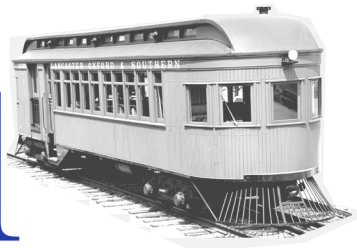


The
Local



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

Volume 70

November - December 2015

Number 6

2015 Convention Results Best in Show



I don't know if that's the bilge pump or the engine exhaust working, but WOW. This is the best photo I could get, but it doesn't do this model justice. You had to see it in person. *Ed.*

More starting on Page 8.

The Local

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

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

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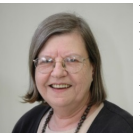
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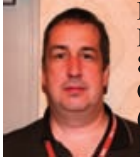
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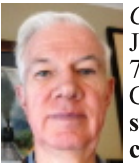
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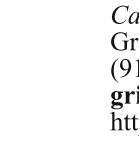
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From The Business Car

By P. J. Mattson, MMR, MER President

The election is over; I'd like to congratulate the new Directors Michele Chance and Ken Montero. Also congratulations to Martin Brechbiel on being elected to a second term. Thank you to Gary Brown, John Siegle and Steven Wood for their interest in running for the position. I hope you will all consider running again in two years. Having 6 candidates for 3 positions was great for the election. I hope future elections will have as much interest as this year's

did.

The Summer is over and Fall has begun. It is now time to get back to Railroading and modeling for the Achievement Programs Awards. With a little modeling work and some paperwork you can all be on the way to getting these awards and hopefully going all the way to being an MMR (Master Model Railroader). Till next time stay on the right track.

Keeping in Touch...

By Bob Price, MER Business Manager

The results are in and another MER election is behind us. A lot of effort and time goes into the production, distribution and counting of the ballots. Ballots were mailed out to 1,865 eligible members for this year's election. That is 16 more ballots than last year. About 20 ballots were returned by the Post Office last year for such reasons as bad addresses, temporarily away, etc. This year 49 ballots were returned by the Post Office as undeliverable. During last year's election, 379 ballots were mailed to Bob Minnis, the Ballot Chairman. This year, 384 ballots were mailed to him. That's just under 21% participation again (same as last year). The results of the election are reported in this issue of The Local and were also posted on the MER website and the MER Yahoo

discussion group. Congratulations to the new and re-elected Board Members and thanks to everyone that assisted in the election process.

While I am throwing numbers out there this issue, the latest member counts from National show what we have 1,909 members in the MER. That is down from the 1,950 members we had a year ago. Some member class counts that make up the membership include: 43 Rail Pass members, 8 Student members and 54 Family members. It should be noted that the membership number gains and declines each month and that a point in time comparison does not reflect any trend.

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.

From the Editor

This issue was pretty easy for your editor. I had lots of photos that can be adjusted to take up the available space. Articles, however, are scarce. There were some great models at the convention and some were very inventive. Those train order signals driven with a model airplane servo motor would make a nice article. They were common up until the advent of CTC in the late 1950s. Techniques used in building the fish unloading pier and the tobacco shed would be well received by all modelers. Being a C&O modeler I'd like to know more about construction of that C12. I really need some articles. I can do a lot of writing/editing, but

need the basic material to get started.

I only attended the convention on Saturday as I was hosting an open house Friday and Sunday. I had hoped that some of the New England attendees would stop by on Friday, but I'm an hour one way from the hotel. On Friday only a couple of locals saw the sign and stopped by to see what was going on, but these were potentially new modelers so it was a good day. On Sunday many MER members stopped by on their way south and it was really nice to see some new faces down in my (now well lit) cave.

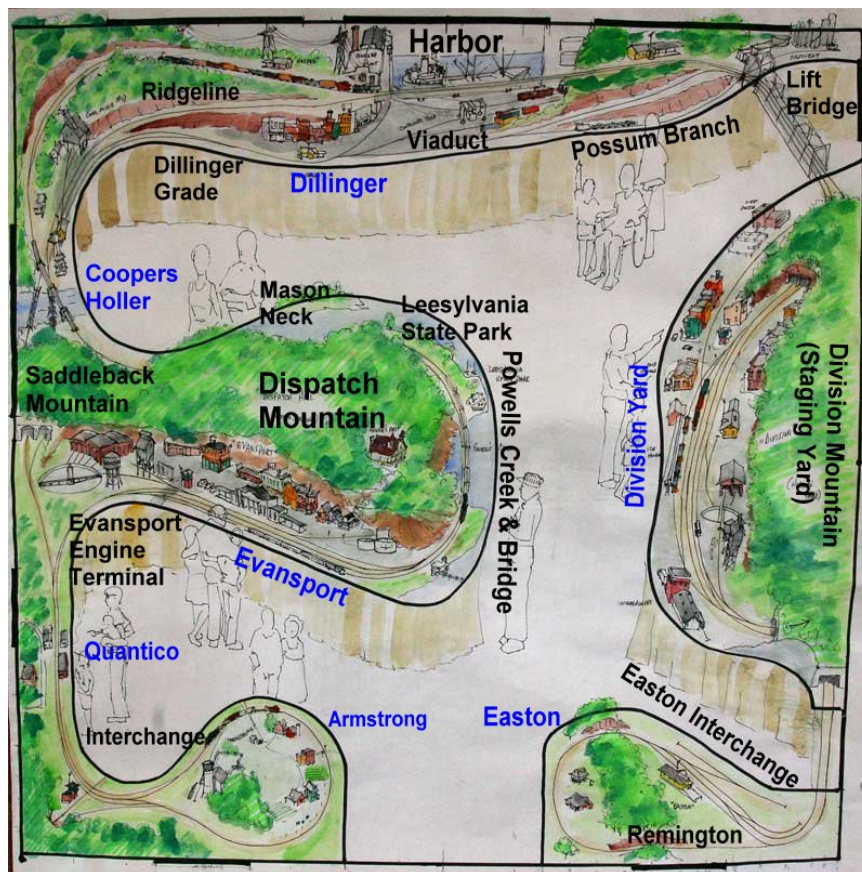
Scenery Construction on the Potomac Dominion & Quantico Layout

Part 1

by William Lyders

Are you or your model railroad club just starting or in the early stages of building a model railroad layout? If so, the stories of the Potomac, Dominion, and Quantico (PDQ) construction in this article are for you! The Prince William Model Railroad Club (PWMRC) originated in 1991 in a hobby store in Woodbridge, VA. The club operated as a modular layout for 14 years until the club was finally under contract to the Virginia Railway Express (VRE) to be able to use the baggage room of the Quantico, VA train station for a permanent

layout in 2005. Then in 18 months, the club built the PDQ model railroad layout sufficient to operate trains and have scenery. The layout captures the vision that the Prince William Model Railroad Club (PWMRC) in a 30' x 30' space, as depicted below. Through the mechanism of a tour of the PDQ, this article provides the approach the PWMRC used to build a layout from scratch with specific emphasis on the construction techniques used by the Scenery Committee in that approach for the PDQ.



Sites around the Potomac, Dominion, and Quantico (PDQ) Model Railroad Layout

The overall layout construction approach was for the construction to start by the peninsula by the entrance door (at Armstrong) and proceed clockwise around the room until it got back to another peninsula on the other side of the entrance door (at Easton). The Benchwork committee would build each "section" of the layout including roadbed and then continue ahead to an adjoining section. The bench work was primarily Homosote over plywood. The Track/DCC committee would then follow along installing track, wiring up the turnouts, and connecting everything to the main dispatcher computers. Ballast was not installed until multiple sections were operated on over and over to test

the track construction.

The Scenery Committee, not waiting for the ballast, then came along and created basic scenery over everything deemed ready for scenery. This method continued until the complete layout was finished to a basic level [no bare spots and some level of groundcover [rocks, turf, water, etc.] had been installed. Detailed and fine scenery work in certain sections would be addressed only after the basic level had been achieved. Structures were made by the Structures Committee and installed on the layout. The Scenery Committee & the Structures Committee worked together integrating the scenes around structures.

Armstrong:

Armstrong is a small rural town comprised of a few small structures along a country road with train tracks running around the peninsula. Scenery included a hillside behind the town constructed with carved pink foam insulation and covered with a thin coat of plaster. Rock carving on the cut where the tracks passed through Armstrong Hill was done with a wide butter knife carving the rock face made from Plaster-of-Paris, then stained with water soluble tones of brown, grey, and black washes.

The road through town was also done with a wet mixture of plaster including crossing the tracks. The road was then painted with black acrylic paint. The trees were hand made from local horse weeds using the method described elsewhere on the PWMRC web site. The plowed farmer's fields were made from corduroy material for pants that was glued to the Homosote. A significant area at Armstrong was grasses and bare dirt applied by painting the Homosote a Virginia clay color and then sprinkling on Woodland Scenics grasses and soil commercial ground foam. This was then secured by wet water/diluted Elmer's white glue

Interchange:

The site of the interchange track shows the tracks forming a wye and heading off the layout into a tunnel with a forest of trees along the hillsides next to the tunnel portal. The tunnel is Woodland Scenics plaster single portal cut stone surrounded by some carved rock faces along the hillside and adjacent to the portal. Ballast and tunnel sides painted black were included because viewing inside the tunnel is expected. Both the rocks and portal were stained with acrylic paint black washes.

The trees were made from broken twigs from local weeds with woody stems covered with poly foam spread over the branches and then sprayed with hair spray and sprinkled with different shades of green Woodland Scenics grasses and clump foliage. The hillsides were made with cardboard strip netting, then paper towels soaked in plaster. The bushes at the lower elevations were lichen and clump foam glued in place.

Quantico:

Quantico is a small town in Virginia of about 700 people next to the Potomac River with CSX tracks and a train station. This section on the PDQ provides a look down the main street as viewed by the Quantico Marine base with the train station on Railroad Street. Scenery involved the streets with sidewalks and some trees in the background. The section was built on a foam board base with painted roads and card stock sidewalks. The back drop included a painting by the club layout designer depicting the Potomac River and the Maryland forest on the other side of the river.



Evansport Engine Terminal

Leaving Quantico, you approach the Evansport engine terminal. The scenery includes some mixed green grasses, local dirt, and Saddleback Mountain in the background. To the left of the turntable are two single concrete portals into Saddleback and Dispatch Mountain, where the dispatcher sits. The top of Saddleback Mountain is 6 feet high, isolating the scenes all around the mountain.

Rock cliffs behind the turntable were carved starting at the engine terminal and proceeding behind Evansport itself. Both the tunnel portals and rock cliffs were colored with washes of black shoe polish or India ink and browns with water or alcohol. The forests on the top and sides of the mountain were created with clump foam that was spray painted with different shades of green. The foliage was then dusted with more spray adhesive and paint, and lightly highlighted with light



shades of green blend turf to unify the area.

Saddleback Mountain:

Adjacent to the Evansport engine terminal is Saddleback Mountain. Saddleback is adjacent to the layout room wall and Dispatch Mountain. Trains can pass through Saddleback Mountain and on to Coopers Holler or go on into Dispatch Mountain.

The mountain was constructed by cutting out plywood shapes for a saddleback design and covering them with plastic sheet to prevent plaster dust/debris from affecting tracks within the mountain. The mountain side is a network of cardboard strips covered with plaster soaked heavy duty paper towels. Cliffs and rock formations are carved plaster stained with acrylic paint washes.

A unique approach to creating a hillside of trees was initially used here. Furnace filter material [2' x 3'] was peeled apart into two sections and then sprayed painted greens & browns. It was then attached to the mountainside with hot glue, sprayed with heavy duty adhesive, and covered with clump foliage of different shades of green to represent a tree canopy. "Bare" spots



where trees were not installed look like grass meadows. The tree tops were sprayed with hair spray and various shades of green paints. Fine grasses and earth blends of turf were sprinkled on to give additional texture.

Evansport:

Evansport is a town with a large train station and two mainline passing sidings nearby. From a scenery point of view, it has roads, some small businesses, and a large cliff behind it. The roads were created from plaster painted with black acrylic flat latex paint after being smoothed with a sandpaper and coming right up to the track.

The small businesses were plastic structures built by members of the club and installed along the Evansport main street. The large cliff behind Evansport was created from carved plaster and stained with acrylic paint washes. Small pieces of plaster that broke off were used as talus at the bottom of the cliff. Some brush and green growth were installed using ground foam and Elmer's glue.

Trees were planted along the top of the cliff as part of the scenery break and to simulate the beginning of a forest. Puff ball trees were added behind them to better simulate the forest.



Director's Report – Jack Dziadul

I am completing my two-year term as one of your Mid-Eastern Region Directors and thought that I would give you a self-evaluation of my hits and misses. When I asked for your vote more than two years ago I stated that I would consider my term successful if I moved the ball forward on these three points:

- 1 - Improve communication by use of the MER Mailbag Yahoo Group web site
- 2 - More timely annual meeting reports to membership
- 3 - Increase attendance at conventions by building upon relationships with OpSIG, LDSIG and RPM

As to the first item I am afraid that I was a bit naïve. There are only 78 followers of the MER Mailbag Yahoo Group out of almost 2,000 MER members. I was taken aback with finding so little interest in this site. Although I made twenty-seven posts since running for Director, I cannot consider this adequately successful.

Regarding the second item, I had been disappointed that it took so long historically for minutes to be approved and published. I was again a bit naïve in thinking that this would be an easy fix as I saw publication of minutes in a timely manner as an important tool to build trust and confidence in the Board by the membership. I was more than mildly disappointed by the initial pushback, but the point eventually prevailed, albeit in a split vote. Minutes now must be distributed within sixty-days of a meeting.

The third item pertains to conventions. When I ran for the office of Director I did not realize how little direct impact the Board has on convention planning and execution. So, beyond being a cheerleader offering encouragement to the local host committees I was just a

volunteer and attendee participant at the annual October conventions. However, I am able to pursue those stated goals outside of my Director position by participating in the planning of the 2016 convention being hosted by my home Division, Carolina Piedmont. More specifically, the Tracks to the Triangle 2016 convention in Durham, NC will include a RPM component.

Other hours invested as a Director were detailed to assist Martin Brechbiel with his updating the Executive Handbook and the Balloting process, assist Editor Earl Hackett with production of the bi-monthly newsletter and its transition to being as self-published operation, The Local, and overseeing Don Jennings Boy Scout Merit Badge leadership. With respect to the newsletter, I instigated discussion of moving from paper to a web only format. At this time the effort is more analogous to Don Quixote tilting at windmills. But, I see this as inevitable long-term both in saving real dollar costs and to save many hours of volunteer production time. A related issue that I have initiated is to move from bi-monthly to quarterly issues of The Local. MER is the only Region to publish bi-monthly. Conforming to a quarterly schedule like most other Regions will save costs, save volunteer hours and gives recognition to the reality that we do not receive enough quality content to justify six issues. This was approved with a split vote, but implementation is pending study of how to administer the transition.

In summary, I think that I accomplished a few things and planted a few seeds for future discussions. It was a good two years. Many friendships were made and I had the pleasure of working with Officers, Directors, a Business Manager and an Editor who have been unselfish in their many volunteer hours to administer the business of the Mid-Eastern Region.

Delaware Valley Turn Contest Room Results

Greg Meeks & Martin Brechbiel

MER Model Contest Chair and MER General Contest Chairman

This year's Contest Room was heralded by the participation of a number of members from the Northeast Region which made for a fine crop of models in the room. Our host, the New Jersey Division provided us with an excellent space so many thanks to the entire hosting staff for what proved to be a fun and positive contest experience in Mt. Laurel! I'm sure that I speak for all of the Judges when I state that we were once again treated to an exceptional lunch this year!

A very special "Thanks" also to those who donated their time on Saturday to judge the Model Contest. We were fortunate this year to have a good representation of MMRs in our pantheon of judging teams including

Charlie Flichman, Bob Charles, Ron Baile, and Bob Minnis along with several of the usual cadre of Judges supplemented with a few members of the Northeast Region that invested their day in this service to the organization, and even an Apprentice Judge.

With that same increased participation by members of the Northeast Region, we were exceedingly fortunate to have an excellent array of very fine and high quality models. There were 42 models entered for judging, 1 Favorite Train entry, plus 4 displays. Of those models, 24 received Merit Awards, just over 50%!! The judged entries populated 10 categories, with a boost to 27 entries in the Photo Contest.

Model Contest Winners



Steam - 1st Place - David Albertson - C&O C-12 0-10-00



Traction – 1st place - Martin Brechbiel – CG&W 55 Freight Motor



Freight Cars– 1st place - Mark W. Moritz – 40-Ton Ore Car



Non-Revenue Cars – 1st place - Thomas Oxnard -- 36' Rail & Tie Car B&M #456



Caboose or Cabin Car – 1st place - Martin Brechbiel – CVRR Transfer Caboose 22



Passenger Cars – 1st place - Jim Murphy -- "Massachusetts"

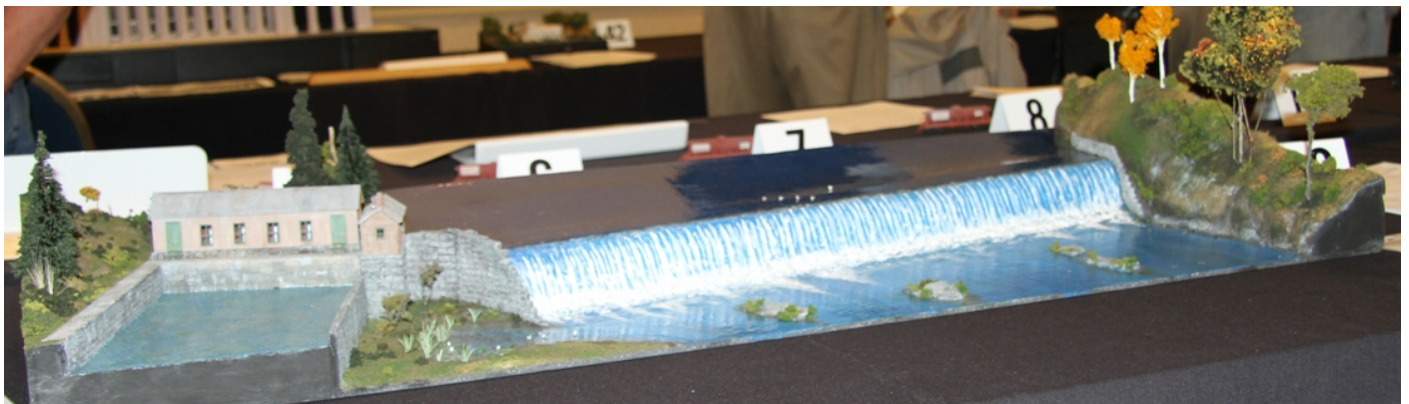
Structures On-Line
1st place
Thomas Griffiths

Combination Yard Office /
Marine Operations Office



Displays On-Line
Stephen Ascolese

Fuel Depot



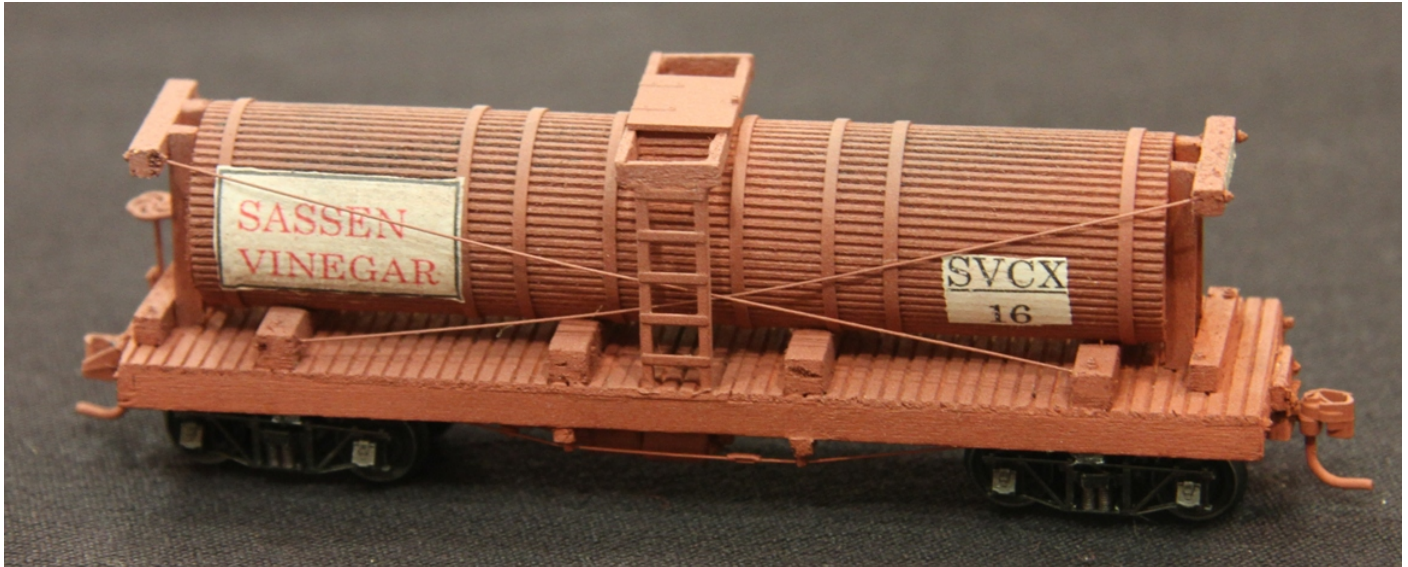
Displays Off-Line – Jim Murphy -- Holyoke Water Power Dam



Structures Off-Line – 1st place - Jim Murphy
Pioneer Valley Wrapper Tobacco Shed



Favorite Model - Popular Vote
Philadelphia Best New Modeler Aware
Thomas Oxnard - Squam Lakes Wollen Company



Ray Bilodeau MER Narrow Gauge Award David Albertson - HOn3 Sassen Vinegar Tank Car

Photo Contest:

Prototype: Steam – 1st place - Bob Duffield -- Through the Grade
 Prototype: Other – 1st place - Judy Picciotto -- Deserted Cars in Sepia
 Model – 1st place - Howard P. Dwyer -- NYC #5344 Slowing for Police Activity
 Best-in-Show – Bob Duffield -- Through the Grade

The Special Awards:

The MER continues the tradition of supporting a number of Special Awards that complement those of the judged model contest.

Clyde Gerald Kit-Bash Award: the best kit-bashed model in the model contest.
 Jim Murphy - Blair Covered Bridge

The Philadelphia New Modeler Award: given to the first-time entrant in MER model contest with the highest point score. (Included a \$25 cash prize with a plaque!)
 Thomas Oxnard - Squam Lakes Woolen Company

The Henry (Bud) Kaiser Award: awarded the best detailed and weathered judged model.
 Richard Walz – Waterfront

Ray Bilodeau MER Narrow Gauge Award
 David Albertson - HOn3 Sassen Vinegar Tank Car #15

Favorite Train - chosen by popular vote!
 Bill Brown - "Naturally Weathered Engine and Car"

Photos of these models and others are available in the electronic version of The Local on the MER website. Ed



The Philadelphia Chapter Pennsylvania Railroad Technical & Historical Society

Preserving the history of the Pennsylvania Railroad

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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 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 NMRA Magazine, 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 two years or a prior Rail Pass member.

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 sign

the form, and then forward it to: Bob Price, Business Manager, 801 S. Newton Lake Drive, 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 Soddy Daisy.

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 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 this time the program will be reevaluated by the MER Board of Directors. It has proven to be an excellent means to recruit new members. 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 P. J. Mattson, MER President (see contact information on page 2).

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 NMRA Magazine, the monthly national magazine, and The eLocal, the bi-monthly regional newsletter if an email address is provided. 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 two years, I have not been a member of NMRA, nor have I been a RailPass member.

Name: _____

Street Address: _____

City/State/Zip: _____

Phone: (____) _____

Email: _____

Scale(s): _____

Signature of Sponsor: _____ (Required)

Title of Sponsor: _____ (Required)

(A Regional or Divisional officer or board member)

When this form is completed
mail it to:

Bob Price
MER Business Manager
801 S. Newton Lake Drive
Collingswood, NJ 08108

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

June 2015

CALLBOARD

Coming Events

Delmarva Model Railroad Club

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Saturday, Nov 28th from 11am - 4pm

Sunday, Nov 29th from 12pm - 4pm

Saturday, Dec 5th from 11am - 4pm

Sunday, Dec 6th from 12pm - 4pm

Saturday, Jan 2nd from 11am - 4pm

Sunday, Jan 3rd from 12pm - 4pm

Saturday, Jan 9th from 11am - 4pm

Sunday, Jan 10th from 12pm - 4pm

More information at:

www.delmarvamodelrailroadclub.org

or like us on facebook:

<https://www.facebook.com/DMRRC!>

Contact: 302-856-9250 or 410-723-1709

James River Division Meets

January 9, 2016 – Fredericksburg, Virginia.

England Run Branch Library

806 Lyon Branch Blvd.

Fredericksburg, VA 22406

Doors open at 9:00 AM and we start at 9:30 AM

Clinic: Timetable & Train Order – Steve King - This clinic will be the entire session. The estimated end time is 1:15 pm.

Modeling Theme: Structures providing train orders and associated TT&TO messages.

March 12, 2016 -- Richmond, Virginia. Location: To Be Announced. Doors open at 9:00 AM and we start at 9:30 AM

Clinics:

Modeling Chain Link Fences – John Winters

Recycled Freight Cars - Jack Brown

Modeling Theme: Passenger Cars

Details at: <http://jrdnmra.blogspot.com/p/meetings.html>

Railroad Model University

In January of each year the Carolina Southern Division 12 hosts a Railroad Model University for new modelers. The idea was to share our love of model trains with those who were excited with memories of Christmas past or new gifts of trains in the present. What we learned from this sharing was giving help to others has big rewards to us, for what you give you shall receive, they shared with us experiences of a life time.

This years RMU will be January 23, 2016

Christ the King (CTK)

13501 S Tryon Street

Charlotte NC, 28278

For more information:

<http://www.carolinasouthern.org/>

Achievement Program

Charles Flichman, MMR

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

Division 1 - New Jersey

William A. Grosse, Jr. - Model Railroad Engineer
Civil

Division 4 - Tidewater

Chuck Davis, MMR - Master Builder Scenery

Dale Ridgeway - Master Builder Scenery

Dale Ridgeway - Model Railroad Engineer

Electrical

Dale Ridgeway - Chief Dispatcher

Division 5 - James River

Rodney J. Vance - Golden Spike

Rodney J. Vance - Master Builder Structures

Rodney J. Vance - Master Builder Scenery

Rodney J. Vance - Model Railroad Engineer

Civil

Rodney J. Vance - Model Railroad Engineer

Electrical

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.

The Mid-Eastern Region, Inc., NMRA
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Business Manager
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Collingswood, NJ 08108



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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. 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 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 email within two weeks, please resend your submission or contact the editor by phone.

Publication Schedule	Deadline
Jan/Feb	Dec 1st of previous year
Mar/Apr	Feb 1st
May/Jun	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. The current advertising rates (6 issues) for The Local are as follows, and must include camera ready are (jpeg, pdf, bmp, tiff formats):

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

Contest Models

Earl Hackett

Things have been extremely busy around here this November. Guests, layout open houses, and dozens of little things that just kept coming up. I managed to get the print version of The Local out with the contest winners, but there were many good models on display

that didn't win a prize. So with the added space permitted in the electronic version, I'm publishing, in no particular order, photos I took of models in the contest room. I'll do my best to give proper credit to the model builder.



Thomas Oxnard



David Albertson



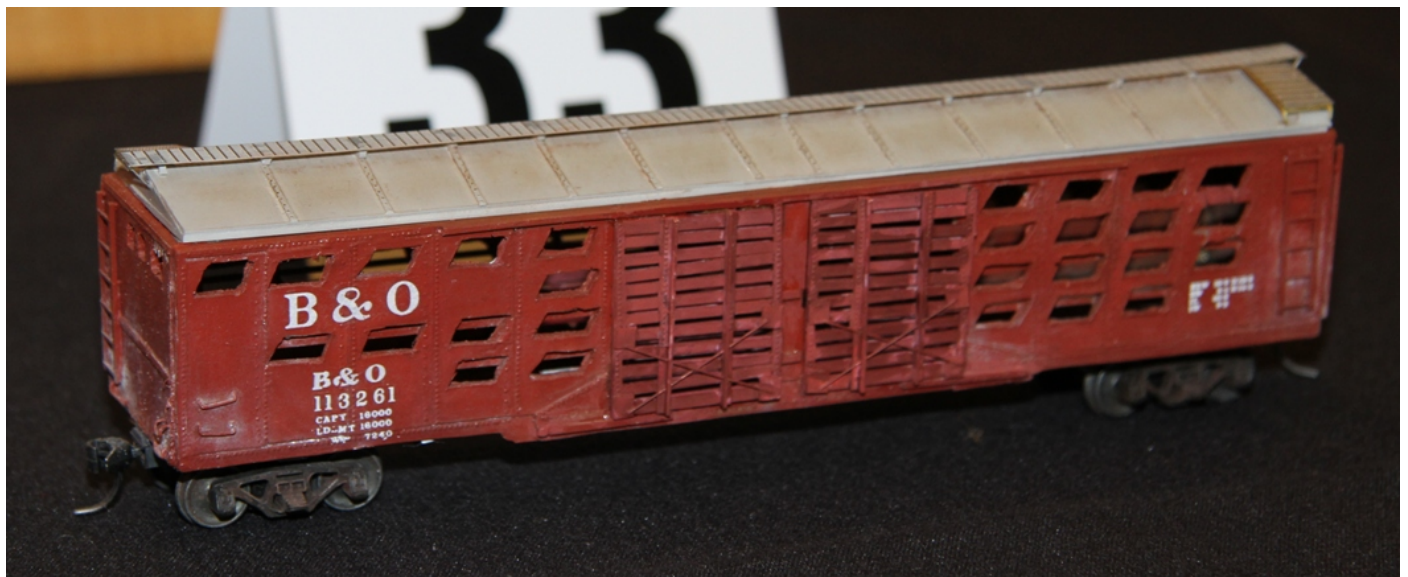
James Van Bokkelen



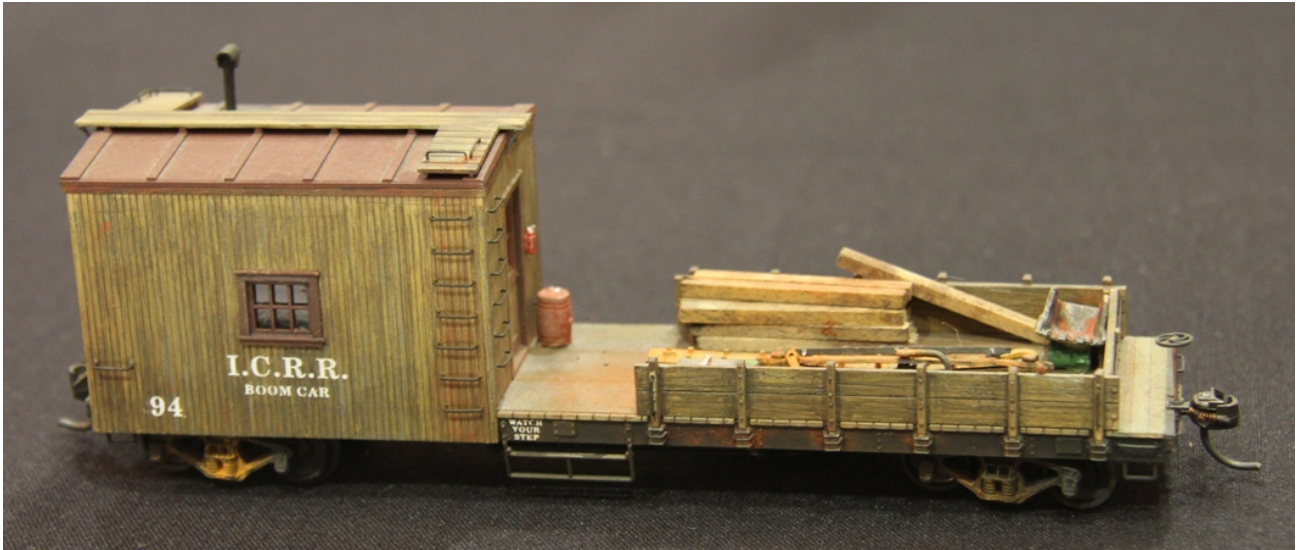
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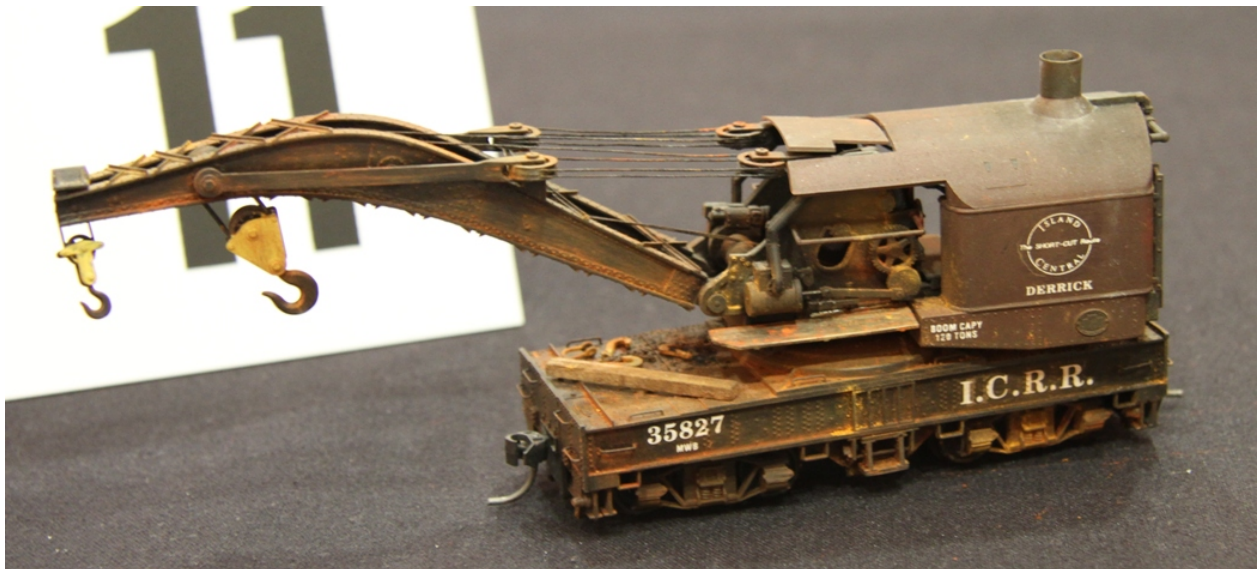
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Glyn Thomas



Howard P. Dwyer



Howard P. Dwyer



Glyn Thomas



Martin Brechbiel



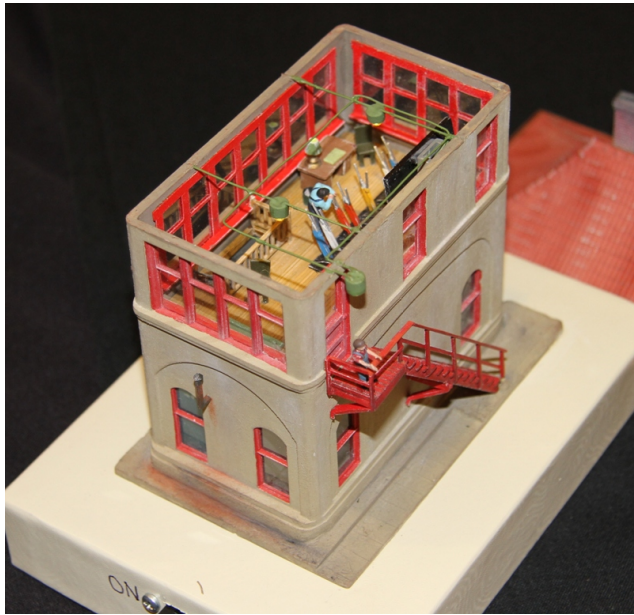
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Thomas Oxnard



Jim Murphy



Jim Murphy



Chuck Diljak



Glyn Thomas



Glyn Thomas



Mike Evans



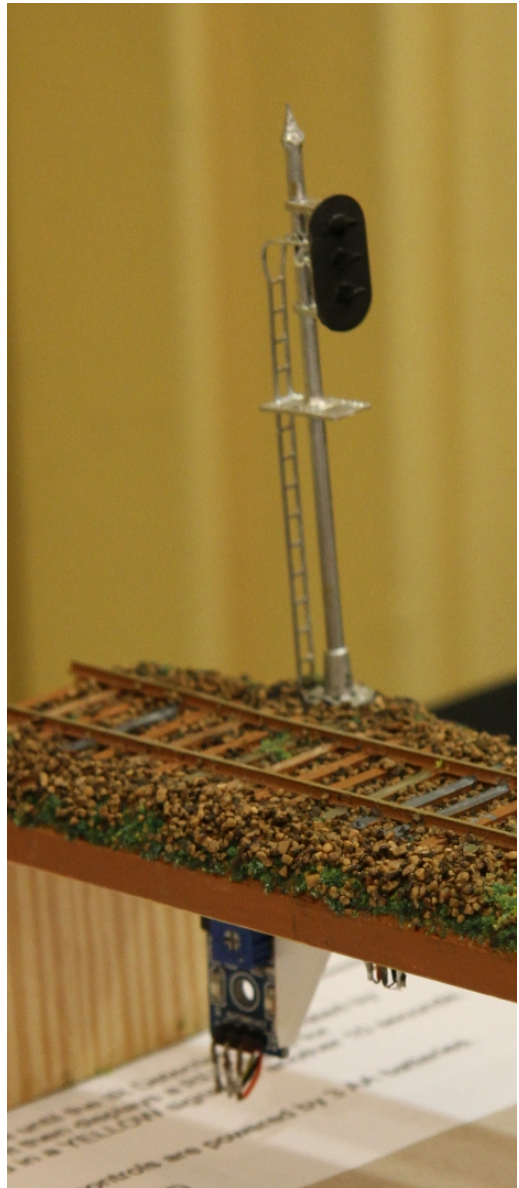
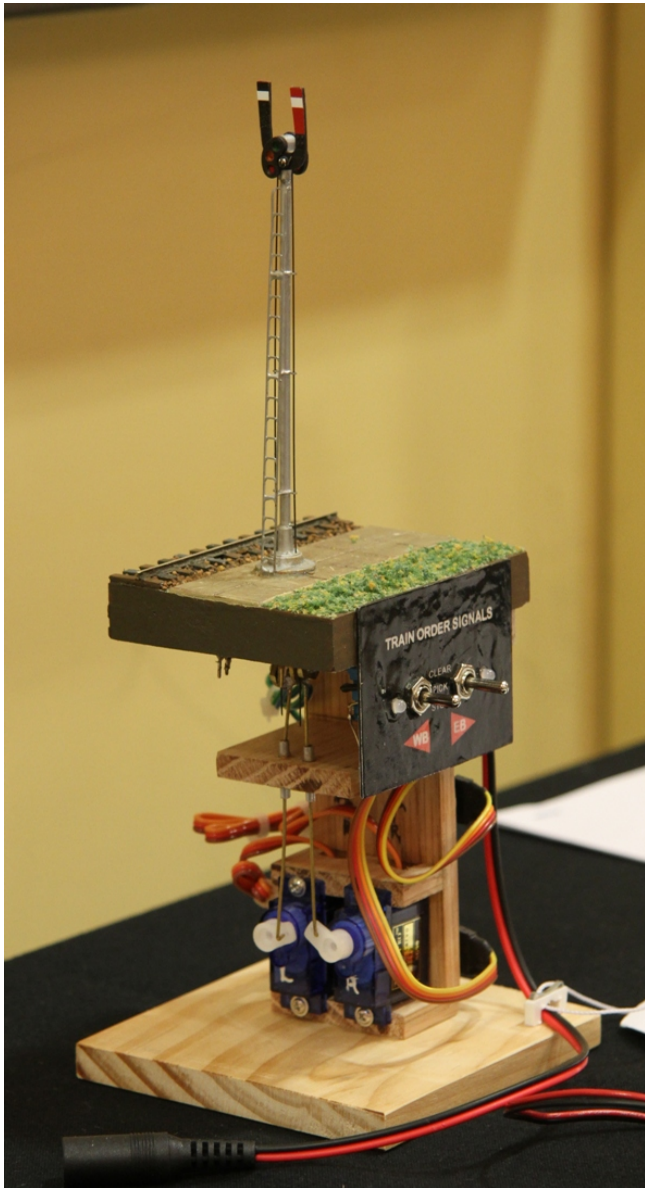
Matthew Picciotto



Glyn Thomas



John K. Gallagher



Fred Miller, one of your editor's favorite subjects.



Bill Brown