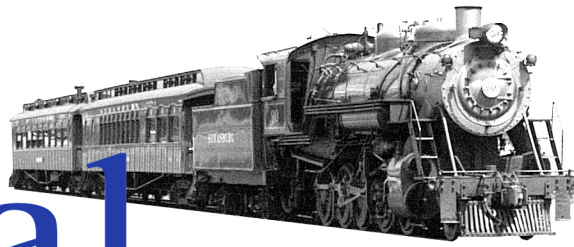


The Local



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Creating Water Scenes on Your Layout

William Lyders, Proprietor of the Whitewater & Virginia (W&V) RR



In my quest for outstanding water scenes, especially whitewater scenes like the two pictured above, I complete the scene with realistic figures and other scenic details. There are many articles in magazines and books that only give a snippet of text and maybe a picture. Most articles provide the construction basics in a paragraph or two, i.e. create some shoreline, paint the water area black or a dark color, buy a “water product”, pour it into that space, and let it harden. But on my Whitewater and Virginia (W&V) RR, water is a primary scenic feature and having creative realistic water scenes is imperative. In this article, I will document the processes and techniques I use to create realistic water scenes on my layout.

Overview Description/Objectives of Article

In this article, I will

- Identify the visual features needed to simulate different water scenes
- Identify the research needed prior to construction
- Identify techniques for water scene preparation
- Show results using different water products
- List available tools, materials, and products
- List the advantages and disadvantages of various water products

Research Your Water Scene before Starting Construction

Once a type of water scene and features you want to include has been selected, begin by researching a prototype scene. Know your region and the types of water scenes you want to include. For an East Coast mountain layout, any water form from a puddle to a river could be used. Midwest, Rocky Mtn., & West Coast regions are very different with fewer trees, less water, and taller, more rocky mountains.

Visiting a scenic location is best. I am constantly looking for water scenes as I travel. The roar of flowing water will often lead me to great white water scenes where I look for details to include on my layout. With my layout situated in the Mid-Atlantic, pictures of Smith Mountain Lake, VA provided a good prototype for Lake Barbara on my layout.

If you can't travel, use the Internet, including Google Earth, to find pictures of prototypical water scenes. Use multiple references: travel literature, regional books, historical society photographs, model railroad magazines, and topography maps. Examine pictures for details you want to include.

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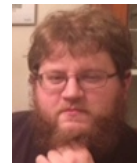
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From The Business Car

This year we are electing the President, Vice President, Secretary and Treasurer for the MER. At this time we only have 1 candidate for each position. I constantly hear that it is always the same people in these positions. This is your organization. If you want different people in these positions then you have to step up and run for them.

Those of us that serve do so because we care about the hobby, the members, and we are willing to do the work that keeps the organization strong. The future is entirely up to you as a member since 3 of the current officers can only serve 2 more years then someone else must be elected. The Treasurer is a vital part of the organization and requires greater consistency. This is the only position that can be held by the same person for

Keeping in Touch...

The latest MER membership counts from National shows the MER as having 1,909 active members. That number includes 6 student members, 58 Rail Pass members and 53 family members. In addition to these numbers, our MER database also has 40 non-MER members that subscribe to The Local.

There are currently 772 paper and 389 electronic subscriptions to The Local. There is some cross over as 89 members receive both the paper copy and email notification. One item that still seems to confuse our members is the subscription fee. If you elect to receive only the email notification for the electronic copy there is no cost. If you are renewing your NMRA membership and pay the \$9 MER Region subscription fee, we will mail you a paper copy of The Local. For members using the NMRA website to renew, I think there is some confusion with the purpose of the "Regions" drop down

Letter to the Editor

A problem that arises within the NMRA is a handicapped member and the accessibility to a strangers home/building. I would like to address the group on that subject.

Whether one uses a cane, a walker, a wheelchair or a scooter, that person needs to know if he can gain access for a visit. Some folks have wide enough entry doors, 36 inches, but the interior doorways are much narrower.

Some well meaning folks may attempt to make entry accessible, but you probably still won't get to see the whole layout. Putting down some planks or some plywood is risky to the person and the homeowners insurance.

Most of us in the MER are getting up in age. An architect friend and I are promoting that any new home construction be handicapped accessible throughout. As we all know, it's easier to do new than renovate. The plea that I don't need it, well I hope you never do, but..... You may sell it to someone who needs it or ill fate may befall you and you will need it. Wider doorways, pocket

May - June 2016

By P. J. Mattson, MMR

MER President

5 consecutive terms. This year, Tom Buckingham will reach the limit for that position so there will be a new Treasurer this year!

The President is the only position that has a prerequisite of having previously served as a Division Superintendent, a Director, or as an MER Officer before running. All the other Officers and Directors can only run for their positions for 2 consecutive 2 year terms. The Officers are elected in the even numbered years and the Directors are elected in the odd number years. Next year will be for the 3 Directors. I ask you to seriously think about running for one of these positions and climbing the ladder to the top position of President. Serving on the Board provides an opportunity to earn the Official certificate in the AP!

By Bob Price

MER Business Manager

list. The web page defaults to showing "Select Region". What you need to be aware of is that you should only select a region if you wish to pay for a subscription to that Region's newsletter. This selection box is for newsletter subscriptions only. National knows your region based on the address you provide. So if you are renewing and do not get or want a paper copy of The Local, leave this entry on the web site as "Select Region".

Finally, as Business Manager I receive a lot of email each month. I reply to every email I receive. If you are sending me an address change, Rail Pass application or any other type of email request you will receive an acknowledgement that it was received. If you do not see a response from me in a reasonable time, you should follow up. The Business Manager is bound by the MER's data privacy policy. I cannot provide member data to other members without the approval of the BOD.

Chuck Hladik

doors, at least one roll-in shower, grab bars, a handicapped commode, a full bedroom and bath on the main floor and unimpeded entry to the home.

We all want to see your accomplishments, but please, in any layout tour info, let us know if it is accessible. Even a 4 inch step will stop a scooter.

MER Board Meeting

The MER Board of Directors will meet

June 11, 2016, 12 Noon to 4:45 PM

Surratt House Museum

9118 Brandywine Road

Clinton, MD 20735

This is a house and gift shop in front. There is a library in back where the meeting will be held. Park in the back, Lunch is on you. This meeting is open to all MER members. Please inform Bob Price if you will be in attendance.

Features of a Water Scene

Different types of water scenes and examples of multiple features applicable to each are identified for the modeler to consider for making the scene more realistic.

Water Form	Features to Simulate
Creek	Bottom sediment, still water pools, flowing water, rocks, branches, animals drinking, shallow clear water, plants, tree roots, debris
Harbor	Flat or rippled water surface, deep water, small waves, rocks near shore, floating branches, small boats, docks, debris, large ships at docks
Lake	Near shore bottom sediment, flat or rippled water surface, deep water, small waves, rocks near shore, floating branches, animals at shoreline, swimmers, small boats, docks, debris
Pond	Near shore bottom sediment, flat or rippled water surface, deep water in middle, rocks near shore, floating branches, animals at shoreline, swimmers, small boats, small docks, debris
Puddle	Small area of still water, debris, bottom sediment, plants
River	Near shore bottom, slow or fast flowing water, whitewater rapids, deep water in middle, rocks in water causing water flow redirection, waterfalls over drops in river surface, swimmers, small boats, small docks, debris, logs, trees along shoreline
Stream	Bottom sediment, some still water pools, flowing water - more than creek, rocks, branches, animals drinking, shallow clear water, plants, tree roots, debris
Waterfall	<i>Large flow:</i> Fast moving water, whitewater within falls and larger at bottom, rocks in water above and below falls, no bottom sediment, rocky shoreline near waterfall, occasional debris flowing over falls or stuck at top, caves behind falls, pond or river flowing away from falls, swimmers in pond or splashing in waterfall, rock outcroppings adjacent to falls, often a dam. <i>Small runoff flow:</i> Slow flow or a weeping of water from rocks in a cliff or a small stream on top of a cliff, water on ledges, wet rocks along flow path, puddles at bottom in ditch

Pictures of actual sites help me choose the water color and details to include. To make a white water scene realistic, you must understand fast water flow over and around rocks and other water path obstructions. I take lots of pictures of rivers, streams, and waterfalls to capture the details of the water flow..

Construction Approach and Techniques

The steps to building a water scene begin with preparing the bottom and conclude with adding details to “poured water”. Many articles primarily include how you pour water and the product that was used. This article covers constructing the whole scene and the multiple products that can be used.

Step 1, Prepare the base terrain for the shoreline and the water bottom

The base of the scenery may be constructed from carved foam, plywood, or shaped plaster. Then I use paper towel soaked plaster to cover this base and set the terrain from the nearby shoreline all the way across the water bottom. Since the water product(s) to be used later will flow to the lowest points in the river bed, lake, etc., I try to make the beds as level as possible to minimize the amount of product needed.

Step 2 – Painting the bottom to simulate depth

With the base complete, I paint the shoreline and water bottoms to simulate the colors of the shoreline soils and depths of the water. Shallow water can be a similar color to the shoreline but as water gets deeper, the colors

will get darker. As shown in the Smith Mountain Lake pictures, in observing many bodies of water, and in Internet research, the color of ponds, rivers, or lakes are not a Caribbean blue. They are usually a shade of green caused by nearby green tree reflections or blue sky colors. Olive green is a good color for heavily tree lined water and a Dark Green acrylic paint [Folk Art Thicket] is excellent for that deep parts of a water body. Having the different paints from shoreline to deep water on a palette will allow you to blend the colors as the depth transitions from shallow to deep water. In the mid-Atlantic region a brownish green is a good color to simulate silt laden water.

Step 3 Details Create Realism

With the bottom painting complete it is time to add some scenic details. This is where you glue rocks along the shoreline or in shallow water. You can use real river rocks, like I do, use broken pieces of plaster, or commercial talus. Use rocks colored and shaped like those you see in your pictures. Add fallen logs or branches, tall grasses and other water plants in shallow areas. Insert anything that will be seen after the water is poured. A fisherman, a dock or bridge, a vehicle, or crashed box car are examples of details to be added before a pouring. Some examples are details [logs, rocks, grass on shore, etc.] in a creek flowing through a forest and a river shoreline with smooth “river” rocks to handle water flowing from a culvert into a smooth lake. These rocks are real to get the correct colors.



Water flow over a rock ledge and shallow stream bed.



The color of water is a combination of the sediment it carries and the color of the light it reflects toward the viewer. Clear water appears blue when under clear skies and low viewing angles. When surrounded by forested slopes it can appear green.



As water depth increases, water clarity has a big effect on what can be seen. Colors become darker and details become hidden.

Branches (prototype twigs), rocks and other details are added to increase visual interest and to make the scene more realistic. Note the culvert on the left emptying into the stream.



Step 4 - Pouring the Water

My favorite 'water' is two part resin, including Magic Water by Unreal Details and Casting Resin. The low surface tension of most two part resins causes the liquid to climb up an adjacent surface about 1/16" to 3/32" above the waterline. This is true on pilings or shorelines. In a recent article, the author took note of this issue and suggested making up a small batch of the resin and paint a line of it onto the banks of the shoreline at the projected waterline. When the line dries, it acts as a barrier to prevent the resin from creeping farther up the banks or up the piling.

Two part resins have another issue: an overwhelming smell. (*Ed polyester and polyvinyl resin systems contain styrene which has a very unpleasant odor. Acrylic resin is much worse. If it contains butyl acrylate the stench will drive you out of your house for weeks. Stick with epoxy systems that have essentially no odor.*) Magic Water has a much more manageable aroma. An excellent alternative to a two-part resin are Woodland Scenics Realistic Water and Woodland Scenics Water Effects products. There is no mixing, no aroma, and you can use a bottle over time on multiple water scenes. The Water Effects makes including ripples and other lake water movement very easy.

I used Magic Water, a two part resin/hardener, in making Lake Barbara. Magic Water allows a single deep pour. Woodland Scenics Water Effects was then used to simulate ripples from wind and the incoming culvert water flow. Most two part resins, like Magic Water, can be poured in layers up to 1/2" thick and each layer will dry in 12 to 24 hours. I often wait 48 hours to be sure. My recommendation is to plan for as little "water depth" as possible. When mixing resins, you must thoroughly stir up the resin and hardener. After pouring the water wait for bubbles to rise to the surface and use a hair dryer or a hot air gun and heat the surface to pop them.

I have never tinted a water product but color tints are available for both epoxy and polyester systems. You can also use dry pigments. I personally prefer to let the water be clear and let the bottom provide the color.

To prevent resin from running all over the place, make sure that the painted plaster bottom and shoreline is sealed via thick plaster over a firm wood or foam base. If there is an open end like the fascia, I secure a flat board or piece of hardboard over the end with clear acrylic caulk. When the water is cured, I can easily remove the barrier and cut away any barrier caulk.

Step 5 - Constructing Special Whitewater Scenes

Constructing a waterfall is a special whitewater scene. You do not just pour a water fall, especially tall waterfalls – the typical products are too runny. Acrylic caulk on a clear plastic backing was used to make both the 42' waterfall coming down from the dam to the Savage River headwaters and the Thunder Gorge tiered waterfalls.

I can construct the waterfall on the workbench by running strips of clear acrylic caulk on a piece of clear Plexiglass or plastic. Once the caulk is dried, I place it in

position. Woodland Scenics Water Effects was used to simulate the frothing water and moving water going away from the dam. Dry brushing a white acrylic paint over the caulk provides the color and froth. A little bit of Magic Water was used at the bottom of the dam for the water run-off.

At a recent NMRA Mini-Con, a clinic was presented by Marshall Abrams on a type of waterfall that I hadn't considered but had seen many times in real rock cuts while traveling. I call it the weeping cliff waterfall. This is when water is weeping out of rocks high on a cliff side and dribbling down the face until it hits the bottom and occasionally ponds. You don't need to use expensive resins for this. He used Aileen's Tacky Glue. I tried that product and Mod Podge on the face of my hand carved cliffs. Both products go on white but dry clear. The results with both products were quite good. Tacky Glue works better for a heavier flow of water.

Sometimes a feature can't be in place prior to pouring and will need to be put in place during or after pouring the water. Examples of this have included inserting swimmers or fisherman or fishing lines, boats, or sometimes docks or bridges with pilings. For the swimmers, I drill a very fine hole in the belly of the swimmer and glue a thin piece of wire into the swimmer. Then, when the "water" is curing, I can push the swimmer into the water to the correct depth.

In creating a water scene, often the associated details adjacent to the actual water completes the scene. Animals coming down to drink, campers on the shoreline, hikers crossing rocks or hiking the shoreline, and many other details that make that water scene special.

Tools and Materials for Construction

There is a plethora of products available to simulate water. I have experience using each of these products and summarize the advantages and disadvantages with each in a table. Each product has their own techniques and benefits for doing specific simulations.

Ed. Since I'm spending a lot of ink on water this issue I thought I'd put in a couple of techniques and materials I've found useful.

My goto resin is Dow 324 with Huntsman Aradur 2965 as the hardener. It is a good all around product for casting, laminating, and as an adhesive. After spending the month of July outside it showed only very slight yellowing while a control sample using TETA hardener had turned dark brown. I currently source them from Aeromarine, a West Coast supplier, and am looking for a closer supply to reduce shipping costs.

I've not used an acrylic caulk for water effects, but I found Lexel, a solvent based caulk available at my local True Value hardware store, works well. It goes on clear and is paintable with latex paints in 2 days, oil paints in 7. A drop of mineral spirits/odorless paint thinner on a finger allows you to shape it over and around rocks without it sticking to you while producing a nice smooth surface.



Details add interest to the scene.



This stream is a lift out section that is viewed from about six feet away. The bottom is sand from a local stream darkened with brown powder pigment. The base water is my usual Dow/Huntsman resin system. The grass is lengths of sisal twine glued to the surface with hot melt glue. Ripples are made from Golden Regular Gel (Gloss). This acrylic gel goes on cloudy but dries clear. Drying may take months depending on thickness. The rocks are painted pine tree bark.

To create a vertical drop between water levels, insert a dam made from acrylic sheet. Make sure the top is level and let the resin pour over it to make it disappear - the acrylic sheet is still there in the photo. Add some rocks in front of it and use Lexel to create water flow over and around them.



Tools	Usage
White glue	Used to "glue" rocks, people, and grasses in water bed prior to pour.
Metal rods	Used to position figures and other objects on or near the surface of a pour before it hardens
Plaster of Paris	Used to form shoreline and bottom of water beds.
Acrylic Paints	Used to color shoreline , water beds, figures and other details.

Product	Usage	Advantages	Disadvantages
Acrylic Caulk	Press into ribbons for a waterfall or for waves, ripples, or rapids. Goes on white for visibility, dries clear.	Maintains shape, paintable	Can be messy
Acrylic Drop Ceiling Sheets	Install over painted wood. Texture can provide ripples.	Easy install	Uniform surface, difficult to cut
Envirotex Clear Casting Resin	Two part resin for flat water. Ripples can be added just before it hardens	Limited working time, easy to pour	Strong odor. Any excess material is wasted
Magic Water	Two part resin for flat water.	Limited working time, easy to pour. No odor.	Any excess material is wasted
Matte Medium Tacky Glue	Use for waves or ripples on flat water or for weepages or wet areas	Easy to use. Apply with paint brush. Available in craft stores.	Limited to thin layers
Realistic Water	Pour directly from bottle. Best for flat water.	No mixing. No odor.	Limited to 1/8" deep per layer.
Water Effects	Pour directly from bottle. Brush for ripples and waves. Paintable.	No mixing. No odor. Dry brush for foam.	Higher shrinkage than caulk. Not good for waterfalls.

Simple Curved Backdrop Corners

Brian W. Sheron

Many of us build our layouts in the basement. Sometimes we use existing walls as the backdrop, other times we construct backdrops behind the layout. While our railroad tracks often are laid in a sweeping curve to change direction as we approach a corner of the room, our backdrops often do not sweep around with the track, but go into a 90 degree angle in the corner of the room.



This obviously does not look prototypical when you photograph your layout. Perhaps putting in curved backdrop corners was something you didn't think of when you first started building your layout, or perhaps the thought of constructing a curved wall was something you didn't feel you could (or wanted to) handle.

Sometimes you can hide the corner by putting tall buildings in it, or perhaps a hill with trees, but the corner will still show above the top of a building or a hill or a tree.

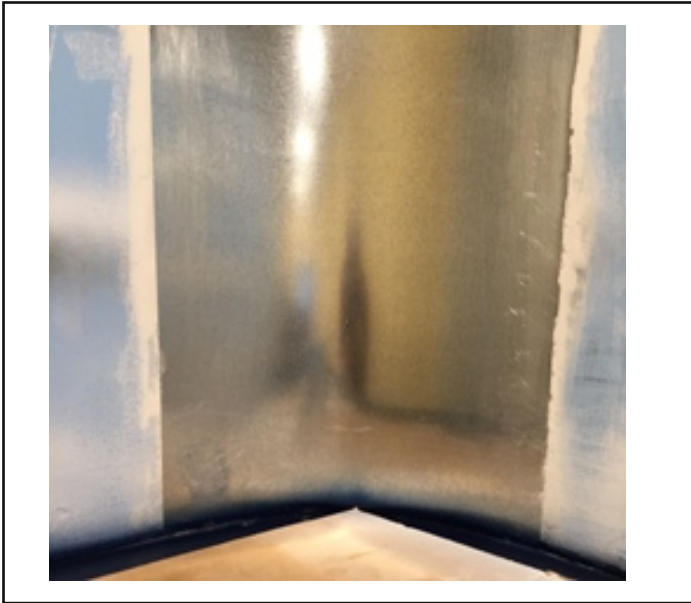
There is an easy and inexpensive way to add a curved backdrop corner to your layout. A thin sheet of ductwork steel is easy to cut, and is very flexible so it can be easily curved into a corner. It can be glued in place with contact cement, eliminating the need to find find studs behind wallboard to tie fasteners to, and to have to drill and countersink holes in the steel so the surface remains flat. I found a 18" x 36" piece of ductwork steel at Hone Depot for less than \$8.

I placed the sheet steel in the corner and when I got the appropriate curve, I marked the vertical edges with a pencil. I then applied contact cement in about a 6" width on both sides of the sheet steel where it would contact the wall, as well as on the wall where the steel sheet would go.



Contact cement is supposed to dry for at least 20-30 minutes (until it is tacky) before the pieces being joined are pressed together. Once the contact cement dried for about 30 minutes, I simply pressed the sheet steel into place in the corner.





I then smoothed the edges onto the existing wall with drywall plaster. Once the drywall plaster was dry, I lightly sanded it, and then painted the curved backdrop.

The scene I am modeling is the Long Island Rail Road car floats and car float docks in Long Island City (Brooklyn). The photo below shows the curved corner with a custom panoramic backdrop of the Manhattan skyline and the view of the 59th St. Bridge looking north up the East River in NYC that I had made for the scene.

Ed. You probably want to use 22 ga or thinner steel so you can easily cut it with hand shears. When cut it will have sharp edges so leather gloves are a good idea. Consider aluminum flashing - it cuts easier and cut edges aren't as sharp. Be sure to remove all processing oils before painting.



Fixing a Divot on Your Model

Mike Garber

Go ahead, admit it, at some point during construction of a model you have fumbled something and messed up your almost completed modeling project leaving an ugly mess, in my case a divot. It doesn't do any good to look around and hope nobody saw you do it. It won't just go away on its own and, usually, it is in such a conspicuous location weathering won't hide it completely. Only thing left to do is to just fix it.

In my case, an HO scale Athearn Conrail SD40-2 was all but complete when the burr bit in my Dremel barely touched the dynamic brake hatch on the model. While looking one way, with the shell in one hand and the running Dremel in the other hand, I heard that "BZZZZ" sound and then there it was!!! DIVOT!!!

I cursed and invented a few other words while looking around to see if anyone was watching. No one was there and, with no one to blame but me, it just had to be fixed. First step was removing the dynamic brake hatch from the shell. With Athearn units the dynamic brake hatch is a snap fit and not glued to the shell so removal was just a careful tug away.



Inspecting the hatch, there is a small contact access door on the leading edge of the hatch that, although glued to the hatch, is removable. A slight prying with a dull Xacto #11 blade easily removed this part, leaving an unpainted area which just added to the ugly. The back side of the contact access door was sanded smooth to remove the rough glue remnants and then set aside. Likewise, the glue remnants were sanded and filed smooth on the hatch.

Next up was fixing the actual divot damage. For filling holes and divots like this one, I use an automobile body filler make by Bondo. Their Glazing and Spot Putty is easy to work with, inexpensive and readily available at most auto parts stores. It is orange in color, dries quickly, bonds well to most plastics, and sands to a smooth finish.



To begin working with the putty to fill the divot, get a small old plastic snap lid from a container (doesn't everyone save these lids for stuff??) and squeeze out a little putty on the lid. Using a toothpick, stir the putty just a bit to make sure there is an even consistency and no lumps or watery areas. A smooth consistency works best. Try not to get the putty on your hands or fingers as best you can.

Using the toothpick, scoop up some putty and apply to

the divot, making sure to fill the divot and over fill the divot with putty a little bit. Don't go crazy slathering it on everywhere, but the putty will shrink a bit during the drying process, so a little more is better than not enough. Although it will set up in a couple of hours, allow to dry overnight. Also, let the left over putty harden on the plastic snap lid as well. The dried putty will fall right off the plastic lid with a little flexing of the lid. Easy clean-up!!



After the putty has dried overnight and set up, it's time for the smoothing process. Everyone has their tools of the trade for this work. These are mine.



The sanding sticks called Flex-Pads and the "C" shaped sanding files called Flex-I-Files are available in hobby shops, eBay and other on line vendors. The Flex-Pad comes in various grades of sand paper applied over a foam like surface so there is some flex in the sanding action. The Flex-I-File sanding files consist of a thin sand paper film like surface stretched between the flexible ends of the "C" shaped bracket. These products are all sold under the Flex-I-File brand name and are truly great products for fine work such as this. Here is a link <http://www.flex-i-file.com/> to their complete line of products.

Begin sanding with the coarser grits of the Flex-Pads being careful not to gouge into the surrounding area. No use making this worse than it already is!! Working down to finer and finer grits. Once the divot begins to take the shape of the surrounding area of the hatch, switch over to the Flex-I-Files which are very flexible and fit the shape of the curvature of the hatch area. This is the time to go slow and easy to match the contour and get a good smooth finish. Using the finest grits of the Flex-I-Files the edges of the putty filled divot can be blended into the surrounding hatch area. Check your progress, scratching your fingernail lightly over the area to detect any rough spots.

Once satisfied with the sanding and smoothing, the dynamic brake hatch was washed with a mild soap and water to remove all the fine filings and dust. Allow to air dry.

Next up is matching the paint on the dynamic brake hatch. This is always trial and error to match a factory paint color as in this case. Blending some Floquil dark blue with a lighter blue on hand, a pretty close match was made to the Athearn Conrail Blue. Using a fine brush, the repaired divot using light applications with a soft brush. It may take more than one coat of paint over the divot to cover completely. A little dry brushing to blend the area into the surrounding hatch was necessary as well. The contact access door was then glued back on and the repair is mostly complete. The final photo shows the completed dynamic brake hatch ready to be applied to the model.

The hatch was affixed back onto the shell and everything examined for fit and finish. Of course, the Floquil paint used in the color match dried to a flatter finish than the factory semi-gloss color coat. This can be fixed in a number of ways. I choose to thin the Conrail

blue paint by about 80% with good quality lacquer thinner for a very thin paint. This was air brushed over the entire roof area. Several light passes blended the roof area and gave an even semi-flat finish much like faded paint.

Satisfied with the blending, the Conrail SD40-2 was then completed assembled and given an overall light weathering job to show a unit that is earning its keep on the railroad but not in abused condition.

So, next time you have one of those moments where your model suffers from a self inflicted wound, don't panic. A little cussing if no one is around is fine, but relax and remind yourself that this can be fixed and you can do it. A little time and patience is all that is needed.



Operations and Railroad Prototype Modeling will be featured at the 2016 Mid-Eastern Fall Convention in Durham, NC

Bob Bridges

Tracks To The Triangle, the 2016 MER Fall Convention will provide attendees plenty of opportunities to operate on some excellent layouts. Six HO and two N-scale layouts including roads from the coast of Maine to the Denver & Rio Grande Western are included in the Operations Callboard being coordinated by Steve Benezera of the Carolina Piedmont Division.

Chuck Batherson's Blue Ridge & White Mountain

A double deck railroad set along the coast of Maine in the late 1950's. Positions available are 1 dispatcher, 2 yard masters, 1 assistant yard master and 4 road crew. There is

a mixture of freight and passenger service. Scenery is currently 25 percent complete.

Steve Benezra's Clinchfield Southern

The railroad is a point to point layout starting at Elkhorn City, KY (staging) and proceeding to Dante Yard. Nora and Fremont branches going south to Kingsport and Johnson City, TN where it interchanges with the Southern railroad. From Johnson City the railroad divides with one portion going to Erwin, NC (staging) and the other going to Morristown and Knoxville, TN and onto Chattanooga staging. Scenery is ten percent complete.

Owner	Scale	Road	Positions	MER Convention
Chuck Batherson	HO	Blue Ridge & White Mountain	7	Tracks to the Triangle Durham, North Carolina October 20 - 23, 2016
Steve Benezra	HO	Clinchfield Southern	10; 2 sessions	
Dick Buchan	HO	Pennsylvania	5	Registration http://www.mer-2016.org/
Jamie Jordan	HO	Lehigh Valley	15	
Dave Koss	N	Atlantic Coast Line	5	Hotel reservations The Marriott at Research Triangle Park http://tinyurl.com/nzcjwvz
Mike Pennie	N	Penn Central	7	
Rob Westdyke	HO	Denver & Rio Grande Western	5	
Bobby Woodell	HO	Missouri Pacific	5	

David Koss's Atlantic Coast Line

Point to point, 100 ft. Main line run, lots of switching opportunities. Scenery is eighty percent complete.

Mike Pennie's Penn Central-Lehigh & Delaware Div.

A 1970 mix of PC, LV & CNJ. Western New Jersey &

Eastern PA. The layout was featured in Great Model Railroads 2007. Mike will send a rookie package for those who sign up.

Rob Westdyke's Denver & Rio Grande Western

The layout is a folded dogbone, with stacked return loops



and a helix nested into the return loops for connection between levels. The layout features ninety-five percent completed mountain scenery with a partial photo backdrop along with 36" minimum radius on curves and maximum 2% grades. Principal city has a double-ended yard. In addition, there are two rural "towns" plus several industrial spurs. Hidden staging provides four reverse-loop tracks giving space for eight trains of 16-19 freight cars each.



Bobby Woodell's Missouri Pacific Hoxie Subdivision

Missouri Pacific inspired railroad through north central Arkansas during the Union Pacific merger. The benchwork and most of the trackwork is complete on the lower level. Helix is 90% complete and the upper level is in the planning phase. We will be running trains although the level of operation (waybills, car cards, etc.) is also still in the planning phase. I look forward to sharing my efforts with my fellow model railroaders.



RPM to be featured at the Convention

One of the unique additions to this year's Mid-Eastern Region Fall Convention will be a Railroad Prototype Modelers' room. Attendees are encouraged to bring prototype models of all eras: rolling stock, motive power and structures.

RPM coordinator Bill Hanley says the event will develop greater knowledge and understanding of both prototype and modeling information among convention attendees. The RPM room will have tables for model display and be an opportunity to share prototype information, modeling techniques and fellowship. It will be open throughout the convention.



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, 801S. 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



The Philadelphia Chapter Pennsylvania Railroad Technical & Historical Society

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CALLBOARD

Coming Events

Additional activities are posted on the MER Calendar Page:

<http://www.mer-nmra.com/Calendar.html>

Potomac Division Mini-Convention

April 30, 2016, 9:00 a.m. to 5:00 p.m.

Saint Matthew's United Methodist Church
8617 Little River Turnpike, Annandale, VA 22003

\$10 Registration Fee at the Door, spouses and children under 16 are free.

Clinics, Modular Layouts, Contests, White Elephant Tables, and Displays. Luncheon Speaker: Lance Mindheim on Placing and Weathering Structures. A business meeting will be held following the luncheon speaker to discuss plans for future events and to elect officers for next year.

Tom Brodrick: t.brodrick@verizon.net

Susquehanna Div Meet

May 14, 9:30 AM

14 Front Street (Train Station)

Quakertown, PA

Susquehanna Division clinics and layout visits. Our morning program begins at the Quakertown PA train station located at 15 Front St and starts with morning refreshments at 9:30. The afternoon will be devoted to area layout visits. Cost - \$2 for NMRA members and their families and \$5 for visitors. Visitors who complete a free Rail Pass membership application will pay the NMRA member rate.

Contact: Howard Oakes

717-632-5990

hoakes@susquehanna.org

NJ Division May joint Meet the Garden State Division, NER

Saturday, May 14, 2016

InfoAge Science Museum

2201 Marconi Road

Wall, NJ 07719

All NMRA members are welcome to attend. In addition to the fun and interesting meet activities, the InfoAge Museum is one of the largest museums dedicated to the history of radio communications and it's the new home of the Garden State Central Model Railroad Club. Check it out at <http://infoage.org>. There is no additional museum admission fee to those attending the meet or visiting the Garden State Central Model Railroad Club. Vouchers will be provided to those wishing to tour the museum after the meet.

Susquehanna Div Live Steam Live Steam Day

June 26, 11:00 AM

Pennsylvania Live Steamers

Rahn, PA

Mark your calendar now - Sunday, June 26, the Susquehanna Division will present a Live Steam Day event at the PA Live Steamers (PLS) located in Rahns, PA. The program begins at 1100 with an introduction covering the history, construction, and operation of the railroad that operates a variety of steam and diesel equipment in 1.5", 1", and 3/4" scale as well as 1 gauge. Train rides will be provided. For directions, detailed agenda, and registration information

Contact: Dan Horting

717-285-7320

k4sbuilder@comcast.net

Classified Ads

Weaver 2 rail O scale N&W Pacific (4-6-2)

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Contact Chuck Hladik at rutlandrs@aol.com or

(434) 941-7456.

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for acc, predecessor to easy dcc. Bill Wallace, 609-841-8271 or bwallace10@comcast.net.

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

David Albertson - Chief Dispatcher

Charles A. Higdon - Chief Dispatcher

John Volger - Chief Dispatcher

Division 2 - Potomac

Ronald King - Master Builder Scenery

Division 5 - James River

Alan W. Bibb - Golden Spike

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
An IRS Tax Exempt Organization
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801 S. Newton Lake Drive
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/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. 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 (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