

The Local

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Number 1

Independence Junction: One Experience

By John Janosko

IN JULY I ATTENDED the National Convention in Philadelphia. My wife and I stayed with friends in Ambler, PA. I was able to take the SEPTA R5 line from Ambler to the old Reading Terminal in Philadelphia and save all the hassle and the parking fees. The weekly pass was \$28.00. The SEPTA R5 line is part of one of the old Reading lines that served the Philadelphia area for many years. Since I took the high-speed electric train each day for a week, I took note of the area that this line went through on its way to Philadelphia. One of my favorite parts of the hobby is buildings and scenery and this daily ride gave me some thoughts as what I needed to add to Dick Buchan's trolley line.

One thing that became very apparent was all of the barriers along the line. Old stone fences, cyclone fences, wrought iron and wooden fences in all kinds of shape. On one section, the vines and weeds had covered a wooden and stone fence so deeply that it was hard to tell that a fence was still there. There was also a creek that parallels a good part of the upper part of the line, going from one side of the line to the other. At one point it forms a nice oxbow.

The stations also are a mix of wood (painted depot buff with a reddish brown trim), brick and stone. Each station has a uniqueness of its own. Many of the stations have been around when the Reading originally owned the line. The catenary poles also are a mix; some are painted black, some have a newer coat of paint while others are rusted. There were even some that were painted beige or brown about 6 feet up and then the rest black. I could not figure out why this was done. The relay and phone cabinets are also a mixed bag. Some of the phone boxes are still made of wood. The relay cabinets were mostly steel or aluminum and quite

a number were enclosed by cyclone fences with razor wire on the top. Many of the new cabinets have the name of the town or lettering and numbers. This is something that would add a lot of detail to our model layouts.

Wayne Junction was another one of the areas I went through on my way to Philadelphia. Besides the mandatory tower; there are various cabinets, small utility buildings and an area where SEPTA keeps some new ties and rails. At one time you could tell this line was heavy with sidings. Some of the track still exists even though the switches have been removed. One track still has a tank car on it that looks as if it just came out of a PRO 2000 kit that had some heavy weathering. Even the bridges were painted various colors. Most were black but some were a light green while one was even painted an off white.

The line is well maintained and the ballast is in very good shape except for a few sidings. South of Wayne Junction we parallel to a single freight line. I am not sure who operates this line as I only saw some freight cars and no engines. It later goes under our tracks and then seems to disappear. We also cross over some old PRR tracks and you can see some old left over tracks of what was once a junction between the Reading and PRR. Before entering the underground you can see where the Reading tracks and bridge abutments were that fed the old Reading terminal in its heyday.

At Wayne Junction SEPTA has one of its maintenance facilities. Tracks are loaded with various maintenance vehicles, ballast cars, flats etc. on the east side of the tracks. On the West side are many SEPTA commuter trains in storage or on the ready tracks

continued on page 4



Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

I TRUST ALL OUR MEMBERS and friends had a good Model Railroad month last November and enjoyed the season of holidays, perhaps with a railroad theme. Who could forget their first trains rushing around the Christmas tree? That image always returns for many of us during the holiday season.

The New Year brings to mind statistics of what has happened during the past year. Our membership remains solid at 2261 with an additional 214 friends who join in the fun. 34 percent are enjoying the printed and mailed version of this newsletter while another 12 percent keep posted on the Region's activities through the electronic version of our newsletter.

And speaking of statistics, just for fun I took a look at the ages of our membership. Of the 2350 members and friends who have registered their birth date with NMRA National and the Region, the age span of MER members ranges from 9 to 96. The average age is 61 and the median age is 62.

Another little piece of statistical fun: We have the modeling scales registered for 825 members. The distribution looks like 80 percent for HO scale, 10 percent for N scale, 7 percent for O scale, and the remaining 3 percent divided up between G, S and Z scales. For simplicity sake, I have used only one scale per modeler even though some small percentage indicated an interest in multiple scales. Also a small number of members are modeling in gauge variations in the popular scales, e.g., HOn3 or On30. I have counted all of these folks in the basic scale.

As I mentioned last issue, we continue to get subscription payments from members who already have long-term subscriptions in effect. We love receiving the money but here's a suggestion: **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.**

As always *Keep in Touch* with any questions or changes in your subscriptions or addresses. A current address on file saves the MER some money. 

The Local

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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

THANKS TO EVERYONE who came to the MER Fall 2006 Business Meeting, which was held the same weekend as the Tidewater Division Train Show, and a big thanks to the Tidewater Division for helping organize everything.

In the beginning of November, Noll and I went to the joint Division meet between the New Jersey and Philadelphia Divisions, which was held in New Castle County, Delaware (which had recently been added to the Philadelphia Division's territory). Nice facility...there were two presentations, and a bunch of open houses (it's that time of year in that area, a bunch every weekend in November).

The first presentation was about water softening activities by the railroads for their steam engines. Think about it, all water that isn't distilled is hard to some extent, and some sources are worse than others. Why does this matter? Because when you boil all that water—what's left? The hard gunk, which is mostly calcium and limestone compounds. Then there is a large maintenance nightmare for the engine repair facilities. So what did they do? Install water-softening stuff near every water tank. Logical, but still is news to me. This system, which significantly reduced maintenance costs, didn't start right away. Not beginning until the C&O (if I am remembering that right?) hired the first ever railroad chemist.

So if you're modeling 1800's steam, not important. But if you're modeling newer steam, you will need some extra structure items with your water towers and tanks. Definitely worth my time to make the trip, as well as to get to say hi to folks up there I know...and it turned out most of the MER Board was there.

In other news, we have upcoming elections this year for Directors again. Dick Genthner is not running again, Chuck Hladik and Herb Gishlick are. This is a good way to get your feet wet with aspects of running the region-level affairs. If you are interested, there are a couple of job descriptions floating around for this, and you need to get your appropriate candidate info to John Johnson again.

I still need someone to volunteer to be the model photographer at the 2007 MER convention. I don't need the AP Author points any longer, and I also don't have the time to get the photographs of everything.

Speaking of the convention, don't forget it is October 18-21 in Lynchburg, Virginia. Planning is proceeding nicely. There's a website (<http://www.trainweb.org/MER2007/>) you can visit now with growing information about the event, including the hotel information and coming soon will be the growing schedule of events. 



GREAT LAKES EXPRESS

Sunday, July 22 – Saturday, July 28, 2007

Visit www.nmra.org/2007

for the latest information
and registration.

Carolina Coastal Railroaders 12th Annual Train Show

New Bern High School
4200 Academic Drive
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Saturday, February 24, 2007 – 10:00 am till 5:00 pm
Sunday, February 25, 2007 – 10:00 am till 4:00 pm

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For more information call Joe Hofmann at (252) 638-8872
or email southernrr@suddenlink.net

For vendor information call Chuck Moody at (252) 633-3382
or email rsechuck@aol.com

awaiting the morning and afternoon rushes of people for the R5 and R8 commuter runs.

The houses along the tracks at Jenkintown have neatly trimmed yards and swimming pools in quite a few backyards. Closer in to Philadelphia the row houses have yards that are small and most have old boards, barrels, clutter and trash either in the yard or leaning on the building or fence. In some of the back alleys you see old and abandoned cars plus trash in the streets. You also see some boarded up houses and stores. Not some place you would want to be wandering around late at night.

A lot of what you see in real life is missing on most of our layouts. By adding some of these details your layout moves on from a typical layout to a scene that your guests will think they have seen

in some of their travels. A lot of these added details do not take much time, but they give your layout a uniqueness that no one else has, even if you have the same kits as all of the other modelers in your area. So the next time you are by the tracks take some pictures and see if you can give your layout some of its own personality. I hope I can do some of that on Dick's trolley layout. Remember this is a great hobby and enjoy it.

EDITOR'S NOTE: *This appeared in the September 2006 newsletter of The Herald, and is reprinted with the author's permission. The Herald is the publication of the Carolina Piedmont Division in the Mid-Eastern Region.*

JOHN JANOSKO lives in the Carolina Piedmont 13 Division and is the current Superintendent. 

To submit your name, photo and position statement for Director election, Contact by April 15:

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A Letter From The Editor

By Steve Kindig

HAPPY NEW YEAR!! It's been a few months since I have written a column—but with the new year here I thought it would be a great idea to keep you updated.

Things have been very busy—from work to gearing up for the “official” model railroad season AKA: winter. At work we recently finished a print quality competition and are in the process of starting to rebuild and maintain our press. We rebuild one unit every year—but it never seems to get any easier or faster. I did have plans to go to the Tidewater Annual show (never have been there, but heard it was good) and visit relatives in the Virginia area but was selected for jury duty the week before and had to cancel and rearrange my vacation. But on the positive side I have done my civic duty and hopefully have been able to use my vacation time closer to the holidays. More recently and train-related, I went to a local train show at the fairgrounds and picked up two great deals

on a center cab locomotive and a boxcar. I have plans to go to a couple of upcoming open houses and the next show at the fairgrounds. I will continue to keep you updated.

Being the new year, I have to ask for more (TONS MORE) articles, how-to's and step-by-steps, stories, callboard items, artwork, local and regional Division news, convention articles and stories, and hints and tips. This is model railroading season and a perfect time to write and earn AP points.

As always, drop me any items for publication or if you wish to comment, correct or suggest something you have seen or would like to see in **The Local** contact me at stevespressrr@yahoo.com or by checking out the contact information on page 2.

'Tis the season!! Happy modeling. 

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!!*

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 registration 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>. 

The James L. Teese New Modeler Award

By Ray Bilodeau
NMRA Contest Manager and
MER General Contest Chairman

THE JAMES L. TEESE New Modeler Award was given at this year's NMRA convention in Philadelphia. Named after the late Jim Teese, MMR, a former Carolina Southern division member and an unusually gifted and creative modeler, the award



One of two views of the winning model.

is sponsored by the Mid-Eastern Region. It is awarded annually at the National convention to a first time modeler entering and achieving the highest score among first time modelers in the judged model contest. The winner receives an engraved plaque and a cash prize for his or her model building efforts.

This summer, Richard Walz a member of the Northeastern Region who lives in Northampton, Massachusetts, won the Teese by building a multi-award winning HO scale Off-Line Display (diorama) entitled, *The Business Block*.

The Mid-Eastern Region and the National contest staff wish to congratulate Mr. Walz on his amazing model. 



One of two views of the winning model.

Putting Your Layout on the Internet

By Mike McNamara

HAVE YOU EVER wanted to get your layout onto the Internet? Perhaps you'd like to put up some pictures and information about your layout for others to enjoy, but you don't know the first thing about creating a web site.

Well, there is an alternative and it is called a "blog." Basically blogs are created by individuals and contain whatever interests them. The website address for the blog is shared with others so they can see what you have to say while you can post entries on a regular basis. Most blogs also feature an area for comments or feedback.

There are many on-line blog services, and many deals are free and require no specific membership. You can just create an account that is linked to your e-mail address and then start putting up your information.

To best see how this can work in a model railroad way, I suggest you visit <http://bostonandmaine.blogspot.com> right now. No really. Stop reading and open up your computer's web browser and go there.

This blog basically looks like a web site, right? It is an ongoing look at the layout of Mike Hamer, a great modeler from Canada who has been featured in **Great Model Railroads** magazine. You'll see that Mike has quite a bit of "posts" to his blog. Each one covers a different topic and is quite enjoyable and is enhanced by great photos and video.

Another idea is represented by a blog Mike participates in for his Friday Night operating group. This one is at <http://fridaynightgroup.blogspot.com>. This one is a bit different as it has multiple contributors, not just one. Each person can create a post on a different subject. Notice that many of these posts have comments. This is a neat feature that allows others to communicate back to you what they think or to provide information about your topic.

So you are probably thinking this is too hard, beyond your capabilities. Well, not true. If you can type, open documents on your computer and surf the Web, you can easily get yourself a blog like this and get your layout or operating group onto the Internet. There is more than one blogging site, but we'll stick with blogger.com, the one that hosts the 2 examples I mentioned above. The first thing you need to do is create an account. Not a big deal and no credit card or personal information is required. All you really need is an e-mail address. Go to the blogger main web page at www.blogger.com and click on Create Your Blog Now.

First, create your user name and a password and enter your e-mail

address. The display name is just how you will be identified on the blog. You can use your full name, or just first name, or even a nickname. Check out the terms of service then click continue.

Next you get to name your blog and choose an address (URL) for it. For the name, you might want to pick your name plus the layout name, such as "Joe's Delaware & Hudson Layout." For the URL, you can choose anything that makes sense, like "joesdandh". For example, I created one called "mainecentral." Follow the instructions on the screen to verify and then click continue.

Next you get to choose a template. This will define how your web page will look. You can always change this later if you want. Choose one and click continue. That's it, your web page, or blog, has been created. To make it worthwhile, click the link to Start Posting. Your first post might be a little background on yourself and your layout. This post is done through a web page and requires no special tools. There are a few simple buttons to format your text (such as bolding and alignment) and a button to insert pictures. Click on the picture button and choose a layout picture from your computer. This will put it in the post and you can drag it around to get the right placement. You can include more pictures or even video. There's nothing too complicated to it.

When you are done, click on publish post and then follow the link to view your web page (View Blog). Wow, that wasn't too hard, was it? And it looks pretty good. Now add more posts and pictures about your layout. Be sure to send the address of the blog to your friends so they can check it out as well.

Although I do have a web site for my layout, I find that the blog provides an easy way to add some things that don't fit into the web site I created. It also is a lot easier to post something to the blog then it is to update my web site!

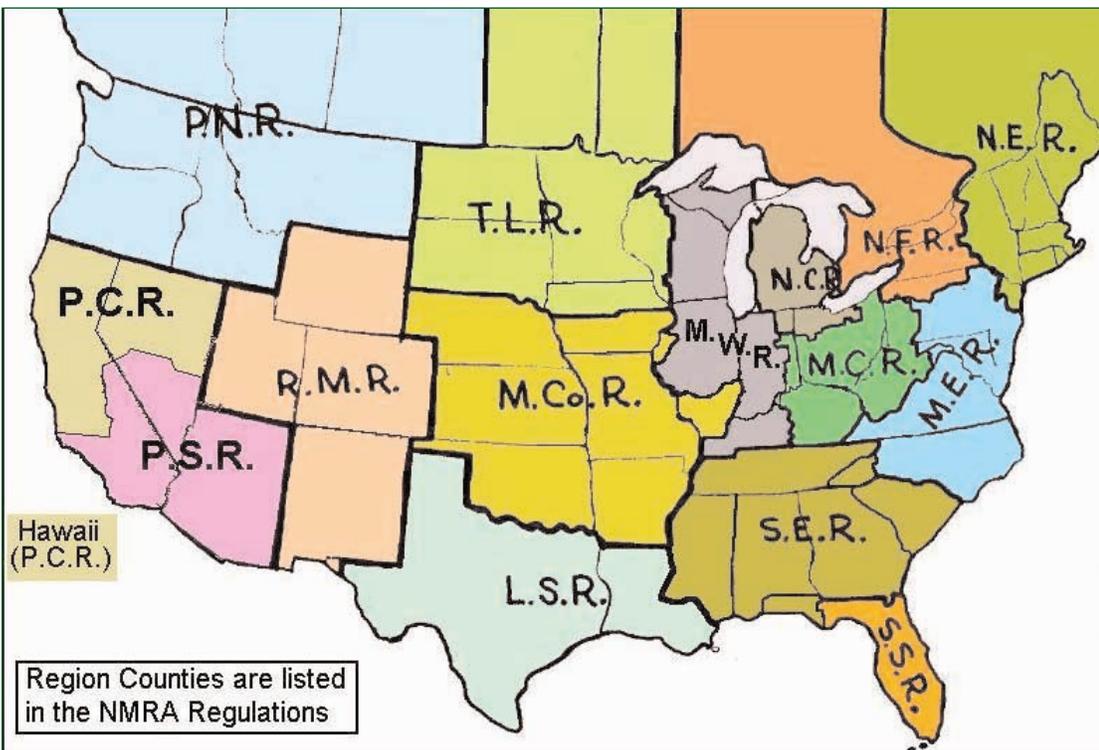
So give it a try, it's not at all difficult. Good luck and I look forward to seeing your layout on-line.

MIKE MCNAMARA is the current Superintendent of the New Jersey Division 1 and also edits the Division newsletter *Clinkers*. Mike's layout was on tour during the recent Independence Junction convention. Visit his webpage: <http://mywebpages.comcast.net/mikemcnh/mrr.html>. 



A 2007 listing of Regional conventions, soak up some modeling and clinics from different areas!!!

<u>REGION</u>	<u>DATES</u>	<u>LOCATION</u>	<u>WEBSITE</u>
MCR – Mid-Central	April 12-15	Louisville, KY	www.midcentral-region-nmra.org/
MWR – Mid-West	April 20-28	Muncie, IN	www.mwr-nmra.org/
NFR – Niagara Frontier	April 27-29	Rochester, NY	www.nfr-nmra.org/convention/index.htm
PCR – Pacific Coast	May 2-6	Santa Cruz, CA	www.pcrnmra.org/conv2007/index.shtml
SER – Southeastern	May 18-20	Cartersville, GA	www.piedmont-div.org/ser2007/
SSR – Sunshine	May 18-20	Ocala, FL	sunshineregion.org/RegionConventions.htm
RMR – Rocky Mountain	May 24-27	Aurora, CO	www.timelessrails.org/
LSR – Lone Star	June 6-10	Austin, TX	hillcountryspecial.net/
TLR – Thousand Lakes	June 8-10	Winona, MN	www.thousandlakesregion.org/pages/2007.html
Great Lakes Express 2007	July 22-28	Detroit, MI	www.nmra.org/2007/
PNR – Pacific Northwest	August 8-12	Boise, ID	pnr.nmra.org/
NER – Northeastern	Fall 2007	Albany, NY	www.trainweb.org/northeasternregion/NERHOME.HTML
PSR – Pacific Southwest	September 5-9	Tucson, AZ	www.getnet.net/~dickg/nmra/psr/2007conv.html
AR – Australasian	October 13-14	Dense Park	www.nmra.org.au/
MER – Mid-Eastern	October 18-21	Lynchburg, VA	www.trainweb.org/MER2007/
BR – British, U.K.	October 26-28	Copdock	www.nmra-br.org.uk/convention.asp



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



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A Series of Articles: Modeling on the Cheap - Part Three Ground Cover Using Leaves

Article and photographs by Rick Knight

I MODEL THE NORFOLK SOUTHERN'S "S" Line, running between Salisbury and Asheville, North Carolina. My layout is in a 24 x 24 building (formerly known as a garage) and has about 1,200 feet of track on three levels. So it goes without saying that I have a LOT of trees on my layout. We've already covered the tree "creation" in previous issues (see the September-October and November-December 2006 issues of **The Local**)—now it's time to look under all of those trees for some ground cover.

Trees are like cats—they shed all the time (and go ahead—call the tree by name—it won't come, either!). Leaves drop, branches break off and drop—take a walk in the forest and you'll see a carpet of ongoing mulching. You can do the same on your layout (without all the mulching).

Start with that maple tree in your yard. See photo 1. When the leaves get brown and drop off it is time to make ground cover. First, you may want to go to the local Goodwill store and pick up a blender. Or you may be able to use the one currently on your kitchen counter, but you may want to ask the Chief Chef for permission.

Take a couple of handfuls of leaves and stuff them into the blender. At the sink, fill the blender about half way with water. Put the top securely on the blender. See photo 2. Please make sure to firmly hold the top on the blender during the time you are running it. You don't want to be cleaning this stuff off your ceiling—or anywhere else. Run the blender at top speed until the contents resemble a frothy mocha mess of about oatmeal consistency. See photo 3.

In the sink I have a sieve (for those of you who can't boil water, it looks like a bowl made of window screen with a handle.). You

may want to negotiate the use of the Chief Chef's sieve—or you can pick up one at the local Dollar Store for a nominal amount.

Pour the goop from the blender into the sieve and let the water seep out. See photo 4. While that's happening, go refill the blender and make another batch.

When the sieve is full, dump the mixture onto a cookie sheet. I use a commercial half-sheet pan, one with a 1" lip all the way around. This might be another purchase at the Dollar Store. Using a spatula (a metal one works best for me), spread the mixture out

over the cookie sheet to maximize the surface area. See photo 5.

Set the oven to BAKE at 250 degrees. Place the cookie sheet into the oven and leave the door open a bit to let the moisture out. (As a side note, this is an excellent exercise on a day when the temperatures allow you to open a few windows. As the process is working it will smell like you and a dozen close friends are smoking fine cigars in the kitchen!)

Every 15 minutes or so, remove the pan from the oven and use the spatula to turn over the mixture. Do this until it's all bone dry. The result is a neat ground cover. I use it "as is"—even the leaf

stems that did not get fully ground up. They look just like fallen branches.

For scenery, I always reach for the ground leaves to add that bit of reality. Now do the right thing and clean up the mess in the kitchen....

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



Photo 1: The "Field of Dreams," to rake or to make scenery, this is the question.



Photo 2: The blender, full of leaves and half full of water.



Photo 4: The sieve with the mixture draining.



Photo 3: The mocha mix.



Photo 5: The leaf mixture on a cookie sheet.

TO ALL MEMBERS:

The Carolina Piedmont Division (CPD-13) has requested permission to change its boundaries to include the following seven North Carolina counties: Chatham, Hoke, Moore, Robeson, Vance, Warren, and Person. All seven are contiguous to CPD-13's current boundaries, and none are included in the boundaries of any other Division. If you have any comments on this proposal—pro or con—please forward them to Roger L. Cason, MMR, the MER Secretary (contact information is found on page 2).

TIPS AND TRICKS: Homemade Human Powered Track Cleaning Tool

Tips and photos by Tom E. Hansen, MMR #332

EDITORS NOTE: Tom Hansen and Bob Savard are both members of the Sunshine Region. This tip was reprinted with both authors' permission. This tip (and others) can be found at www.sunshineregion.org/TipsnTricks.htm. Also available is a submission section (any member of the NMRA is encouraged to submit).

WHAT IS THE SINGLE most annoying problem with Model Railroading? Dirty Track!!! How many hours do we spend cleaning our track in relation to the time that we spend actually running trains? When I was a member of the Palm Beach Model Railroaders club we spent an entire night cleaning all of the tracks for the upcoming annual South Florida Fair Show...and that was with many helping hands! It just so happens that this tip comes from the current President of the Palm Beach club, Bob Savard. It is so simple that you will kick yourself for not thinking of it



The tool: An old athletic sock and your hand.

sooner. Or, maybe you have but did not take the time to share with the rest of us. Shame on you!!!

The technique is very simple. All you need is an old athletic sock. You know the ones with the stripes on the ankle rotting away in the bottom of your drawer.

STEP 1: You put the sock over your hand like a hand puppet extending your index finger.



Step 1.

STEP 2: Then, dip the tip of that covered finger into your favorite cleaning solution (mineral spirits, rubbing alcohol, etc).



Step 2.



Step 3.

STEP 3: Now just run your finger down the rail for about 2 feet.

STEP 4: Now, take a look at the tip of your finger. Yuck! Then, simply move your finger to a new, clean spot in the sock and repeat the process. I got so excited about this that I ran home and started cleaning my track. It works great and you can just throw the sock in the laundry and use it over and over again till you wear a hole in the darned thing. Try this yourself and I guarantee that you will start enjoying your layout a lot more! 🚂



Step 4.

The Great Lehigh Valley Train Meet

Merchants Square Mall
1901 S. 12th St.
Allentown, PA 18103

Valley Rail Promotions is proud
to announce our
BIG TWO DAY Train

Meet on
January 20th and 21st, 2007.

There are 3 Contests to Enter & Win:

- Best Custom Structure
- Best Christmas Layout Photo
- Coloring Contest for Kids.

The Great Lehigh Valley Train Meet will be one of the biggest HO, On3, N, Z Model & Scale shows in the area. We are dedicating Saturday's Meet to just HO & smaller scales & railroadiana. There will be 150+ tables of items, something for everyone!!

For those of you who are S, 0-27, O, and G we will dedicate Sunday's Meet to the larger scales and repair parts. Over 300 tables of items over a 2 day period with 100+ dealers to provide you with the best selection of items to WOW your interests.

Visit
www.lehighvalleytrainmeet.com
for a special discount!!!!!!!!!!

The Carolina Southern Division: Wade's Train Town

Article and photographs by Rick Knight.

THE FALL WAS A PRODUCTIVE TIME at Wade's Train Town. The track work was completed in late October. We removed all of the plastic roadbed, but used the Code 85 rail. Straight sections were soldered together. New flextrack was purchased to widen the curves from 22" radii to 28" and 30", and new cork roadbed was installed under it all. Several sidings were incor-

Other improvements included a new "trolley line." It is a U-shaped section of track that runs through the city, suburbs and industrial areas. See photo 3. Our story is that the people of Train Town voted for bonds to fund this urban light rail project so they could commute to work, and to the carnival (at one end of the line). We installed a Circuitron system, which enabled the trolley

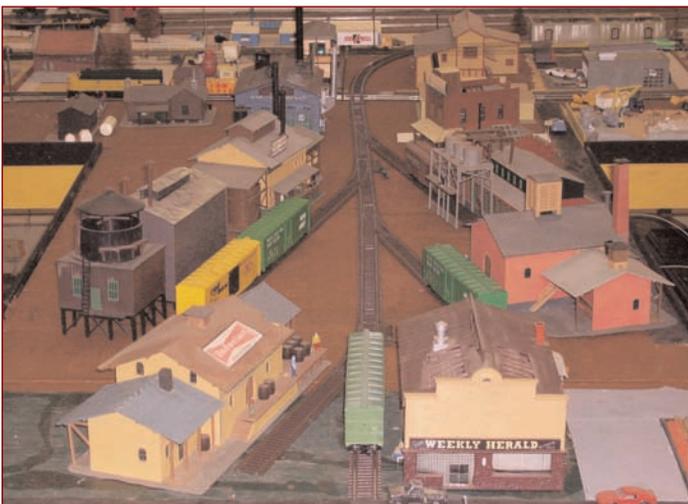


Photo 1: Two new "industrial districts" with multiple sidings, to add both interest and variety.

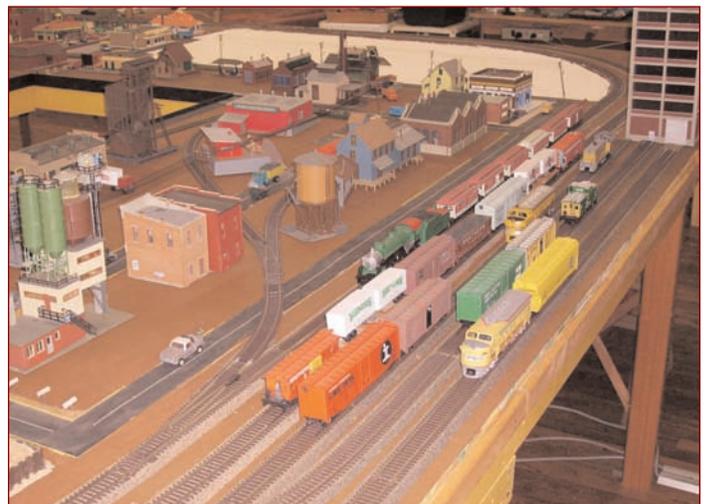


Photo 2: A small yard one end of the table.



Photo 3: Part of the "trolley line." A U-shaped section of the track that runs through city, suburbs and industrial areas.



Photo 4: An improvised open trolley.

porated, following the general plan Wade had used. We also created two new "industrial districts" with multiple sidings, to add both interest and variety. See photo 1. A small yard was added at one end of the table, allowing display of rolling stock and power. See photo 2.

to auto reverse at each end of the line and to pause in three other spots as interchanges. However, like many light rail projects, this one ran over budget and funds for a 'real' trolley were not available—so Train Town has improvised. See photo 4. So far the peo-

ple of Train Town seem to be enjoying the open air rides, but there have been no rainy days to date....

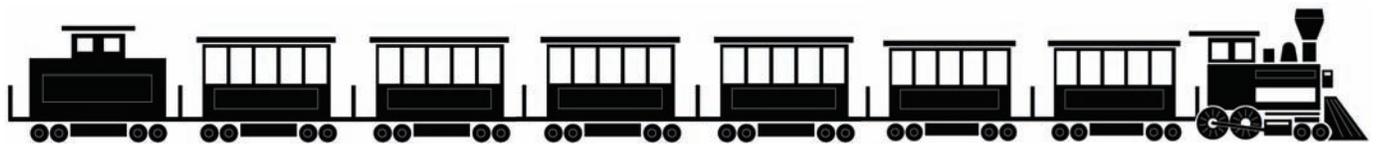
The Division held an Open House on November 4th, in support of the Brookford Police Dept. The B.P.D. is one officer (serving as Chief, patrolman, and everything in between). The budget is slim, so he had a Bar-B-Que fundraiser to raise funds for some needed equipment. Having Train Town open was a plus for him and for us. Coincidentally, the Hickory Daily Record ran an above-the-fold front-page picture and story on the "Urban Renewal in Train Town" several days before—adding to our crowds.

The following weekend the Division held a formal Open House on both Saturday and Sunday and again had good crowds

both days. Part of our presentation was a request for help from any and all visitors. We collected a lot of names and addresses and have contacted all of them again to repeat the message. Our goal is to create a local operating group to continue to work and display Train Town as part of the Division.

The highlight of the Open House weekend was a visit from Wade's widow and daughter, who were thrilled to see his Train Town running again and being improved.

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



Train Humor

Three engineers and three accountants are traveling by train to a conference. At the station, the three accountants each buy tickets and watch as the three engineers buy only a single ticket. "How are three people going to ride on only one ticket?" asks an accountant. "Watch and you'll see," answers an engineer.

They all boarded the train. The accountants take their respective seats but all three engineers cram into a rest room and close the door behind them. Shortly after the train has departed, the conductor comes around collecting tickets. He knocks on the rest room door and says, "Ticket please." The door opens just a crack and a single arm emerges with a ticket in hand. The conductor takes it and moves on.

The accountants saw this and agreed it was quite a clever idea. So after the conference, the accountants decide to copy the engineers on the return trip and save some money, (being clever with money, and all that). When they get to the station, they buy a single ticket for the return trip. To their astonishment, the engineers don't buy a ticket at all. "How are you going to travel without a ticket?" says one perplexed accountant.

"Watch and you'll see," answers the engineer. When they boarded the train, the three accountants cram into a rest room and the three engineers cram into another one nearby. The train departs. Shortly afterwards, one of the engineers leaves his rest room and walks over to the rest room where the accountants are hiding. He knocks on the door and says, "Ticket please." 📧

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 3 – Philadelphia

Joseph Loftland – *Cars*
Francis G. Martin – *Chief Dispatcher*
Francis G. Martin – *Association Volunteer*

Division 4 – Tidewater

Ronald A. Wampler, Sr. – *Gold Spike*

Division 11 – Susquehanna

Jeffrey A. Warner – *Gold Spike*

Division 12 – Carolina Southern

Dave Chance – *Association Volunteer*
Michele Chance – *Association Volunteer*
Jack Monette – *Chief Dispatcher*

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**. 📧

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.



WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
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RF&P HO-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
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#2874	_____	\$11.95	\$14.95	\$_____
Shipping: \$2.00 for each car (not for each order)				\$_____

* Please list your MER or NMRA Membership # _____

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Bunn's Seed & Feed	QUANTITY _____	\$75.00 postpaid	\$_____
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THE LOCALS** —			
(all issues 1997-2006) on CD	QUANTITY _____	\$5.00 postpaid	\$_____

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The NMRA wants to help the Boy Scouts of America

WANTED: Help to educate the youth of tomorrow in our hobby of model railroading.

Are you interested in being a Boy Scout of America - Railroading Merit Badge Counselor OR are you one already??

The NMRA Education Department, along with the sub category of Boy Scout Merit Badge Program for Railroading will help the scouts with their requirements. Any NMRA member can help and be there to guide the scouts to successfully earning the Railroading Merit Badge.

Help us educate the youth of tomorrow in our hobby of model railroading.

Become a RAILROADING MERIT BADGE COUNSELOR today!! The NMRA also wants to find out how many of its members are presently Merit Badge Counselors.

If interested, please contact Donald Jennings at donj1044@aol.com or call (919) 468-0910. 



NMRA MEMBERSHIP CONTEST

EXCITING NEWS from the NMRA's Membership Services and Promotion Department: a three-month membership contest!

Every month from November 2006 through the end of January 2007, the NMRA will be randomly drawing the names of three new members. Each person will win a brand new locomotive. In addition, if that new member has included the name of an existing

NMRA member on his/her membership application, that NMRA member also wins a brand new locomotive.

Cut out this ad and give it to a person considering membership today!! Look for more ads in the November, December, and January issues of Scale Rails. Full contest details and Rules are also available on the NMRA's website: www.nmra.org. 

Sign me up as an NMRA member and enter me in the drawing!

____ Regular NMRA member: \$36/year, all rights and benefits but no *Scale Rails*

____ Regular NMRA member: \$48/year, all rights and benefits including *Scale Rails*

Other membership package options are available. For details and contest rules, visit www.nmra.org.

Name _____

Address _____

City _____ State _____ Zip _____

Name of referring NMRA member (print) _____

Referring member's NMRA# & expiration _____

Check here to receive your Region's newsletter. Just \$6 for the first year!

Payments must be made in U.S. FUNDS ONLY. Make checks payable to NMRA. We also accept MasterCard, Visa, American Express and Discover.

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Security code on back of card

Expiration Cardholder signature _____
Month Year

Mail to:
NMRA Membership Contest
4121 Cromwell Rd.
Chattanooga, TN 37421

OFFICIAL RULES: Contest open to U.S. residents only who are either National Model Railroad Association, Inc. (NMRA) members in good standing on November 1, or individuals who haven't been NMRA members for 2 years or more. Properly completed Membership/Entry forms must be received by 1/31/07 to be eligible. Names will be entered in drawing only after new membership has been fully processed. Renewals for existing memberships will not be credited as new memberships. NMRA officers and directors, paid or contracted NMRA employees and their immediate families are not eligible, nor are contest sponsors and business firms contracted by either the NMRA or those sponsors, their employees and their immediate families. Odds of winning random drawings are dependent on the number of eligible entries received. Contest void where prohibited by law. No substitution of prizes. Winners must execute an affidavit of eligibility and release, and agree that their names and/or likenesses may be used for advertising/publicity purposes by the NMRA without further compensation, except where prohibited. By participating, entrants agree to these rules and that the decision of the NMRA President in all matters relating to the contest shall be final. Winners' names may be obtained by sending a self-addressed stamped envelope to: NMRA, 4121 Cromwell Rd., Chattanooga, TN 37421.



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INSIDE THIS ISSUE

Independ. Junction-One Experience.....1
 Keeping in Touch2
 President's Column3
 Election info/Letter From the Editor4
 James Teese Award5
 An Overlooked Power Tool.....6
 Regional Map & Conventions7
 Modeling on the Cheap - Part Three.....8
 Tips and Tricks.....10
 Carolina So. Div.: Wade's Train Town.....12
 Achievement Program Update.....13
 Train Humor13
 MER Products For Sale14
 NMRA Wants to Help Boy Scouts15
 NMRA Membership Contest15

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**CALLBOARD
 Coming Events**

January 6 and 7. Noon to 4 PM 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 13 and 14, Noon to 4 PM both days. Cheltenham Model Railroad Club Open House. See above for more information. (*Snow dates are January 20-21*).

January 19 and 20. New Jersey Division Meet - Haddon Township. 9 AM -12 PM: Clinics and meeting. 1 PM - 4 PM: layout tours. Contact Mike McNamara for more information, (856)-824-0879 or e-mail: mikemcnh@comcast.net.

January 20 and 21. The Great Lehigh Valley Train Meet. See more information inside.

February 24 and 25. Carolina Coastal Railroaders 12th Annual Train Show. See more information inside.