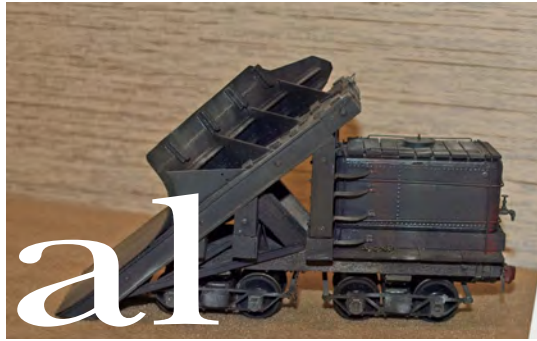


# The Local



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

Volume 74

January — February 2019

Number 1

## Building a Proto Series Cattle Car by Jerry Stanley

There is an old saying that in part states "...put off your former way of life...be made new in attitude of your minds." For some years it has been my desire to become a Master Model Railroader. I have delayed it for many reasons. Work, family, unexpected hardships and then, believe it or not, some of the criteria intimidated me. Like how in the world do I convert feet and inches to 1/87 scale? Another thing that intimidated me is the thought of building an engine from scratch! The list and reasons why I can't go on and on....but the desire never went away. So several years ago one of the treasures of the James River division, Ken Montero, who made me feel welcome and encouraged me along the way made a statement that stuck with me. He said something to the effect of "if you build a model railroad and fill out the paperwork, by the time you are finished building the layout you will have earned your Master Model Railroader certificate." That set a lot of things in motion.

That statement coupled with my earlier desire set me on a new course. Last year, I embarked on building a "hobby barn" to house the new railroad. In the meantime I have decided to pursue as many of the requirements that don't actually require laying track or electrical, like bench work. I thought I would try my hand at building rolling stock. I do not think I am ready for scratch built yet, but I reasoned that I could start with a box freight car kit which will help see the sequence of how one goes together. After

all I have not built a model since I was a teenager. A little practice wouldn't hurt.



We've all got more than one of these. OK, more than ten. Maybe more than 100.

I chose from my hoard of kits I have collected over the years a Proto 2000 series "Mather 40 foot Single Deck Stock Car." I was pleasantly surprised to find that the instructions (yes, I actually read instructions) were fairly accurate and easy to understand.

First things first. Get permission from the yardmaster and lay down an old towel to protect the wife's table. It is best not to

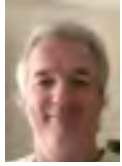
*continued on page 5*

# The Local

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## Publication Staff:



**Editor:**  
Clint Hyde  
801 Twymans Mill Road  
Radiant, VA 22732  
local-editor@mer-nmra.com  
(703) 862-4056

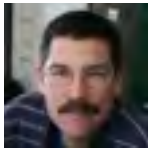


**Photographer:**  
Jerry Lauchle  
(814) 404-6955  
gcl1@psu.edu



**Webmaster:**  
David Collison  
  
webmaster@mer-nmra.com  
http://mer-nmra.com

## MER Board of Directors and Administrative Staff



**President:**  
Kurt Thompson, MMR  
350 Ternwing Drive  
Arnold, MD 21012  
410-507-3671  
president@mer-nmra.com



**Treasurer:**  
Brian Kampschroer  
521 Stony Run Road  
Dillsburg, PA 17019-9505  
717-991-7560  
treasurer16@mer-nmra.com



**Director:**  
Bob Charles, MMR  
  
rcharles@aol.com



**Vice President:**  
Ken Montero  
524 Lancey Drive  
Midlothian, VA 23114-3353  
(804) 794-5704  
Vp@mer-nmra.com



**Achievement Program Mgr:**  
Dave Chance  
5884 Circlewood Dr  
Kannapolis, NC 28081-8736  
(704) 933-4200  
ap@mer-nmra.com



**Director:**  
Michele Chance  
5884 Circlewood Dr  
Kannapolis, NC 28081-8736  
(704) 933-4200  
michelejc@carolina.rr.com



**Secretary:**  
Martin Brechbiel  
  
secretary@mer-nmra.com

**Business Manager:**  
  
business@mer-nmra.com



**Director:**  
Jack Dziadul  
1488 Abercorn Lane,  
Sanford, NC 27330  
919-721-8757  
jackdziadul@gmail.com

## MER Division Superintendents



**New Jersey Division 1**  
Bill Grosse  
(609) 585-4616  
w.grosse.jr@optimum.net  
Division web page:  
www.njdivnmra.org



**James River Division 5**  
Phillip R. Taylor  
(434) 589-6006  
Superintendent@jrdnmra.org  
Division web page:  
http://www.jrdnmra.org/



**Carolina Southern Division 12**  
Alan Hardee  
(704) 868-6976  
superintendent@carolinasouth-  
ern.org  
Division web page:  
http://www.carolinasouthern.org



**Potomac Division 2**  
Brian Sheron, MMR  
(301) 349-5754  
superintendent@potomac-  
nmra.org  
Division web page:  
http://potomac-nmra.org/



**South Mountain Division 10**  
Alex Polimeni  
(540) 532-6244  
Email: arpolimeni@gmail.com  
Division web page:  
http://www.smdnmra.org/



**Carolina Piedmont Division 13**  
John Sokash  
(919) 467-2096  
jasokash@bellsouth.net  
Division web page:  
http://www.cpd13.org/



**Philadelphia Division 3**  
Charles Butsch  
cabutsch@gmail.com  
(610) 446-2375  
Division web page:  
www.phillynmra.org



**Susquehanna Division 11**  
Tim Himmelberger  
717-454-8033  
timh@susquehannanmra.org  
Division web page:  
www.susquehannanmra.org

**Chesapeake Division 14**  
Mike Zitmann

super@chesdiv-nmra.org  
Division web page:  
www.chesdiv-nmra.org



**Tidewater Division 4**  
Pat Mahoney  
patmahoney356@gmail.com  
Division web page:  
www.nmra-mer-tidewater.org

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

**2019 Elections are for  
 DIRECTOR.**  
 Please consider running for that  
 office--it's always worthwhile to  
 have new participants.

On page 1, at the top, is an On3  
 Westside Lumber snow plow, from  
 the model contest at 2018's conven-  
 tion. Charles Rausch, modeler.

## NEW MEMBERS

David	Brogan	New Jersey
Charles	Beckman	Tidewater
Susan	Stanford	Potomac
Daniel	Collier	Susquehanna
Lou Ann	Collier	Susquehanna
Family	Curry	
John	Forsythe	Susquehanna
Michael	Hammer	Susquehanna
Richard	Lee	Susquehanna
Doug	Shirey	
Rick	Stoneking	New Jersey
Justin	Weaver	Tidewater

*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.*

## INSIDE THIS ISSUE

Building a Cattle Car .....	1
MER New Members .....	3
President's Column .....	4
Convention Central Part 3 .....	7
MER Business Manager.....	8
Clyde Gerald Remembrance ....	10
Editor's Column .....	12
2019 Convention Info .....	15
Achievement Program .....	20
Vehicles .....	24

### Additional MER Volunteers:

**Registrar:**

MER-Registrar@mer-nmra.com



**Ballot Chair:**

Bob Minnis, MMR  
 11 Marwood Drive  
 Palmyra, VA 22963  
 (434) 589-3011,  
 kahlualab@aol.com



**Archivist:**

Chris Conaway  
 407 Kings Highway  
 Moorestown, NJ 08057-2726  
 (856) 439-1742  
 chrisconaway@aol.com



**Contest Chair:**

Alan Mende  
 alanmende@yahoo.com

# President's Column



*Kurt Thompson, MMR*

## Disposing of the Old (HO) Making way for the New (O)

To get into O scale, I had to shed my HO skin. Maybe some comparison to a monarch butterfly or a snake growing. Or maybe I'll skip either of those comparative analogies.

What really came to pass was I had to make room in my hobby for the change in scale. Out with the old and in with the new.

I had done this once before during the winter of 1992-1993. I packaged up all my HO stuff, including my vast (for me) collection of MDC/Roundhouse and Athearn modern undecorated freight cars. My HO version of a post-interurban Cincinnati and Lake Erie was being put down so I wouldn't be needing all the undecorated 50 foot Railbox boxcars, modern flat cars, and the plethora of Athearn 55 foot covered hoppers. (These were mostly smooth side since they would be easier to decal.)

Why was I disposing of my HO collection? Well, I was moving to S scale in advance of getting older. I knew from a single prior experience that N scale was not in my future. But, S scale promised me GP9s and GP35s in B&O blue from American Models. Also, it would require me to do more scratchbuilding, especially for structures. The move would force me to become a better modeler and lead me to getting my Master Model Railroader. So my hopes and dreams went.

After a fruitful fire sale at a trainshow in Monroeville, PA, I was flush with cash and ready to place my order for two locomotives, track and cars. Then disaster struck. Or more correctly the 60+ year old house decided it needed a new fuse box to replace the original box with aluminum wiring.

Since I didn't get all the stuff sold, I had starter yeast for staying in HO. So my stash and horde grew back to an enormous size between 1993 and January 2015. eBay is not my friend. Nor was HO Yard Sale Yahoo group. The amount of "golly gee" purchases were many and frequent. (Hey, I'm a model railroader. If you haven't made those types of purchases, please file your paperwork for

sainthood. Otherwise, just nod in understanding.)

When the RS-1 arrived, I knew my HO days were through. But what to do and how to deal with the HO stash and horde? So I entered my second fire sale. The January 2015 Timonium show was just around the corner, so I got two tables and offered my friends some small space, if they had stuff to unload. Proportion of table space and sales: less than 1%, them; 99%+ yours truly. Though this fire sale was less successful than its predecessor, I still netted \$750.00.

Sadly, I brought home two large boxes of unsold goodies. Even a fire sale didn't meet complete success at Timonium. The following Monday I inventoried the remainders, and contacted one of the "we buy collections" outfits listed in one of the national model railroading magazine. Suffice to say, we came to a mutually agreed disagreement on the worth of my stuff. Since I wasn't willing to spend 6 to 9 months selling through eBay, I took a larger loss than I wanted so I would be rid of my HO horde. Done is done and nothing more to be said.

I did learn a lesson. I will not dispose of anything through one of those dealers again. But the good news is that now that I'm in 2-rail O scale, I have a smaller and better defined crowd with whom to buy and sell.

As I mentioned before, the other aspect of the sale of the HO and move to O, my focus has tightened up my buying habits. Of course some stray mis-purchases did occur, even in O scale. Hey I'm still a model railroader.

Getting rid of my HO stuff was physically draining. It was also a big emotional step. I had been in HO scale since I was age 4 or 5. HO and I had been playmates for many years.

Getting rid of the HO stuff also let me get a fresh start. The clean slate is in front of me. The new adventure begins. Goodbye HO; hello 2-rail O.

*If you're going to attend the Liberty Bell convention and have a Go Pro, please contact MER President Kurt Thompson. He's looking for four folks for a special project. It probably involves "Krazy" Kurt doing some hair-raising train-riding stunts on top of a racing steam engine. Or just skipping afternoon nap again. You never know with this guy.*

frustrate your wife in these matters. There is an old saying that goes like this: "It is better to dwell in the wilderness than under a roof with an angry woman." I don't like sleeping with Lions and Tigers (OR Bears) plus I want her on my side! Next I laid out all of the parts, tools, glue, a little candle and X-ACTO knife on the allocated space and on the old towel she gave me to use.



Now all set up at the kitchen table I opened the instructions. Per the directions I turned the kit over and started assembling underframe, air reservoir, brake linkage, coupler boxes. This kit was an older kit which actually came standard with horn hook couplers. Fortunately I had some newer couplers on hand and substituted those.



Underside: Yay! Real couplers!

Hey--only seven sprues, how hard can it be?



Next the bulkheads went in followed by the floor, roof and finally the walkway on the roof top.



It's starting to look a lot like cow car.

With the bottom complete I turned the kit over and installed the weight next. I used some epoxy I had on the shelf to glue the weight in. I don't like it when the weights rattle around inside rolling stock.

The most challenging part of the whole kit build was the grab-iron installation. I must confess here I struggled a bit. Using the candle to heat the X-ACTO blade I ever so gently cut/melted the grabrails from the sprues. Unfortunately several were damaged in this process. The kit thankfully had extras. The cattle car has an amazing amount of grab-irons. If I counted correctly, there are thirty four of these tiny things! With tweezers to pick them up, and a toothpick to apply the glue, I ever so slowly and gently attached one after another. At some point in the mind-bending melt/cutting/installation of these things my mind started wondering and inserting a silly joke in my head as I assembled these frustrating little things it said "how in the heck is a cow going to climb all of these grabrails?" I kept seeing a Chick-fil-A cow climbing up the sides fleeing the cattle car.... "Chicken! I said Chicken!"



Wow that is a lot of grab-irons.

Several cows later I finally installed the last grabrail. I think all total it took four or five hours to build. I think the next project will be a Branchline Trains, Blueprint series HO passenger car kit. A Pullman sleeper. A few of these and I believe I will be ready to scratch build a car. It just takes putting away the former mindset of I can't/don't have time and put on the new attitude of let's get this train started!

Nothing to do with the above story...Clint visited Martin Brechbiel on Christmas day, and we looked over his layout.

This is another one of the multitude of MoW cars that he does so well.



# Convention Central, Part 3 by Clint Hyde

Yes, it's another convention report.

OK, no it's not. I did not go to a third one this fall.

But **Tidewater Division** of MER did hold their annual gathering, at their usual spot, in September. This is their annual train show, which does, as it turns out, feature a few additional items of interest. We don't have any words about it, but they did send me some nice model photos.

**Photos taken by Roger Bir.**



Obviously, the theme was dioramas with buildings. And removable roofs and interiors. Very nice work. Sorry I didn't get to see these in person.



# Mid-Eastern Region Blogs

Compiled by Nicholas Kalis

## MER Member

## Blog Address

### James River Division

Shannon Crabtree [virginiamidlandrr.blogspot.com/](http://virginiamidlandrr.blogspot.com/)  
Rod Vance <https://www.sites.google.com/site/willow-creekrr/home>

### Philadelphia Division

Bill Blackburn [PRR-GVD.COM](http://PRR-GVD.COM)  
Bob Dietrich <http://www.dietrichsfam.com/shj/>  
Val Pistilli [www.rpmvalleyforge.com](http://www.rpmvalleyforge.com)  
Robert Putnick <http://rputnick777.wixsite.com/horseshoecurve>

<https://sites.google.com/site/ephratavalleyrailroad/home>

Greg Shindledecker  
<https://www.facebook.com/groups/WMThomasSub/>

Paul Welsh  
[http://www.rrscience.com/G\\_gauge/wmrr.shtml](http://www.rrscience.com/G_gauge/wmrr.shtml)

Jeffrey Witt <http://witt-family.com/LayoutConstruction.htm>

Bob Zeolla  
<https://www.facebook.com/Conemaugh78>

### Potomac Division

Alex Belida <https://esprblog.wordpress.com>  
Bernard Kempinski <http://usmrr.blogspot.com/>  
Stan Knotts <https://mrrminutiae.blogspot.com/>

Marty McGuirk  
<http://centralvermontrailway.blogspot.com/>

Lance Mindheim <http://lancemindheim.com>

Dean Ripple  
<https://sites.google.com/site/monongahdiv/>

### Susquehanna

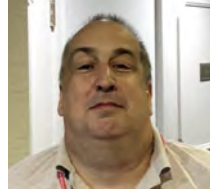
Jerry Britton <http://pennsyrr.com>

*Listed in alphabetical order by last name*

*Revised Wednesday, August 15, 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](mailto:nkalis@verizon.net) with the member's name and blog address so that we may include that blog on our list. Thank you.*

## Keeping In Touch...



**Bob Price**  
**MER Business**  
**Manager**

**A**s you read this, it is now 2019. It is time to look at some MER numbers from last year. The MER ended the year with 95 Active Life members, 12 Associate Life Members, 1,724 Regular members and 160 Rail Pass members. That adds up to 1,991 members.

The paper version of the November-December issue of The Local was mailed to 205 members. Emails for the electronic version were sent to 640 members. 45 members receive both the paper version and the email notification, so there is some overlap in these numbers.

Amazingly, these numbers mean that over 1,100 members are not notified when a new issue is published.

The Potomac Division continues to be the largest with 285 voting eligible members. The 2nd largest is the Philadelphia Division with 274 voting eligible members. The South Mountain Division is our smallest with 86 voting eligible members.

Now that it is 2019, it is time to make your plans to attend this year's MER convention – The Liberty Bell. Mark your calendars now to be in King of Prussia PA, October 10th to the 13th. It promises to be a great time. More information is available on the host division's website which can be reached by clicking on the button on our own MER web site

[WWW.MER-NMRA.com](http://WWW.MER-NMRA.com).

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.

This is Bob's final column as Business Manager for MER. His replacement will be announced next issue. Thanks, Bob!



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**Layout Design**

**By Lance Mindheim**

[www.shelflayouts.com](http://www.shelflayouts.com)  
301-404-8164

**ERROR correction:** *Nov/Dec 2018:* Charlie Flichmann's Mack truck model was a Monogram styrene kit, not a scratchbuild.

**Question from the Editor:** I need to replace my digital camera, it is just not getting the job done properly any more. I would welcome suggestions you have about an under-\$500 unit. I've had the one I use (Olympus) for about 15 years, it has done a great job for a long time (see pix below), but it feels like time to replace it. I am looking at Nikon B500 and D3500 at the moment.

These are a couple of photos from the layout of Salvatore Martinelli. Sal was a member of Potomac Division; he passed away about 15 years ago. Some time later, his widow contacted me about removing the layout, so she could sell the house, etc.

I did that, and took these photos before removing anything.

Sal had a big waterfront scene here, and the big mill scene below.

-- Clint



Sal had been a civil engineer for the US Army most of his career; his layout construction reflects that clearly. I met him at a mini-convention in 1999.

The layout wasn't overly large, maybe 10x12; a tight fit in the room. I was able to sell a good bit of the layout items, including the waterfront scene as a whole.

Those are some serious craftsman kits.

## Clyde Gerald Remembrance by Stan Knotts

Clyde Gerald was an active member of the Mid-Eastern Region for many years. He served in many roles: President in 1957, office manager, worked on the MER Local, worked on the NMRA archives, and other jobs. He was always ready to help. He was also an active member of the Baltimore Society of Model Engineers (BSME) and of the Baltimore Streetcar Museum. He did a lot of manual labor for the streetcar museum and usually manned the door greeting visitors during open houses at the BSME. I relieved Clyde as office manager at one point taking all of his index cards and paperwork and converting it to computer material. I do not believe Clyde ever had a computer. His work was done on a typewriter.



Clyde lived in Baltimore in an apartment most of the time that I knew him. He moved back to his home area in Upton, Massachusetts in 1995 (he died there in 1997 at age 79). He could see the inner harbor from his back porch and liked to watch the 4th of July fireworks there. Clyde never owned a car, so he usually got rides from other people and took trains or buses to conventions (and he attended a lot of them). One time, I gave him a ride from a convention in Norfolk to his home. He attended over 50 MER conventions!

As best I know, he had no model railroad of his own, but did modeling work on the BSME layout -- mostly the trolley part -- where he installed single point HO trolley switches as well as the trolley overhead. He built a trolley barn for the O scale trolley line. He also assisted other modelers with work on their model railroads. He noted that he had helped a friend with his small HO<sub>n</sub> 2 1/2 spiral model railroad and some HO layouts. He also liked to visit model railroads all around the country.

Clyde's work at the streetcar museum included such tasks as building some office spaces on a balcony in the old MA & PA freight shed, digging the footing for a 58 ton wheel lathe, and moving a lot of ballast. At one point the street car museum guys hid his wheel barrow and shovel because they thought he was doing too much manual labor.

He had a mock-up of a Toonerville Trolley that he would wear around his waist for walking in parades.

Clyde sent out annual letters to his friends about the end of every year detailing his activities, trials and tribulations during the year. The letters as usual were typed on his typewriter, copied and sent to his friends and relatives. Clyde was a credit to the hobby and to the MER.



*MER has a modeling award named for Clyde Gerald--the Kitbashing Award. Not because Clyde was a kitbasher--he wasn't--but it's named for him, for his long service in many capacities for MER.*

Photo by John Teichmoeller.  
L to R: Nelson Garber, Clyde, Andy Hart and John Johnson; 1995 at the Hunt Valley Inn.

# THE MER NEEDS YOU!

Yes, you! If you are a member in good standing and want to support your region with good ideas and real involvement, we need you to volunteer to serve as one of the three Directors for the region. The MER Board of Directors meets 3 times per year, with one at the convention. The deadline for nomination is May 30, 2019 and term of office is two years, with a limit of two terms. This year there are three Director slots up for election.

Any MER member in good standing can nominate him/herself by contacting and supplying to any member of the nominating committee the required photo and a 200 word (max) statement outlining his/her interest and qualifications for the position by May 30. Additionally, candidates may supply a 500 word statement suitable for placement on the MER Web site. Nominees who meet criteria and the submission deadline with all of their required materials shall be placed on the ballot.

You can make a difference by giving something back to the hobby you thoroughly enjoy. This is your chance. Successful completion of three years in office fulfills most of the requirement for the Achievement Program "Association Official" certificate. Please respond in one e-mail to all three committee members to insure reception of your nomination!

## NOMINATING COMMITTEE:

**Barry Schmitt** ([bschmitt@comcast.net](mailto:bschmitt@comcast.net))

**Jerry Ritter** ([jbritter@comcast.net](mailto:jbritter@comcast.net))

**Bob Charles, MMR** ([rcharles@aol.com](mailto:rcharles@aol.com))

## Deadlines and Schedules for 2019 Nominations and Balloting

Our by-laws 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 are in Executive Handbook, Section 5, Policies, Article VI. The dates for 2019 are:

**May 30, 2019** -- 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, 2019** -- 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, 2019** -- Deadline for mailing paper ballots to members and for commencing electronic voting; could be mailed earlier depending on other deadline requirements.

**September 3, 2019** -- Deadline for electronic voting, also last day as shown by postmark for mailing paper ballots.

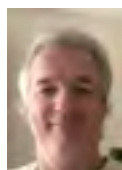
**September 7, 2019** -- Deadline for receipt by Balloting Committee of paper ballots sent by mail.

**September 14, 2019** -- Deadline for Ballot Committee to transmit results to President, the Director overseeing this committee, and the Business Manager.

**September 21, 2019** -- 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, 2019** -- Deadline for publishing election results on MER-NMRA website

# Coupler Comments



**Clint Hyde, Editor**

It will stop being 11x17, and go to 8.5x11 sheets. It will probably drop to 14 pages (7 sheets). It will get mailed first class, in a brown envelope. This means the cost is \$1.50 per copy per issue, which fits the budget.

Over the rest of this year, the copy count will be heading towards 100, so my workload will drop. In 2020, we will be under 100. The page count will probably drop to 12 along the way, maybe further. This does of course mean that typical article/story content won't be in print, only PDF.

Eventually the copy reduction bottoms out at how many MER Life Members remain. Today that is about 80. I think you're getting a letter about this soon. The sooner all of you agree to let go, the better. I'd rather be only producing one document, that will avoid inconsistencies and small errors.

I've been saying for the last two years, the electronic (PDF) LOCAL (aka "E-LOCAL") is a better publication, with all the content from print and quite a lot more. Plus color. My efforts to improve the publication are all going into that version. You need to sign for this and let go of the print version.

In the E-LOCAL are additional/longer stories and photos, as usual, and a lot more color, with more to come while I experiment with fancier layout aspects.

The E-LOCAL is always available for download from the MER website:  
(<http://mer-nmra.com/MEReLocalsCurrent.html>).

The entire document production process is going to change next issue. The print version will be the first X (probably 14, and then 12) pages from the E-LOCAL. This means those pages will be all the common stuff, and the E-LOCAL will have more pages after that. That's going to be interesting overall, doing it that way, but the document should stabilize a little bit, and I won't have to do two variations; much simpler for me.

I will be doing the printing and mailing, but with the count declining, that will get easier over time.

**T**here was something really odd in the last E-LOCAL. I do not know what was going on, but the photograph of the MER charter had something really peculiar about it—it would NOT show up in the final PDF, as viewed in Preview on a Mac. I tried several approaches but it just wouldn't show up. I can see it just fine on my computer while creating the document, but the end-result document has no image.

If you read the PDF with Adobe Acrobat Reader, all is fine. But not with Preview.

I have no idea. None. It didn't matter what I did, how I tried to import it.

Every other image like that has worked ok, just not that specific one. Granted, the process of importing images can be weird, but seldom with this much difficulty. So the process change on my end now includes verifying that situation. I can't fix the problem with Safari, but at the very least Acrobat Reader should work ok for you.

-----  
We've had some discussions amongst Board members and Budget Committee about the future of the print LOCAL. The copy count is continuing to decline, and that looks unstoppable.

So the plan at this point is that Jan/Feb will be printed as usual, bulk-mailed on the permit. The very last one done this way.

March/April issue will be below the quantity/cost breakpoint where the bulk-mail permit can be used, so the entire process will change.

The new process at this point is that since the copy count is reduced, I will actually do the printing myself. MER bought a good industrial printer for me 18 months ago, capable of holding multiple reams of paper at the same time, and printing 40 pages per minute.

## The Future of the Print LOCAL, Part 2

## NEW BERN 24th Annual TRAIN SHOW

Address: New Bern High School  
 4200 Academic Drive  
 New Bern, NC 28560  
 Date: March 2 & 3, 2019  
 Hours: Saturday 10am – 5 pm, Sunday 10 am – 4 pm  
 Sponsor: Carolina Coastal Railroaders

Admission: Ages 12 and up \$7.00, under 12 free with adult. Ticket is good for both days and enters you in hourly door prize drawing.

Attraction: Many operating layouts, including Thomas the Tank Engine and Friends in HO & G Scale, 90 vendor tables to sell and buy your old equipment and food concession.

Person to contact:  
 Joseph T. Hofmann  
 601 Tyndall Lane  
 New Bern, NC 28562  
 (252) 474-4153  
 e-mail: southernrrtrains@yahoo.com

ALERT!! Hurricane Florence damaged the Convention Center in New Bern-- THIS IS NOW AT A NEW LOCATION, THE HIGH SCHOOL.

## LETTER FROM THE EDITOR

TO EVERYONE:

I NEED STORIES FROM YOU. LENGTH CAN BE ANYTHING, BUT I ESPECIALLY NEED THINGS THAT ARE 1-2 PAGES. REGULARLY THERE ARE GAPS TO FILL, AND THEY TEND TO BE THAT SIZE. LONGER IS FINE, OF COURSE, BUT IF YOU HAVE SOMETHING THAT IS ABOUT A PAGE OF TEXT AND 4 PICTURES, THAT IS VERY GOOD.

AND YOU GET AUTHOR POINTS.

### Support Your NMRA Region and Purchase These Great Products from MER

Only available to NMRA members. Your NMRA member number is \_\_\_\_\_ ?



MER Label Pin/Tie Tack



MER Cloth Patch

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| MER Cloth Patch                        | \$3 each includes S&H \$ _____ |
| MER Pin                                | \$6 each includes S&H \$ _____ |
| The LOCAL, on CD, all issues 1947-2012 | \$5 each includes S&H \$ _____ |
| Donation                               | \$ _____                       |
|  | Total enclosed: \$ _____       |

Make check payable to: Mid-Eastern Region

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 Wilmington, DE 19819-3323

As I mentioned on page 5, this is Martin's layout. it actually has two levels, the upper is handlaid two-rail O, the lower is three-rail. About half the structures are kits, half are scratch. There are lots and lots of little tiny details here and there throughout. Some are pretty small: I had to squint hard to see the ducks.

He's about 6-8 square feet of scenery shy of being done, and getting the AP Cert judged, so we should expect to hear that his MMR award is completed later this year.



-- Clint

## 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](mailto: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 in the May/June LOCAL, 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.

# **The Liberty Bell Special 2019 Mid-Eastern Region Convention**

**Sponsored by  
The Philadelphia  
Division – NMRA**

**October 10-13, 2019**



*Come celebrate trains in the cradle of liberty!*

The Philadelphia Division, NMRA welcomes you and yours to Liberty Bell Special 2019! The next Convention will be October 10 through October 13, 2019 at the Crowne Plaza Hotel in King of Prussia, PA. After much deliberation, our committee chose the name Liberty Bell over such other favorites as Cheese Steak Special and some lesser titles. For those of you not familiar with King of Prussia, it is located 20 miles northwest of downtown Philadelphia adjacent to the Pennsylvania Turnpike and many nearby highways. In southeast Pennsylvania, all highways lead to Valley Forge.

Since Monday, October 14 is a federal holiday, the hotel has agreed to extend the room rates for the convention for an additional three days before and into the week following the convention. The hotel is in walking distance to the second largest shopping mall in the United States with shops and dining to meet any taste. Also in driving distance are the Valley Forge National Park, whose accommodations during the winters of the American Revolution were not as luxurious as our hotel, Longwood Gardens, the gardens of the DuPont family, and many more places of interest. More about the area can be found on the hotel's website, [www.cpvalleyforge.com](http://www.cpvalleyforge.com). For those of you who collect hotel stay points, Crowne Plaza is a part of the IHG hotel group. Registration forms for the Convention and hotel reservation information will be published soon

At this time, we have one prototype tour on the Colebrookdale Railroad. The Colebrookdale is part of the former Reading Barto branch in nearby Boyertown, PA that is a short 50-minute drive from the hotel. In addition to the autumn foliage that occurs in early October, there will be the train ride, lunch, and a tour of the railroad's shops. The committee is working hard on additional tours and will announce them through the Region and Division newsletters as well as on the websites when they are firmed up.

Currently we have the first four layout tours scheduled, three HO layouts and a traction layout.

**[www.LibertyBellSpecial2019.org](http://www.LibertyBellSpecial2019.org)**

One last tidbit from the 2018 convention:  
There's a second treat waiting for you at <https://sites.google.com/view/mer-convention-2018/home>. It's a retrospective of the MER Convention that was held in Rockville in October. There are lots of great pictures that were taken by attendees, including many layouts that were on the tours.

Efforts are under way to add to the list both with individual and club layouts. We are attempting to keep all tours and open houses to drives of 30 minutes or less. We would also like to hear from owners and superintendents who are willing to open their layouts to those making the trip to King of Prussia, keeping in mind again that Monday, October 14th is a holiday. Those willing should notify Bill Fagan (bfagan777@hotmail.com) of ability to host. Remember, those Open Houses count toward AP Volunteer points.

Liberty Bell Special will begin on Thursday night with clinics which will continue through Sunday morning. We have one tentative, hands-on clinic planned with a noted presenter, as well as many more sessions tentatively planned. Again, check the website for additional or new clinics. If you want to present a clinic, please email John Seibert (johnhseibert@comcast.net) with your topic.

As usual, Saturday will include the Contest Room. Plan now to bring your latest modeling efforts for sharing with other MER members. More AP credits may be available for your efforts.

Sprinkled among all these activities will be opportunities to operate on some truly spectacular individual and club layouts. We're keeping those AP Chief Dispatcher hours in mind.

All roads lead to King of Prussia, PA. We hope you and yours will take advantage of this opportunity to visit the convention for a truly memorable experience.

Our dates run into the weekend of the official celebration of Columbus Day and in the spirit of this, the Crowne Plaza has extended their convention rate from October 7th through October 16th, 2019. With the wealth of activities in this area from Valley Forge National Park, the King of Prussia Mall/Plaza, historic Philadelphia, Steamtown National Park, Amish country, the Strasburg Railroad, and so much more, it just makes sense to bring your family. There is an activity for every member of your family.

To whet your appetite, we suggest you visit the following website for starters: [www.valleyforge.org](http://www.valleyforge.org). This is the website for the area's tourism and vacation planning guide. You may also be interested in visiting historic Philadelphia, home of Independence Hall, the world-class Philadelphia Museum of Art, the Franklin Institute, America's oldest Zoo, and much more: [www.discoverphl.com](http://www.discoverphl.com). If you have school age children studying the history of the United States, you won't want to miss the Constitution Center, home of the Liberty Bell, Betsy Ross House, and the new Museum of the American Revolution. Karen Confer, one of our volunteers and a local, has offered to clarify information or answer questions which you may have during your trip planning. Please feel free to contact her for that personal touch: [rcths.kconfer@aol.com](mailto:rcths.kconfer@aol.com).

October will be here before you know it. Make the convention weekend a family affair. We are looking forward to seeing you!

**[www.LibertyBellSpecial2019.org](http://www.LibertyBellSpecial2019.org)**





The parking ticket for that one is going to be serious.

Received this from Chris Artale.

Secretary Martin did a color test-print of this issue for me. It's nice-looking stuff in color.

I don't have a color printer to work with, just B&W.

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 post-card or email within two weeks, please resend your submission or contact the editor by email.

If your item is time-sensitive in any, these dates are the relevant deadlines you need to look out for. Otherwise stories and photos are used in approximately the order they are received.

**Publication Schedule Deadline**

Jan/Feb	Dec 1st of previous year
Mar/Apr	Feb 1st
May/Jun	Apr 1st
Jul/Aug	Jun 1st
Sept/Oct	Aug 1st
Nov/Dec	Oct 1st

**Moving?**  
**Changing email addresses?**  
 Promptly notify the NMRA at

<http://nmra.org/members/update>

or by mail at:

NMRA  
 P.O. Box 1328  
 Soddy Daisy, TN  
 37384-1328

to insure continued timely delivery of The Local to you, and so we can contact you as necessary. (NMRA notifies the MER of such changes, saving you one more step).

Bernie has two different layouts. This is the Civil War model.

2018  
Convention  
Open Houses.  
Part 2,  
Bernie  
Kempinski



Bernie's other layout is modern cargo container shipping. We'll see that one later.

Photos by Bob Price.



*My document software won't shrink photos any smaller than 10%, so only 3 fit the page here, and the originals are still bigger than what you see.*

# Membership has its benefits...

Your NMRA membership entitles you to all these benefits, plus the fellowship and assistance of more than 18,000 members across the globe.

## Partnership Program

The NMRA has partnered with model railroad manufacturers of all sizes who have agreed to give discounts to NMRA members. Discounts range from free shipping to 20% off all purchases. From Micro-Mark to Rusty Stumps, more manufacturers are being added every month. To see the current listing, see our website's Partnership page in the Members Only section.

## Model Railroad Directory

Whether you're at home or traveling, you can contact other NMRA members for a layout tour, to talk trains, or even to join in an op session! There are maps, descriptions, photos, videos, and more.

## NMRA Online Archives

More than 10,000 photographs, slides, plans, drawings, erection elevations, paint schemes and more, with additional scans being added all the time. High-resolution files are available for download at a discount to members.

## Achievement Program

The AP helps modelers get more out of the hobby by providing an incentive to learn and master the skills necessary. Those who've completed the AP receive Master Model Railroader (MMR) certification.

## Liability Insurance for Clubs

\$1 million liability insurance is available to model railroad clubs in which every member is an NMRA member. \$50 administration fee and completed application required.

## Special Access to Places and People

As an NMRA member, you'll have access to all kinds of railroad locations you'd never otherwise see. Often National and Regional conventions will tour prototype facilities such as yards and maintenance shops, and will charter special excursion railroads that are usually never open to the public. You'll have the chance to see top-of-the-line model railroads that usually don't accept visitors. And you'll be able to spend time talking with some of the most famous personalities in model railroading today.

## Bi-monthly NMRA eBulletin and NMRA Turntable

Every other month we publish the electronic NMRA

eBulletin, containing late-breaking news and reports of happenings in the organization. The NMRA Turntable is a monthly electronic publication that rounds up some of the most interesting model railroad websites, videos, blogs, and articles on the web. We do the searching so you don't have to! Every member with a valid email address receives a copy of both publications.

*Clint sez: This was in NMRA Magazine just recently. I asked for permission to reprint it here.*

*Theirs was prettier, but this is important information to tell folks in recruiting them. More info on the NMRA website.*

## NMRA Magazine

NMRA Magazine is the monthly publication of the NMRA, and features news about the organization and its Regions and Divisions, along with modeling articles, product performance reviews, and other information. Because the subscription rate/postage depends on where you live, check [www.nmra.org](http://www.nmra.org) for your rate.

## "Members Only" Company Store

The NMRA's Company store offers many items, from apparel to mugs to gauges, available only to NMRA members.

## Online Video Library

The Members Only section of [www.nmra.org](http://www.nmra.org) features dozens of helpful "how-to" videos produced by professional video companies, as well as over 50 videos of clinics presented at national NMRA conventions.

## Annual NMRA Calendar

Features spectacular model photographs, as well as dates for Regional conventions and more. Free to every U.S. member. Additional copies can be ordered for \$5 each from HQ. Outside the U.S., contact HQ.

## Liability Insurance for Meets and Shows

This insurance covers liability claims for all Region, Division, and NMRA SIG-sponsored events up to a specific limit of liability provided for in the policy. (For clarity and assurance of coverage, we prefer that SIG events be co-sponsored by National, a Region, or a Division.) Please see the website for important details.

## Conventions

The annual National convention runs one week and usually features about 100 clinics, more than 50 layout tours, and dozens of prototype tours. The National Train Show runs for the final three days of the convention.

Regional conventions vary in duration from two to five days. Many feature prototype and layout tours, plus clinics and other activities.

# Achievement Program

## Modeling With The Masters (MWTM)

This is an intense, multi-day regimen of direct instruction by Master Model Railroaders. Modelers get hands-on experience in beginning and intermediate modeling techniques. MTWM classes are usually offered at the National convention, but MTWM courses have also been offered in various cities and at Regional conventions across the country.

## Discounts and Advance Registration on New KML Books

Kalmbach Memorial Library periodically offers special books and book reprints to the general public. NMRA members receive a substantial discount on the retail price and can reserve copies in advance.

## Local Divisions

There are more than 150 local Divisions in the NMRA, located in large and small communities across the U.S., Canada, Australia, New Zealand, and Britain. Most hold regular meetings and meets featuring clinics, presentations, layout visits, and more.

## Standards and Conformance

The NMRA constantly researches and sets Standards and Recommended Practices for all scales and gauges of train models, as well as adjunct items such as DCC and modules. The NMRA continually checks new products for conformance to Standards and RPs.

## Private Insurance

This service offers NMRA members group property insurance for collections, layouts, live steam, tools, slides and photographs, books, magazines, railroad memorabilia, and more. This insurance also covers an individual's property if it resides on a club layout. Members receive NMRA Group Rates.

• Free quote or brochure, contact J.A. Bash & Co: 1-800-654-2256 or 300 Mt. Lebanon Rd., Suite 225, Pittsburgh, PA, 15234.

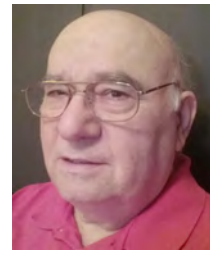
## NMRA Standards Gauges, Data Sheets CD ROM, and Turnout Templates

NMRA members can purchase Standards Gauges at significant price reductions over retail prices. Data Sheets CD and Turnout Templates are available only from the Company Store. Many data sheets are being updated and will appear in NMRA Magazine, as well as available for free download from the Members Only section of [www.nmra.org](http://www.nmra.org).

## Beginners' Guide

The Beginner's Guide pages on [www.nmra.org](http://www.nmra.org) offer those new to the hobby help in learning the basics of track, wiring, scenery, and more.

• [www.nmra.org/beginner/](http://www.nmra.org/beginner/)



## Achievement Program Update

By Dave Chance

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

### Division 2 – Potomac

Charlie Young – Golden Spike Award  
Pete LaGuardia – Golden Spike Award

### Division 4 – Tidewater

Norman W. Garner – Master Builder Cars

### Division 5 – James River

Kenneth Montero – Association Official

### Division 12 – Carolina Southern

Gilbert Brauch Jr. – Motive Power

### Division 13 – Carolina Piedmont

Charles Rausch – Master Builder Cars  
Charles Rausch – Association Volunteer

### Division 14 – Chesapeake

Bruce B. Blackwood – Association Volunteer

MER's Newest MMRs - Gilbert Brauch Jr. of the Carolina Southern Division is MMR #623.

Norman Garner of the Tidewater Division is MMR #625. Gilbert and Norman are MER's newest MMR's, so offer your Congratulations the next time you see them.

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 except for AUTHOR. Please don't send these any more.*

# Vehicles For Your Layout

By Ken Montero

*Note: The subject of this article was the idea of the late Frank Schwenk, a skilled craftsman and a JRD member who entered every possible JRD contest, and for whom the Schwenk Award is named.*

As we have become more aware about prototype accuracy in our locomotives and rolling stock on our model railroads, as well as the structures on the layout, more and more modelers are looking at how various vehicles fit into their scenes. Done well, such vehicles help set the mood for prototype accuracy. You don't want such vehicles to detract from this effect by calling attention to them because they don't "fit in" with what it is that you are trying to create. This article is designed to help you get there.



Photo by Rod Vance

But what if you like to freelance and have things that did not exist in the prototype? Not just Elvis impersonators on an Amish farm, but pure fantasy (such as European castles in American cities). This article also is intended to help you achieve your goals.

Where does one start?

First, decide the setting (era and locale) that you want to create. This alone will help narrow your choices. For example: for prototype modeling, no snowplows pushing snow in south Florida, no Chevrolet Corvettes in the 1920s, and no pushcarts selling fruit in 1980s suburbia. If you freelance both era and locale, this may be exactly what you do want to add to the scene. For fantasy modeling, include dinosaurs as earth-moving entities.

Second, decide what type of vehicle you wish to add to the scene (including freight car loads). Some choice may be prototypically correct, but are not immediately obvious. For example, horse-drawn wagons were used regularly in industrial/warehouse areas of major cities through the 1950s. Bicycles were used in the 1900s more like automobiles are used today.

Third, decide how you plan to depict the vehicle. An automobile in showroom condition parked in a tony neighborhood is going to look significantly different if altered to look like a heap being towed to the junkyard.

All other considerations change in priority as one develops the model of the vehicle being depicted. Below, in outline form, are some tips to help you achieve your modeling goals using vehicles.

## A. Information sources:

### (1) Catalogs containing information about model vehicles.

(a) Manufacturers and distributors (Walthers, Con-Cor, SS Ltd/Jaks, Musket Miniatures, etc.). Distributors like Walthers have catalogs that are still useful even though they are not as comprehensive as in the past.

(b) Retailers (model and toy) – some carry items not found in traditional distribution channels.

### (2) Books and magazines/periodicals:

(a) Model and prototype vehicles (motor, horse-drawn, etc.) publications.

(b) Period history (including local history, industry or other specialized history (mining, logging, farming, steel production, etc.).

(c) Model and prototype railroads (with pictures). Gives good prototype settings.

- (d) Vintage motor vehicle advertisement literature.
- (3) Advertisements in model publications.
- (4) Websites (model and prototype). A tremendous variety of model and prototype sources exist in this arena. Small manufacturers with their own websites use this form of advertising more than any other form. Many large manufacturers and distributors also have public access websites. Some special interest websites have links to other similar websites. Don't forget to check the links on the NMRA website: [www.cwrr.com/nmra](http://www.cwrr.com/nmra), which is part of the general NMRA website, [www.nmra.org](http://www.nmra.org).
- (5) Historical societies. Motor vehicle historical societies can be a good source of information, especially as to what details were prototypically correct for a particular year.
- (6) Museums. Some museums sell pictorial or textual literature about vehicles in their collection. Some are, of course, specialized vehicle museums.
- (7) Postcards – vintage postcards. Some manufacturers have used postcards to advertise their vehicles. Other postcards, especially of local scenes, may provide a good prototypical setting with vehicles that you may want to model. Such local scenes' postcards were produced prolifically from 1900 through the 1920s.
- (8) Libraries. Libraries have some of the resources listed above.



B. Sources of “model vehicles:”

- (1) Model railroad hobby shops. The merchant behind the counter may stock out-of-production items or items not available through general distributors such as Walthers. The NMRA website has a list of hobby shops; go to: [www.cwrr.com/nmra](http://www.cwrr.com/nmra).
- (2) Other hobby shops, including those who stock military models. Some military vehicles can be converted to civilian models, and some military vehicles were sold as surplus for civilian use. But look for the scale size of the model – many are not in model railroad scales, but can be used in background for “selective compression,” discussed below.

(3) Model train and model vehicle shows where models are sold.

(4) Model auctions, including online auctions such as Ebay.

(5) Professional 3-D printers, such as Shapeways.

(6) Model manufacturers who make direct sales to modelers.

(7) Toy stores. Some toy vehicles can be used “as is”, and some others may need modification to be suitable for model railroad use. Obviously, not all toy vehicles are suitable for modeling purposes – the purchaser would need to determine if the item is sufficiently close in scale and prototypical accuracy. Some manufacturer or distributor information sources (see above) and

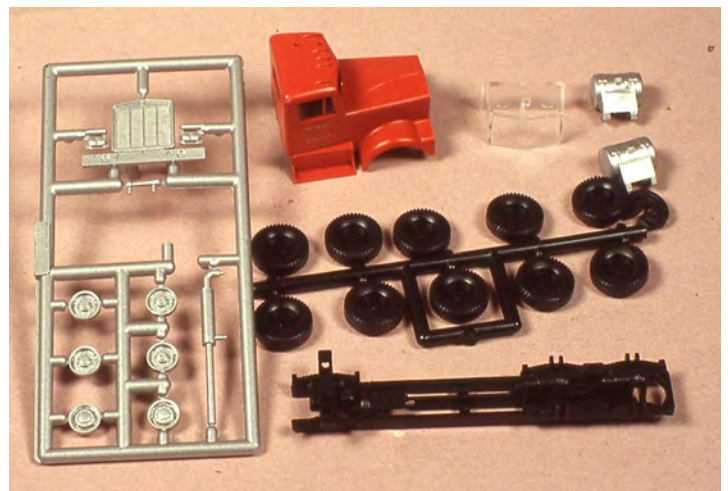


Fig. 1 – Styrene plastic model molded in multiple colors.

websites may contain such information.

- (8) Flea markets. Same consideration as for hobby shops and toy stores, except that information sources may not be timely available when you are at a flea market; this is changing with smartphones and similar electronic devices permitting online searches while at a flea market.
- (9) Non-traditional sources – promotional and giveaway items. Examples: vehicles sold by gasoline retailers (Chevron, Texaco) – remember when?

C. Examples of models:

(1) Types of models:

(a) Models – in kit. Some will have a one-part body; others will have separate parts to assemble to create the body.

(i) Injection-molded styrene plastic. Some come cast or painted in colors, with a few both with color and lettering. (Figure 1)

(ii) Poured-mold soft styrene, plaster, resin or urethane. (Figure 2)

(iii) 3-D printed models

(iv) Soft cast metal (zamac, pewter, etc.). (Figure 3)

(v) Ready-to-carve wood (an early technology not currently in general use).

(b) Models – built from kit (see above, mostly from injection-molded styrene). These come in a wide range of detail levels. Some are just assembled and have color cast in the plastic – no trim, window glass, etc. Others have varying levels of detail – painted on chrome, added details such as window glass, separate details (mirrors, bumpers, tires, figures in the vehicle, etc.)

(c) Models – ready-to-run. Same as models built from kits, except that a higher percentage will have metal bodies. (Figure 4)

(d) Toys. Same as models – ready-to-run except that a very high percentage will lack the level of detail of models.

(2) Scales in which models are available – all scales, although the selection will be different for each scale. NOTE: While there is a large number of models available in HO scale (1/87) and N scale (1/160), there are very few post-World War II motor vehicle models in pure O scale (1/48). Many are in 1/43 scale, which is compatible with Lionel-type O gauge, and some are available in 1/50 scale, which results in minor selective compression. (I know; I have conducted a search for such 1/48 vehicles). S scale modelers face similar challenges.

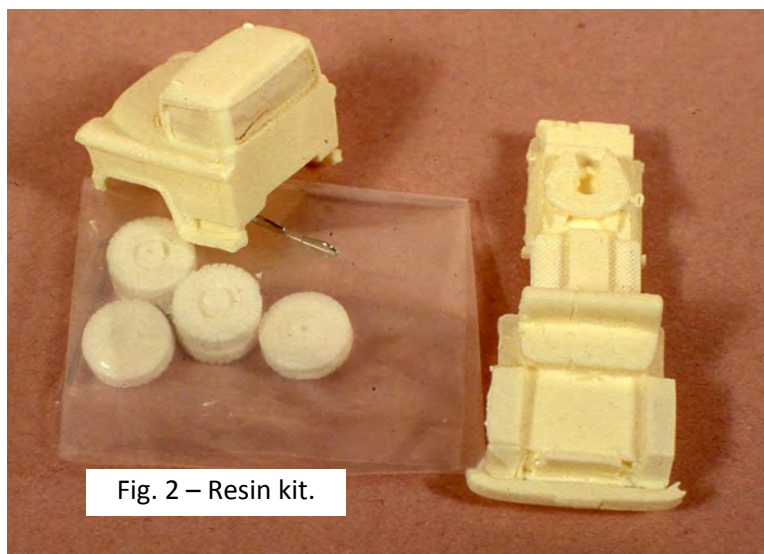


Fig. 2 – Resin kit.



Fig. 3 – Soft cast metal kit.

D. Things to observe in modeling vehicles:

(1) Details that add prototypical correctness:

- (a) Selection by time period (contemporary, 1950's, 1930's, 1900's, etc.).
  - (i) Motor vehicles generally are found in use for up to 20 years, especially specialized or heavy-duty vehicles. Obviously, more vehicles will be "new" to the year(s) in which your layout is set, unless there has been a major event to impair current production (e.g., Great Depression, World War II).
  - (ii) For animal and human powered vehicles, the designs are subject to some change over time, but are more likely to be considered timeless because most of us are not aware of what the design changes should look like. (Figure 5) In contrast, we are very familiar with and can easily observe the difference between a Model T and a Post-WWII sedan.

- (b) Selection by location of the layout (urban, rural, rich, poor, regional, etc.). In wealthy areas, vehicles as a whole tend to be newer and in better condition.

- (c) Selection by usage: farming, mining, logging, consumer, manufacturing, transportation of goods on highway, transportation of goods on local roads, service industries, etc.

(2) Types of details – look in model catalogs and in magazine advertisements for selection and ideas of details that you may want to add to a model or upgrade the detail that came with the kit or assembled model or toy:

- (a) Glass in windows.
- (b) Windshield wipers.
- (c) Red rear lights. (Figure 6)
- (d) Lenses for front headlights, or working headlights.
- (e) License plates.
- (f) Chrome-plated trim (paint or rub-on metal gfoil).
- (g) Outside mirrors – trucks and cars.
- (h) Mud flaps – large trucks, also some pickup trucks and cars.
- (i) Radio antennas. If you have a Ford Model A, a raccoon tail at the end of the antenna identifies the owner as a real "sport."
- (j) Whitewalls on passenger tires – at least up through the 1970's on upscale cars and cars of owners who wanted to appear more upscale.
- (k) Turning the front tires as if the vehicle is turning. (Figure 7)
- (l) Visible spare tire – trucks and "sporty" cars, pre-WWII cars. Also "continental" kits for mounting spare tires behind the trunk on passenger cars.
- (m) Hood ornaments. Don't forget the bulldog on Mack trucks, including more modern COE (cab over



Fig. 4 – Ready-to-run model.



Fig. 6 – Model with red tail lights.



engine) types.

- (n) Reins and harnesses with blinders on horses pulling wagons.
- (o) Feedbags on horses. This item says that these horses are standing still.
- (p) Figures in, on, and around vehicles.
- (q) Cargo (including luggage) in, on, and around vehicles. This can add a lot of interesting detail without much work. (Figure 8)
- (r) Correct color schemes for era (car paint and clothes).
- (s) Weathering. This can do a lot to set the model correctly in your layout. Vehicles do not have the high shine that appears on some models. Only the very new will have even a satin or sheen finish. Most will have varying degrees of a sheen or patina depending on whether it has been waxed, garaged, etc. Some weathering is typical – a light coat of dust, dirt and/or mud. However, only some of the older ones or those used in very dirty settings get nearly the heavy weathering that some freight car models receive. (Figure 9)

E. Potential problems and how to address them:

(1) Getting interior detailing in vehicles.

- (a) You want to add interior detail not included in the kit.
- (b) The key is planning – add additional steps in logical sequence to get interior detail added before you progress so far that you cannot add it.
- (c) To add seats, dashboards, figures, etc., add the parts before attaching the body to the frame so that the parts are added before the interior is closed. This may require both additional steps and changes in the sequence of the instructions in which you paint various parts before assembly because interior parts may have one or more colors that are different from exterior colors. Do this process before adding windows. (Figure 10)
- (d) To add windows,
  - (i) Paint and apply a satin coat, or “dullcote” all surfaces to be painted,
  - (ii) Add interior detail, if any,
  - (iii) Then cut clear plastic sheeting to fit the window area,
  - (iv) Then attach the “window” glass with canopy glue or Microscale Micro Kristal Klear (dries clear in case there is some glue excess),
  - (v) Then attach or place body on frame of vehicle.
  - (vi) NOTE: If you apply Dullcote or other coating to create a flat or satin color after installing the windows, the coating will create frosted (not clear) windows, which is why windows generally are



Fig. 7 – Model with front wheels turned.



Fig. 8 – Model with cargo.



Fig. 9 – Weathered model.



Fig. 10 – Adding detailed parts to a model

installed after such coatings are applied. However, if you want to create a very dirty vehicle, install the windows, cut and attach a mask for the wiper pattern of the windshield wipers, apply such coating, and remove the mask. (The same can be done to rear windows with newer vehicles that have windshield wipers on the rear window.) The vehicle appears to be a dirty vehicle that has been in some rain. (Figure 11)



Fig. 11 – Example of a model that appears to be dirty

(2) Oversize figures in vehicles.

- (a) Some are slightly larger than the scale (especially Prieser figures for HO) in which you are working, and they may not be labeled with the scale to which they are appropriate.
- (b) Others “become” oversize because of losses in the clearances between seats, under steering wheels, and from seat to ceiling. This occurs because the thickness needed for casting roofs, seats, etc., takes out some of these clearances.

(c) Remedy: cut off legs at knees to get figure to sit on car seat to accommodate lack of legroom; file or sand the “underside” legs and rear of the figure to accommodate lack of headroom. Repaint as necessary. If the figure still won’t fit, try to find a smaller figure – you might want to take this approach in the first place. (Figure 13)



Fig. 12 – Figure doesn’t fit right in the front seat of the model

(3) Figures with arms, etc., in wrong position.

- (a) Arms, legs, hands, feet, even heads can be moved. First, cut off the arm, etc., that is to be moved through the joint (elbow, wrist, ankle). Exception: cut upper arm completely from body.
- (b) Re-attach with solvent cement/ACC as you want the appendage to appear on the body.
- (c) Fill joint with body putty as needed.
- (d) Paint with an appropriate color scheme. (Figure 14)



Fig. 13 – Figure after minor surgery to get it to fit right properly in the model

(4) Several of the same vehicle – the “look-alike” factor.

- (a) Change the paint scheme of at least one of the vehicles.
- (b) Vary some of the details of the vehicles, including the figures and cargo/luggage in, on, and around the vehicles.
- (c) Partial exception: if you model a lot of Model T’s, it would not be unusual for a lot of those vehicles to be black. However, while Henry Ford allegedly said that you could get one in any color so long as it was black, there were other colors available and in production.

- (5) Too many vehicles.
  - (a) Like figures, it is very difficult to have too many vehicles – most layouts do not have enough vehicles to be prototypically correct.
  - (b) If this is a problem, either select the vehicles that you want to keep, and dispose of the rest or periodically rotate vehicles from the layout to storage and vice versa to get a change of scenery.



Fig. 14 – Completed model with interior figures

- (6) Too few vehicles.
  - (a) Take the cure and add vehicles.
  - (b) Use visual illusions to reduce the number of detailed vehicles that you might need.
    - (i) Highly detail only the vehicles nearest the edge of the layout. The further from the edge of the layout, the less detail the vehicles need to appear detailed. First, your “eye” has been tricked by the detail of the nearest vehicles to believe that the others are similarly detailed if the next ones in closeness to the layout edge have some detail. Second, you generally cannot see the same level of detail of models in the rear of the layout. Those in the background need little, if any, detail. This is the concept of using detailed foreground models and less (if any) detailed background models.
    - (ii) In the far background, use vehicles (and structures) of the next smaller scale to achieve an apparent depth of scenery through “forced perspective.” Example: If you model O scale, use S scale vehicles. If in HO gauge, use N scale vehicles.
- (7) Toy-like appearance, but generally accurate model.
  - (a) Paint in realistic paint scheme; get rid of that tacky fluorescent purple paint job.
  - (b) Add/change detail parts.
  - (c) Add figures and/or luggage/cargo.
- (8) Fitting in — Create the Mood, Not draw Attention (Yes, this repeats the first part of this article, but it bears repeating.)
  - (a) First, decide what mood you want to create:
    - (i) Prototypical, freelance, or imaginary.
    - (ii) Write down the factors that you will use to create the mood that you want, including:
      - Time (year or years, season, even date and time of day if this is something that interests you).
      - Location (general geographic area, or more specific location).
      - Size (large, medium or small city, town, village, rural area – also applies to specific scenes, such as industrial area, station area, etc.).
      - Economics. Is this area the new factory, or the skid row? Also, is the regional setting in an economically depressed area, or is the local economy booming? Or is it a mixture?
    - (iii) Decide how tightly you want to adhere to your mood-setting factors, and proceed accordingly. The more tightly you adhere to them, the more likely you are to create the setting that you are seeking.
  - (b) Watch out for mismatched scales in vehicles when placed in close proximity to each other. That scene calls attention to itself like a sore thumb, not to the mood that you are trying to set.
  - (c) Watch out for scenes that call attention to themselves for other reasons. OK, a pink Cadillac with an Elvis figure makes for a good conversation piece. But be aware that if you are trying to create a prototypical mood (such as 1940’s postwar street traffic), such scenes destroy such a mood. If, on the other hand, you *are* trying to create an “imagineering” fantasy, go for it and plan for it – after all, it is *your* railroad. Just be sure that it creates the mood that you are seeking.



## Mid-Eastern Region, NMRA 2019 Convention *Liberty Bell Special*



October 10<sup>th</sup> to 13th, 2019  
www.LibertyBellSpecial2019.org  
www.phillynmra.org

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Saturday Breakfast, price includes tax	403	\$15		
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	804	\$5		
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	201	\$	---	-----
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