

The Local

A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



Volume 69

MARCH— APRIL 2014

Number 2

Firing-up a Model Live Steam Engine

By Andrew R. Dodge

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PREPARED A STEAM ENGINE to run on the high-iron is a process that dates back approximately 200 years. In order to make a steam engine operational, one needs water and fuel. Since the heat generated by most fuels used today: coal, oil or propane; generate enough heat to seriously burn steel, putting water into the boiler is the first item on the agenda. Water and steel do not react well with each other, which means that the boiler will have rust and corrosion issues over time. To prevent this problem in today's locomotives, one can use a chemical stabilizer devised specifically to avoid rust. Terlyn Industries produces a boiler treatment additive for steam engines. It is designed specifically to control corrosion and scale. I put 4 oz. of their product LSB8000 directly in the boiler and add more in the tender as I run the engine during the day. It is my understanding that the train crews on the Durango & Silverton Railroad use it by the gallon in the K 28 and K 36 locomotives that run on the Silverton line.

Because I am operating a 1/8 scale locomotive, I can use just a garden hose to partially fill the boiler with water through the blow-down valves. Blow-down valves are located on both sides of the boiler near the bottom of the foundation or mud ring. These valves are critical in being able to get any excess water out of the boiler during operations, and to blow-down the boiler when finished running the locomotive. During the filling process, I open one of the valves on the turret in the cab to allow air to escape and speed the operation. The water level can be checked by looking at the glass. Once the

water level has come up to approximately halfway between the crown sheet and the top of the glass, I know enough water is in the boiler and can shut the blow-down valve. After disconnecting the hose from the blow-down valve, I fill the tender. Because my tender does not have any baffle plates inside to control water slosh, I only fill it to approximately two-thirds full. The tender is three feet long with 16 inches wide, which is more than enough distance to have water come flying out of the tender if one does a hard stop or has a derailment.

My engine has three ways to get water from the tender into the boiler during operations. Old locomotives such as the *Mason* at the B&O Museum used cross-head pumps that required the locomotive to move in order to pump water into the boiler. Because of the inherent safety problem if the engine sits too long, two or more injectors have been used on all modern locomotives. Most operating model steam engines have some combination of systems. I have an axle pump on the front driver that operates just like the cross-head pump, one injector under the fireman's side of the cab, plus a hand pump in the left tender water leg as a last resort if the others are not working.

Firing is the next order of business. Since I use coal as a fuel, I have to create a fire in the firebox that is hot enough to start the coal burning and with a sufficient air supply to feed the fire. In order to create a draft through the boiler tube and into the smokebox, I would have to have a stack approximately 19 feet high, which is not a practical solution. However, there are

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The inside of a model live steam engine cab is a little simpler, but in all respects similar to a full size locomotive. The door to the firebox is in the lower center, the water glass is to the left and is positioned to indicate the water level vis-a-vis the crown sheet. The throttle is by the pressure gauge with the Johnson Bar on the far right. Other valves on the turret operate the vacuum brakes, injector, blower, cylinder blow-downs, whistle, and the engine brake, which is on the right side of the deck.

The Local

Official publication of the Mid-Eastern region, NMRA – A tax-exempt organization

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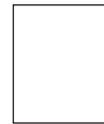
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All subscription information, advertising rates and publication deadlines are located on page 16.

The MER website is <http://mer.nmra.org/>

From The Business Car

By John Janosko
MER President

BY THE TIME YOU READ THIS the weather should have improved. As I am writing this report in January it is only 5 degrees outside. I will be glad when this winter is over. Hopefully we will have a nice spring.

On January 18th we met at Tom Buckingham's house for our semi-annual board meeting. Thanks Tom for opening your house for the past 12 years, it really works out well since it is almost in the middle of the region. The MER finances are in great shape and we were able to get several projects completed. One important thing is that the hotel for the MER convention is now signed and if you attended the last convention in Hagerstown, we will be at the same hotel. It is now a Ramada and you can earn your Wyndham rewards for your stay while attending the convention. By the time you read this you should be able to go on the website to register for the convention. If you have any questions you can

contact P.J. Matson. Eric Devinis is still talking to two possible groups for the 2015 convention and the 2016 convention looks to be in Cary, NC. More to follow in future issues of **The Local**, Eric and I will keep you advised.

Remember that we have elections this year for President, Vice President, Secretary and Treasurer, if you are interested in any of these positions; you need to contact Bob Minnis.

The Board approved a study into seeing about voting electronically in future elections in addition to the paper ballot. Bob Price and Martin Brechbiel have taken this on as a project to best see how this can be implemented. They will be giving the members and the Board updates in the future.

Since we are still in the cold weather, now is the time to finish all those model railroad projects that you have been putting off.

Happy Model Railroadg. 🚂

Firing-up a Model Live Steam Engine continued from page 1

two ways to create the needed draft. On some club layouts like the Chesapeake & Allegheny in Baltimore, they run a compressor and with the proper jetting of air just inside the petticoat pipe, you can create a good draft. Another method is to use a little electric squirrel-cage motor and fan placed on top of the smoke stack. Both methods will move the smoke up and out of the stack and prevent the cab from becoming a fire danger and keep your eyes and lungs clear of smoke.

To get the coal hot enough to start burning, I use charcoal briquettes soaked in kerosene as the base for the fire. Kerosene is sufficiently combustible to easily ignite but nothing that would be considered too dangerous. After soaking about half a coffee can full of briquettes, I put them on the grates in the firebox. The grates are removable racks something like you would find on an outdoor grill. They are designed to hold the fuel while allowing air to come up from below. Remember, the other five sides of the firebox are steel with water inside. After starting the fire with a match or the more modern birthday cake type match with lighter fluid, I will start the draft with the compressed air or fan. Once the briquettes burn enough to have a gray ash form over the surface, the coal can be added. However, care must be exercised not to add too much coal too quickly since that would overwhelm the fire and suffocate it. Also, you must use a good type of leather work gloves to protect your hands from all the heat. Everything touching the boiler will become extremely hot, too hot to handle. Being careful is para-

mount, and do not use wet gloves since heat will pass right through the leather and burn you.

The length of time it takes to heat the water depends on how well you have tended your fire and how cold the temperature of the boiler when you first start. Obviously, if the steel is 90 degrees when you begin, the fire will bring up the heat of the water faster than if the boiler is only 40 degrees. Once the fire gets going nicely, it is important to periodically rake the fire in order to break up the coal lumps that have fused together due to heat. Also, this ensures a larger area of burning surface in the fuel and better air circulation. When raking the fire, be careful not to push the fuel up against the flues because you do not want to obstruct them. You want as much heat as possible to go through all the flues so you maintain good efficiency.

Like full size locomotives, the boiler pressure of a scaled down live steam engine varies with the type of boiler. Most operate with a full pressure of more than 100 pounds per square inch. The type I have is Maryland State approved to go up to 125 psi. Once the pressure gets to 50 psi, the locomotive's own blower can be used and the compressed air or the electric, squirrel cage fan can be removed from the stack, with caution. Caution, because it will be very hot after being in extended contact with the heat of the boiler. While you are greasing all the journals, bearings, and valve linkage, you are also checking your pressure gauge and tending the fire. Once the pressure hits its working limit, the safety valves open in order to

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Getting an engine ready to run requires attention to detail and a checklist of things to do. Water is the first item, then the fire, then lubricating the running gear, and then constant attention to all. Gloves, safety glasses, and a hat are all on the "must" list of apparel. While checking the fire, one can see the glow from the firebox through the spokes of the last driver. The steam around the running gear is from the vacuum brake, which needs a constant supply of steam to keep the train brakes engaged.

Keeping In Touch...

By Bob Price
MER Business Manager

THIS ISSUE I want to provide some background on non-Life membership in general and subscriptions to **The Local**. Several years ago, the NMRA instituted a single dues policy. If you pay your NMRA dues, you are automatically a member of any Region and Division in which your primary residence is located. You also have the right to attend any other Region's or Division's events. Regions and Divisions may collect fees from those attending events or receiving newsletters to offset the cost of those. If you do not want to participate with these fee based items, you are still a member of those organizations that you live within.

When you join or renew with the NMRA, you have the option to pay for the NMRA's magazine as part of your membership. If you do not pay for the **NMRA** magazine, you are still a member of any Region and Division that you reside in. Your subscription to the **NMRA** magazine has no impact on your membership standing at the Region or Division level.

As a courtesy, the NMRA does collect and disburse subscription payments for Region newsletters. They do not collect any division newsletter subscriptions. In the MER, members can pay \$9.00 for a subscription to the paper copy of **The Local**. The electronic version (email) is free to any member of the MER. Some

members elect to receive both the electronic version and a paper copy. If you pay the \$9.00 to the NMRA for the MER Region Newsletter, you will receive a paper copy of it in the mail. If our MER database currently has you as receiving the electronic version, the software changes the subscription type so that you receive both paper and electronic versions.

The NMRA sends the MER a file and check once a month for the subscription data they have processed. We use that data to update the member's subscription information in our database. If you currently receive a paper copy, your expiration date is extended by one year. If you currently do not receive a paper copy, your paper subscription starts with the next issue and ends one year later. Subscription information for **The Local** is not maintained by the NMRA. It is maintained by the MER Business Manager.

If you have any questions, changes or issues regarding your subscription to **The Local**, the person to contact is the MER Business Manager at bob.price4@comcast.net.

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. 📧

Firing-up a Model Live Steam Engine continued from page 3

protect you and the engine. The low pressure safety valve on my engine opens at 125 and reseats itself at 112 psi, which is important in order to keep as much steam in the boiler as possible and not waste fuel and water. A secondary safety valve that serves as a backup will open at 130 psi, but mine has never gone off other than in state tests to ensure that it is working properly.

It is important to keep the boiler pressure in the 100-125 psi working range so other parts of the locomotive that depend on steam pressure to operate will function as intended. The locomotive brakes are served by a steam pipe from the turret to a valve on the cab floor on the engineer's side of the cab. These brakes are a closed system so they do not waste steam to operate and function at a lower pressure. However, the train brakes are operated by vacuum, which does need a constant source of steam at a pressure of 90 psi or better. The other item in need of high pressure steam is the water injector. The injector takes steam from the turret and through the use of jets and cones in the body of the injector, the pressure on the water going to the check valves on the side of the boiler becomes higher than the pressure inside boiler. If the pressure is not high enough, the cold water from the tender cannot be

injected into the boiler.

After getting the boiler up to full operational requirements and you have completed lubricating the engine, the locomotive is ready to be moved under its own power. The Johnson Bar has been in the neutral position through this entire process so far, but it is time to move it into reverse or forward, depending on your track arrangements, and slowly open the throttle. Hats and safety goggles are recommended at this point in order to protect yourself from water being initially expelled from the smoke stack as the pipes and cylinders are being fed their first bit of steam. Cinders coming out of the stack as the engine works will play havoc on you head if it is not protected.

Another important item on the to-do-list is cleaning out the cylinders. In the cab two valves control the steam lines going to the cylinder valves. These valves must be changed from the running position to the venting position so raw water in the cylinders can be expelled. After a short time of 20 or 30 seconds while moving, the valves have to be reset to their standard position so the engine will operate at full efficiency. This entire step needs to be repeated several times as the engine is run during the day.

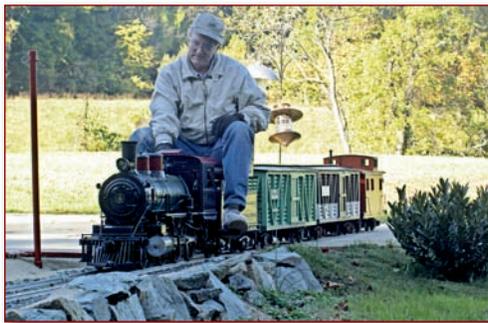
After a day shoving coal though the fire door and replenishing



An example of heavy corrosion in the boiler and water leg caused by lack of water treatment chemicals.

the water supply in the tender many times, the time will arise to “turn off” the engine. This is not like flipping a switch in the basement train room and going for some coffee. The job is just part of the fun, and it will take up to an hour to complete all your chores with the engine, cleanup and putting hoses and tools away. After some experience, the engineer will learn to have the fire burned down to a minimum level at the end of operations and still have a nice level of water in the boiler. This will reduce the waste of coal and speeds cleaning the firebox and boiler. With the firebox almost empty, it is an easy job to use the tool for raking the fire to hook and pull up the grates. This is known as dropping the fire, which I had to do once with a full head of steam and roaring fire due to a failure in a boiler check valve. Carefully pull the grates out through the firebox door and place them on the ground where they can cool. Do not touch them for at least 30-40 minutes because they will be so hot at times that they will have a nice red glow.

Unless the locomotive burns propane, the smokebox, flues and firebox will need to be cleaned. In order to do this necessary cleaning, the engineer must open the smokebox door, which will still be too hot to touch without gloves. Once open, compressed air can be used to blow out any cinders that did not go up the stack. An extended fitting attached to the end of your air hose will enable one to reach inside the firebox and blow away any loose soot and force compressed air through the flues. If the engine has been worked hard, there will be less soot in the flues and the smokebox, but if



With the engine in good working order, it can pull its full tonnage rating. On a 3.5 percent grade Dick Patton is running the Mogul with two cars and caboose without any steam leaks or driver slippage. Under these conditions, protective glasses are essential. Because of the extreme draft in the flues when working this hard, cinders fly out the stack and invariably get into your eyes.

not, some of the flues might be totally clogged, which must be clean for the next run.

Once the boiler is clean and set for the next operating session, the water pressure in the boiler should have dropped. Most clubs and many operators want the water pressure to be at or just below 50 psi before doing a blow-down. If you need to speed the cool-down, one can use the tender hand pump to force more cold water into the boiler. When ready, just open the blow-down valves on each side of the boiler and watch the show of all the steam come flying out of the engine. Do not use your hands to open the valves or stand in front of the valves unless you want to get burned and soaked. After the waterworks show, it is nice to use the spray attachment to your air hose to give the engine a bath.

Kerosene or some other distillate like #2 diesel fuel can be sprayed on the now cool locomotive to clean the boiler jacket and excess grease and oil on the running mechanism. The locomotive is now ready to be put in the roundhouse, and you can now have your cup of coffee. (You might want to wash-up first.)

As a final thought or two, remember the wording on so many railroad heralds: “Safety First.” Although this is a hobby, remember all the safety issues and follow the rules to avoid any accidents or injuries. Also, be safe by being informed. Working with a live steam locomotive is a lot of fun, reveals many aspects of railroading all too many of us never see today, and you get to experience the thrill of real coal smoke – Railroading at its Best. 

James River Division Meet

ON SATURDAY, DECEMBER 14, 2013, the James River Division met at the Episcopal Church of the Redeemer in Midlothian, Virginia. After a few announcements and Divisional business from Bob Minnis, James River Superintendent, there were two clinics presented in the morning:

- (1) Square Corners on a Building – by Ken Montero;
- (2) Another Angle on a Peninsula Layout – by Keith Pritchard (layout tour will be at Keith’s layout);

Followed with a 50:50 raffle and a raffle of cars, kits and other sundry items, as well as a sales and “free” table. A layout tour was available after lunch and a good time was had by all! 

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Hub City 2014 Special Contest Awards

*By Martin Brechbiel
MER General Contest Chairman*



HUB CITY, the MER 2014 convention (October 16 – 19, 2014 at the Ramada Plaza Hotel), in addition to the range of the standard Contest Room awards and Categories will feature the following Special Awards:

THE BEST OF SHOW AWARD is given to the model that scores the highest point total in the judged model contest. Not only is a plaque awarded but this includes registration to next year's MER convention.

THE PRESIDENT'S AWARD for 2014 has been chosen by MER President Janosko and will be given for his favorite Passenger car.

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 kit-bashed model which scores highest in the judged model contest. **Be sure to check the definition of kit-bashed for this award!**

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 (40) percent commercial parts. The prize—a genuine railroad lantern—is presented to the winner by Mr. Nesbit.

THE PHILADELPHIA DIVISION 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!

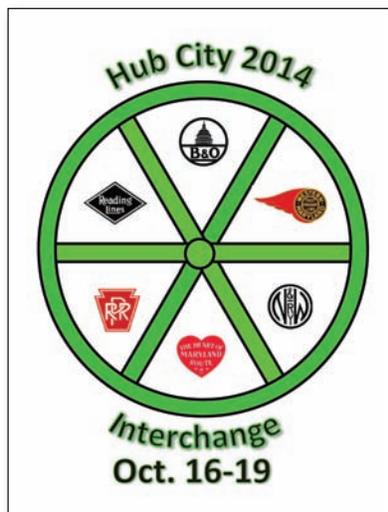
THE PRIDE OF DIXIE AWARD, sponsored by the James River Division, will be awarded this year for a Y'all (South of the Mason-Dixon Line) Railroad pulpwood car.

THE RAY BILODEAU 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 plaque.

THE HENRY (BUD) KAISER AWARD, sponsored by the Railroad Prototype Modelers-Valley Forge, will be awarded to the best-detailed and weathered piece of rolling stock model in the opinion of the judges of the model contest.

THE GREAT DECALS! AWARD is an award for an excellent model that includes a Great Decals! product in its construction and/or finishing achieving the highest judged score in lettering & finish for a model that employs a product demonstrated to be from Great Decals that also receives a Merit Award.

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 and fill out a ballot get to choose the winner!



These special awards, and awards for all of the categories in the Model and Photo contests will be presented at the convention banquet on Saturday evening. Awards and other contest information will soon be available on the convention website!

In my continuing role as MER General Contest Chairman, I'd like to encourage everyone to consider bringing a model to enter into the various NMRA contest categories. I've found it to be very educational and of considerable general value. My modeling skills continue to improve from participating in the AP program and Contest room. I feel this to be a valuable part of the MER and the NMRA, and I also know that the MER has a great number of truly outstanding modelers out there. So, bring your models to the contest room this fall in Cary, NC!! If you have any questions, contact me at martinwb@verizon.net. 



Product Review: Model Weathering Washes

By John Darlington

FOR THOSE OF YOU, like me, who like to weather engines, rolling stock and buildings, I discovered a product that provides a very realistic “wash” effect on plastic and metal surfaces. The product is called Model Wash and is produced in Spain by Vallejo (Acrylicos Vallejo, S.L.). I discovered this product while reading through an issue of Model Railroad Hobbyist Magazine. This product, at present, is sold exclusively through Squadron Hobbies, an on line hobby supply house (<http://www.squadron.com/>). Polly S has come out with washes as well. I have not used them so I cannot comment on their effectiveness.

PRODUCT SPECIFICS

The wash is an acrylic supplied in small 1.18 oz. bottles (figure 1) and is advertised as being suitable for rolling stock and buildings. The colors available are shown on the Squadron site. According to



Figure 1

the manufacturer, these washes have a surface tension similar to solvent-based washes. The average drying time is about 20 minutes, but in my limited experience, I would allow upwards of one hour to let the wash in various crevices dry thoroughly. Clean up with water is very easy. Each bottle retails for \$5.99.

APPLICATION AND RESULTS

As with any product, it takes a little practice and experimentation to achieve acceptable results. These washes dry quickly so using a little bit at a time is more economical. I found that the best course is to put a couple of drops in a small glass or plastic dish. Because



Figure 2



Figure 3

of the quick drying time, you need to use the wash very quickly. Because of the various colors (three browns, three grays, three rusts, blacks etc.) I found that mixing colors produces some very interesting washes. As shown in figures 2 and 3, the Virginia and Truckee wood sided box car turned from an “out of the box” look to one that has seen a fair amount of use. On this car I used a combination of dark brown, light brown and dark rust colors mixed together in one wash to get this effect. Note that the various crevices have retained just the right amount of wash to give a “well used” appearance.

I have also found that these washes can “rehabilitate” a car that was damaged. I made the mistake of covering the bottom of some of my train drawers with a rubberized liner. BAD MISTAKE! A couple of my good B&O cars actually stuck to the rubberized surface, and when I tried to remove them, big chunks of paint came off of the car side exposing the plastic surface. At first, I figured that I had three choices, 1) strip and repaint/decals the cars, 2) use



Figure 4

them as stationary supply sheds on my layout with the damaged side turned outward, or 3) chuck them away. None of these options were appealing so they sat on my workbench for months. Once I purchased these washes, I realized that there was another option! Using a small stubby brush to continuously blot the paint I built up a rough surface on the damaged areas with Polly S dark rust. Then I repeatedly washed the cars with a combination of dark brown and light/dark rust. Figures 4 and 5 show the cars after they have been “rehabilitated”. Since I enjoy seeing beat up box cars on a layout, and based on their vintage (early 1900s), they would have looked well used operating in my era (1950s).



Figure 5

CONCLUSION

I really enjoyed working with these washes and I think the results speak for themselves. None of the cars shown have been treated with weathering chinks, which I may later apply in some selected spots. However, a word of caution, DO NOT APPLY these washes to cars that have already been weathered with chinks. Being water based, the washes will wash away your chalk, and you will have to start over. I have not tried them on buildings, but plan to as a winter project. 📧

News from the Contest Room!

*By Martin Brechbiel
MER General Contest Chairman*

ONCE AGAIN, I'll take this space to encourage you all bring your models along to Hub City – the MER 2014 convention in Hagerstown, MD (October 16 - 19, 2014) at the Ramada Plaza Hotel and to enter it into any one of the contest categories! Beyond the standard Contest Room categories, there are a number of Special Awards that some of you might want to consider bringing that “Special” model to place into consideration. All of the information pertaining to the Special Awards, criteria, qualifications, Judging, etc are available on the MER website, <http://mer.nmra.org/Contests.html> and at <http://dir.groups.yahoo.com/group/MERMailbag/files/>. Just click on the name of the Award to be linked to that award's information!

All of the forms that you need are available on the NMRA web site in both pdf and Word format (<http://www.nmra.org/education/achievement/apforms.html>). Downloading and filling these out well in advance is worth your time & effort since you can type right into the form. If you need or can not locate the forms, contact me directly (martinwb@verizon.net).

In addition to the Judged Contest and Special Awards, we also have the popular vote Special Award “Favorite Train”; we will also have a “Favorite Model” popular vote category! We are trying to assemble a special clinic for this year's convention that is aimed at modelers that have some interest in entering their models in the Contest Room but are unsure of where to start and what they need to be successful. We hope to have a hands-on construction clinic that will take a group of modelers through from start to finish with the final objective being putting their models into the contest room for a specific new Special Award starting this year. I'm sure that several entries will qualify for our already existing Special Award from the Philadelphia Division for the Best New Modeler, too! Be sure to check out the specifics and rules regarding that award as it not only carries a plaque, but also a cash award! There's also the Photo Contest.

We saw some very nice models in Rockville in 2013 despite what continues to be low number of entries, but I'm hoping that we'll have an increase this coming convention since the

MER has a high number of truly outstanding modelers. We're also going to need the continued great service of our existing cadre of experienced Judges as well as our Apprentice Judges. In that same light, I want to hear from last year's judging crew to confirm (at least tentatively...) who will be coming to Hagerstown. I also want to hear from any modelers that would like to become Judges.

It is my continuing hope that my traveling around the MER doing clinics on judging as well as at the convention is having some good results on establishing a level playing field for all members of the MER. I will be starting to make the rounds visiting the various Divisions again to address the issue of “paperwork”. It's really all about communications and clarity. As has been noted previously, the Judges only spend about 10 minutes per category per model so having the “right stuff” on your forms, and being succinct can only help you; that two-inch binder of information you brought to impress the Judges is just not going to get read in any detail! However, we really do want you to get those Merit Awards and the percentage of those awarded over the past several years has been for about 40 percent of the models! You only need 87 ½ points which out of a possible 125 point calculates out to be a “C” grade, so I'm thinking that better communications will boost that percentage.

Lastly, participating in Judging is a great way to learn and improve your modeling skills as well as gaining a “hands-on” practical understanding of how the judging matrices are applied. On top of that, judging is another activity that counts towards your Association Volunteer category in the AP program! And, having now mentioned the AP program, I'd like to invite any and all of the Divisional AP coordinators to drop by the contest room, take a look at the entries, and even participate in the judging session! Come to Hagerstown and bring your models to the Contest Room!

2013 CONTEST ROOM ERRATUM:

Gerard Fitzgerald was awarded 1st place for the Biscuit Run

continued on page 10

Module which also won the Blue Lantern award, and the Philadelphia Division's New Modeler Award.

John Johnson was awarded 1st place Diesel for his Alco FA-1 PRR.

Alfred (Fred) Phillips was awarded the Popular vote award of Favorite Model.

IS IT OR ISN'T IT.....SCRATCHBUILDING?

In the Contest Room in Rockville the Judges encountered a model where the exterior was printed paper wrapped about the shell of the model. This precipitated a vigorous discussion as to whether that constituted scratchbuilding or not, and how the Judges were to be able to differentiate whether models of this sort then qualified as scratchbuilt. At one end of the discussion was if someone used a program to create and design the printed out wrapper, then it qualified as being scratchbuilt. Note the word "create." This was not including pulling a sample off a company's web site and sending that to one's printer. The creation process was part of the qualifier. At the other end of the spectrum was an emphatic "No!" since all the person might be doing was in fact going to some web site, sampling textures, brickwork, or stonework and then sending that to their printer, effectively just pushing a button, but no creation. Given the high quality of affordable printers these days and that the use of paper has been making a comeback as a modeling material, something of a discussion was carried on afterwards with Bob Hamm, Frank Koch, and Charlie Flichman, the results of which are provided herein.

Bob Hamm: My sense here is that the charm of the paper is the image on it, likely windows, doors, siding, trim, all with nice weathering. Did the modeler create the images, not by downloading it from some source on the web, but actually creating it by drawing lines and coloring the objects? If the answer is no, then he should get little if any credit for the finish of the model. Does the image have any depth, for example: does the window trim have any thickness? Is the glass farther behind the window frame? If not, then under conformity the model should lose points for not adhering to the prototype. Under detail, the attributes that are printed on the image are just like cast on details, and the modeler gets no points for those detail items. Under construction, you have to compare the effort put forth to paste the paper on the shell. If you judge it to be less, it gets fewer points based on the complexity axis of the matrix. If the modeler didn't create or "scratch build" the image then few or no points under the scratch build factor.

Charlie Flichman: If someone produced the design of the structure using a commercial program, they get some points toward scratchbuilding. If they wrote the code to make the program that produced the structure, they get more points toward scratchbuilding. This would have to be in the write-up. I also agree with Bob concerning the other categories of the contest.

Frank Koch: Yes, it is scratchbuilding much as if Frank used scribed sheet stock or brick sheet.

It would seem clear that the creation process is a key component to the use of paper and that even when just buying and/or

downloading paper printed with textures or other construction elements, that there are also limitations to the use of this medium in not only Scratchbuilding, but that as per usual, the use of this medium, printed paper, also impacts all of the other category components that will be judged. And as always, good clear communications in the entrant's judging form and description information is critical to communicating with the Judges as to the degree of creativity that was involved. One really has to make sure that the Judges fully understand just what was done by the modeler and how it was done.

This led into what is a burgeoning technology that has been impacting model railroading for some time now, 3-D printing, or rapid prototyping as it is also termed by some. What happens when a model arrives in the Contest Room that is the product from a 3-D printer? Right now, entire cars and trolleys are being made available by this technology in N and HO scale. And, of course, while maybe the larger scales are limited at this time due to costs (which will probably decrease further over time), many parts are certainly possible by 3-D printing. We had this topic come up briefly during Judging. But no model presented this scenario, but then how do we handle a model that's come off a 3-D printer? I can see that if the person did the CAD design and programming, etc. that going under construction probably being equitable to scratchbuilding similarly to resin casting. However, once again this becomes highly dependent on the Judges being able to interpret the information provided by the modeled in their paperwork along with some documentation, but it would seem that this is an inevitable scenario.

Bob Hamm: I am dreading the coming of this monster, quite frankly. Again much the same reasoning applies. If the modeler created the 3D model using a modeling program, (and I understand, there are several freebies on the web) inputting the various shapes, spacing them correctly, using the right surface textures, and operated the 3D printer, meaning loading it, tweaking any adjustments if necessary, and yes, pushing the button, then yes, I suppose he gets scratch building credit for it. However, let me ask, what is the quality of the part, the surface finish? Do grab irons have space behind them? Or, are they simply ridges of plastic on a surface? If the quality is lower then it would be using traditional model building techniques, the point score should be lower; I think you get the idea.

Charlie Flichman: Here also, if the modeler wrote the code to do the 3-D printing, then it is scratchbuilding. If the modeler used a commercial program to produce the part, it is not scratchbuilding.

Frank Koch: Yes, 3-D printing has already been addressed and can be considered scratchbuilding. It is scratchbuilt if the modeler writes ALL the code and there are no changes or adjustments made by the machine operator. If there are changes made to the code by other than the modeler, it is no longer a scratch built part. If someone else wrote the program code and I just run the machine, it is NOT scratchbuilt as I did not do the original determination of the dimensions etc. Ditto for casting parts – if I make the masters and not just copy a commercial part, it is scratchbuilding. If not, it is not.

Well, that sums up a lot of good guidance but I would also conclude that if you are going to use casting techniques, printing parts be they 3D or paper, you really need to provide some clear information as to what you did as a modeler on that judging form. It's really the primary source of information that the Judges will be looking at and being concise and clear in your communications are critical to success. If you have any questions, do contact me! 🏠

Achievement Program Update

By Charlie Flichman, MMR
MER AP Manager

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

Division 1 – New Jersey

Thomas C. Griffiths – *Master Builder-MotivePower*

Division 3 – Philadelphia

Robert J. Gross – *Golden Spike*

W. James Hart – *Golden Spike*

Samuel J. Parker, III – *Golden Spike*

Division 10 – South Mountain

Robert C. Johnson – *Master Builder Structures*

Robert C. Johnson – *Model Railroad Engineer-Electrical*

Division 11 – Susquehanna

Jerry Britton – *Model Railroad Author*

James L. Long – *Golden Spike*

James L. Long – *Master Builder Scenery*

Division 14 – Chesapeake

Kurt Thompson – *Model Railroad Engineer-Civil*

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

Congratulations



on your
Achievement!

Statement of Financial Condition 2013

<u>Item</u>	<u>Amount</u>
<u>Assets (excluding inventories)</u>	
High Point Bank Checking Account	4,302.61
High Point Bank Money Market Account	3,084.16
High Point Bank General CD 1	12,055.94
High Point Bank Life CD	42,516.95
High Point Bank General CD 2	15,000.00
Convention Advance	
Net Assets (excluding inventories)	\$76,959.66
<u>Breakdown of Net Assets</u>	
<u>Restricted Assets</u>	
Life Member Fund	41,178.85
Life Member Fund Interest (paid to Money Market Account)	276.36
Pre-Paid Subscriptions	4,630.00
<u>Assets Restricted by Board of Directors</u>	
Donation Fund	4,120.64
Kit Fund	5,980.90
<u>Unrestricted Assets</u>	<u>20,772.91</u>
Total Net Assets	\$76,959.66

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.

Thomas R. Buckingham
MER Treasurer 🏠

New Membership Recruitment Program

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

What’s covered?

Same as Rail Pass—receive six issues of **NMRA** magazine, three issues of **The Local**, eligibility to attend conventions and meets, eligibility to participate in contests.

What’s not covered?

Same as Rail Pass—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 two years.

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 Rail Pass form). (2) The “recruiter” should also sign the form, and then forward it to: Bob Price, Business Manager, 666 Princeton Avenue Collingswood, NJ 08108. (3) Bob 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 Rail Pass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Rail Pass trial members will sign up to become regular members.

Are there limits on the program?

The MER initially allocated \$2,000 for this program. When this funding is depleted Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be reevaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Bob Price, Business Manager (mailing address is below, (856) 854-8585, **MER-BusMgr@comcast.net**), or John Janosko, MER President (see contact information on page 2).

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free “Rail Pass” Trial Membership

Yes, please sign me up for a free six month Rail Pass 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 NMRA Magazine, 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 Rail Pass 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 two years, 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 Sponsor: _____ (Required)

(A Regional or Divisional officer or board member)

When this form is completed,
mail it to:

Bob Price
MER Business Manager
666 Princeton Avenue
Collingswood, NJ 08108

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

=====
Date of form: 2/2014



CAROLINA PIEDMONT DIVISION 13

2013 Annual Division Report

Meeting Times and Dates:

Fourth Tuesday of every month

Meetings in November and December held on 2nd Tuesday
St. Michael Archangel Centre & Gallery, Cary, NC

6:30 PM Board of Directors meeting

7:00 PM Division membership meeting

All monthly meetings (except December) included an educational program on prototype railroads and/or railroad modeling. A monthly modeling contest was held and the popular vote winner received a \$10 cash prize provided by the Division. Each monthly contest had a theme.

Average monthly meeting attendance was 24 members. Refreshments provided at each meeting.

List of Officers (for 2013):

Superintendent – Grif Bond, grifbond@embarqmail.com

Assistant Superintendent – Jim Murphy,
berkshireshort@yahoo.com

Paymaster – Jerry Mersch, jbmwow@nc.rr.com

Clerk – Jack Dziadul, jackdziadul@gmail.com, newsletter editor

Director – Will Seehorn, wseehorn@gmail.com

Director – Rob Rousseau, railroad@nc.rr.com, webmaster

Director – Steve Milley, rsmilley@yahoo.com, “Holiday Trains for Kids” program coordinator

Achievement Program Coordinator – Vic Bitleris,
vbitleris@nc.rr.com

Achievement program highlights:

Eight achievement program certificates, one Golden Spike and one Master Model Railroader award were earned as listed below:

Jim Babcock – *Golden Spike*

Steve Benezra – *Chief Dispatcher*

Steve Benezra – *Model Railroad Engineer – Electrical*

Steve Benezra – *Model Railroad Author*

Steve Benezra – *Association Volunteer*

Donald Jennings – *Association Official*

Gene Sing – *Master Builder – Structures*

Stephen Wood – *Master Builder – Cars*

Stephen Wood – *Model Railroad Author*

Stephen Wood – *Master Model Railroader #507*

Planned Activities from the past year:

- Monthly meetings held, each with a educational program and a popular vote model contest
- Monthly popular vote model contest expanded to a calendar year program with awards for cumulative entries for top 3 participants
- January – Elected one new Director, Will Seehorn, for a 3 year term ending January 2016
- January – Presented 2012 Member of the Year award to Jack Dziadul

- “Special modeling contest” held in March 2013 using the Life-Like HO scale coaling tower kits to kit-bash a model with a diorama. Six (6) entries were received and prizes awarded for 1st, 2nd and 3rd place popular vote and 3 honorable mention awards presented by the Board of Directors.

- Produced 12 monthly issues of Division newsletter, **The Carolina Piedmont Herald**. Primary distribution was via the Division’s Yahoo Group list with a few paper copies sent U.S. Mail. Newsletter is also posted on the Division’s website

www.cpd13.org

- Division booth/display with switching layouts at the National Train Day celebration in Cary, NC
- Fully scenicked HO scale sectional layout constructed by Division members to use as a grand prize for fundraising for the “Holiday Trains for Kids” program
- Division booth/display with switching layout at the annual Neuse River Valley (NRV) Train Show in November
- HO scale sectional layout awarded to a grand prize winner and a runner up prize of a HO train set presented at the NRV Train Show

Special projects or working with other organizations:

- “Holiday Trains for Kids” program – Ten (10) HO scale electric train sets were provided to less fortunate children at Christmas time. Division members identified children through local contacts such as churches, civil clubs and schools.
- Worked with the Town of Cary, NC to participate in National Train Day

Any successful or new ideas that your division has tried that might be helpful to other divisions:

- “Holiday Trains for Kids” program that provides HO scale electric train sets to less fortunate children at Christmas time. Train sets are purchased using Division funds, contributions and funds raised from the sale of “raffle layouts.”

Where in your opinion could the MER provide support to your division?:

- MER could provide increased membership dues rebates/funding for Division activities.
- Subsidy of the Rail Pass program (\$9.95 fee) by the MER has been positive for the Division.

Grif Bond, Superintendent
Carolina Piedmont Division
January 22, 2014

Get the Electronic Version of **The Local**

To convert from the hard copy of **The Local** to the electronic version send a request to Bob Price, the MER Business Manager at MER-BusMgr@comcast.net. The electronic version is in full color and will eventually have added content beyond the 16 page limit of the paper version.

SUPPORT YOUR NMRA REGION AND PURCHASE THESE GREAT PRODUCTS FROM MER



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MER Cloth Patch

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Roger Ossman
 MER Merchandise Sales Agent
 3307 Englewood Road
 Wilmington, DE 19819-3323

CALLBOARD

Coming Events

March 25, April 22, May 27, June 24, Carolina Piedmont Division

Meet and clinic 7 PM Cary, NC

March 28-30, 2014, Prototype Modelers Meet, Railroad Prototype Modelers Valley Forge will hold the 6th biannual meet at the Desmond Great Valley Hotel, Malvern Pa. Registration \$35. Prototype clinics, vendors' and model display rooms, Friday operating sessions, Sunday layout tour. Visit www.phillynmra.org for registration form and details, or contact Paul Backenstose at prrpaul@aol.com, or 103 West Uwchlan Ave., Downingtown, PA 19335, 610-269-2763

March 29, Potomac Div Open House

In March we are at Chris Smith's O scale Norfolk and Western. This is a 200ft mainline that is home to passenger, coal drags and local freights. The layout is 40 percent scenicked that lends itself to some extremely fine photography. Please see the pictures in the Flyer to see what is in store. For anyone outside the Potomac Division, contact Tom Brodrick at t.brodrick@verizon.net for directions.

May 4, Augusta County Railroad Club/Museum

The 28th Annual Shenandoah Valley Model Train & Railroad-ing Show from 10 am to 4 pm at Augusta Expo, just off I-64 Exit 91 in Fishersville, VA. Adults \$5.00, children under 12 with an adult are free. Model Train Sales, Railroad Historical Societies, Railroad Memorabilia, Model Railroad Layouts, and more. Formerly sponsored by the Shenandoah Valley Railroad Club near Harrisonburg, VA. For more information or questions (especially clubs with a layout that could be put on display) contact email mombigd@ntelos.net or telephone 540-949-0275.

May 10, Susquehanna Division Meeting

Elizabethtown PA, Masonic Village Welcome Center, Brossman Ballroom – map in March **Sidetracks** newsletter. Three Morning Clinics, 9-1PM: “The East Broad Top Story”, “Model Showcase”, and “Dead Rail – Future Model Railroad Operations” with operating modular layout. Afternoon, 1:30 - 4:30PM, three area layout open houses. Free to all. Contact: Barry Schmitt, 717-877-1810, or bschmitt@susquehannanmra.org.

May 17, New Jersey Division Meet

Times are 8:30 registration, program begins a 9:00, home railroad tours from 1:00 to 5:00. Christ Episcopal Church (joint meet with Garden State Div, NER) 90 Kings Highway, Middletown, NJ 07748. Contest: Detailed diesel locomotives

May 31, Potomac Division Minicon

The Potomac Division's 2014 Mini-convention is currently scheduled to be held on Saturday, May 31st, at St. Matthew's Church on Little River turnpike in Annandale, VA. There will

be at least 2 module club setups, several clinics, a contest room, and a white elephant sale.

Oct 3-4, Joint Susquehanna Division and OP SIG

LSOP6 (Lehigh & Susquehanna Operations Weekend 6). Register now for annual Friday evening and all day Saturday free operations event. No prior operations experience required. Twelve, 3-layout positions available in Lehigh/Allentown area and ten, 3-layout positions in greater Harrisburg area. Registration and additional event information available at www.susquehannanmra.org/LSOP6. Contact Wayne Betty, 717-951-5055, or wsb@susquehannanmra.org. 



CLASSIFIED

ATTENTION ALL MER MEMBERS:

Do you have a wanted/trade/for sale item(s)? Looking for carpool options to an event or options for sharing a room? **The Local** publishes a FREE classified section for all MER members. Send your classified ad to the Editor at Hacketet@verizon.net, or see all the editor's contact information on page 2. The ad must include full name and contact information and will be limited to one issue. Word count is also limited to seventy-five (75) words.

FOR SALE: Must downsize. Extensive quality HO collection. Some brass. Locomotives, (10 are BdWay Ltd) with cars for PRR, NW, C&O, UP, NYC, Amtrak. Sets include 20th Century Limited, Broadway Limited, American Orient Express, Acela and NYC Subway. Some HO N3 equipment. Books, films, framed pictures, posters, track, supplies, structures and tools. All reasonably priced or make offer. Best to visit, too much to list.

Bob Conley MER # 6190, 3408 Ramsgate Terrace, Alexandria, VA 22309, (703) 360-6237, bconley@cox.net

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NMRA # _____ Expire Date _____

Scale _____ Telephone # _____

Make checks payable to the Mid-Eastern Region

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. The editor 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. Upon receiving any submission the editor will also confirm receipt and at a later date indicate the anticipated edition the submission will appear in **The Local**. If you do not receive a postcard or e-mail within two weeks please resend your submission or contact the editor by phone.

<u>Publication Schedule:</u>	<u>Articles/Callboard items due to Editor by:</u>
Jan/Feb	December 1st of previous year
Mar/Apr	Feb 1st
May/June	Apr 1st
Jul/Aug	Jun 1st
Sept/Oct	Aug 1st
Nov/Dec	Oct 1st

If you are interested in advertising with the Mid-Eastern Region of the National Model Railroad Association please contact the Editor, as listed on page 2. The current advertising rates for **The Local** are as follows and must include camera ready art (jpeg, pdf, bmp, tiff formats):

Callboard Ads (30-50 words) (Div. and Clubs Only)...	Free
Business Card size (6 issues)	\$60.00
Quarter Page ad (6 issues).....	\$125.00
Half Page ad (6 issues).....	\$225.00
Half page ad (per issue) (Div. Only).....	\$25.00