions and has become quite popular. It is a bit different than a regular auction however.

The items are logged in and then spread out on tables for other members to look at over the first few days of the convention. If someone sees something they like, they write their bid amount and convention registration number on the slip of paper next to the item. This works a bit like eBay where you can see what the current highest bid is. However, if you really want something, you need to check on it regularly to see if you have been outbid.

Bidding is closed at a specified time and the winners are determined. The IJ2006 Silent Auction was chaired by Bob Clegg and he did a great job. Entry of items started on Sunday afternoon and this continued throughout Monday. Over 1,300 items were logged in and on display for bidding!

Viewing of items and bidding occurred on Monday, Tuesday

and Wednesday. On Wednesday night bidding ended and the winners were determined for each item. Items not bid on were set aside to be returned to their owner.

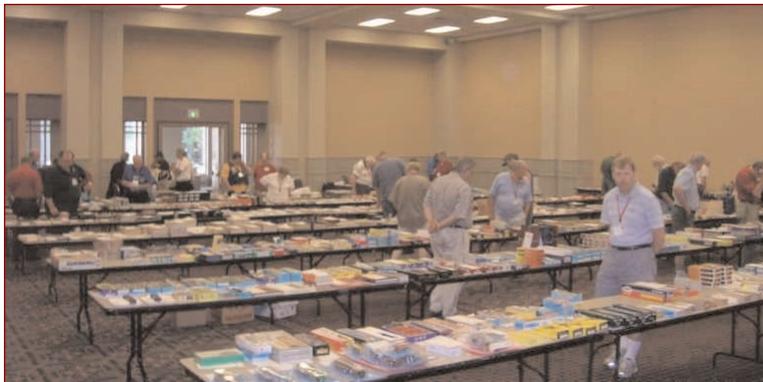
Thursday morning was the settlement with the winning bidders. They paid for their items and picked them up. That was mostly finished up by noon and then the sellers arrived to pick up their payment and any leftover items.

There were a few issues, but these were worked out quickly and almost everyone reported that the Auction went very well. The final accounting is still in progress as this was being written, but well over \$20,000 was bid on the items.

The Division will receive a commission percentage of the total, which should help us acquire new equipment to make the Division Meets even better. Many thanks to all those who volunteered to help out.

**EDITOR'S NOTE:** This appeared in the September 2006 newsletter of **Clinkers**, and is reprinted with the author's permission. **Clinkers** is the publication of the New Jersey in the Mid-Eastern Region.

**MIKE MCNAMARA** is the current Superintendent of the New Jersey Division 1 and also edits the Division newsletter **Clinkers**. 



Members browse the selection at the silent auction of Independence Junction 2006.

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**CALLBOARD  
 Coming Events**

**November 4, Clinics: 9:00AM – 12PM; Layouts: 1PM - 6PM.** Joint Meet by the Philadelphia and New Jersey Divisions in Wilmington, DE. Location: Community Building, Brandywine Town Center Rt. 202 and Naaman's Road (DE 92). Clinics: Restoration of LV Alco C-420 DCC Sound Decoders. Contact Mike McNamara for more information, (856)-824-0879 or email [mikemenh@comcast.net](mailto:mikemenh@comcast.net).

**November 10, ALL DAY. TAKE YOUR TRAIN TO WORK DAY.**

**November 25-26, Noon to 4PM both days.** Cheltenham Model Railroad Club Open House. 8000 Old York Road (at railroad bridge), adjacent to Elkins Park Square, Elkins Park, PA 19027. Admission free, but donations gratefully accepted. For more information, call (215)-635-9747, or visit: <http://www.cheltenhammrr.org>.

**January 6-7, Noon to 4PM both days.** Cheltenham Model Railroad Club Open House. See above for information.