



Needing a Train Room & The making of the Railroad

By Neal Anderson

My wife was not happy that she had to come out to a barn that I had built to put my trains in upstairs, and with no power in it. I didn't even have a cell phone.

When you're told that you need to build a house with your trains inside of it.

I started right away looking for blueprints to build a house with a basement, and came up empty. I started to look for a house that would suit my needs, and was coming up empty. So I took a plan and used the footprint to start a house, but I was told that was too big. We found a piece of property that fit our budget and needs; it was on a hill with no poison oak (long story). I took my drawings to a builder, and he said that it could work. At the local college, a student

needed a project for his CAD class, so he used my house drawing. The county accepted the drawing, and construction started soon afterwards.

The house was laid out on the ground and the work began. When we dug out the basement, a large rock ended up in the house footprint. Every thing came to a halt until I came out and picked up the stakes and pivoted the house to clear the rock. I squared it back up and away we went. I wanted taller walls to clear sheets of plywood that could be turned end for end when the house was built.



Usually your benchwork doesn't require this much effort up front. The scale figures look really detailed.

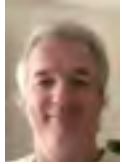
continued on page 4

The Local

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

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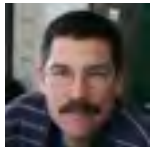
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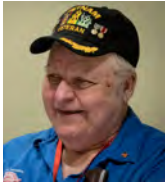
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President's Column

P J Mattson, MMR

by the by-laws.

The Summer months are here. I know not much modeling gets done this time of year but you can always start your planning for the next project. Keep good records of what you do and you can get a Merit Award and start on one of the Achievement categories.

If you are going on a vacation, I hope you have the best of times.

Have a great Summer. Plan on coming to the convention in October. See you there.

Till next time stay on the right track.

We held our business meeting on the 28th of April. A lot was discussed. There were some changes in the way the Convention Treasury will be handled. When it is finalized we will post the changes.

The elections will be coming soon. The elections this year are for the four officers: President, Vice President, Treasurer and Secretary. There are several candidates. Choose carefully. Of course I am at the end of my term

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Finishing the floor

Of all things to happen, it had to rain in the afternoon. Luckily, the cement was hard on top and the water ran out. The next step was the first floor decking. Yes, I worked too.



Don't let go of the handle. That's not going to go well.

What did I do? I said that I would work on finishing the house for the next two years or more to get the upstairs done. I had to finish the upstairs before I could work in the basement. This was killing me. I started on the essential items first, like the bathroom. I put the gas logs in such a way that I had heat.

One year later...

After two and one half years, I got to start playing in the basement. I set up modules so I could run trains. I started in the far right corner, but the debris from the ceiling was covering everything. I put up sheet-rock on the ceiling, with the layout in place in the

right corner and the modules in the left side of the room. The ceiling was wet sanded so as not to get dust on the railroad. The bench work was built with scrap wood left over from the house. I took a lot of wood out of the garbage dumpster at the house and put it in the basement. I picked up rough-looking fence to use the wood from it. That part is under the steel mill for support. All along the wall, the layout is built in sections that sit on L-girder bench-work. I had this great plan in my head and started building different sections each year. After several

years, I was asked if I was going to stop building or was I going to have to add on. I said that I'm going to cut back and start finishing areas before I move on. I had more rolling stock than I had track. When I cleared up some track, I ran a short train and started wondering how I was going to ballast all the track and make it look good. It took a long time, but I worked it out. I think that's why I like to teach how to ballast so much. When you don't have a track plan you move the track many times to get the track to fit into the space you have made. I started with just having single mainline track with lots of sidings, but that changed very quickly.



Clean Hydrocal is a lot like Clean Coal.

continued, Train Room

Each year, I tried something different on the surface of the bench-work. I didn't have many changes in height, so the next section had to have a change in height.

First big layout drop

What a mess that made! To make the area, I used Hydrocal hanging off of strips of cardboard. The next section was on screen wire.

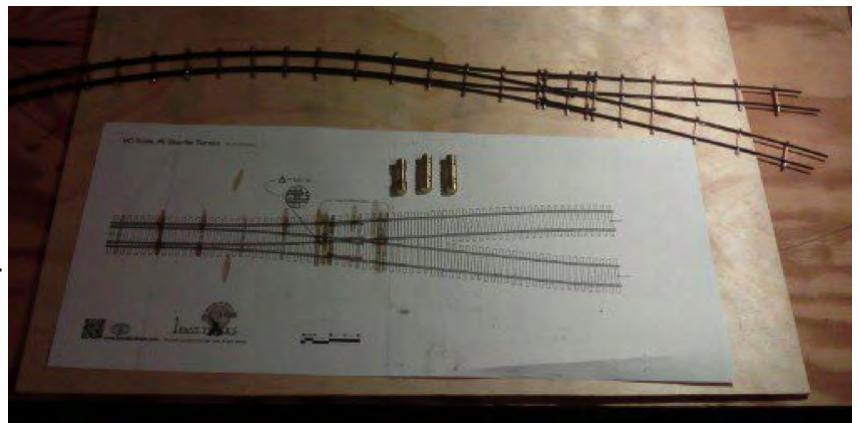
I couldn't live with the white color of the plaster, so I had to color it. I went along, filling in the covering of the railroad with ground foam. The lower bench-work was added so I could hook my train modules to the railroad and use them. This got shot down when my wife laid claim to the section of the basement that is the cold storage area for the homemade canned foods (I do love to eat). I willingly gave in to that claim. The next direction to go was into my workshop. One of the return loops had to be turned around and put against another wall so I could run trains a longer distance. I made lift out sections to enable cleaning of the windows behind the layout.

I ended up with three sections that totally lift out of the way to gain access to the windows. The helix was put in to make the trains run all around the room and not return on the same track, with a reversing loop at both ends. This made a true dual mainline around the room. In Weaver Yard, some scenery had to be modified to make the dual mainline fit. Tracks on the original helix had only one track that went to the top. Getting inside to relay the tracks in the helix was fun.

The very first corner of the layout was



More train cars than track



Track spacers hold the rails in place.



The making of the steel mill

Editor: I did what I could do to brighten the photos to print better. Julianne was so much better at this...

Train Room

some track that was made up to have two switches on it because I wanted a single-track bridge there. I ended up pulling out the switches because the operators couldn't set the switches up right every time a train went through. Thus a gauntlet was made but this gauntlet had to be in a curve. After many hours of hand-laying track, I fit it in and it works. Accidents don't happen there any more because of operator error.

To keep from calling dispatch to get clearance to switch Al's Wharf, a track was hand-laid across a double set of diamonds to keep traffic moving across the mainline.

Now that the staging area is up, and the new lighting is installed, the scenery is the next part to get worked on. I will admit that after ballasting 85% of the layout, I can spend some time laying scenery for a while. I cut my own weeds to make the trees on the layout, and this is the start. The weeds grow all over the east coast and are at prime picking at Labor Day weekend. After one day, the seed pods open up and you have to spray the weed to lock the seeds to the pod. After that, you can let the weeds sit until you are going to use them. Spray some cheap hair spray that is unscented on the weed and sprinkle some ground foam over the part that you hair sprayed. This makes trees that last a very long time.

Some of the trees have been around for twelve years now, but additional structures and more trees will continue to be added. Work on a large layout like the KK&L Railroad is never complete.



Trees planted in the layout.



Didn't Doc Rosenberg warn us about those things?

NMRA HQ rebate to Divisions

By [Peter Youngblood](#), MMR, North America Director-At-Large

Your NMRA Leadership Team announces a new program available to all active North American NMRA Divisions. Called the **NMRA Division Retention Event Matching Fund Program**, the NMRA is offering a matching fund in the amount of \$50 USD once annually to any active Division that holds a Division event qualifying as promoting member retention (i.e. hands-on clinic material purchase or similar event).

The NMRA will reimburse up to \$50 USD to the Division when the required steps have been approved and completed. Logging in to the NMRA website, you'll find the downloadable "[Application For NMRA Division Retention Event Matching Funds](#)" form formatted as a Word DOC by first logging into the website as a member, then clicking on "Regions." Click on "Regions and Divisions." There you'll find a "Division Matching Fund" tab. Click on it for an explanation and a hot link to the DOC form. Once the event is completed, the Division will forward copies of the approved form and the required receipts to NMRA HQ (nmrahq@nmra.org or by mail).

NMRA HQ will then send a check to the Division's Treasurer for half the event cost or \$50 USD, whichever is less. Reimbursement will be made by NMRA HQ once all requirements are met. It's that easy!

Divisions are encouraged to take advantage of this new Matching Fund program as a way to increase member participation, education and retention.

Available as of January 1, this is a one year pilot program. Continuation thereafter is contingent on its usage.

NOTE: Unlike the 50-50 split of the NMRA annual rebate discussed in the Business Manager's column on page 14, this "rebate" is a reimbursement for expenses incurred by a Division in the activities that NMRA decides are membership promotional activities. MER is not involved in this reimbursement program - it is directly between NMRA and each participating Division.

Mid Eastern Region Blogs

Compiled by Nicholas Kalis

Rod Vance
<https://www.sites.google.com/site/willowcreekrr/home>

Philadelphia Division

Bill Blackburn PRR-GVD.COM

Susquehanna

Jerry Britton <http://pennsyrr.com>

Listed in alphabetical order by last name

Revised Friday, March 30, 2018

If you know of a Mid Eastern Region (NMRA) member who maintains a personal model railroading-related blog, please contact Nick Kalis at nkalis@verizon.net with the member's name and blog address so that we may include that blog on our list. Thank you.

<u>MER Member</u>	<u>Blog Address</u>
Potomac Division	
Bernard Kempinski	http://usmrr.blogspot.com/
Stan Knotts	https://mrrminutiae.blogspot.com/
Marty McGuirk	http://centralvermontrailway.blogspot.com/
Lance Mindheim	http://lancemindheim.com
James River Division	
Shannon Crabtree	viriniamidlandrr.blogspot.com/

OK. What's a "Blog" ?

The origins are obscure, and not connected with MR at all, but it's a short form of "Web Log", where "web log" is a "log" ("Captain's Log, Star Date 4329.874"), a diary of sorts. The above MER member blogs are about model railroading. There are umpty-thousand other blogs out there on more topics than you can imagine.

There are free services online that allow you to create one, and write about whatever you like, include pictures, etc. Blogger, Blogspot, Wordpress, things like that.

I have a blog, started in 2006, I think. Very little about MR on there, I tend to write about computer-related things mostly. -- Clint

CROSSROADS OF THE MER

by Ed Rosado



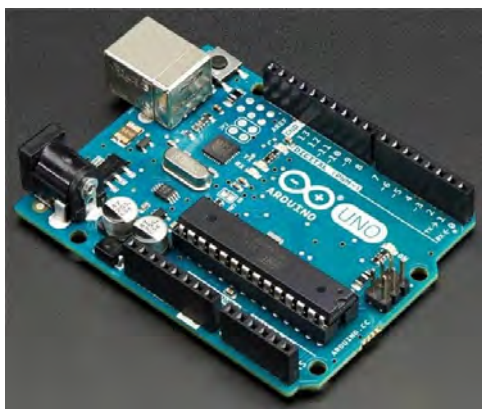
MER 2018 Convention-Are YOU on board yet?

As our convention train gets closer to arrival on October 4, excitement levels are beginning to rise. The MER 2018 convention, "Crossroads to the MER", is only a few months away. Our crew is busy organizing the important events modelers will find educational, such as our broad list of clinics. Marty McGuirk, our clinics organizer, is assembling an impressive list of clinicians that will be providing informative, educational, and entertaining presentations on almost all aspects of this wonderful hobby.

Clinics are one of the main reasons for attending the "Crossroads to the MER", October 4-7, 2018. So far, we have scheduled a total of 26 clinics. There are several time slots still available. If you're interested in presenting a clinic, please contact the clinic chair at cvrxfan@gmail.com. But do so soon, as slots are filling up fast.

Our banquet speaker, well known author and photographer Lou Sassi, will also be presenting two clinics-one sharing his techniques for creating scenery and the second dealing with modeling realistic vehicles and rolling stock. Wondering what an Arduino is, and what you can do with it? Then attend Terry Terrance's "Introduction to Micro-Controllers." Andrew Dodge, MMR, will show you how he scratchbuilt his O scale (Proto:48) steam locomotive roster from brass. These are just some of the opportunities available for convention goers to learn about the hobby. A full list of additional clinics will be available shortly. Stay tuned!

In addition to the opportunities to learn from the clinics, don't forget about the layout tours. There are loads of great layouts to visit between Thursday and Sunday. And if you like operations, there are a number of great operating sessions scheduled during the convention.



OK, that's an Arduino. Still...what?

If you enjoy camaraderie while sharing a nice meal, sign up for our banquet on Saturday night. Our speaker is experienced modeler and Model Railroader magazine Associate Editor Lou Sassi.

Make your hotel reservations early and don't miss out on convention rates. Washington DC has lots to offer and the subway station is right across the street behind the Rockville Hilton, our convention hotel. A subway ride is about 30 minutes to downtown Washington DC. We look forward to seeing you there and having a great time.

<http://potomac-nmra.org/MER2018/>



Mid-Eastern Region, NMRA 2018 Convention

Crossroads of the MER

October 4th to 7th, 2018

<http://potomac-nmra.org/MER2018>



Use Online Registration for Secure Payment and Better Up To Date Activity Availability. See Info below.

Please enter (print legibly) all names **as you wish them to appear on your registration badges**. They will not be changed at the convention.

Primary Registrant: _____ MMR? Y / N, Any Title for Badge? _____

Significant Other Attending (living at same address): _____

Children Attending (18 & under – list all): _____

Address: _____

City: _____ State: _____ Zip + 4: _____

Phone #: _____ E-mail: _____

NMRA #: _____ Region: _____ Division: _____

Favorite Scale: _____ Is this your first MER Convention? _____ Putting Items In Sale/Auction? _____

Description	Act. #	Cost	#	Paying
Early Registration (through August 31)	E	\$55		
Basic Registration (September 1 thru September 30)	B	\$65		
At Door Registration (October 4-6)	D	\$70		
Non-NMRA Member Extra Fee	N	\$10		
Significant Other & Children Under 18	O	\$0		No Fee
Banquet – Saturday Night <i>To Be Decided</i>	401	\$		
Call Boards / Ops – Expanded Call Board Info Available on Website	-----	-----	----	-----
Thu. Evening, Oregon Coast RR., HO, Mat Thompson # Open 12	801	\$5		
Fri. Morning Abrams Railroad Empire, HO, Marshall Abrams # Open 6	802	\$5		
Fri. Afternoon Virginia & Western RR, , Doug Kirkpatrick # Open 4	803	\$5		
Sat. Morning Long Island Railroad, HO, Brian Sheron # Open 3	804	\$5		
Thu. Evening, Allegheny & Shenandoah RR, HO, Bob Reid # Open 12	805	\$5		
Thu. Afternoon, Maryland Junction, HO, Frank Benenati # Open 8	806	\$5		
Fri. Morning, Northern Virginia Model Railroaders, HO # Open 16	807	\$5		
Prototype Tours – More Info on Website	---	----	---	-----
	201	\$		
Made in the MER Tours – More Info on Website	---	----	---	-----
	701	\$		
General Interest Activities – More Info on Website	---	----	---	-----
	501	\$5		
Total Advance Registration Paid				

Online Registration Available at – <http://merregistrar.coffeecup.com/forms/2018%20Online%20Registration/>

Fill in Form, Press Submit Form for Invoice, then Press PayPal Button and Make Your Payment. A PayPal Account Is Not Required.

Payment [Check Only] must accompany Print Registrations sent by USPS.

Checks payable to: MER Conventions, Send to: MER Conventions, P.O. Box 467, Crosswicks, NJ 08515-0467

Completed PDF Form can be emailed to Registrar with a note requesting an Invoice for Payment to be sent via PayPal.

PayPal Account NOT Required, can use Guest Checkout. Payments by Visa, MC, Discover, AmEx, and PayPal

Any Questions and/or additional information, e-mail to Registrar@mer-nmra.com, or 609-585-4616 (leave a message)

Hotel – Hilton Washington DC/Rockville , 1750 Rockville Pike, Rockville, MD 20852

Use Link at <http://potomac-nmra.org/MER2018>, Hotel Reservations: 301-468-1100

Room Rate - \$114.00 night + tax, includes parking, Room Rate applies 10/1/18 to 10/10/18

Editor: I'm sorry if this looks like garbage on-screen; 'tis the nature of importing a PDF...Print it and it will be fine.

ELOCAL. May/June

Special Awards Update

Martin Brechbiel, MER Contest Chair

The James River Division again will sponsor the Pride of Dixie contest for the 2018 Mid-Eastern Region Convention. There are some very specific qualifications for this year's awards so read carefully!

The model will be for a 2-bay coal hopper car for a railroad (1) operating in a state in the Mid-Eastern Region and (2) that originated (loaded on its own tracks) coal loads south of the Mason-Dixon Line. These states include: Delaware, Maryland, West Virginia (the panhandle is in MER), Virginia, North Carolina and South Carolina.

The usual suspects include: Baltimore & Ohio, Chesapeake and Ohio, Clinchfield, Interstate, Louisville & Nashville, New York Central (in West Virginia), Norfolk & Western, Virginian and Western Maryland. This excludes Pennsylvania (trackage in those states did not originate coal loads). For other railroads, please provide evidence that they originated coal loading on their own tracks in the listed states. All questions regarding eligibility should be directed to JRD's Contest co-chair Shannon Crabtree at stctigers@gmail.com AND CC'd to the JRD Superintendent at superintendent@jrdnmra.org

The winner will be the qualifying entry garnering the most points using the NMRA judging procedures. A special plaque will be awarded to the winner.

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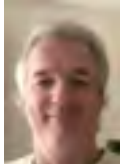
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Coupler Comments

Clint Hyde, Editor

Here I am being late again. Had an out-of-town week that was poorly timed, followed by a 65-hour work week. So much for “retirement”.

Last edition of the E-LOCAL was the largest MER has ever published--43 pages. Yes, we have that much submitted material. That was interesting...in the past we really never had that much at one time, and the production was more about fitting things into the 16 pages of print, not too much worry about excess stories. This issue should be over 30 pages too.

Reminder: renewing NMRA membership no longer includes being able to sign up for the print LOCAL; as a result, the print-count has dropped quite a bit. I suspect that means you all haven't realized that is happening, and haven't signed up for the E-LOCAL either...please mention this at your meetings, so we

don't accidentally lose folks. You must contact Bob Price about getting a print copy, and USPO mail him the little form on page 16 here for a print copy.

The E-LOCAL continues to be about twice the page-count as the print LOCAL and you sign up for it by letting Bob Price know you want to. He sends an email out early each issue month to let you know the new issue is available.

They are always available for download from the MER website (<http://mer-nmra.com/MEReLocalsCurrent.html>).

In the E-LOCAL here are additional/longer stories and photos, as usual, and a lot more color, with more to come while I experiment with fancier layout aspects. This year is big for NJ Division, most of that is here in the E-LOCAL.

This issue we have a good story about using a free software for fiddling with photo images, to do some special things. For less complex things that I do on my Mac, I recommend “Graphic Converter”, which I've been using since version years many years ago. It won't do the perspective adjustment, but it does all the simple stuff really well.

Thanks For The Memories By Charlie Flichman, MMR

Just a short article to THANK everyone who made my 13+ years of serving you in the AP an enjoyable time.

I wrote a series of articles covering the different AP categories when Roger Cason was the Regional AP Manager. When Roger decided to step down in November of 2004, I was approved to step in as the Regional AP Manager.

In the ensuing 13 years, I have processed 433 AP SOQ submissions from MER members and 24 MER members earned the title of Master Model Railroader. These numbers are only possible because MER members submitted that many submissions. At the time I turned over the Regional AP Manager, there was only one submission that I was awaiting additional information to complete the category.

At the 2017 Regional convention in Harrisburg, I experienced an eye problem. Upon returning home and going to my eye doctor, it was determined that I had an optic nerve stroke in the left eye. After about a month, I regained some of my sight in the left eye back, but still do not have clear vision in that eye.

I had planned on continuing the AP Manager position until this year's convention in Rockville, MD, but with the above problem, I decided it was best for all if I step down after the eye analysis.

I just want to THANK all of the Divisional AP Chairs who served in those positions at any time during my term of office. And THANKS to all of you MER members who submitted AP SOQ's. I met many fine people and modelers and it was a joy to serve you as the MER Regional Manager.

Keep up the good AP work, and support Dave Chance the same way you supported me.

On page 1, at the top, is a Switching Tower, from the model contest at 2017's convention. Bill Day, modeler.

Keeping In Touch...



Bob Price
MER Business Manager

The MER Board of Director's recently held a meeting in Rockville MD, site of the upcoming 2018 MER Convention. As Business Manager, I get to provide statistical reports on the membership and services provided such as Local subscriptions and merchandise sales. As of April, we have 1,828 voting eligible active members. We also have another 180 Rail Pass members and about two dozen voting ineligible MER Life members. A printed copy of the March-April 2018 edition of The Local was mailed to 502 members. Another 659 members were sent an email notifying them that the electronic version was available for download. The members should note that our Editor Clint has done a great job with the electronic version. The last issue had 43 pages while the paper version remains fixed at 16 pages.

One of the interesting topics discussed and voted upon at the BOD meeting was a change to the MER election process. Going forward, all members for whom the MER has a validated, unduplicated email address on file will only receive an electronic ballot. Members for whom the MER does not have an email address will receive a paper ballot. This change should allow the MER to save at least \$1,500 per election. This change also reduces the labor related to counting paper ballots. National and many other Regions have already migrated to this process. One difference is that the MER will offer the ability to opt-out of the electronic ballot and receive a paper ballot. To do such, the member must notify the MER Business Manager no later than July 7th.

Finally, it is worth mentioning that National has moved to new software for the membership database. I am sure they are very happy to make the move. Monthly, National sends data extracts to each Region. For our region, the Business Manager processes the extract files with our MER database and distributes data to the division heads. To those that receive the extracts, please note that National is implementing changes that will trickle down. One such change I have seen so far is that National is only storing birth year instead of birth date. Another is that there is no longer a separate Change of Address file. That is a key file used in feeding our MER database. National is doing their best to maintain that status quo, but we will all have to adapt.

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.

NEW MEMBERS

Ambrosino	Derrick	New Jersey
Belida	Alex	Potomac
Bell	Duane	
Carpitella	Dennis	New Jersey
Eisenstein	Hank	New Jersey
Eisentstein	Matthew	New Jersey
Elsass	Robert	Tidewater
Feinerman	Larry	New Jersey
Florid	Greg	New Jersey
Henderson	Dennis	New Jersey
Hoess	Ron	Philadelphia
Kisko	Joseph	New Jersey
Landreth	Leslie	Tidewater
Lane	Brian	Susquehanna
Le	Paul	Carolina Southern
Lucas	David	
Micucci	Joseph	New Jersey
Mosley	Robert	New Jersey
Nash	Douglas	New Jersey
Nesbitt	John	Susquehanna
Panzitta	George	Philadelphia
Reeves	Jay	Carolina Southern
San Filippo	Art	New Jersey
Seltzer	Barry	New Jersey
Stroschein	Steven	Potomac
Thompson	Jeffrey	New Jersey
Wilcox	John	Carolina Piedmont
Williams	John	Philadelphia
Woodcock	Wade	Susquehanna
Zahary	Robert	New Jersey

Welcome all new members!

Apologies if you joined recently and I missed your name here. The way join dates are handled in our database makes for slight imprecision on this.

JAMES RIVER RAILS Operations Weekend



JAMES RIVER RAILS Operations Weekend – October 2018 An Invitation to a Weekend of Model Railroad Operations

One of the big attractions to the hobby of model railroading is the diverse aspects of the hobby, be it conducting historical research, modeling prototype scenery, building realistic structures ... the list goes on and on.

Included in this list is participating in model railroad operating sessions. In fact, operations is at the top of the list for many modelers, whether it be the challenges of recreating a near-prototype environment or simply enjoying freelanced operations. Many of us enjoy running trains on a wide variety of model railroads with their associated operating schemes.

In October 2018 – during the weekend of October 19 – 21, to be more



specific – modelers will have the opportunity to participate in multiple operating sessions on a variety of model railroads. A team of modelers in the Richmond and South-Central Virginia area is hosting **JAMES RIVER RAILS, an Operations Weekend**. Layouts located in the Richmond, Williamsburg, Farmville, Appomattox, and Charlottesville, Virginia areas will be hosting operating sessions on Friday evening (October 19), Saturday morning and afternoon (October 20), and Sunday (October 21). The sessions are designed primarily for individuals with previous experience in model railroad operations, but everyone is invited to participate.

If you enjoy model railroad operations, this promises to be a special weekend that you won't want to miss. The hosting layouts feature a wide variety of operating environments:

- HO and On30 scales
- Model scenery including the West Coast, the Great Plains, and the East Coast
- Train movements facilitated via Time Table and Train Order, Centralized Traffic Control, Sequence Schedule, and everything in between
- Small layouts with 3 operators, to large layouts with 20 operators
- Operations ranging from mainline “fast paced and disciplined” to branch-line “relaxed”



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

JAMES RIVER RAILS promises something for everyone on the layouts scheduled for the operations weekend. All layouts feature Digital Command Control (DCC) operations including use of Digitrax, NCE, and MRC systems. DCC throttles will be provided for operators at all layouts participating in JAMES RIVER RAILS. All you need to do is show up, ready to enjoy some outstanding model railroad operations and the camaraderie of fellow modelers.



On Saturday, the JAMES RIVER RAILS team will host a luncheon for all participants at the home of one of the layout owners in the Richmond area.

Various members of the JAMES RIVER RAILS team belong to and actively support the NMRA and/or the Operations Special Interest Group (OPSIG). While the team is coordinating information about this operations weekend with these national organizations, JAMES RIVER RAILS is an independent event. The operations weekend is open to all individuals; NMRA or other membership is not required.



Individuals interested in participating in JAMES RIVER RAILS must sign-up in advance. There are a maximum number of positions available for registration based on the crew sizes of the participating layouts and operating session scheduling, so you are encouraged to register early! A \$20.00 per person nonrefundable registration fee is being charged to cover event costs. The operations weekend is a not-for-profit event and any money remaining after event expenses have been covered will be donated to the James River Division of the NMRA.

The JAMES RIVER RAILS website provides complete information about the operations weekend. The website provides a comprehensive description of each of the participating layouts and an online registration capability for the operations weekend. The website facilitates payment of the registration fee using PayPal; instructions are also provided for payment of the fee via personal check. (Please note that the registration fee must be received by the JAMES RIVER RAILS team before a registrant's scheduling preferences will be honored.) The website also provides information about Richmond area hotels if participants require a room for the weekend, as well as links to various attractions and other venues in the Richmond area.

So if you enjoy model railroad operations and would like to operate on a wide variety of layouts in a single weekend, be sure to check out JAMES RIVER RAILS!



Subscriptions to **The Local**

Send requests to MER Business Manager at



The Mid-Eastern Region, Inc., NMRA
An IRS Tax Exempt Organization
Business Manager
801 S. Newton Lake Drive
Collingswood, NJ 08108

Free electronic **color** version
 email _____

Printed black & white version, \$9/year \$ _____
 Donation \$ _____
 Total \$ _____

Name _____

Address _____

City _____ State _____

Zip (+4) _____

NMRA# _____ Expire Date _____

Scale(s) _____ 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 paper/photo originals without having back-up copies of both. 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 email.

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

Attention O Scale Modelers!

The MER is a sponsor of the 2018 O Scale National Convention August 23-25 in Rockville MD

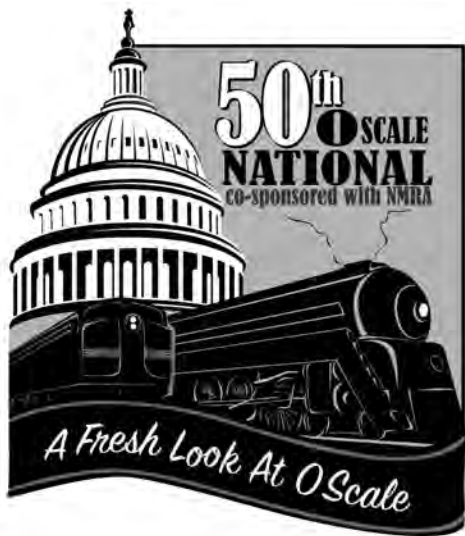
(same hotel as the October 2018 MER convention).

Registration form appears on page 21.

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 (one year) for The Local are as follows, and must include camera ready are (text, doc/docx, jpeg, pdf, bmp, tiff formats):

Callboard ads (30 - 50 words, Div and Clubs Only)..Free

Business Card size\$60
 Quarter Page ad.....\$125
 Half Page ad\$225
 Half Page ad per issue (Div only).....\$25



2018 O Scale National Convention

“A Fresh Look at O Scale”

Co-sponsored with the
Mid East Region NMRA

August 22-26, 2018

Rockville Hilton Hotel
1750 Rockville Pike
Rockville, MD

This is a convention for all 1/4" scale modelers: standard gauge, narrow gauge, P:48, traction and transit. There will be something for everyone: beginners, old hands and those curious about O Scale. This is a “destination” convention* in the Washington, DC area; registration includes:

- Trading Halls
- A full clinic schedule featuring all new presentations & 'extra fare' hands-on clinics
- Modular Layouts On-Site
- Manufacturers & Vendor Displays
- Opportunity to purchase special Convention Cars
- Model Contest/Model Display
- Door Prizes and Goodie Bags for pre-registered attendees
- Banquet with outstanding food
- Layout tours of some of the best O Scale layouts in the country
- Side Trips available (Directions provided and carpools available)
- **Keynote & dinner address by Tony Koester featuring his venture into O Scale, Proto 48**
- Of course, the Washington, DC region with its many train & tourist attractions;
many accessible via the Metro direct from the convention hotel.

Fare: \$40 Full Show Admission

Tables: \$55 per 6' table

Free cargo trailer parking for dealers

Convention Hotel: \$109/night plus fees and taxes

Free underground parking with Hotel stay. \$5 to other convention attendees

* Bring the family and make this a Washington, DC vacation! You will be able to arrive up to 5 days early and/or stay 3 days after the convention at the convention room rate to take in the National Capital Region sights. The DC Metro is 108 steps from the hotel door and can quickly take you anywhere in the region.

See the website for more details: <http://2018oscalenational.com>

2018 O Scale National Convention Registration Form

Name: _____

Address: _____

City, State, Zip: _____

E-mail: _____ Phone: _____

Registration (Spouse & Children under 16 included with registration): _____ x \$40 = _____

Spouse & Children's names: _____

Banquet Tickets (each attendee at the Banquet requires a ticket): _____ x \$60 = _____

Extra Fare Clinics (only registered attendees can participate in Extra Fare clinics)

Your First 3D Print presented by Terry Terrance, 9:30 am Friday 8/24/2018

Attendees will draw an O Scale B&O concrete whistle post, prepare it for printing and then print it on a desk top 3D printer. Participants must bring a laptop computer pre-loaded with Sketch-Up (a free program). Limited to 15 attendees.

_____ x \$20 = _____

Cardstock Structures Workshop presented by Jim Gore, 12:30 pm 8/24/2018

Attendees will assemble an O Scale cardstock structure (provided) under the direction of Prof. Gore. Attendees must bring the following: Hobby knife with #11 blade; Extra #11 blades (plenty; at least 5); Steel straight-edge [ruler]; at least 12" long; Extra straight-edge, if possible – a flat square is nice; Self-healing cutting mat – 12" x 18" [or larger]; Fine- pointed forceps [tweezers]; Several shirt-pins [barring that; a few straight pins]; Rokat Card Glue [you can purchase from Amazon] OR Medium Viscosity CA Glue [Gorilla brand is fine]; COPIC Marker – T4 – toner gray; COPIC Marker – E57 – light walnut [markers can be obtained from art store; like Blick's]; Black Sharpie; #1 / #0 round [or liner] artists brush. Structures in other scales can be provided with **prior** arrangement. Limited to 20 attendees.

_____ x \$20 = _____

Dealer Tables (6 foot) (1 free admission with 5 tables; 2 with 10 tables, etc.) _____ x \$55 = _____

Total Enclosed = _____

Models for Display & Judging (Will you be bringing models with you? Circle all that apply.)

Steam Loco	Electric Loco	Freight Car	MoW	Structure	Photo/Painting
Diesel Loco	Trolley	Passenger Car	Caboose	Diorama	

Send this completed form and check made out to **2018 SONC, LLC** to:

2018 SONC, LLC PO Box 42241 Washington, DC 20015

OR: Register with credit card on-line (After Sept. 1, 2017) at: <http://2018oscalenational.com/convention-registration>

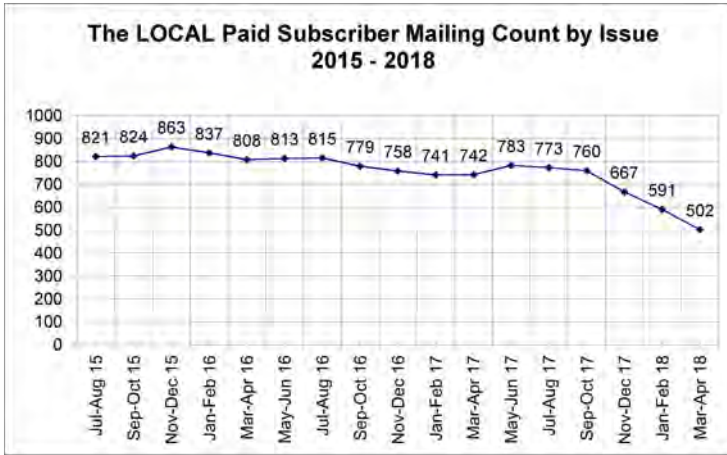
Reservations for the Convention Hotel must be made through the Hilton website or via phone:

hiltonrockville.com

(301) 468-1100

Hotel registration opens Aug. 22, 2017, watch the convention website for the event code.

If registering by phone, you must mention **2018 SONC** to get the discounted rate.



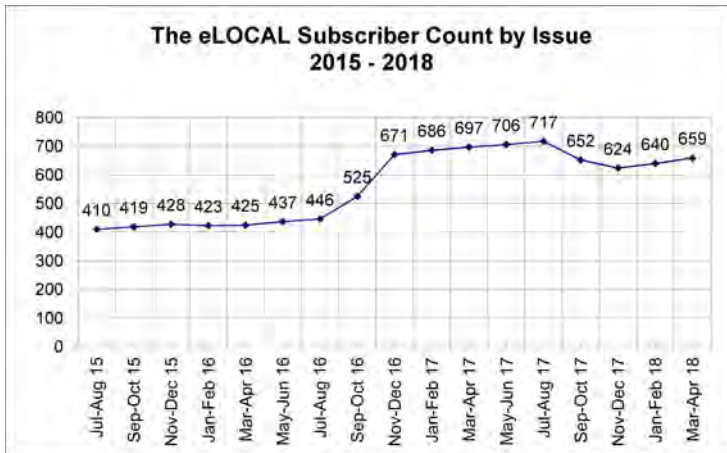
A couple of interesting charts from Bob Price. These are the copy counts for each issue of The LOCAL over the last three years.

Print has been dropping a good bit over the last year, since it stopped being available on the NMRA HQ membership-renewal website.

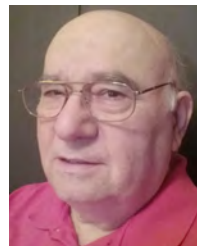
E-LOCAL has been trending upwards, but the total is still down, and not equal to the full MER membership count.

(May-June Print count was 360)

- Clint



Achievement Program



Achievement Program Update *By Dave Chance*

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

Division 3 – Philadelphia
John Trout – Golden Spike Award

Division 12 – Carolina Southern
Robert M. Halsey – Association Volunteer

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.

PROBLEM - PLEASE HELP ME. National does NOT accept R&V forms. Please don't send these any more.

**Custom
Layout
Building**

Layout Design

By Lance Mindheim

www.shelflayouts.com
301-404-8164

Ever wonder what's up in 2-rail O Scale?

What? You never heard of it? That's not surprising; it's not something that you'll see in every hobby shop. 2 rail O Scale has a small but vibrant community of excellent modelers. We're the best kept secret in model railroading!

If you've heard of 2 rail O Scale (1/4" scale), you've probably also heard of the three big myths associated with O Scale – it requires an aircraft hanger sized space; you can't get everything that you need for prototype modeling and, finally, that it costs a lot. None of these are true.

A portable 8'x16' O Scale layout (equivalent to an HO 4'x8') can be set up in a single car garage space and taken down when it's time for the car to come in. Such a layout can feature #8 and #10 turnouts and have continuous running and switching. A spectacular layout can be constructed in the basement of a modest 24'x26' Cape Cod house – and run the largest articulateds and look good doing it!

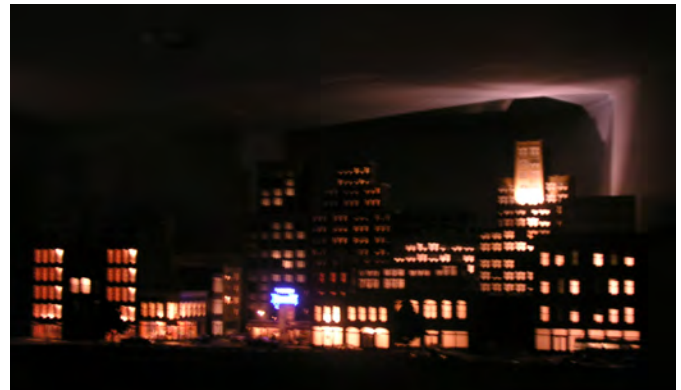
Modeling any one of the major railroads is possible; in any common time period – golden era, transition era or modern era. You simply have to know where to find the equipment. Even 19th century modeling is possible, if you are willing to build a few kits. Narrow gauge, traction and transit are all modeled in 1/4" scale, without having to scratch build everything.

Locos are not a problem. Diecast, plastic and brass; steam, diesel and electric can all be had.

Finally, O Scale need not be expensive. No longer is O Scale dominated by brass. O Scale shows are flush with kits, from "box of sticks" kits, to "shake the box" kits, to highly detailed plastic kits, to craftsman resin kits. Most of these are available at half or less – often much less – of their original list prices.

RTR abounds. Early plastic cars (e.g. Weaver) are good starter cars and layout filler and can oftentimes be had for ridiculously low prices. The now discontinued Intermountain O and Red Caboose O cars are plentiful and prices very reasonable. Recent production Atlas cars compare favorably to those in any scale and can commonly be had for less than list.

The 3 rail O Gauge market has some excellent scale-sized and detailed models and, because they are produced in much greater numbers, can be had on the secondary market at large markdowns. A simple change of trucks (or just wheelsets) and couplers and they can serve on your 2 rail O Scale layout.



John Sethian's layout, an excellent lighted nighttime scene. The picture is better in color...and it's a few years old.

Follow this link to a video where O Scale modelers explain all of the above in detail and see the beautiful railroads that they have produced:

https://www.youtube.com/watch?v=HAjrZ_t6w28&t=3130s

Piqued your interest? At the 2018 O Scale National Convention, to be held this **August 23-26, 2018** at the Rockville Hilton, Rockville, MD, in addition to an excellent train show we will have a series of clinics for beginning O Scalars. These clinics will include:

- Why O Scale?
- Buying O Scale on the secondary market
- Converting and up-detailing 3-rail models
- Improving commercial models
- O Scale detail parts
- Proto48
- A hands-on tree building clinic
- Layout planning and design

There are many other clinics, many of them scale independent, that will interest all model railroaders. Portable layouts will be on site so that you can see 2 rail O Scale in action; in addition almost 30 local layouts will be on the self-guided tours. Tony Koester will be at the Convention with the first public showing of his P48 project railroad for Model Railroader. Tony will be delivering the keynote address.



So go to the Convention website to learn about the

Andrew Dodge's P48 Colorado Midland 1887

Convention and sign up. The full Convention is only \$40; spouses and children under 16 are included. You can sign up for all activities and convention merchandise at the website. Still unsure? There will be a one-day (Saturday only) Convention admission for NMRA members at \$20 – at the door only.

<http://2018oscalenational.com/>

THE MER WANTS YOU!

NEEDED: Candidates for the positions of President, VP, Secretary, and Treasurer are up for election in 2018.

WHEN: The deadline for self-nomination is May 30th, 2018.

Any MER member can nominate him or herself by contacting and supplying to any member of the nominating com-

mittee the required photo and a 200 word (max) statement outlining his/her qualifications or desire for the position by May 30. Additionally, candidate may supply a 500 word statement for placement on the MER Web site.

NOMINATING COMMITTEE:

Jack Dziadul (jackdziadul@gmail.com)

John Janosko (johnajan@embarqmail.com)

Bruce Barrett (greenjeeps2@yahoo.com)

If you are interested in giving something back to the hobby you thoroughly enjoy, this is your chance.

Successful completion of 3 years in any of these positions counts toward most of the requirement for the AP "Association Official" certificate.

Please respond in one e-mail to all three committee members to insure reception of your nomination!

Deadlines and Schedules for 2018 Nominations and Balloting

By-laws changes adopted in 2016 require the publication of deadlines and schedules for nominations and balloting for every year to be published in the first issue of The Local of that same year. The dates schedule for nominations, ballot and election results may be found in Executive Handbook, Section 5, Policies, Article VI. Here they are:

May 30, 2018 -- Deadline for receipt of self-nominations sent to the Nominations Committee. Date for Nominations Committee to notify Board of Directors of slate of nominees validated by the Business Manager.

July 7 -- You must be a member in good standing (paid up NMRA dues) based on the membership report supplied to the MER Business Manager from NMRA National as of 07/07 (the 7th of July) of every election year to be eligible to vote.

If an individual is not a member or if membership has expired as indicated by that record supplied to the MER, and the MER officials have not been informed by NMRA National of a valid renewal of membership by 07/07 (the 7th of July), such individual will not receive a ballot nor be permitted to vote in that year's election.

August 1, 2018 -- Deadline for mailing paper ballots to members and for commencing electronic voting. Could be mailed earlier depending on other deadline requirements.

September 4, 2018 -- Deadline for electronic voting, also last day as shown by postmark for mailing paper ballots.

September 8, 2018 -- Deadline for receipt by Balloting Committee of paper ballots sent by mail.

September 15, 2018 -- Deadline for Balloting Committee to transmit results to President the Director overseeing this committee, and the Business Manager.

September 22, 2018 -- Deadline for The President to communicate the election results to candidates. The Business Manager also notifies the MER Web Master and the NMRA of the election results.

October 10, 2018 -- Deadline for publishing election results on MER-NMRA website.

FIFTY YEARS IN THE NEW JERSEY DIVISION

BY SAMUEL NATAL

More info from the early days of New Jersey Division. These are all PDFs made from photographs of original paper documents.

It was an early Saturday in December of 1967 and I was going to the organization meeting of a new group. I had seen an advertisement in the local newspaper of this meeting and decided, since I would be home from College that weekend, I would attend. I went to the Cherry Hill Community Center and a new world opened to me.

I had been involved in HO trains since I was thirteen years old, after sets of Lionel Trains I shared with my dad. I met a group of men who were into Scale Model Railroading. From the opening remarks by Gene Colburn and Bill Birchall, I was hooked. While I didn't have a lot of time to devote to the hobby at that time, college, law school, marriage and the U.S. Army always seemed to have preference for my time. After returning from the service and getting a job and getting settled, I joined The Silver Valley Railroad Club, then in the basement of the YMCA in Camden, New Jersey. This was a 100% NMRA club. Through this association, I made lifelong friends with many of the members, Dave Skinner, Pete Butler, Jerry Crosson, Dick McEvoy, Edward Doyne, Bill Rose, Charlie Cangi, Val Pistilli, Walt Price, Stan Musicant, Jim Cope, Ken Hamilton, Robert Ross, Joe Natale, Don McGinnis, Tom Olson, Sam Reynolds, Dave Spritke and Lamont Smith. I learned so much from these men. I evolved from a novice to an accomplished model railroader with their help and guidance.

I began to be active in the New Jersey Division and met many talented individuals, Ron Gaines, William Gruber, Bob Liberman, Bob Hubbard, John Johnson, Tom Brown, Jim Main, Bruce Makley, Bob Koury, Bob Price, Bruce Barret, Jim Dalberg, Eric Dervinis, Richard Foley, Doc Patti, Tom Lavin, Mike McNamara, Cris Widmaer and Mike Prokov. I served as a member of the Board of Directors of the Division for eight years. As a member of committees I participated in many conventions and helped present the Valley Forge Limited NMRA Convention and the Mid-Eastern Region Jersey Limited Convention.

While a number of the individuals I have mentioned are no longer with us, I enjoyed being with each of them and I am grateful for the help and encouragement they gave to me. This is my NMRA. None of this would have happened, if I had not gone to that organizational meeting fifty years ago.

CHARTER MEMBERS

DAVID ANDERS
ARTHUR BAGGOTT
WILLIAM E. BIRCHALL JR.
CHARLES BOSWORTH
ALAN B. BUCHAN
DAVID E. COLBORN
HOWARD F. CONROY
MARTIN EVOY III
GEORGE FITTERMAN
EARLE GODFREY
EARL G. HALLMAN
HARVEY HASTINGS JR
WILLIAM L. HORTON III
JOHN M. JOHNSON
SAMUEL D. NATAL
WILLIAM R. SCHEFFLER
ELMER M. UPDIKE JR
WAYNE C. ZIEGLER

MINUTES OF ORGANIZATIONAL MEETING, NJ Division, MER

The first meeting of a group of NMRA/MER members in New Jersey was held in the Cherry Hill Community Center on December 2, 1967 for the purpose of beginning a division in New Jersey. Welcoming remarks were made by Gene Colborn and Bill Birchall. Mr. Birchall was voted temporary chairman for this meeting. Present were 23 members from New Jersey, whose addresses and names follow these minutes.

In order that the ground rules set up by the Region could be followed, the following items were resolved:

1. The name of the proposed division shall be "The New Jersey Division of MER." In the event that the region decided to eventually go to a numbering system for divisions, it was resolved that this one should be then known as Div. I.
2. After discussing some aspects of various constitutions, it was resolved to adopt that of the Garden State Division of MER, re-written to read MER and the new divisional name.
3. Nominations for temporary officers to serve until the charter was approved and a formal organizational meeting could be held, were as follows:

William Birchall
Gene Colborn
John Johnson
Howard Conroy

Mt. Holly, N.J.
Mt. Holly, N.J.
Roebling, N.J.
Cinnaminson, N.J.

These men were also asked to prepare a set of by-laws for presentation at the formal meeting, whenever it should be held.

A petition for a charter from MER was then presented to those present, and duly signed by the MER members present.

The meeting closed with a showing of Doug Smith's Tape-Slide Clinic-- "How I Run My Railroad."

Respectfully submitted,
E. Colborn,
Temporary Secretary

Editor: sorry about the hard-to-read above, the original was 50 years old, and I couldn't really fix it without re-typing the entire thing...not enough hours in the day.

The New Jersey Division of MER

Minutes of the first Annual meeting, Somers Point N.J. April 27 1968

The meeting was called to order by the chairman Bill Birchall at 12:40 pm in the American Legion Hall in Somers Point. Present were the four temporary officers and 16 other members.

After some opening remarks by Mr Birchall, the acting secretary was asked to answer any questions that may be asked concerning the proposed By-Laws. When the short Q and A period ended it was moved by Fitterman and seconded by Crowley that the By-Laws as presented be accepted. The vote was unanimous in favor,

Nominations for directors then followed with the following members being nominated:

Bill Birchall..Mount Holly
John Johnson..Roebling
Gene Colborn..Mount Holly
Howard Conroy..Cinnaminson
~~Bill Frazier..Longport~~
Art Baggett..Pleasantville
Charles Crowley..Cherry Hill
George Fitterman..Cherry Hill

The following six persons received the majority of the votes..Birchall, Johnson, Colborn, Frazier, Crowley and Fitterman, and were duly declared directors. By a voice vote the first three named were declared to be elected for a two year term, while the others were elected for a one year term.

There being no further business, the meeting was adjourned.

Respectfully submitted
Gene Colborn...acting secretary

Bill Frazier..Clerk-Paymaster

MER JOB OPENING

Bob Bridges, our photographer, is moving out to Arizona in a few weeks, near the grandkids, etc.

So MER needs YOU! to volunteer to be the photographer. Mostly this means attending the convention and taking photos of the contest models and various open houses. Other photos from else-where/when are also good.

Contact Clint Hyde or Ken Montero or PJ Mattson via their info on page 2 to volunteer. There's an official job description we can send you.

A RETROSPECTIVE OF MY TIME SPENT AS PRESIDENT OF THE NEW JERSEY
DIVISION OF THE NATIONAL MODEL RAILROADERS ASSOCIATION

Mert Gardner

IT WAS A VERY WARM EVENING IN THE NJD AND THINGS WERE ABOUT TO CHANGE. UP FOR ELECTION WERE 2 OFFICERS - MR. JIM COPE AND MR. RON GAINES, BUT THE OFFICE WENT TO KONRAD RICHTER. AS THE YEAR PROGRESSED, KONRAD RAN INTO SOME PROBLEMS. IT BECAME EVIDENT THAT HIS JOB OF TEACHING AT AN AREA SCHOOL DID NOT AFFORD HIM ENOUGH TIME TO CONCENTRATE ON HIS PRESIDENTIAL DUTIES. SO, IN THE ORDER OF SUCCESSION, ACCORDING TO ROBERTS RULES, THE VICE PRESIDENT ASSUMES THE DUTIES OF THE PRESIDENT, IF THE CURRENT PRESIDENT STEPS DOWN. SO, THEN I BECAME PRESIDENT.

THE FIRST THING I DID WAS TO STRAIGHTEN OUT THE MEMBERSHIP LIST AND ASK THE CURRENT MEMBERS TO GO OUT AND RECRUIT NEW MEMBERS. WHEN TALKING TO PEOPLE, YOU HAVE TO FIND OUT WHAT SCALE THEY ARE INTERESTED IN. SCALE HAS BEEN DEVELOPED OVER THE YEARS TO HELP REDUCE THE SIZE OF THE OBJECT THEY ARE MODELING. FOR EXAMPLE, THERE IS O, G, N, AND HO.

FROM 1991 - 1992, OUR BOARD MEMBERS INCLUDED;

PRESIDENT	-	MERT GARDNER
VICE PRESIDENT	-	KONRAD RICHTER
SECRETARY	-	BOB LAITY
TREASURER	-	DICK KITZ

COMMITTEES WERE CREATED FOR NEW MEMBER RECRUITMENT. OVER THE YEAR, THE MEMBERSHIP GREW. WHEN WE STARTED, WE HAD APPROXIMATELY 100 MEMBERS. AFTER A TWO YEAR MEMBERSHIP RECRUITMENT DRIVE, WE HAD 300 MEMBERS. NOW WE COULD REALLY DO SOMETHING.

NEXT, WE GOT INVOLVED IN MODEL BUILDING. DURING THAT YEAR, I HAD BEEN ASKED TO SPEAK AT SEVERAL JR. HIGH SCHOOLS AND I LECTURED ABOUT PROTOTYPE RAILROAD EQUIPMENT.

AS THE YEARS PROGRESSED, I PUSHED FOR A 30TH YEAR CELEBRATION, WHICH WAS HELD IN DEPTFORD, NJ AND THE FAMILIES WERE INVITED.

LATER, A GROUP OF DEDICATED NJD MODEL BUILDERS DECIDED THEY WOULD BID FOR A NATIONAL CONVENTION TO BE HELD IN PHILADELPHIA. THEY DECIDED TO RENT THE SHERATONS HOTEL MAIN

BALLROOM ALONG WITH A ADDITIONAL LARGER ROOMS. FOR THREE DAYS, THERE WOULD BE CONSTANT ACTIVITY. A TRAIN SHOW FOR THE NMRA IS A BIG THING. THERE IS ONE HELD EVERY YEAR. I TALKED THE BOARD OF DIRECTORS INTO BUILDING AN HO MODEL LAYOUT - UP, RUNNING, AND WITH SCENERY. WE ALL AGREED. SO WE STARTED TO STOCKPILE ITEMS NEEDED TO BUILD THE LAYOUT.

FRIDAY OF THE CONVENTION GAVE ME TIME TO WALK AROUND AND LOOK AT OTHER DISPLAYS. ONE OF THE THINGS I WAS FASCINATED WITH WAS THE VIDEO TAPES AVAILABLE FOR MODEL RAILROADERS AND PROTOTYPE PERSONNEL. MEANWHILE, I SPENT MORE TIME DIGGING INTO VIDEO TAPE CAMERAS AND THINGS NEEDED FOR THE OPERATION. I PICKED UP A PARTNER IN THE VIDEO BUSINESS. NELSON DAVISON WAS A RETIRED VIDEO AND SOUND ENGINEER. HE WOULD TAKE VIDEO CAMERAS TO THE DIVISION MEETS AND RECORDING CAMERAS IF NEEDED.

OPPORTUNITIES WERE SOLD FOR \$1.00 EACH FOR THE LAYOUT THAT WAS BUILT AT THE CONVENTION. THE WINNING NUMBER WAS ANNOUNCED AND WAS WON BY A YOUNG BOY AND HIS DAD. FATHER AND SON WERE OVERJOYED!!!

MAYBE I'M BLOWING MY OWN HORN, BUT I HAD A GREAT TIME AND MET PEOPLE OF ALL AGES. EVERYONE GOT ALONG. I HOPE THE ORGANIZATION CONTINUES TO GROW, AND IT WILL, IF EVERYONE WORKS TOGETHER.

ON A PERSONAL NOTE, ELEVEN YEARS AGO, I WAS DIAGNOSED WITH PARKINSONS DISEASE, A PRETTY SERIOUS DISEASE, BUT I INTEND TO KEEP MY INTEREST IN SCALE MODEL RAILROADING AS LONG AS I AM ABLE. SEE YOU DOWN THE LINE.

TIDEWATER DIVISION MODELING CONTEST

DIORAMA MODELING

CONCLUDING AT THE TIDEWATER 2018 TRAIN SHOW

SIMPLE CONTEST RULES!!

All Division members are encouraged to compete by constructing a diorama centered around the Cornerstone 933-4023 kit, available thru the Division Paymaster for \$20 per kit.

Completed dioramas will be displayed and judged at the Tidewater Division Annual Train Show. Awards will consist of First Place a \$75 prize, Second Place a \$50 prize, and Third Place a \$25 prize and a "People's Choice" prize of \$50.

Judging will be by Theme, Detailing, Visual Interest, Modeling Skills and Efforts.

Entry and Contest Rules

1. Walthers Cornerstone kit 933-4023 must be used.
2. Diorama cannot exceed maximum 18"x18".
3. The kit is to be modeled with any theme (i.e.. car dealer, auto shop, welding shop, paint store, dairy, feed store, tractor dealer, grocery store, farmers market, etc....).....you create it!
4. Building can be kit bashed.....as long as you use the original 4 walls!
5. Can have a railroad theme or as a stand-alone business in town.
6. Dioramas will be displayed at a special table at our NMRA Tidewater booth for the show attendees to vote for "People's Choice".
7. Division judging will be by a 3 NMRA member panel.
8. Era is your choice.....steam or diesel era.....
9. Super detailing is encouraged.

Yes, you can enter more than one diorama!

Contest entries will be completed and available for display set up on Friday before the Division Train Show.

Contest awards will occur at 2pm on the Sunday of the show.

Editor: This contest is for Tidewater Division members. I've included it here so that the idea gets out farther. Even if you can't participate, undoubtedly worth visiting their show to have a look.

Pictures from Walthers website.



Weathering using Vallejo Paints

Bret Jones, owner of Rail Tales

Rail Tales is a hobby shop located in Charlottesville, Virginia: railtalesva.com
434-984-1170

Painting versus weathering powders:

I prefer to use paint on my rolling stock because they get handled a lot and the paint stays put and resists all manner of abuse. I can also scrub my weathered trains if I do something stupid like get Sculptamold residue on them... Weathering powders of all kinds can be fixed in place in a number of ways and weathering powders definitely can do a very good job but the fixing changes how the powder looks and unfixed powders either come off on their own or can rub off with handling. The powders are also difficult to get into the recesses and seams of some models. I prefer painting my weathering on for these reasons and also because I really like painting...

Brush versus Airbrush:

These are not mutually exclusive. I usually airbrush the bottoms of the cars and maybe put some dust on the edges and I always airbrush a matt finish over the model but for most of the weathering, I find a brush does a better job of weathering because it is not as consistent.

Vallejo Products:

Vallejo manufactures a wide variety of paint, scenery, and detailing products specifically intended for the plastic model builder but most of them apply very well to the model railroading world as well. They use an advanced resin binder that allows a little more working time than conventional acrylic paint and they use a very finely ground pigment to allow a variety of subtle effects previously restricted to oils. When airbrushed, Vallejo can be applied directly to clean metal without a primer.

Vallejo makes an exceptional introduction book for their products and for airbrushing in general (Airbrushing and Weathering Techniques) but all the examples are for military modeling. The examples generally apply to model railroading as well and it is an excellent reference but very few model railroaders will go into the detail shown (including me!).

I like airbrushing. When I was a kid I was, for whatever reason, opposed to it. Probably cost. Eventually, around 1998, I broke down and got one, the cheapest one I could, as a test drive.

Since then, well, I do a good bit of airbrush. I have several, different kinds, always interested in new tech in this area.

Vallejo Paints is one bit of new tech, since Floquil is gone. Had been seeing the name, but no info until Bret was going to give this talk, which happened over at Chris Jessee's factory. It was great. This is his written version of that presentation.

What's not so great is the lack of photos, but the results are good, as good as Floquil ever was.

Bret owns the primarily-model-railroad hobby shop in Charlottesville.

-- clint

In this article I am describing Vallejo Inks, Washes, and Air-Color paints.

Before we begin, we need to define our terms as Vallejo uses them. Some of this information is unofficial and taken from third party sources. Vallejo does not disclose their exact formulation.

INK

An Ink is a paint to which additional binder and drying inhibitor has been added to allow it to flow smoothly and remain wet for longer than normal paint. It also is more translucent so that the underneath colors show clearly. Inks CANNOT be made by adding water to regular paint. If you want to make your own inks, you need to add Thinner Medium (70-524) and Glaze Medium (70-596) (which inhibits drying). The ratio varies with the color but is approximately 1/3 paint, 1/3 Thinner, 1/3 Glaze. The ratio can be varied for different effects.

Vallejo Inks are what some other companies and many painting references refer to as a 'wash'. Inks are often used to add shadow lines in recesses but we also use them to add all manner of weather results as well.

It is difficult to make 'inks' that perform like the Vallejo product from older paint lines (Polyscale, Testors, etc) but newer paint lines such as AK Interactive work much the same.

Note that Vallejo makes a paint called 'Smokey Ink' (72-068) which is very useful color but not an ink—it is regular paint that I often convert into an ink using the above process. The actual Inks are labeled clearly as Ink and are numbered 72-085 thru 72-094.

WASH

A wash is a paint to which a lot of extra binder and (possibly) some drying inhibitor has been added. Washes are meant to be applied to an entire model or at least to all areas of a given base color. A little more will go into the recesses so it provides some shadowing but it is primarily intended to change the tone or color value of a model without changing the actual color. In conventional painting terms, these are sometimes called Glazes but Vallejo uses the term glaze

for something else. Again, you cannot make a Wash by adding simply water to Vallejo paint. If you want to use Flow Improver and Thinner Medium, the ratio is about 10 parts FI and TM (in varying combinations) to 1 part paint.

Consistency is vital with washes, so while I do sometimes make my own Inks, I find it much more reliable to just use the Vallejo Washes. There are plenty to choose from. The original small bottle washes are numbered 73-200 thru 207; the larger special wash range colors are 76-501 thru 524; they have recently introduced a new line of paints which have their own washes 69-505 thru 522 (but not all numbers are represented yet).

If you are using other brands of acrylic paint, making washes is fairly straightforward but many do not have the finely ground pigment necessary to work well. Newer formula acrylic paints and all solvent based paints work well.

Drybrush

I am going to assume most modelers know what drybrushing is or at least have heard of it and not go into too much detail. As a recap, 'drybrushing' is the technique of using a soft brush from which most of the paint has been removed and lightly stroking the surface of a model. The little bit of paint residue will transfer to the high points and to random other locations on the model surface, creating highlights and a dusty look. Vallejo paints drybrush better than most if not all other acrylic paints because of the longer drying time and finer pigmentation.

AIR COLOR vs Older Vallejo paints

Vallejo Air Colors are designed to airbrush out of the bottle but they also brush paint very well. In fact they self-level and avoid leaving any brush marks if the correct technique is used. Vallejo is gradually converting all their old colors into the Air formula: Game Color is giving rise to Game Air and the new Mecha Colors are all Air formula.

The old Panzer Aces color range, Game Color range, and Model Color range are still produced. These can be airbrushed by adding airbrush thinner as one would do with most conventional paints. They are thicker and do not self level quite as well but with a lit-

the airbrush thinner added, they are still easy to use. They also do better with primer.

Water and Acrylic Paints:

Water is used to clean up acrylic paints. Water is used to thin some Acrylic paints (old Polyscale/Polly S, modern Badger Model Flex, Citadel, and others) but water is NOT used to thin Vallejo paints except for a few specific exceptions. It will leave water rings. Thin using the thinner medium or airbrush thinner or both.

Using Vallejo:

Vallejo paints come with eyedropper bottles so you will need some sort of waterproof palette to drop the paints and inks onto. Once the paints have been used at least once, they can be mixed by shaking. New paint and paint which has been sitting a while may have to be stirred. The eyedropper tops remove for this operation.

Vallejo on models made of wood:

Vallejo paint does have water in it and so will cause wood to warp if brush painted onto bare wood. Bare wood should be primed if the model is to be brush painted.

Vallejo can be airbrushed without causing warping so long as both sides are painted and the Vallejo primers make very good base coats.

Preliminary Steps for Weathering Railcars (or any other painting task):

First, clean the model with liquid dishwashing soap (simple degreasers such as Dawn or Ajax- don't use Palmolive or anything with hand softener in it). This step is vital; you will not get a good result if you do not get the mold release agent and packing residue off the model! Let the model dry thoroughly. Handle the model with clean hands or gloves after this (or use some sort of holding device).

I weather the shell of the model and the wheels and undercarriage as separate steps, so I hold the model by the trucks when doing the shell and by the shell when doing the trucks, allowing plenty of drying time in between of course.

Second, If you need to paint and decal the model, this must be done and allowed to dry thoroughly for at least a couple days before weathering using these techniques. It is not necessary to seal Vallejo paints before weathering but they do need plenty of drying time.

Weathering Bare (plastic) Wood (flatcar decks, gondola decks, interior floors if visible).

The base coat should be some sort of tan color but the exact color is not important. Choose an Ink and a mixing color depending on your desired final look. For new or fresh wood, it is best to use a red-ish ink and brown-ish tan. For worn intact wood, it is best to use brown ink and grey-ish tan. For really worn and rotten wood, it is best to use black ink and pale gray tan. Apply both colors to the palette.

Examples (all are Vallejo colors):

New Wood: Brown Ink (72092) and Light Brown (71027)

Used Wood: Sepia Ink (72091) and Sand (71075)

Old Wood: Black Ink (72094) and White Grey (71119)

With a moderately sized flat brush, apply the Ink to the wood surface (brush size varies with work size). When you are first trying this technique, or if you want a more varied appearance, you can apply it to sections of boards separated by unpainted or previously painted sections. Let the board seams separate the work areas. With speed and practice you can do larger areas at once.

Immediately after applying the ink, use a fine brush appropriate to hitting half a board at once, apply the paint color in thin irregular strips and blend it slightly with the ink. The important part of this operation is a

MCR/Cincinnati is holding a Regional Convention: Cincinnati Division 7 is conducting a huge 4 day Cincinnati Express Regional NMRA Convention this May 17-20. This is their first NMRA convention since the popular 2005 national and includes rare access to dozens of published layouts. All the details are found on their webpage at <http://www.cincy-div7.org/convention.html>

light touch and very gentle blending. The ink and paint will combine on their own somewhat to create a mottled appearance.

Optionally, you may apply more paint with a drybrush light stroke on the board ends back towards the center or with ink coats back towards the center or vice versa, depending on whether you want the ends darker or lighter than the center.

Repeat light ink coats and paint coats if necessary but let previous coats dry as the paints and inks will blend on their own.

Once the base work is done, drybrush the base color back over the work if you want a more subtle result.

Weathering Wood Train Cars

Painted wood cars deteriorate a lot over time: the paintwork fades and peels, the wood itself roughens up and flakes, and dirt gets into the wood recesses and stays there. Most models of wood cars (reefers, stockcars, etc) come from the factory with very little grain on the boards (if any) and therefore look very uniform. If you want a REALLY aged look, you will have to score and scar the boards but for a moderately used look, one does not have to go to that time and trouble.

You will need a Wash that is a darker version of the base color and 2-3 lighter and darker paints variations of the base color: 2 lighter and 1 darker for faded look and 2 darker and 1 lighter for a more rotted look. The lighter and darker colors can be mixed using the color wheel but that is outside the scope of this demonstration. I usually just use what I have on hand.

Alternately, you can use 3-4 different washes of similar color but the generally only works well with brown cars.

Cover the entire area with the wash. Make sure to always apply the strokes in the direction of the grain in the boards.

While the wash is wet, use a fine brush to pick out individual boards with alternating lighter and darker colors. Brush in the direction of the wood grain. Only apply a slight amount of paint and blend with the wash. Don't brush over the lettering with the paint, only with the wash. (If you do get some paint on the lettering, immediately wipe it off).

Once the board picking is dry, apply the wash a second time to blend if necessary. You might also apply a black wash for additional aging.

Once this is dry, drybrush with an off white or very light version of the base color for a more subtle result.

Weathering Metal Train Cars

Metal cars tend to develop surface rust that collects in the seams and creases but otherwise the paint tends to fade more than it peels. For really heavily abused or rusted cars, especially ones with peeling paint, an extensive amount of work is needed but for normal use and age, we can do a credible job in a few minutes.

Apply a wash to the entire model which is a darker version of the base color. This time let it dry for a few minutes. This step is to fade the lettering and to apply some bite for the next step.

Next apply a reddish brown ink (either Vallejo 72-093 or 72-092). It is very important to run this down the sides as the rain would pull it and to apply plenty in the recesses. Before this dries, use a cloth or q-tip to wipe the model down, following the rain lines again. Don't try to reach into the recesses; you want the ink concentrated there and the regular wiping will pull some of the excess out. The wiping will leave distinct rust streaks on the model. You can use more than one color at the same time for a varied rust pattern (72-091 or 72-094 can be mixed/blended with the rust color).

In smaller quantities, this rusting technique can be used for metal fixtures on wood (prototype) models. It is also a great technique for metal roofs.

Once the rusting coat is cured, drybrush the model with a light dusting of off-white or dirt.

All Cars

Once the basic treatment is done, all cars are ready for a dirt coat if desired. Adding a dirt or dust coat will make the other effects more subtle, so if you like a more stark look, especially if your layout lighting is really bright, you might want to leave it alone. The dirt coat represents dirt (local dirt color) or dust (local ballast color) or industrial (local industrial product such

as coal or cement) that accumulates on cars. It is concentrated where material would be thrown up on the train or come down from the loading points, typically on the ends over the wheels and along the bottom edge (and top edges for hoppers). This is best done with an airbrush but with patience, can be done with washes or inks or drybrushing or a combination of all three.

Washes of the appropriate color can be run up the sides for track sourced dirt and down the sides for top sourced dirt. Inks using the wipe technique described under metal cars can also be used but restrict the areas affected.

Drybrushing of the full strength color works very well but takes some practice to avoid overdoing it. In the words of the modeler Shep Paine: "you don't want the model to look like it had an accident in a flour factory".

Once all steps have been completed, it is advised to apply a matt finish coat to the entire model. If you painted the model itself, this is not usually necessary but with factory finish cars, you need to do this to avoid shiny spots from the factory paint. This is best applied with an airbrush or spray can but it can be brush painted.

The trucks and undercarriage are a different subject. If it is not for a competition, you really don't need to do the underside at all- nobody will see it! The trucks usually benefit from a rust coat followed by a good dirt drybrushing and that is usually sufficient.

The coupler should NOT be given a wash or ink coat! It will freeze the mechanism! Drybrush the coupler with a little rust color and a little dirt for highlights.

Conclusion

These techniques are fast and give good results for almost everyone but they do take a little practice and benefit from appropriate brushes and a light touch.

Rail Tales demonstrates these techniques and more on the second Saturday of the month from 2 pm until 4 pm. This demonstration is free and open to the public. Table space is available for people to work along and critique will be provided if asked.

MER NEEDS A NEW OFFICIAL PHOTOGRAPHER

Official Photographer

Appointed by: President
Approved by: Board of Directors
Reports to: Assigned Director

Position Summary:

Attends the MER Convention and records all aspects of the proceedings at Clinics, Contest Room, Banquet, and other events as deemed either necessary or of interest to the members of the MER at large for further distribution via The Local or via MER web pages.

Specific responsibilities:

1. Photographs any and all events, participants of clinics, and other ongoing events transpiring at the MER conventions;
2. Photographs any and all models entered in the Contest Room; obtains results thereof to capture those models that win 1st place and/or Special Awards;
3. Provides publication quality photography to the Editor of The Local, as needed for coverage of the MER convention;
4. Retains an archive of photographs of the MER Conventions;
5. Prepares an annual budget request to cover anticipate expenses for the year to come

Editor: Mostly you do #2, and #3. With a better camera than I have.

**National Model Railroad Association
Mid-Eastern Region
2018 Convention**

Crossroads of the MER



***Clinics ▪ Silent Auction ▪ Banquet Speaker—Lou Sassi
Contest & Modular Layouts ▪ Operations Call Board
White Elephant ▪ Contest & Display
Banquet & Awards ▪ Prototype & Layout Tours***

**October 4-7, 2018
Rockville Hilton Hotel
1750 Rockville Pike
Rockville, MD 20852**

***For the most up-to-date information visit:
<http://www.potomac-nmra.org/MER2018/>***

WORKING WITH GIMP BY TONY SEGRO

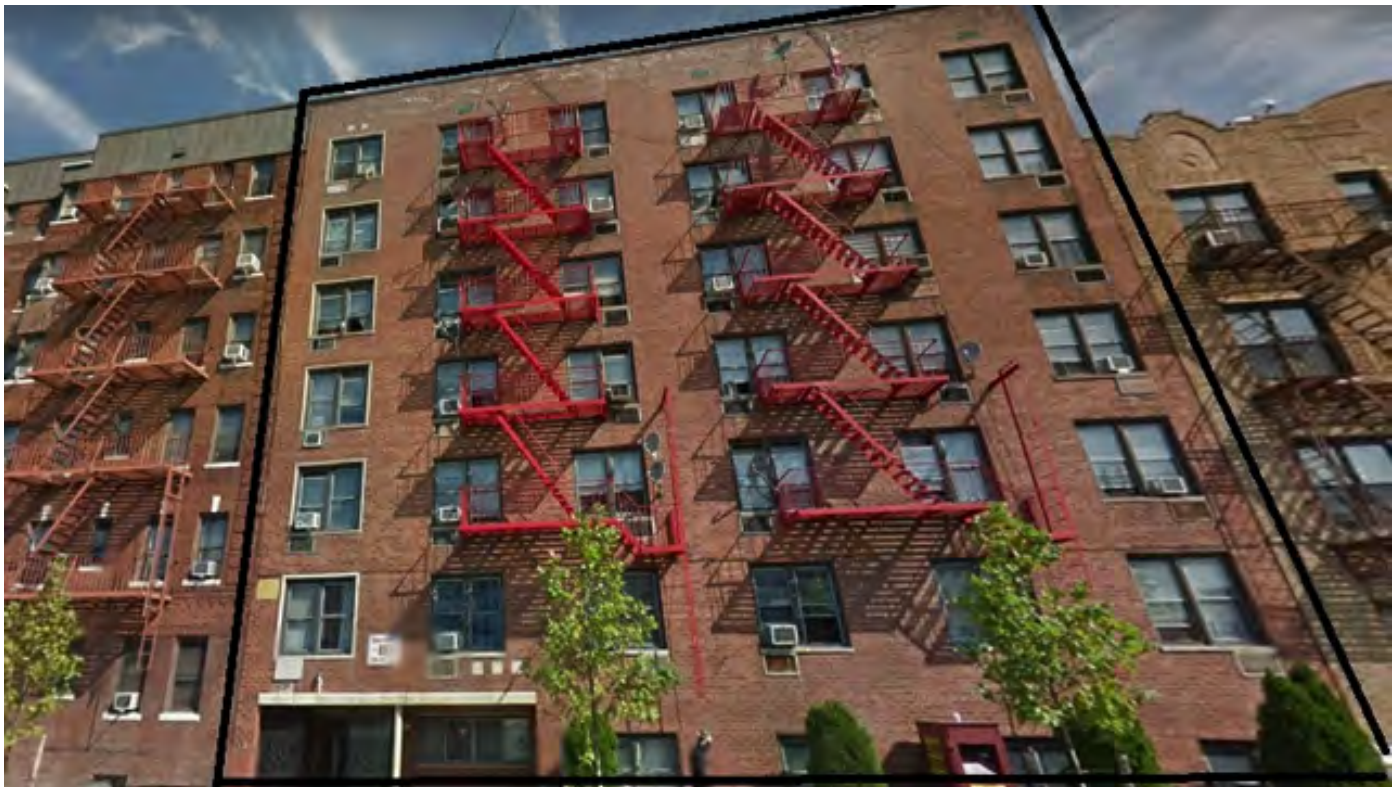
What is GIMP?

GIMP is an acronym that stands for GNU Image Manipulation Program (GNU is Free Software Foundation). GIMP is a free license software program for working with images/photos and editing photos. The software can be downloaded from the official website www.gimp.org. There are also online tutorials explaining how to work with all the image editing tasks you need to perform. Some of these tasks include perspective, composition and photo retouching. GIMP is similar to Adobe Photoshop in many ways.

Although GIMP is capable of several types of tasks, I use GIMP basically for four tasks: (1) Perspective; (2) Color Brightness/Sharpness/Contrast; (3) Printing to Scale; (4) Creating Ghost Signs. In this article, I will cover the basics of the steps I use to achieve these.

(1) Perspective:

When I need to create a photo backdrop for a city scene, I'll go to Google Earth or Google Street View, and select the type of urban background I'm looking for. These softwares allow you to go right down to the street level, and view the buildings as if you were right there. Most cities have been mapped on Street View. If you know the name of the street your building is on, just type the address into the search block at the upper left. Otherwise, you'll have to type in the name of a city, and zoom in to a street. As an example, this is a building in Brooklyn, NY.



Tony presented this same content at the 2017 MER Convention. I especially liked the part about ghost signs. I asked him to write it up with the same pictures for publication here.

GIMP originated on Unix, years ago. It's a lot like Photoshop.

-- clint

Saving the photo:

Step 1: With the selected building showing in Google Street View, zoom in as best you can to fill your screen, then press the “PrtScn” (on Windows, or Cmd-SH-3 on Mac) button on your computer keyboard. This is usually located along the top row next to the function keys. The function of this key is to create a copy of the screen (called a screenshot), and send it to the clipboard; on a Mac you’ll get a file on your desktop.

Step 2: Open MS Paint and right click the mouse. Select “Paste”. This opens a copy of the screenshot in Paint. *(Editor: On a Mac, I’d recommend GraphicConverter for this next few steps.)*

Step 3: Save the image as a filename of your choice. Place it in a folder where you know where it is. I usually save my images in the Pictures folder.

Step 4: Press the ‘Select’ button. Draw a rectangle around the entire building. Note: if the building image is larger than the screen, you can resize the photo by clicking the ‘Resize’ button next to the ‘Select’ button. Select ‘pixels’, and type in a number that is less than the number in the box. Then click OK. Draw the rectangle around the building.

Step 5: Move the selection rectangle to the upper left corner of the screen. Do this by placing the mouse over the rectangle, press and hold the left mouse button while sliding the selected area to the upper left corner.

Step 6: Remove the unwanted stuff that is outside the selected rectangle. To do this, click the mouse on any area that is outside the rectangle. Locate the handle (small white square) at the midway point on the right side of the screen. Your mouse cursor will change to a two-way arrow when it is over the midway point. While holding the left mouse button down, slide the mouse until it reaches the edge of the selected rectangle. Release the left mouse button.

Step 7: Repeat Step 6 for the midway point at the bottom of the screen. Slide the mouse upward until it meets the bottom of the selected rectangle.

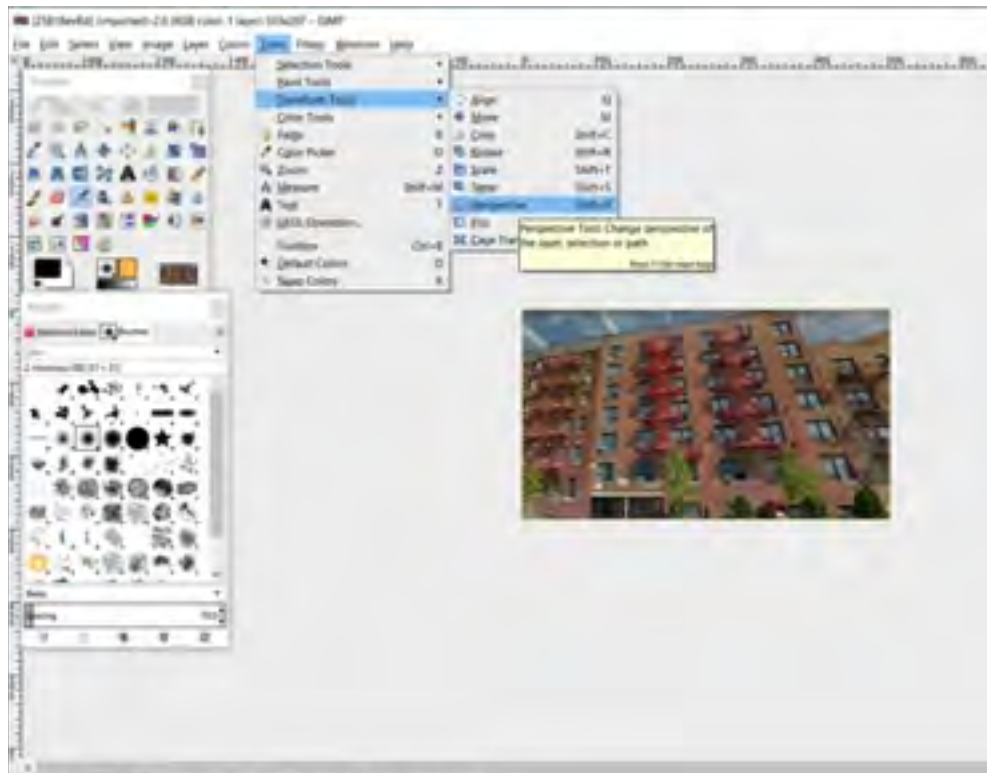
The selected rectangle is now the only thing left on the screen. Save the photo image by clicking ‘Save’.

Using GIMP:

For my backdrop, I want to use this photo. However, the building lines are angled because of the perspective (notice the black lines in the photo above). For the photo to be realistic on the backdrop, I need to eliminate the angled roof line, and side lines, and to make them straight both vertically and horizontally. It’s GIMP to the rescue. I’ll use screen shots to guide you through the task of eliminating the angled lines on this building.

Step 8:

Open Gimp. Then open the



building file shown above. The photo below is what should appear.

Step 9:

Click on 'Tools' on the top menu bar, then 'Transform Tools', then 'Perspective'.

You'll notice a grid of vertical and horizontal lines surrounds the photo. Also notice that there is a square at each of the four corners.

Step 10:

As you place your mouse over a corner square, and left click and hold, as you drag the mouse, the photo begins to distort. The goal is to move each of the four squares to a point where the building walls are horizontal and vertical, rather than angled. This includes the windows as well.

Step 11:

Once you are satisfied that the building walls and windows are what you desire, click the 'Transform'



button. The lines disappear.

Step 12:

Next, you want to save the transformed image. Click 'File', then select 'Export'. Clicking the + sign will drop down a selection of file formats for images. I use .jpeg/.jpg because it can be used on the web, and isn't as large a file size as .bmp. Export it back to the same file folder with the same name if you want it to overwrite the file with the angled walls and roof. If not, save it under a different filename.

The walls and roof are now horizontal and vertical.



(2) Color Brightness/ Sharpness/ Contrast:

Next, you need to determine how bright or dark the photo image will be. Perhaps the original Street View image was in the sun. Perhaps the colors seem faded without distinction (contrast). Color Brightness sets the brightness/darkness while Contrast and Sharpen creates noticeable differences in the intensity of the color. Both of these can be adjusted with GIMP.

Note that Brightness does not mean the same as Transparency. Transparency/Opacity is used to create distance. If the building photo is way off in the distance, it will appear lighter than if it closer. Also, it will appear smaller the farther away it is. These will be discussed in Parts 3 and 4.

Step 1: Open GIMP, and then open the building photo.

Step 2: On the toolbar, click 'Colors', then select 'Brightness-Contrast'.

A box similar to the one in the figure below will appear.

Step 3: The brightness and contrast can be adjusted by sliding the buttons to the left or right. For a darker image, slide the Brightness button to the left. Notice the number changes from 0 to a negative number. The image on the screen also becomes darker. For brighter, move the button to the right. The same applies to the contrast.

Step 4: Once you have achieved your desired settings, click OK.

It's as simple as that. Don't forget to export your updated image photo before you exit GIMP.



(3) Printing To Scale

In order to print to any scale, you need to determine what the height of your image needs to be. A rough estimate in HO might be one inch per story, assuming HO is 1/8" to the foot and one story is 8 ft. The building in the photo above would be about six inches in HO scale. N Scale is approximately 60% of HO, so an N Scale photo would be 60% of six inches, which is 3.60". The photo would be 12" for O Scale since O Scale is twice the size of HO.

With the wall photo open in GIMP, click on the IMAGE tab on the toolbar at the top. Then select PRINT SIZE from the drop down menu. The following box will appear.



Notice millimeters are selected as the unit of measure. Clicking the small arrows to the right of the word 'millimeters' will open a drop down menu. You can select inches. Then enter the height of your photo in the 'Height' box. This will automatically determine the width as the photo will retain it's same ratio. It will automatically adjust the X and Y resolution in pixels/inch.

If you prefer to use pixels as the unit of measure, note that one inch is equal to 72 pixels. If you determine your photo is six inches high, that is equal to 72x6 or 432 pixels in height. The N Scale photo would be 72x3.6 or 259.2 pixels. O Scale would be 864 pixels (twice as tall as HO).

Another thing to take into account is distance. If the photo is to be glued to a backdrop that is two feet from the fascia edge of the layout, distance indicates that the building will need to appear smaller since items appear smaller as the distance gets larger. Depending on how far away your building is to appear in the scene, you may need to scale the photo size back to 75% (50% if even farther away). Once you are pleased with the size, click OK.

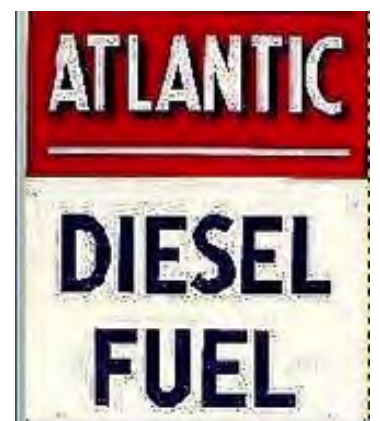
Fading the Photo

Along with that distance, the building would appear lighter in color since items far away appear lighter (because of haze, etc.). GIMP can change the appearance of the photo by changing the 'opacity' setting. Opacity means fading. With the building photo still open, you'll notice on the right hand top side of the screen is a blue shaded block with the word OPACITY and 100.0. By selecting the down arrow next to the block, you'll see the number (%) begin to get lower, the blue shading area to begin to shrink, and the photo to become lighter. Continue to lower the opacity to a level where you are pleased. You can always adjust the opacity. An opacity of zero would make the building disappear.

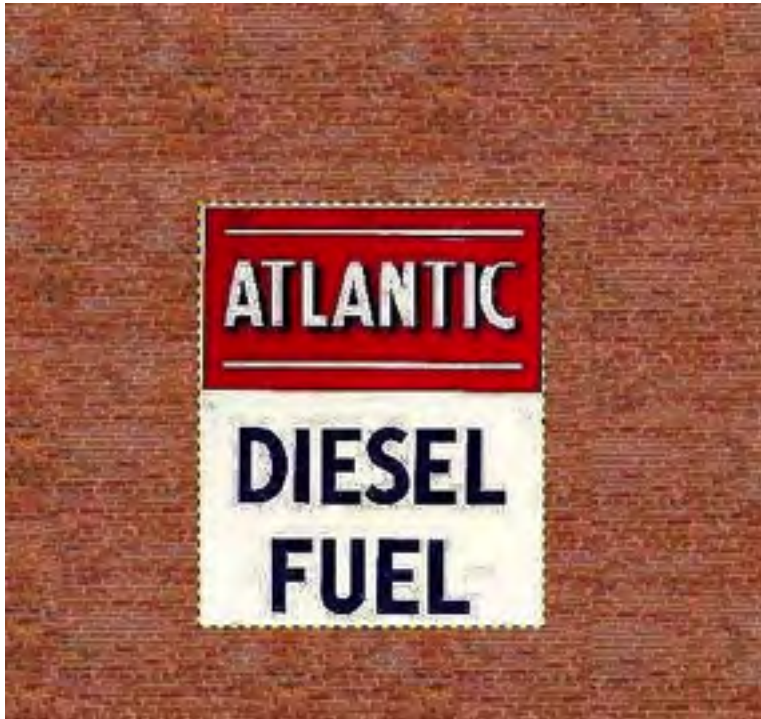
(4) Creating Ghost Signs

The same fading procedure can be used when creating 'ghost signs' on walls. The main difference between adding ghost signs and making a building appear far away is in order to create ghost signs on walls, we need to accomplish this in 'layers' using GIMP. Think of a layer as being a transparent piece of paper laid over top the photo. You can add as many layers to a photo as you need. For the ghost sign, we'll only need to add one layer. To do this:

Step 1: Create a photo of a blank wall (no windows, doors, spouting or other 3D object). You can scan a wall photo, bricksheet, etc. or use Street View to locate a wall. Give the file a filename and save it to your Pictures folder.



Step 2: Locate a photo of an ad, or some image that you want to turn into a ghost sign. There are websites with vintage ads from the 1930s, 1940s, etc. that you



can google. Once you select an ad, give it a file-name, and save it to your Pictures folder.

Step 3: Open GIMP and open the wall photo. For this tutorial, I am using a brick wall photo, and an Atlantic Diesel Fuel sign for the ghost sign.

Step 4: We need to add a new layer with the Atlantic sign. To do that, open the Atlantic photo in MS Paint. Click COPY. This will copy the photo. Back in GIMP, click on EDIT on the toolbar at the top. Select PASTE AS NEW LAYER. The Atlantic sign will now appear over top the wall photo. Also on the right side of the screen, a second layer will appear.

Step 5: Select the new layer by placing your mouse over it, and left-clicking. The new layer will be highlighted. It will have the default name 'Clipboard'. You can give the new layer the name 'Ghost Sign' by right-clicking and rename

or save as.

Step 6: With the ghost sign layer highlighted, you can move the photo around to a different location by selecting the 'move' task in the toolbox on the left side of the screen.

Step 7: Once it is in position, we need to fade it by using the opacity slide on the right-hand top corner.

The lower the number goes, the more faded the sign appears. Note the opacity on the brick wall does not change. This is because we have selected the ghost sign layer. The wall photo is not affected.

Step 8: Once you achieve the level of opacity you want, you need to merge the two layers into one layer. To do this, select LAYERS on the top toolbar. Then select MERGE DOWN. This will merge the two layers. Notice there is now one layer in the layer block at the top right of the screen. Also not that the opacity is back to 100 for the merged layer.

This ends the tutorial on GIMP. GIMP is capable of this, and many more image modifications. It's free, and can be downloaded from www.gimp.org. Enjoy.

