

The Local

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Number 2

Replicating Stained Glass

Photograph and article by: Chuck Hladik

THE QUEST FOR A METHOD of replicating stained glass arose from the building of a new kit coming from Kingmill Enterprises and the desire to build a Micro-Structures Wintersrun series church to enter into the contests at the upcoming Mid-Eastern Region 2007 convention in Lynchburg, Virginia and try to win the "Pride of Dixie" award.

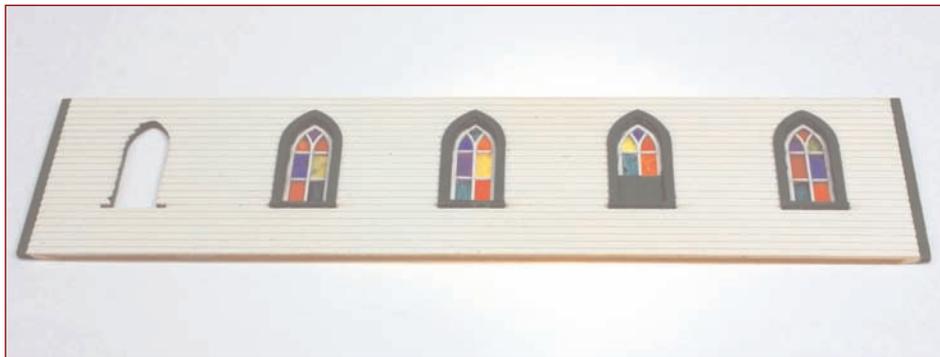
So you think it's easy to model stained glass? Well, you are right, especially if you don't over think or over engineer it.

Knowing that the kit contained either clear acetate or styrene, I thought that I'd be smart and test my theories on a piece of clear Evergreen styrene. I tried the "Tamiya" brand clear color paints and they worked great, only to find that there are only 4 or 5 colors available, while I needed 7. Scratch that idea. Doing some research on the Internet turned up several outfits that offer CD's from which one can make transparencies. But they are not for me or the computer illiterate.

A real stained glass guy suggested taking a photo and taking it someplace to have a transparency made. As the kit's window sashes are already cut to fit the arched window and all the little dividing mullions are there, this was not an option. Besides, I take lousy photos from either side of the camera.

At Michael's Craft Store (or your favorite local craft store) I found a Plaid Paint Company product that is used to turn pre-formed styrene sun catchers into stained glass. Problem solved. Wrong! The stuff comes in, for lack of a better word, a squirt bottle that puts out a nice bead of color, but when you try to even out the product every brush stroke shows.

So I said to myself - try magic markers. Yeah, I know that is



An example of replicating your own stained glass.

too easy, but you have to remember who was doing this project. Off again I went to the craft store and to the artist's supply aisle. There I found all sorts of markers in all sorts of colors. Oh yeah, and all sorts of prices too. Seeing as I wasn't

going to do but 2 small churches, I couldn't justify the

24 colors for \$40.00 and looked for the cheap sets. They had a set of 20 colors for \$5.00. I should have bought several at that price, but I bought one. I got home and colored the inside of all of the windows and they looked nice. I got up next morning to continue this masterpiece and found that like chalks; the color was pretty much gone. Okay, I'm ticked. Back to the store!

Back in the artist's supply aisle, I bought an 8-color pack of

continued on page 4

Letter from the Editor

Usually you would read the *Keeping in Touch* column here. However, exciting MER products and pictures require a lot more attention and space. For this month's issue I have temporarily moved and expanded the Business Manager's column—next issue we will return to your regularly scheduled program.....beep.

I hope the New Year and the "winter modeling season" have treated you well. I certainly have been learning a lot and picked up a few great deals along the way. I didn't get to as many open houses' as I wanted, but I realize I can only do so much.

Recently, I was an observer at the Board of Director's meeting and met all of our esteemed power people. They do a lot for our region and deserve a hand (in the form of both applause and volunteering). Perhaps this year it's time for you to look at helping out our region and your own division a little more.

I am pleased at the number of authors I receive articles and information from each issue—but by no means am I done begging for YOU (YES, YOU!) to write. I'm always seeking the standard articles, how-to's, step-by-step's, hints and tips, artist of the month, call board items and news from divisional events that fill every issue. BUT I would especially like to see some more articles, summaries of trips, tours and layouts, stories and even photographs' from **Independence Junction**. (Since it was in OUR region—I know some of you went.) I'm not forgetting about the upcoming **Great Lakes Express** convention either, and will be asking for items from that soon.

I bet most of you have some sort of information you may know by heart or from trial and error and haven't taken the time to write down and share. I will accept submissions as space allows and be glad to give you any help.

As always; you can *Keep in Touch* with me by sending any items for publication or if you just wish to comment, correct or suggest something you have seen or would like to see in **The Local** contact me by checking out **The Local** contact information located on this page or email me at stevespressrr@yahoo.com.

~Editor, Steve Kindig. 

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.

President's Column

By Clint Hyde, MER President.

PLANNING FOR THE 2007 Fall MER convention, to be held in Lynchburg, VA on October 18-21, is proceeding well. The website should be active with info by the time you read this, and you should be able to begin registering shortly. The next **The Local** issue will have an early registration form, but may not have all the extra-fare items that will be available.

Don't forget that Director elections are this summer! If you are interested in running, send your information to John Johnson (see address and phone number on page 5) by April 15. You can accomplish the AP requirements for Official with three years in this role. It can also be a springboard for other things.

By now I'm sure you've all heard about the Rail Pass program from NMRA. It is a six-month membership in the NMRA for \$9.95. It's a one-time, non-voting membership, with a subscription to **Scale Rails** and all other membership rights. This is intended as a recruitment tool for the Divisions, enabling you to attract new members on a trial basis for pretty low cost. My understanding is that it's been very popular and has been continued through 2010.

At the January board meeting, the region board voted to use the payment received from the NMRA for last year's National convention (\$2,000) to pay for a number of Rail Pass memberships' within the MER. So now it's even easier for you to recruit...the only catch is that you must use a different form (small variation on the standard form, with a line for the Division Superintendent's or Board member's signature), available from your Division (or any of the MER board members), and it has to go through your Division—to Fred Miller, the MER Business Manager, who will submit the payment.

The goal is quick and easy recruiting—and a REALLY low cost membership for the new member. Renewal is incumbent upon the new member, and that will depend on how well they enjoy their time with us in that initial six months. I'm sure they'll like the publications, but personal contact and local activities will keep their interest.

Go forth and recruit! 🚂

ALL ABOARD THE JAMES RIVER FLYER!

Departing Thursday October 18, 2007, at 7 pm, returning Sunday, October 21, 2007, at noon. Travel fare will be \$40 in advance, by September 15, and \$45 at the door.

In-trip accommodations will be at the Kirkley Hotel, Lynchburg, Virginia, at a rate of \$89/night. You may sign up with them at 866.510.6333, mention the National Model Railroad Association convention (or just go with the online rate, that is \$80 right now).

15 Layout tours in town.

Side trips will be available during the ride, including to Freight Car America, Monticello.

Activities on board during the trip will include the usual banquet (\$40, buffet) and auction, educational clinics on a variety of topics, some familiar (Martin Brechbiel, with a new hands-on building) and some new (making neon signs with illuminated wire).

New feature: special table space for manufacturers whose items are "Made in the MER". Table cost is \$25, you do a clinic, get exposure directly to customers in your immediate regional area. Great!

To get a ticket for this trip, send \$40 to
James River Flyer
PO Box 447
Swedesboro, NJ 08085

More up-to-date info will be on the website:
<http://www.mer2007.org/>



Sharpie brand Permanent markers. Being a bit smarter I also brought a sheet of styrene with me and finding that the package had a self-stick closure, I tested the makers on the spot, and discovered this actually works. I hurry home before the markers change their mind. After applying the red, orange, blue, purple, green and yellow markers to the seven random openings, everyone that has seen it thinks that it looks good. **Note:** try not to

put 2 of the like colors next to each other, ie, blue and purple.

True there are no figures of Christ or angels in the windows but I'm going to see what I can come up with for that, after all, all I need is a white line.

CHUCK HLADIK lives in the James River Division. He models HO scale and is a current Director for the MER. 🏠

Keeping In Touch...

By Fred Miller, MMR
MER Business Manager

TOWARDS THE BACK of each issue of **The Local** you will find a page which lists the various products that the Region offers to its membership. Perhaps many of our new subscribers, and even our faithful old-timers, have passed over that page without seriously taking notice of the information. I would like to take this opportunity to highlight several of the neat products listed on that page.

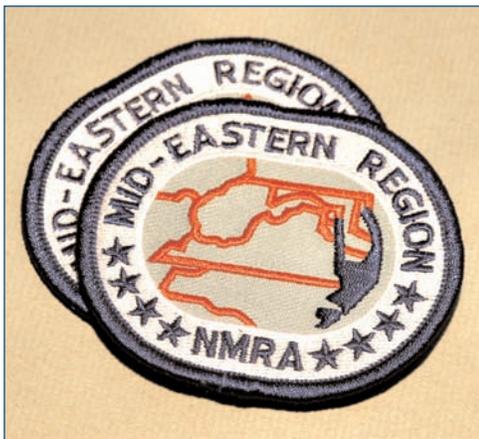
The HO and N scale freight cars and the two building kits are pictured and described in each issue. However, the other MER products probably need further description. We offer attractive MER pins and patches, each with the MER logo. Sew one of the MER patches along with your collection of other railroad patches on a jacket or hat and you clearly identify your support and association with the Mid-Eastern Region of the NMRA. The pin works nicely as either a tie tack or a conversation generating lapel pin. You could add the MER pin to your collection of convention pins.

The third product I would like to draw your attention to is the CD which contains back issues of **The Local** in standard computer .pdf file format. The latest CD offering now contains all issues from 1997 through 2006. These same back issues are available on the MER website, but the CD lets you access **The Locals** without

downloading from the web. It's a real hoot for both old and new MER members to read some of those earlier issues and of course make reference to previous articles which could be useful in your modeling activities.

So why not take a look at the ordering information further back in this issue. Follow the ordering instructions and enjoy these products while supporting your MER.

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



GREAT LAKES EXPRESS
DETROIT 2007
GREAT LAKES EXPRESS
Sunday, July 22 – Saturday, July 28, 2007
Visit www.nmra.org/2007 for the latest information and registration.

The Carolina Southern Division: Wade's Train Town

Article and photographs by Rick Knight.

THE NEWS from Wade's Train Town located just outside Brookford, N.C. was exciting in January! Many thanks to the volunteer team that put in over 370 hours of work together since the project began last June. The carnival, long dormant, has come to life. The Ferris wheel is operating, as are a number of other



Above it all, the governing commandments of Train Town are displayed!

rides. On this morning, the carnival is quiet. See photo 1.

The new boardwalk is in place and a plank fence is about to be installed around the perimeter. The electricians are promising to have spotlights and floodlights installed very soon. The sky tower is once again taking the 1:87 scale people up to the cloud level to see the entire town.

The townsfolk were also excited about the delivery of their new light rail consist. With the onset of cooler days, the enclosed (and heated) cars are a plus! The housing district has been refurbished. All of the houses were thoroughly cleaned and repaired.

See photo 2. The insides of each were painted so when they are illuminated the light will not 'bleed' through the walls and roof



Photo 1: The town sits quiet as the sky tower rises.

areas. The landscaping crew will be moving in as soon as the interior lights are installed. Above it all, the governing commandments of Train Town are displayed.

Even though the town is now open to the public, we still are in need of volunteer restorers. A total of twelve people (some of them not even NMRA members) have from time to time helped



Photo 2: Cleaned and repaired houses wait for townsfolk, lighting and more landscaping.

with the project so far and this is not enough. More of us need to get behind this effort help grow **The World's Greatest Hobby**. You don't need to commit to long-term participation in the project. Just show up on a Thursday night when you are able and we will have something for you to do. If you have a free Saturday, arrangements can be made to have a work session. Contact the Superintendent—Rick Knight at rghkiii@adlephia.net or the Divisional webmaster—Gil Brauch at csdweb@charter.net, with any further questions. Continue reading **The Local** and visit <http://www.bytedesign.com/CSDiv/updates.htm> for all the latest updates. 

To submit your name, photo and position statement for Director election,

Contact by April 15:

John Johnson
22398 Scojo Drive
Franklin, VA 23851-2819
757-562-5917

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MADE IN THE USA

Linwood Yard's Christmas Luncheon

By: Rick Knight

THE PHONE RANG one day in October. Trainmaster Waters of the Linwood Yard asked if I'd be interested in coming to an employee luncheon and talking to the folks about the NMRA. Needless to say, I jumped at the offer.

On Tuesday, December 18th, Neal Anderson and I arrived at the Yard and set up our display. We were in a room on the second floor of the Tower. The caterer was loading a series of tables with dishes piled high with turkey and ham and all the fixings. Neal and I set up two modules and powered up the Digitrax system. We had brought along several Norfolk Southern diesels—a pair of SD 60s without sound and a Dash 8-40CW with full sound. We also had a couple of cabooses with flashing lights and a boxcar with a flashing FRED, plus a 2-8-0 for steam fans.

I set up my laptop with a bunch of slides of various NMRA events and other model railroad club gatherings with a smattering of scales from G to N. Neal had brought along a G-scale RS2 and a caboose. I had also prepared a batch of the **World's Greatest Hobby** magazines with a sticker bearing the website for the Carolina Southern Division to hand out to any interested folks.

From 11:00 AM until 4:00 PM folks wandered in, sometimes with families, and partook of the buffet. They all stopped by to take a look at the displays. Some spent a good deal of time with us, even running the 1:87 models of power parked just outside in the yard. In particular, we had a great time with Ben Fennell, the General Manager of the Linwood Yard. He stood with the throttle in his hand shaking his head and laughing. Up on the seventh floor his people were sitting at massive display boards, directing the movement of 100 plus strings of 1:1 cars onto the hump and into one of the 64 classification tracks. On the far end

of the yard, cuts of cars were being pulled and moved onto the outbound tracks.

Crews were powering up their consists and hooking up to their trains, pulling them down to the junction of the main awaiting clearance to leave. Engines were being serviced and repaired. The magicians in the car shop were taking Bad Order cars and making them whole again. And GM Fennell was having fun moving an HO locomotive with a wireless throttle, blowing the horn, activating the bell. And laughing. Yep, definitely the **World's Greatest Hobby**.

For Neal and myself, we did a good bit of laughing as well. The trains came up over the hump. Cars were unhitched and rolled down through the retarders to their assigned classification tracks. I peppered the man doing the uncoupling with questions, trying to get a better understanding of how the system worked. Upstairs on the seventh floor, with a view to die for, there were more questions. But mostly it was giggles. Like being a kid in a candy store with a fist full of dollars. Golly! Between the weekly Operating Sessions on my layout, I get to move cuts of cars around and make up trains and put together consists and assign them to trains. The two guys sitting in front of me were doing it for real. Mid-December was not one of the busier times of the year but there was constant movement all over the yard and it was difficult to take it all in.

All too soon it was over. We packed up and headed out. I had just enough time to get home and get my layout

powered up and ready for the weekly Monday Night Operating Session.

RICK KNIGHT lives in the Carolina Southern Division 12. He models HO scale and is the current Superintendent. 🚂



Linwood Yard: the locomotive and car shops.



Linwood Yard: outbound tracks.

James River Flyer Special Contest Awards

By Ray Bilodeau
NMRA Contest Manager,
MER General Contest Chairman

JAMES RIVER FLYER, the MER 2007 convention, October 18 to 21, will feature the following special awards as part of the model contest:

Local “Southern/plantation” flavor is the theme of the **Pride of Dixie** award sponsored by the James River Division. Need some inspiration to enter? See a recent photograph of the plaque.

This year’s modeling topic is a church. Since Lynchburg is the MER destination, a city known for its many churches, diverse congregations and sometimes newsworthy pastoral leaders, the **Pride of Dixie** topic is certainly, well, ah, topical.

THE BEST OF SHOW AWARD is given to the model that scores the highest point total in the judged model contest.

THE PRESIDENT’S AWARD is chosen at each convention by the MER President who names the specific topic. For 2007, Mr. Hyde has indicated he would like modelers to build an articulated car in the tradition of imaginative models built by the late John Armstrong. Need more specific information? Read the July-August 2006 back issue of **The Local** or contact Clint Hyde at chyde@cox.net.

THE CLYDE GERALD AWARD is sponsored by the MER and named for the late Clyde Gerald, former MER Business Manager and long time modeler. It is awarded to the kitbashed model which scores highest in the judged model contest.

THE BLUE LANTERN AWARD is privately sponsored and chosen by long time MER modeler Terry Nesbit and his Narrow Gauge Car Shop. The Blue Lantern is given to a model best representing branch or private line equipment or facilities, which contain no more than forty percent commercial parts. The prize—a genuine railroad lantern—is presented to the winner by Mr. Nesbit.

THE PHILADELPHIA DIVISION NEW MODELER AWARD rewards excellence in model building by first time entrants in an NMRA sponsored judged model contest. The highest score achieved by a new modeler in the contest is worth not only a plaque, but a cash prize of twenty five dollars.

THE MER NARROW GAUGE AWARD is also privately sponsored by a group of narrow gauge modelers, and encourages building models depicting aspects of narrow gauge railroading. The narrow gauge model that scores highest in the model contest is presented a handcrafted plaque.

THE MARV KERSHNER CREATIVITY AWARD, sponsored and chosen by the South Mountain Division, rewards creativity in model building. The award is named after Marv Kershner, a gifted modeler who urged others to be creative and venture “out of the box” when approaching a modeling subject.

THE MA AND PA MODELING AWARD is sponsored by the Ma & Pa Society. The winner is a Maryland and Pennsylvania Railroad model, which scores highest in the judged model contest.

THE FAVORITE TRAIN AWARD, sponsored by the Tidewater Division, is a popular vote award and will be included on the Popular Vote ballot. Yes, members who can find their way to the contest room, get to choose this one!

These special awards, and the first through third place awards for the several categories in the Model, Photo and Arts and Crafts contest, will be presented by the contest staff at the convention banquet on Saturday evening. Awards and other contest information should soon be available on the James River Flyer website. 



This PRIDE OF DIXIE plaque will be presented at the MER 2007 Convention in Lynchburg for the best judged church model entered in the contest. It is mounted on genuine “barnboard”.

CHUCK HILADIK

Georgia Marble Plant: On the Georgia Northeastern Line

Photographs and article by Paul Voelker

OUR NEXT MAJOR STOP was the marble plant in Nelson, Georgia, the birthplace of Claude Akins. (I just had to throw that in!) The drawing gives you an overview of the layout of the basic plant. This is a marble processing plant where various slabs of marble were ground to shape to fill orders. The plant itself is now derelict (and available) but would make an interesting addition to someone's layout either in a full-size version or "selectively compressed."

If you like the Walthers 25 ton Traveling Crane, this would be the industry for it as the large outdoor craneway uses two of them. There is a hodgepodge of buildings that make up this complex and make the whole facility interesting but a challenge to replicate.

It appears that as they needed covered space, buildings were built to accommodate but in no one particular style or order. The loading dock in front is interesting in that it was built using marble blocks! All of the marble finishing machinery had been removed from the plant when we visited it, but a lot of the support structures remain.

EDITOR'S NOTE: *This is reprinted with author's permission, detailing one stop on a Southeastern Region Summer 2005 railfanning trip. I thought was an interesting and seldom seen industry. The complete journey and tons more photographs can be found in the Summer 2005 issue, Volume 46 of **The South-erneR**, the official Southeastern Region Publication.* 🚂



The Georgia Marble Company as it stands empty.



Interior View: Location #1.



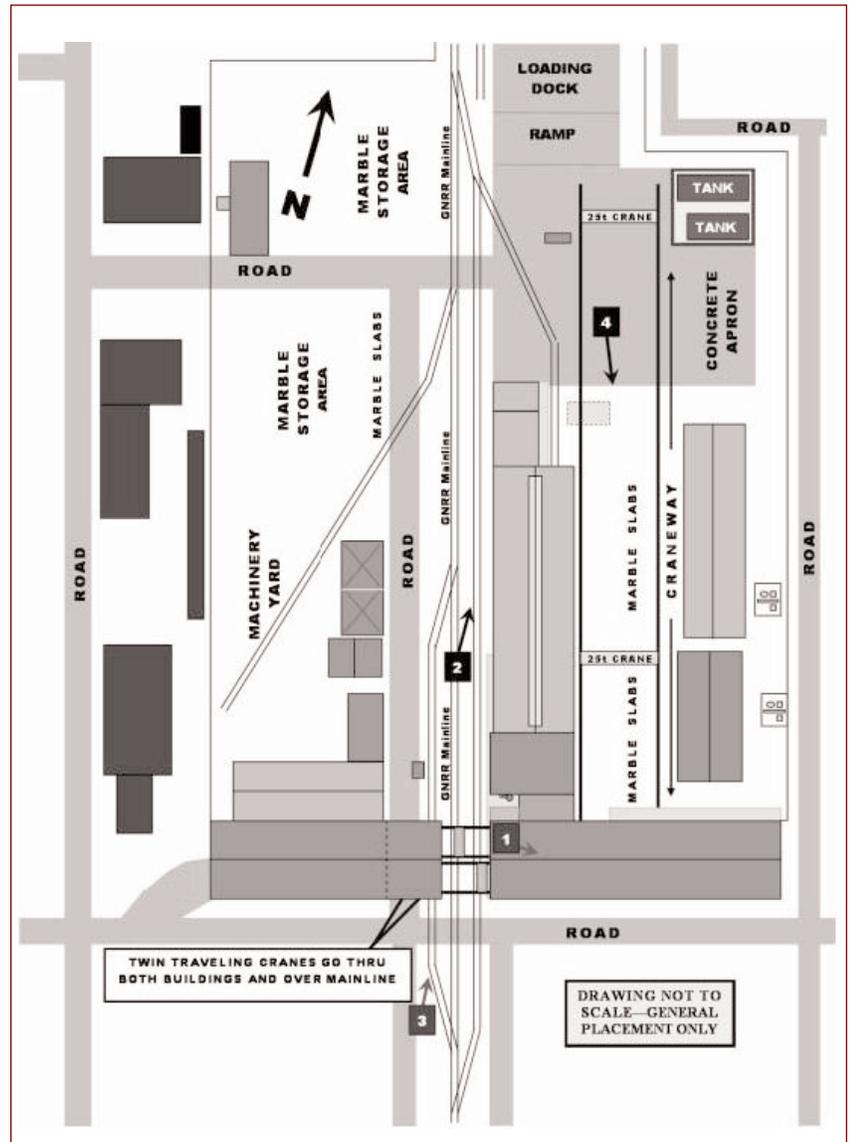
Location #2: Mainline track.



Location #3



Location #4.



General map of marble plant. The numbers on this map match the photographs.

*IMPORTANT NOTICE FOR ALL MEMBERS:

Notice is hereby given to the MER membership that the Potomac Division has asked the MER Board of Directors to allow the incorporation of Howard County, Maryland within the boundaries of the Potomac Division. The Division believes there are a number of modelers in the county that could benefit from the action. Last year, the Division held its mini-convention in the spring and an open house in the fall in the county to allow more convenient access for modelers. The Division also believes that this action can result in increasing membership in the NMRA and the MER for modelers in the county who are not currently members.

Please send all comments and questions to: Roger Cason, MMR – MER Secretary
 1125 Grinnell Road
 Wilmington, DE 19803-5125
 Email: rogercason@juno.com or phone: (302) 478-2550. 

Scratch Building Wooden Freight Cars: “A Tale of Two Tank Cars.”

Photographs and article by: Martin Brechbiel.

SO, BY NOW I'M HOPING that you have either built a flatcar (something along the lines as previously described in *The Local*—the March-April 2004 edition or in *Scale Rails*—the November 2004 edition, page 30), and/or built a gondola, and dressed these up with grab irons, trucks, and some sort of creative load. But, both of these cars have limited appeal and utility. Fortunately, flatcars are an excellent entry point for building other cars. I know that a boxcar was to be next, but that's really just a gondola with a roof.

A more interesting car with a lot more eye appeal and a unique presence is a wooden tank car. Prototype cars really exist for these—Hinckley & Schmitt cars were used to transport spring water between the White Rock plant in Wisconsin and Chicago. Rather than describe building just a single wooden tank car, I'll also relate a slightly more modern version derived from just putting a small steel tank on top of a wooden flat car.

Construction for this project of course begins with building two flatcars as related earlier, so you already know how to do that. However, interrupt that process before adding the underbody details, the brake wheel, and stirrup steps, and any other details and save those items to be added on later so they don't get damaged. I'm working with a 37 1/2" car in O scale, but you can modify dimensions to suit choice of scale, length and width of your car. Just for fun, when I made the second flat car I mortised the side sills into the end sills with a simple lap joint; it's a small detail point, but it's also more prototypical and a lot stronger than the usual butt joint. See figure 1. I'll list sources and part numbers in the text as I proceed.



Figure 2: A wide range of pipe can help.

Building the tank itself is reasonably straightforward. There are a lot of raw materials to get started and they're all at the local home improvement store's plumbing and electrical department. Depending on what size of tank you want to build, there's a whole range of plastic pipe and conduit tubing available and it's relatively cheap. See figure 2. If you want a more substantial and weighty tanker, in the past I've used copper pipe for this purpose to build a heavier "full" car.

The plumbing that I chose for the wooden car was 1 1/2" and it also has some very useful printing down the outside. This print-

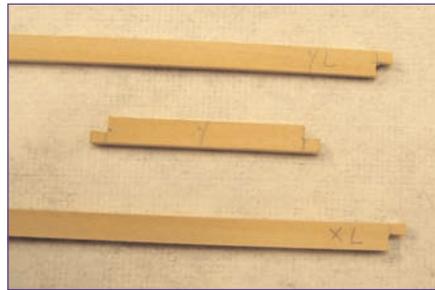


Figure 1: A simple lap joint can be a small detail but provides prototypical and stronger cars.

ing serves as a built in alignment tool. See figure 3. The first place to start after choosing your tank materials and cutting it to length (29 3/4") (nice square ends are a must!) is to close off the ends. I closed off the ends with some scrap 1/8" spacing x 1/32" thick scribed siding (Northeastern or Kappler) being very careful to get the wood at both ends aligned with each other. Using a compass and some 0.010 sheet styrene, I cut out the retaining "steel" hoops that go on each end and applied these using a little ACC. After setting and a little sanding to insure that these hoops were even with the surface of the tube, I used that printing to apply HO 3" x 14" all around the tube to make the tank.

The metal tank (see top of figure 3) came from a salvage exercise from what had been a dubious on-line purchase. The tank was actually stamped and rolled steel with some decent rivet detail. After removal from the remains of its frame, I unsoldered the handrails and stanchions. Then, I applied a wire cup brush in my drill press to remove the crumbling paint and to polish the surface for future soldering. So, now I have both tanks ready to pre-position onto their respective flatcars. To set the tanks on their respective flatcars, I cut some 5/32" x 7/16" stock to the length of each tank and glued these boards centered on each car. I set the metal tank aside for a while so I could get the wooden tank up to the same level of assembly.

The first step was to fashion an 8" x 8 1/2" saddle for the dome from some 0.005 sheet copper. Being very careful to orient the ends so that the boards run parallel to what will be the flatcar deck, I Goo'd the sheet copper to the center of the top of the tank. After that the tank needed some bands to hold it together. I made six of these from 0.0625 x 0.015 copper from my scrap box; brass or styrene would work just as well. After shaping these to the diameter of the tank, I mounted these flush at each end of the tank, flush with the ends of the dome saddle, and then placed the remaining two directly between end and saddle bands securing them with ACC.

The next step was to add a dome. While there are a variety of castings available, the plumbing department also sells threaded end



Figure 3: This printing serves as a built-in alignment tool.

caps that with a little persuasion make nifty tank car domes. The base of the cap needs to be shaped to the curvature of the wooden tank. To do this, I roughed out the majority of this curvature with a 4-in-hand using the rough and fine curved surfaces. Then, to finish

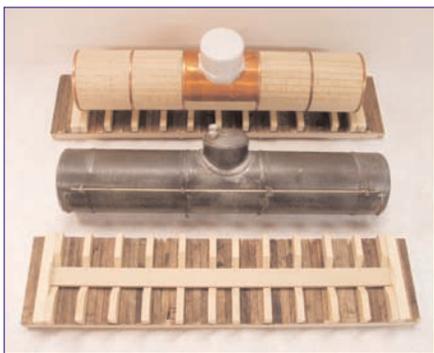


Figure 4: Each tank being secured into cradle.

this fitting, I wrapped the tank body itself with sand paper, abrasive side out, and working from 60 down to 220 grit paper sanded the dome base to get the curvature close enough that the dome could be mounted reasonably tight to the copper saddle.

The finished dome was mounted centered on

the copper saddle with Goo and the gaps filled with putty.

While that was setting up, I returned to the metal tank and added a pair of new dome vents and after cleaning up the old hand rail stanchions, I soldered them back into place with some 0.035 brass wire for hand railing. Now, both tanks were ready to be mounted to their respective flatcars. I used O scale 8" x 14" for the side timber that shored up the tanks. These were beveled at one end to account for the curvature of the tank (trial & error to define one and then copied) and were placed on ~3" centers working in from each end. End timbers that span the car width were cut from O scale 12" x 14". Due to the rounded end of the metal tank I had to carve a little of these beams so that the tank would sit down snug in its cradle. Each tank was then secured into its cradle with Walthers Goo. See figure 4. Side running boards were made from HO 3" x 18" and 3" x 14" and secured with ACC.

Handrails (0.022" brass wire) and 2 mm handrail stanchions (Precision Scale) were then added to the wooden tank drilling through the copper tank band and also on the ends drilling through the end bands. Both were secured with ACC.

On both cars, 1/4" end channel that spans the width of the car was added along with some 3/32" angle with angle braces made from some 3/16" "I" beam, all styrene from Evergreen. A length of strapping (0.005") that wraps around from the inside of the channel down onto side sill of the car was added. This was cut from leftover 0.005" sheet copper for the wooden car and 0.005" shim brass for the metal tank car. These parts were dressed up a bit with Grandt Line nbw castings; large #16 on the channel section and smaller #23 for the strapping.

I made a hatch to finish up the plumbing fixture dome from scrap 0.020" sheet styrene that I left with a flat edge to butt up to a small scrap strip of the same styrene. I pulled a pair of old Walthers hinges out of my scrap box and with a dab of Goo secured then into place. I also found a grab iron in the same box that I added to the lid. Lastly, I added two more Precision scale grab irons to the base of the dome. After I got those installed I

decided that this car needed ladders. Going back to the scrap box I found leftover sections of old brass ladder stock (Atheam, All-Nation, or even US Hobbies). I put a slight bevel on one end and found after threading the ladder section between the wooden tank and the handrail that the top of the ladder rested on and locked onto the grab iron on the dome perfectly. A little Goo on both ends and the wooden tank car had ladders up to the dome.

I found an older style brake wheel on a 0.040" wire and an orphan Precision Scale ratchet & pawl and added these to the metal tank car while on the wooden one I used a Grandt Line #43 brake wheel, ratchet & pawl set mounted on 0.022 brass wire. See figure 5.

With that completed, it was time to complete the underbody of these cars. I added 6" queen posts, Grandt Line #67, and then instead of using wire for truss rods I thought I'd try using #2 surgical silk. I threaded a length of the silk in through one end sill, through the hole in the body bolster, over the queen post supports, (not on the queen posts!), through the hole in the other body bolster, and out the opposite end sill. I repeated this process for all of the truss rods actually using a single length of silk. Then, I anchored the thread under tension by plugging the end holes that I had drilled for this thread with more Grandt Line #16 nbw's. After the ACC had set, I trimmed the excess thread away with scalpel blade and lifted the thread up onto the queen posts where the tension held them into place. All that remained of the underbody was to build a small platform spanning the sill and underbody supports to mount a K brake casting with a bit of Goo. See figure 6. Note: the figure shows one car with the truss rods up on the queen posts while those on the other car are not. Well, I made one little mistake there and I managed to forget to thread the silk thread with the CMA O scale turnbuckles! Not to worry! It turns out that these can be split length-wise with a scalpel blade, placed on the silk thread one half at a time and reassembled

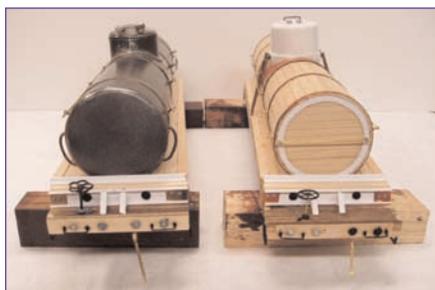


Figure 5: Detailed end views of both cars.

in place with a judicious application of solvent plastic cement glue. Final details that were added included Precision Scale grab irons and glad hands, and #83 Grandt Line stirrup steps at the ends. I also ran across a set of strap steps in the scrap box that I added to the metal tank car with some Grandt Line #23 nbw's.

After those were done, I just needed to add trucks and couplers. I'll paint and letter these to match my other Cumberland Valley & Metal water tank cars for Dry Run Spring Water and Muddy Run Spring Water.



Figure 6: Detailed view of the underbody of both cars.

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

UPGRADING YOUR FRONT LICENSE PLATE

Photographs and article by: Don Jennings.

HAVING JUST MOVED into the Raleigh, NC area, I had to get a new registration and license plate. While in the Motor Vehicle Office, I looked on the wall and observed several catchy front license plate alternatives that they were selling. [NOTE: North Carolina and a few other states only require one plate located on the rear of the vehicle]. Two that stuck out to me were: "I'M RETIRED" and "I LOVE NORTH CAROLINA" but there were many other ones for sports, colleges and favorite cities in the state. I was tempted to purchase one but held back. Shortly afterwards, I visited a local prototype railroad—The Atlantic & Western Railway, located in Sanford, N.C. I took several pictures while I was there and one of them came out exceptionally well. See photo 1. For the best quality enlargement, make sure the picture YOU use is set for a landscape type of photograph as opposed to a portrait type of setting. I immediately thought "What a great way to put that empty space on the front of my car to good use."

I measured the old license plate to get dimensions and proceeded to a store where enlargements are made. My original 4 inch by 6



Photo 1: The original photo of the Atlantic and Western engine #109 that was enlarged.

inch picture had to fit in the size of the plate that is 6 inches by 12 inches. Allowing for the mounting holes, the actual useable size for the picture is 4 inches by 12 inches. While waiting in the store, I also had the picture laminated for protection.

Next, I took two sheets of Plexiglas, cut them to size and drilled the holes so the picture and Plexiglas could be mounted in place. The total cost ranges between \$5.00 and \$15.00; depending on what supplies, enlargements and laminations you require. That's not too much to pay to show a picture you are proud of and take the place of that front license plate you don't have yet. See photo 2. Just a thought, and the picture can be of your home layout or your

favorite prototype railroad or a grandchild or anything you desire it to be. HAVE FUN WITH THIS!

DON JENNINGS lives in Carolina Piedmont Division 13 and models HO Scale. 🚂



Photo 2: Finished customized license plate.

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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 10 – South Mountain

Pete Clarke – *Gold Spike*

Division 11 – Susquehanna

Jeffry A. Warner – *Electrical Engineer*

Jeffry A. Warner – *Chief Dispatcher*

MER At Large

Larry Linville – *Gold Spike*

The 2006 statistics for the MER AP were as follows:

Gold Spikes – 9

AP Certificates – 23

MMR – 2

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**. 

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!! 

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. 

Statement of Financial Condition

Mid-Eastern Region
As of December 31, 2006

<u>ITEM</u>	<u>AMOUNT</u>
<u>Assets (excluding inventories)</u>	
High Point Bank Checking Account	\$13,891.22
High Point Bank Money Market Account	\$13,421.02
High Point Bank General CD	\$11,989.72
High Point Bank Life CD	\$42,516.95
Convention Advance	\$ 500.00

Liabilities
None

Net Assets (excluding inventories) \$82,318.91

BREAKDOWN OF NET ASSETS

<u>Restricted Assets</u>	
Life Member Fund	\$42,516.95
Life Member Fund Interest (paid to Money Market Account)	\$ 1,750.77
Pre-paid Subscriptions	\$ 3,019.68

Assets Restricted by Board of Directors

Donation Fund	\$ 4,133.00
Kit Fund	\$ 4,396.01
Unrestricted Assets	\$26,502.50

TOTAL NET ASSETS **\$82,318.91**

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

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

The Kit Fund is a revolving fund for the car kits and building kits we sell. Proceeds from the kits sold are used to buy new kits. Surplus proceeds may be used for purposes designated by the Board of directors.

If you have any questions or comments please contact the MER Treasurer (contact information is listed on Page 2).

Respectfully Submitted by
Thomas R. Buckingham
MER Treasurer 

SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER



COURTESY OF THE FREIGHT YARD
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.



P.L. MATSON (2)

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.



CLINT HYDE

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



CLINT HYDE

WESTERN MD. N-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#29290	_____	\$19.95	\$23.95	\$_____
#29299	_____	\$19.95	\$23.95	\$_____
Shipping \$2.50 for first car, + \$1.50 for each additional car				\$_____

RF&P HO-SCALE CARS	QUANTITY	MEMBER PRICE*	NON-MEMBER PRICE	TOTAL
#2836	_____	\$11.95	\$14.95	\$_____
#2874	_____	\$11.95	\$14.95	\$_____
Shipping: \$2.00 for each car (not for each order)				\$_____

* Please list your MER or NMRA Membership # _____

MER CLOTH PATCH**	QUANTITY _____	\$3.00 including S&H	\$_____
MER LAPEL PIN/TIE TACK**	QUANTITY _____	\$6.00 including S&H	\$_____

MER HO-SCALE STRUCTURE KIT**	QUANTITY	PRICE	TOTAL
Bunn's Seed & Feed	_____	\$75.00 postpaid	\$_____
Small Freight Station	_____	\$25.00 postpaid	\$_____

THE LOCALS** —	QUANTITY	PRICE	TOTAL
(all issues 1997-2006) on CD	_____	\$5.00 postpaid	\$_____

** Only available to MER members.

DONATION	_____	\$_____
TOTAL AMOUNT ENCLOSED	_____	\$_____

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NEW MEMBERSHIP RECRUITMENT PROGRAM

As an aid to membership recruitment, NMRA recently instituted a six month "Railpass" trial membership program which costs the applicant \$9.95. Building on this idea, the MER is instituting a program whereby it will pay the \$9.95 Railpass fee for interested applicants in the MER. In other words, we are making available FREE six month Railpass trial memberships to encourage recruitment of regular members.

What's covered?

Same as Railpass—receive six issues of **Scale Rails**, three issues of **The Local**, eligibility to attend conventions and meets, eligibility to participate in contests.

What's not covered?

Same as Railpass—applicants cannot vote or hold office, and will not receive the New Member Pak from national (it's rather expensive).

Who can be recruited?

Anyone living within the MER who has not been a member of NMRA during the past thirty months.

How will the recruitment process work?

(1) The prospective member fills out the MER trial membership application form which was sent to all division superintendents (not the standard NMRA Railpass form) (2) The "recruiter"

should also sign the form, and then forward it to: Fred Miller, MER Business Manager, 8960 Challis Hill Lane, Charlotte, NC 28226-2686. (3) Fred will record the information he needs in his data base, and will forward the application to the MER Treasurer. (4) The Treasurer will add the necessary check and forward the application and check to the national headquarters in Chattanooga.

What happens after the member's six month trial period?

The Railpass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Railpass trial members will sign up to become regular members.

Are there limits on the program?

The MER has allocated \$2,000 for this program. The program will stop at the end of year 2007, or when we have spent \$2,000 – whichever comes first. When and if we approach either limit, Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be evaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Fred Miller, MER Business Manager (mailing address is above, 704-752-5138, tractionfan@aol.com), or Roger L. Cason, MER Secretary (1125 Grinnell Road, Wilmington, DE, 19803-5125, 302-478-2550, rogercason@juno.com). 

NATIONAL MODEL RAILROAD ASSOCIATION (NMRA) MID-EASTERN REGION APPLICATION FOR FREE "RAILPASS" TRIAL MEMBERSHIP

YES, please sign me up for a free six month Railpass trial membership in the NMRA—which includes membership in the Mid-Eastern Region, and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive **Scale Rails**, the monthly national magazine, and **The Local**, the bi-monthly regional newsletter. I will not be eligible to vote, hold office, or receive a New Member Pak.

I also understand that the \$9.95 cost of this six month Railpass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.)

At the end of the six months, I may join NMRA, paying the regular active member dues.

During the past thirty months, I have **not** been a member of NMRA.

=====

Name: _____

Street Address: _____

City/State/Zip: _____

Phone: (_____) _____

Email: _____

Scale(s): _____ Date of Birth: _____

Signature of Applicant: _____

Signature of "Recruiter": _____
(A Regional or Divisional officer or board member)

=====

When this form is completed,
mail it to:

Fred Miller MMR
MER Business Manager
8960 Challis Hill Lane
Charlotte, NC 28226-2686

Do **not** mail it directly to MMRA
headquarters in Chattanooga, TN.

Date of form: 1/31/07

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 NMRA # _____ Expire Date _____
 Scale _____ Telephone # _____

Make checks payable to the Mid-Eastern Region

**CALLBOARD
 Coming Events**

March 10. New Jersey Division Meet. Hamilton Twp., N.J. Clinics: 9 AM to 12 PM. Layouts: 1 PM to 4 PM. Contact Mike McNamara for more information. (856) 824-0879 or email: mikemcnh@comcast.net.

March 17 and 18, 10 AM to 4 PM both days. The Great Train Expo. New Jersey Expo Center in Edison. Adults: \$7; Kids 12 and under: free. Visit <http://gte.ciadv.com/index.html> for the latest information and directions.

March 24. 8 AM to 4 PM. Potomac Division Mini Convention. St. Matthews United Methodist Church, 8617 Little River Turnpike, Annadale, VA. Contact John Drye for more information. (703) 922-8131 or email: jdrye52@aol.com.

April 13 and 14. Philadelphia Division. Open layout tours. As of this time there are no meetings or clinics scheduled but that is subject to change. An open house listing will be available in the April issue of **The Philadelphia Dispatcher** (the publication of the Philadelphia Division).

April 28th. The James River Division Meet at the National Radio Astronomy Observatory (NRAO) Auditorium, on the grounds of the University of Virginia; 520 Edgemont Road. Clinics, contests, door prizes and a white elephant table from 9:30 AM to 12 PM. Layout tours from 1 PM to 4 PM. Admission is free. For more information, contact Robert Alvis, (804) 392-4060 or email: rwalvis@mac.com.