



The Local

Newsletter of the Mid-Eastern Region, NMRA
The Local, 76, Number 6, Nov-Dec, 2021

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

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It's November!

What's so special about November? Lots of things, but the biggest one is that it's National Model Railroad Month!

Now is the time to spread the news about model railroading. Talk to friends and neighbors. Invite them in to see your trains (**Photo 1**). Tell them about how you got into it, how wide-reaching the hobby can be, the friendships you have developed and the fun you've had in being part of this hobby. Let them know how it helped maintain your sanity during the pandemic and how enjoyable it is to forget your problems as you focus on running four trains on your layout at the same time without crashing any of them!

Inside this Print Issue of The Local and the eLocal

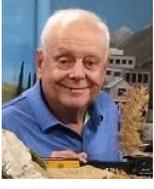
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MER Board of Directors Meeting Schedule

1. Board of Directors Budget Meeting – 10 am, January 29, 2022 (Zoom)
2. Board of Directors Meeting – 10 am, April 23, 2022 (Zoom)

Mid-Eastern Region Division Superintendents					
	New Jersey Division 1 John V. Gallagher (856) 228-2239 njdiv.super@gmail.com Division web page: njdivnmra.org		Potomac Division 2 Martin Brechbiel, MMR superintendent@potomac-nmra.org Division web page: potomac-nmra.org/		Philadelphia Division 3 Joe Walters, MMR (302) 521-5884 josephfwalters@yahoo.com Division web page: www.phillynmra.org
	Tidewater Division 4 Fred Humphrey (757) 482-9498 tidewater_mer_nmra@gmail.com Division web page: nmra-mer-tidewater.org		James River Division 5 Phillip R. Taylor (434) 589-6006 drphilster@gmail.com Division web page: jrdnmra.blogspot.com/		South Mountain Division 10 Alex Polimeni southmountaindiv@gmail.com Division web page: http://www.smdnmra.org/
	Susquehanna Division 11 Tim Himmelberger (717) 695-7958 timh@susquehannanmra.org Division web page: www.susquehannanmra.org		Carolina Southern Division 12 Alan Hardee (704) 868-6976 superintendent@carolinasouthern.org Division web page: www.carolinasouthern.org		Carolina Piedmont Division 13 John Sokash jasokash@bellsouth.net Division web page: www.cpd13.org/
	Chesapeake Division 14 Tom Casey (410) 426-8947 super@chesdiv-nmra.org Division web page: www.chesdiv-nmra.org				

When the dialog turns to the usual concerns about expense, space and time, be sure to explain that you really don't need much of any of those things. It's easy to create a nice small layout, or diorama, on a shelf in any room that you can work on at your leisure using pre-owned items that you can pick up at a garage sale. You can make buildings out of scraps of cardboard, trees out of twigs, grass from sawdust or kitty litter, roads from driveway dirt, mountains from pieces of foam, etc. Part of the fun of model railroading is making things out of nothing. Knowledge about how to do all this abounds for free on the Internet and at train shows.

Take a model train to work and place it on your desk. Put a model railroad screensaver on your desktop computer and in the background when you make a Zoom call to other coworkers. When people ask about it, there's your opening to let them know all about how this hobby has added a new dimension to your life and how it could do the same for them and maybe even how you could help them get started. Show them pictures of your trains on your smartphone or tablet. Invite them to join the NMRA. Send them an email with links to the NMRA website and Facebook page. Hand them a copy of the latest issue of the NMRA magazine with your phone number on it so they can call you if they want to learn more about it. Put some train magazines in your waiting room or lunchroom, if you have one, with your card or sticker attached showing where they can get more information. Invite people to go to your next division train show.

You may want to get your club or division to host a program at your local library with a PowerPoint presentation on how to get started in the hobby. Show lots of pictures and/or videos and bring a small layout or show models that you have built. Get interested people to enter their names and contact information on a list at the event, so you can get in touch with them later to talk more about the hobby. Or hand out copies of your club cards, brochures or newsletters.

Proudly wear your new shirt or hat that you bought at the Mt. Clare Junction Convention last month and when folks ask about it, you can show your enthusiasm for the hobby.

Consider starting a model railroad club at your church. Often, churches will donate space for anything that fosters fellowship. And they may even be able to get some donations from it by raffling off small layouts or dioramas and inviting other members in for a layout tour periodically.

And don't just limit your conversations to guys. Talk to the ladies and the children about it as well. In



fact, we really need to make a concerted effort to get more families into the hobby. Maybe even talk with our own families about joining in. Now wouldn't that be a novel idea! Women tend to be fantastic at creativity and crafting artistic scenery, not to mention organizational, leadership and engineering capabilities, and young people of all ages and genders love to put models together and run trains. Get your family together to make a Holiday train display this year!

The future of model railroading is at stake. Make sure to do your part in helping the hobby grow and flourish. The suggestions mentioned above are just a few of the things you can do to promote the hobby. Brainstorm with your division leaders and members about what you can do in *your* community. And remember that there are lots of model railroaders out there. They just don't know it yet **(Photo 2)**!



President's Column

Happy Post Convention

President Kurt Thompson, MMR

Happy Post Convention

We just finished enjoying the Mt. Clare Jct. Convention and our 75th Anniversary. Our first regional convention of the COVID era was well managed by the Chesapeake Division, led by Rick Uskert as the Local Convention Chair. He and his crew deserve hearty thanks for putting on a great convention in the middle of some difficult social situations.

With the Fall Convention completed, the winners of this year's Board of Directors elections have been installed on the Board. Bob Morningstar and Randy Foulke have been elected to second terms as Directors. Charles Rausch, MMR, has been elected to his first term. He will be taking over from Jerry Lauchle, MMR. Jerry's not going very far as he has agreed to continue to serve as the MER Photographer.

The other happy news was that I got to introduce our latest batch of Master Model Railroaders. While we didn't reach the goal of adding 35 new MMRs over the last two years (75% increase expected), we have added several since 2019 when I last inducted anyone into the "College of MMRs." Please congratulate them again when you see them at your Division meetings. And then ask them to help you if achieving MMR is one of your goals. They are all sworn to help, not to secrecy.

While talking about volunteering to help, let's remember the need for people to step up and run for regional offices. In 2022, the election cycle

will be for the other four seats on the Region Board: President, Vice-President, Treasurer, and Secretary.

In the words of the Desk Sergeant from Hill Street Blues, "item last:" November is National Model Railroad month. Be sure to share your hobby. We have to grow our own organization.



From the Editor's Desk...

Greg Warth, Editor

The Mid-Eastern Region's 2021
75th Anniversary Mount Clare

Junction Convention in Hunt Valley, Maryland was a huge success in so many ways. It heralded a new era of being able to provide meetings and conventions within a pandemic as long as we are careful to minimize the contagion as much as possible. Thanks to the terrific planning, scheduling, and organization by the Chesapeake Division and the Convention Committee, the event provided a wonderful array of educational clinics and layout tours in the midst of impeccable accommodations provided by the Delta Hunt Valley Hotel. I particularly enjoyed the Arduino Clinic presented by our President, Kurt Thompson. I've been wanting to learn how to use this device for several years; I think I've got a handle on it now. The layouts and models that I viewed were nothing less than fantastic. I continue to be amazed by the talent we have in this organization. I met a lot of pleasant, interesting modelers that I had only been able to talk to by phone or email for the past 18 months, which was also very enjoyable. Of course, the B&O Museum is itself a marvelous place to visit at any time and I was sure not to miss it. Jerry Lauchle did a wonderful job in documenting the gathering with his elite, indelible photography. Take some time to look through the Convention News article in this issue to get a glimpse of the artistry, creativity and fellowship that filled the

air. I hope all of you who attended had as much fun and learned as much as I did.

We enjoyed putting together this issue of The Local for you. The Convention News of course was a big part of that, but we also are delighted to present several very educational and interesting entries that further demonstrate the remarkable abilities of our membership. “Painting People” by Roger Bir exemplifies the epitome of patience and detailing that he does so well. Another great scratchbuilding article by Martin Brechbiel, MMR on “How to Get Rid of Leftovers” shows once again how some model railroaders, especially this one, are so good at creating something out of nothing! A fascinating entry by Jerry Lauchle, MMR demonstrates how he was able to rebuild an “HO Scale Brass Import 2-6-0 Mogul” step-by-step, not a small feat by any standard. This month we have the first of a new Featured Model Series showing “The Schofield Rolling Mill”, created by Thom Radice, depicting his very realistic, detailed artistry. We even have an article, called “Planned Giving”, by Bob Morningstar, which shows how you can plan to give back to the hobby that you’ve enjoyed so much over the years, without affecting your current bank balance at all. Talk about giving, just look at what has been accomplished by Jerry Stanley and friends in creating “The Hobby Barn”, a tremendous contribution to the education of model railroaders! “Track Cleaning”, by Pete LaGuardia, finally answers the question about the right way to do this. And finally, we have a blast from the past in “The Last Stop”. Don’t miss it!

We extend our unending gratitude to all the volunteers who dedicated their tremendous talents, time and effort to make our 2021 75th Anniversary Convention possible, to all those who provide layout tours, educational clinics and the venues in which to do them, to all who manage and contribute to our website, Facebook page and newsletter, and to all our leadership who help keep us organized and functioning so well. As Bob Morningstar, one of our MER directors, says,

“It’s amazing what a group of volunteers can accomplish.” We are truly fortunate!

Send all articles, photos, tips, comments, requests, and feedback to [the LOCAL Editor](#).

Learn how to prepare an article for *the Local* [here](#).



Above all, thank you for your membership in the MER and NMRA. We truly appreciate your support and your faith in our organization as an informational resource and as a method of collaborating with other modelers. Happy railroading!

Advertising:

If you have a business and find yourself wishing to place an ad on this page, please contact the Editor at local-editor@mer-nmra.com. The current advertising rates (one year) as follows:

Callboard ads (Division and Clubs Only).....Free	
Business Card size	\$60
Quarter Page ad.....	\$125
Half Page ad	\$225
Half Page ad per issue (Div. only)	\$25

Your ad may appear as text, photo, art or any combination thereof. Art must be of high quality and camera-ready. Formats must be in txt, doc/docx, pdf, jpeg, bmp or tiff only. The content must be related to model trains or railroads or

provide a benefit specifically to model railroaders. If you need help with your ad, please don't hesitate to ask the Editor.

The Local welcomes articles, photographs, and model railroad related material as contributions to members' education and 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 retaining back-up copies. Editors, by definition, reserve the right and have the responsibility to make corrections, deletions, and changes to accommodate space. If your item is time-sensitive in any way, please advise the Editor. Otherwise, stories and photos that are accepted for publication are used in approximately the order they are received.

Publication Schedule Submission Deadline

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

Please observe the following steps to submit your contribution. **1.** Compose and submit your text in one of the following formats: TXT, DOC, or DOCX. **2.** Consider what photos, illustrations, or other graphics can go with the text. These are essential. But, **DO NOT** include/insert them into your text. **Do** put notations in the text such as "Insert Photo #1 here." Send the illustrations separately and numbered as you would want them in the text. JPG, GIF, TIFF, or PNG formats are best for photos. **3.** If you have captions for your photos, etc., create a separate text file for the captions, each of which will be numbered to match a numbered photo or figure. A special note on photos or other exhibits; please only send us your creative work or that for which you have written permission to use so we can give that source proper credit. We need to avoid any copyright infringement situations.

Proofreaders:

Alex Belida, Martin Brechbiel, Bob Morningstar



Achievement Program Update

By Dave Chance, MER AP Manager

October 12, 2021

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

Division 2 – Potomac

Jerry M. Stanley II – Association Volunteer

Division 4 – Tidewater

Fred Humphrey – Model Railroad Author

Division 13 - Carolina Piedmont

Jack Dziadul – Master Builder Scenery

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 - The R&V form is for your personal use. Only use it with the Author Submission.

Please, **NO R&V FORMS** with other submissions.

Elections 2022 - Officers

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 four Officers for the Region. The MER Board of Directors generally meets 3 times per year; once at the MER convention. The deadline for nomination is May 30, 2022. The term of office is two years, with a limit of two terms.

Any MER member in good standing can be nominated, either by him or herself or by another member with the candidate's permission. The process is very simple:

Prepare:

A 200 word (max) statement outlining the nominee's interest and qualifications for the position, **and** a photo of the candidate.

Send the nominations package – by **May 30, 2022** – to all of the following nominations process officials:

Robert Charles, MMR Nominations Committee Chair rcharles@aol.com
 Jack Dziadul jackdziadul@gmail.com
 Kenneth Montero va661midlo@comcast.net

as well as to:

Kurt Thompson, MMR, President, MER president@mer-nmra.com

Option – also by May 30, candidates may supply a 500 word statement suitable for placement on the MER Web site.

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 email to all three

committee members plus President Thompson to insure receipt of your nomination! That is all there is to it!

Deadlines and Schedules for 2022 Nominations and Balloting

Our Bylaws require the publication of deadlines and schedules for nominations and balloting in the first issue of The Local of each year. The dates and schedule for nominations, ballot and election results are in Executive Handbook, Section 5, Policies, Article VI.

The dates for 2022 are:

May 30, 2022 -- 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 4, 2022 -- 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 07/05 (the 5th 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 the record supplied to the MER, and MER officials have not been informed by NMRA National of a valid renewal of membership by 07/05 (the 5th of July), that individual will not receive a ballot, nor be permitted to vote in that year's election.

August 1, 2022 -- Deadline for mailing paper ballots to members and for commencing electronic voting; could be mailed earlier depending on other deadline requirements.

September 6, 2022 -- Deadline for electronic voting, also last day as shown by postmark for mailing paper ballots.

September 10, 2022 -- Deadline for receipt by Balloting Committee of paper ballots sent by mail.

September 17, 2022 -- Deadline for Ballot Committee to transmit results to President, the Director overseeing this committee, and the Business Manager.

September 24, 2022 -- 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 8, 2022 -- Deadline for publishing election results on MER's website.

HELP WANTED: Publisher

Newsletter Publisher: *The Local* and *eLocal*

Appointed by: President
 Approved by: Board of Directors
 Reports to: Editor of *The Local* and *eLocal*

Position Summary

Responsible for assembling the official publication of the Mid-Eastern Region, *The Local*, working directly with the Editor. The newsletter Publisher is responsible for providing "typesetting", article layout and arrangement, and pasting-up services for each issue, to produce a web-and-email-ready version of the full issue of *eLocal*, as well as a ready-to-print version of *The Local*. The Publisher shall also produce camera-ready-copy and ship the camera-ready-copy and related artwork to the printer in a timely fashion. Those efforts all rely upon the materials delivered from the Editor to the Publisher with direction as to which issue and where in that issue (sequence location) that content might be placed. The Publisher is to communicate objectives met on creation and insertion of content, sending frequent draft versions of the *eLocal* to keep the Editor fully informed of the status of issues as they are being assembled.

The content of the first twelve pages of the print version of *The Local* shall be equivalent to the first twelve pages of the *eLocal*. The in-house

official articles and business-related information must be contained within those first twelve pages. This ensures that all members will have access to this information regardless of which version they receive.

The Local serves as our official in-house publication and will contain all relevant articles of the organization and information of general interest to the membership. *The Local* must be presented as an image-building device for gaining membership and maintaining membership interest. The Publisher, working with the Editor, must exercise sound judgment and expertise for producing a uniform and pleasing tone to the publication.

Specific Responsibilities of the Publisher:

1. Keeps the Editor informed at all times.
2. Provides quality production.
3. Assembles the articles, photos and content obtained from the Editor into a pleasing and interesting presentation.
4. Collaborates with the Editor, when necessary, on layout design, presentation of content and space considerations.
5. Produces uniform quality and tone of the publication.
6. Acknowledges in writing (by e-mail) to the Editor confirming receipt of article(s) for insertion into draft versions of *eLocal* and communicates with the Editor routinely by providing draft versions of *eLocal*.
7. Prepares the ballot for all elections held within the Mid-Eastern Region of the NMRA.
8. Provides electronic copies of *The Local* and the *eLocal* of each issue to the Editor for final review and distribution

Track Cleaning

By Pete LaGuardia

In order to head off a five-hour debate on the proper procedure for cleaning track, I decided to get some information from the experts – Atlas.

Here are my findings:

Atlas nickel-silver track is actually made up of brass and nickel; there is no silver in the track whatsoever. Interestingly, it is known that pure nickel and brass are poor conductors of electricity. However, when exposed to the air, oxidation of brass track serves as an insulator, and oxidation of the nickel serves as an excellent conductor. The Atlas technician further stated that as the track tarnishes, you are actually seeing the oxidation material. It is not dirt.

The dirty track problem arises from airborne contamination, which lays on the track and is picked up by the wheels of our rolling stock. Atlas recommends using a certain type of chemical to clean the track. This chemical should evaporate, like alcohol, and the evaporation should actually remove any contaminants on the track. It's Atlas' opinion that the most important way to improve electrical contact between the rails and the engine wheels is to keep the wheels clean. They suggest that our members should clean the engine wheels often and develop a routine to do this on a monthly schedule.

When you see black spots on the rail, it's usually caused by using a chemical that leaves a residue on the rail, which is picked up by the wheels and then transformed back to the track. Those black spots can be removed with alcohol. In their opinion, Goo Gone contributes to the black spots of dirt we see on our rails. They suggested to take the Goo Gone and put it in the trash.

Metal wheelsets, according to Atlas, has no effect one way or the other on improving the electrical properties of the rails. However, metal wheels are less likely to pick up dirt from the track and transfer it back to the rails.

My research shows that the Aero-Car Technology Company makes a product called [ACT-6006](#), which improves the electrical properties between the rails and the wheels. It is also compatible with the CMX line of cleaning cars. ACT-6006 should be applied monthly according to Aero-Car. However, use caution when applying it over turnouts, since it may cause shorts. That is why they recommend that it be applied to wheels of the engines primarily.

I am also using [Sandflex](#) blocks (Fine) that work just like the erasers we all grew up with. The more abrasive blocks from Walthers and Peco may leave tiny scratches in the railheads that might attract dirt. Also, do not confuse Sandflex with the standard sanding blocks you can buy in the store; they are also too abrasive. Just click on the above links to find the right products.



[So, there you have it. The debate is finally settled! Maybe...:)- Ed.]

Pete's 35'x35' New York Central Western Illinois Division is set in 1953 and operates under Timetable and Train Orders with Car Cards and Waybills.

(Reprinted with edits and with permission from the *Potomac Flyer*, Summer, 2017, pp. 23-24)

Planned Giving – Part II

By Bob Morningstar

In part one (The Local 2021, 76-5, page 5), we discussed the overall concept of giving back to the hobby after our passing. We discussed the simple bequest via your will. To recap that discussion, a bequest is simply a directive in your will to bequeath a certain amount of money to the MER. You can make a bequest to a nonprofit through your will or estate plan. You can allocate a specific amount as a lump sum or a percentage of their total wealth, or they can choose to give the remainder of their estate to a nonprofit after all of their other bequests are paid.

In part II we are discussing a more advance type of giving, the Charitable Trust.

A Charitable Trust, the Gift that Keeps on Giving

A charitable trust is the most common gifting to non-profits that keeps on giving after your death.

In a charitable trust, the donor who creates the trust and funds the trust designates a charitable organization, usually a 501(c)(3) or tax-exempt organization, as one of the named beneficiaries.

The donor designates a trustee who will manage the trust. Normally this is an attorney or a financial institution that has a trust department. The principal and any income derived from the trust are then distributed according to the terms of the trust. The trust is setup for a fixed number of years. If non-income-producing assets (such as property or a business) are transferred into the trust, the trustee sells the assets and invests the proceeds of the sales into the trust. The trustee is responsible for the operation and maintenance of the trust; and ensuring that the trust is invested appropriately to ensure an income stream.

The downside to the Charitable Trust is that it involves annual fees from the trust funds to the trustee to pay for the administrative expenses of managing the trust.

There are two primary types of charitable trusts:

- **Charitable lead trust.** In a charitable lead trust, the income produced by the trust is distributed to the MER for a set number of years, after which time the assets remaining in the trust are distributed to the other named benefactors. This by far is the most common kind a trust.
- **Charitable remainder trust.** The opposite is true with a charitable remainder trust. The income produced by the trust is distributed to the non-charity benefactors, and at the end of the trust, the remainder is given to the MER.
 - And there are two types of charitable remainder trusts:
 - **Charitable remainder annuity trust.** The beneficiaries are gifted with a fixed amount every year until the trust is terminated.
 - **Charitable remainder unit trust.** The beneficiaries receive a set percentage of the value of the trust's assets every year.

Consult a Professional – I am not a lawyer or a financial planner!

Estate planning can be complicated or simple depending on your financial, tax, and legal circumstances. Please consult with your attorney, estate planner, and/or financial planner on how best to gift the MER. The MER is a 501(c)(3) chartered in the State of Maryland if your financial planner or attorney were to ask.

Next Time

We will discuss types of planned giving that are probably not appropriate for small organizations like the MER, but just for your own information.

A Different Way to Contribute to MER

By Ken Montero

The MER always is appreciative of any donations that help secure MER's financial future and support its ongoing mission to promote model railroading. MER looks for various ways for donors to support MER, especially if such donations can also provide a benefit to the donor.

If you have a Traditional or Inherited IRA (Individual Retirement Account) or an inactive SEP IRA plan or an inactive SIMPLE IRA plan **and** are at least age 70 1/2 years, you may have a unique method of making a Qualified Charitable Distribution (QCD) from that account to the Mid-Eastern Region while also reducing your taxable income for federal income tax purposes – and it also may apply to meeting your Required Minimum Distribution (RMD) requirement (at age 72 years for 2021).

A QCD is a **direct transfer of funds from your IRA custodian, payable to a qualified charity** (a 501(c)(3) organization eligible to receive tax-deductible contributions such as MER), as long as certain rules are met. QCDs can be counted toward satisfying your required minimum distributions (RMDs) for the year, again, as long as certain rules are met.

(For MER, the payment from the IRA custodian should be directed to the Clyde L. Gerald Legacy Fund of the Mid-Eastern Region NMRA, Inc. and sent to the Business Manager at his address listed elsewhere in this issue of The Local.)

In addition to the benefits of giving to charity, a QCD excludes the amount donated from federal taxable income, which is unlike regular withdrawals from an IRA, which raise your federal taxable income. Such increases can affect the amount of your Social Security benefit subject to federal income tax and the premiums on some of your Medicare coverage.

NOTE: If you claim the standard deduction for federal tax purposes, you cannot take an itemized deduction for charitable donations. A QCD technically is not an itemized deduction (charitable donation) but is a reduction of taxable income. Therefore, the QCD can remain an option for charitable giving with federal tax benefits, even if you claim the standard deduction.

This article is intended only as general information and not tax advice, especially as there are limitations and technical requirements to a QCD. You are strongly urged to seek advice from your personal tax advisor as to its potential impact on your personal situation and the requirements for making a QCD.

Note: Much of this information and some text came from: <https://www.fidelity.com/retirement-ira/overview>

How to Get your Layout or Model in The Local

In *The Local*, we are enthusiastic about showing your modeling work to other members, not for judging or criticism, but for the art of sharing, inspiration, and education. If you are interested in featuring your layout or models in The Local, please send an [email to the editor](#) with answers to the following questions:

1. Name of your layout or model?
2. What scale is it?
3. Does your layout or model depict any specific era and/or location?
4. What are the dimensions of your layout?
5. How do you control your layout?
6. When did you start making your layout?
7. What type of track and switches did you use?
8. What are your model's or layout's best features?
9. Do you host open houses, layout tours or operating sessions?
10. Please include a short bio and picture of yourself.
11. Include your best high-resolution photos (1-5) of your model or layout.

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Techniques for Painting People

By Roger Bir

Normally, under my standard by-line, I would be showing fellow railroad enthusiasts a new and exciting way to build an exotic carload for their layout. Today, we are going to take on a different topic. “Always remember, it takes the human element to achieve any kind of build.” With that being said, today’s article will show fellow members some techniques for painting people, or as Barbara Streisand’s signature song tells us, “People...who need people.”

Painting people (sitting, standing, or working) for a layout is revered by some and feared like a pandemic by most others. You can log on to eBay and quickly find “100 painted figures” for just \$10. All well and good. On the other hand, the problem with that scenario is all your people will have brown hair, brown hands and the same-colored pants, shoes, or dress...and little or no attention to overall detail. So, I’d like to offer some solid advice on painting all kinds of people for your layout.

Before we start, here’s a few modeling tips I would like to share with you. While I cannot claim these first two concepts as my own, ownership for these tips goes to Tidewater Division member and resident “train doctor” Max Robbins. For some model railroaders, painting is done every so often. As a result, your paint sits in its container and will need some very energetic mixing before use. Micro-Mark has a battery powered paint mixer, but Max recommends this less expensive alternative. Take three or four steel BB’s and place them in the paint bottle, tighten the cap and shake vigorously. The fast-paced movement of the BB’s will help mix up the paint after about fifteen seconds of shaking. Another costly problem to address is tipping over your Testors paint bottle. Another tip from Max was to take a piece of packing foam (about a 3” square), place the paint bottle in the center (**Figure 1**) and trace around the bottle. Once complete, take an X-Acto knife and cut out the center. The bottle now tightly fits and lessens the chance of tipping over and now you can avoid any costly spillage.



Items needed for this project. I found using flat-based paints to be the best option. A flat or dull surface has the tendency to reflect little or no light when taking photos. All the same, it is not to say that you cannot use a gloss-based paint for your project. I have found some of those to be a better option for painting the clothing on female personnel. Paint brushes: Micro-Mark makes several different size brushes for intimate painting. For this project, I am using Brush Micro 30/0 and 20/0. Once you’ve picked out the figures you want to paint, you’ll give each piece a close inspection. When items are removed from their mold, there are bound to be access “sprues” with your finished product. Some modelers will use an X-Acto knife to clean these up. While the knife is sharp and will get the job done, the extremely sharp blade combined with too much pressure, may cut into and damage the figurine.

Micro-Mark makes a product called Mini-Scrapers (available in a four-pack) and I have found them to be an excellent tool when working with figures in tight or not easy to reach spaces.

Okay, you have the personnel, and all the areas are cleaned up and ready for paint. Now, we move to phase two: how much detail will go into this figure. I'd like to share this quick story. One day as I was painting seated figures for passenger cars, my wife walked into my work area. She asked what I was painting and after an explanation, she asked the following, "Why paint their pants and shoes...no one will see them?" To answer her question I said, "But *I* will know about that particular detail." As you are cleaning up the figure, you will notice just how many detail areas are available for painting (**Figure 2**). Herein, I will focus on skin (Testors Flat Light Tan), hard hat (Testors Flat Zinc Chromite), hair/ponytail (Testors Flat Black), pants (Testors Flat Brown), work boots (Tamiya Flat Earth), t-shirt (Woodland Scenes Concrete), and his safety vest (Testors Sublime Green).



We are now ready to paint. I have found it best to paint the smaller areas first (skin, shirts, belts). In doing it this way, you can give the smaller areas a proper coat of paint...and if you go "outside the lines" you will be able to cover (**Figure 3**) it up when you paint the larger areas. I forgot to mention a timeline for this endeavor. I would allow a minimum of 1 to 2 hours drying time for each phase of the project. In some instances, paint will dry completely within thirty minutes. Other types of paint may require overnight before they are ready to be handled. You should know your paints and their drying times before you start your project.

We have now completed the small areas with our figure, and now we are ready to start from the ground and work

our way up. I used Tamiya Flat Earth for his boots followed by Testors Flat brown for his pants. As you paint the pants upward, you will need to be careful as you approach the "t-shirt" (at this point, you may want to use your 30/0-gauge brush). As previously mentioned, we painted the t-shirt outside the given lines and as we are painting the brown pants, you will get closer to the shirt but try not to cross or force a "bleed over" to the next area.

Let this area of painting adequately dry before moving to the next phase which is hair and the ponytail. As we were prepping this figure, I noticed right away the designers decided to follow today's industrial style and gave our worker a ponytail. We have painted his face and now using our 30/0-gauge brush, let's paint his ponytail (Flat Black).



We are on the final stretch, with just the safety vest and the hard hat to paint. With the safety vest, I ended up using both brushes (30/0 and 20/0 gauge) because of the intimate details (around the ponytail and the t-shirt). At this point, the vest is wet but there is one final item left to paint to complete our project. For this last detail, I use Micro-Marks' cross-locking, self-closing tweezers. I grab the figure around his legs and manipulate the body to completely paint the hard hat.

With the final detail now painted (**Figure 4**), I'll let the figure completely dry before finishing our project. Like any production line, before the finished product is sent out the door to the customer, there is one last inspection to be accomplished. Take your tweezers and pick up the figure and see if you missed a spot or got too close with a certain detail color. Once that inspection is complete, you are now ready to introduce this finished product to your layout. As I mentioned in the beginning, there are some people who enjoy painting figures, while others will rely on the more costly, already painted personnel. It is your choice, but why not have everything placed on your layout be something that you either built or painted. Be the artist satisfied with their work. Happy model railroading!



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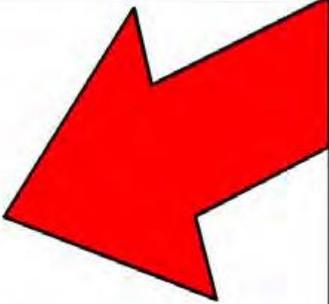
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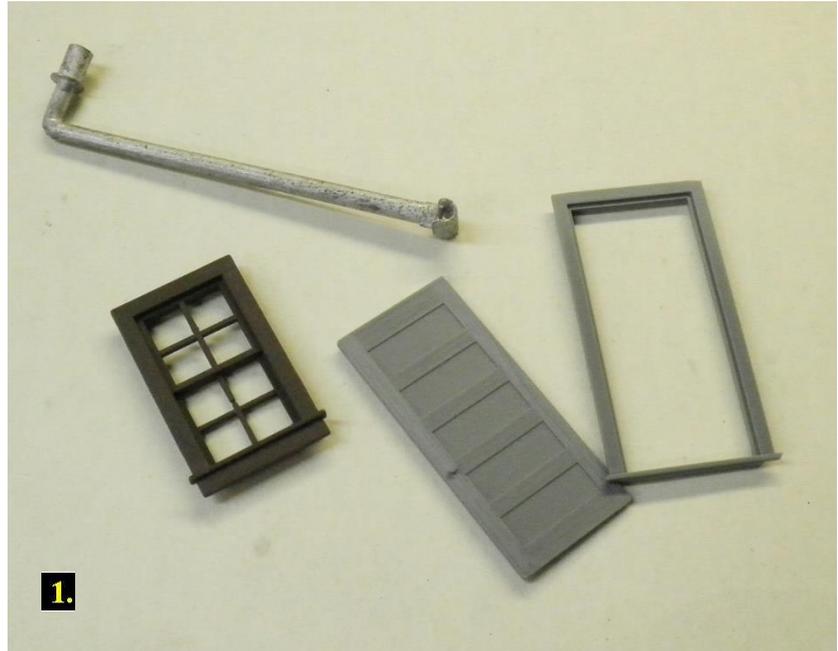
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The Basic Cabin or Company House No. 2 or How to Get Rid of Leftovers – Part 6

By Martin Brechbiel, MMR

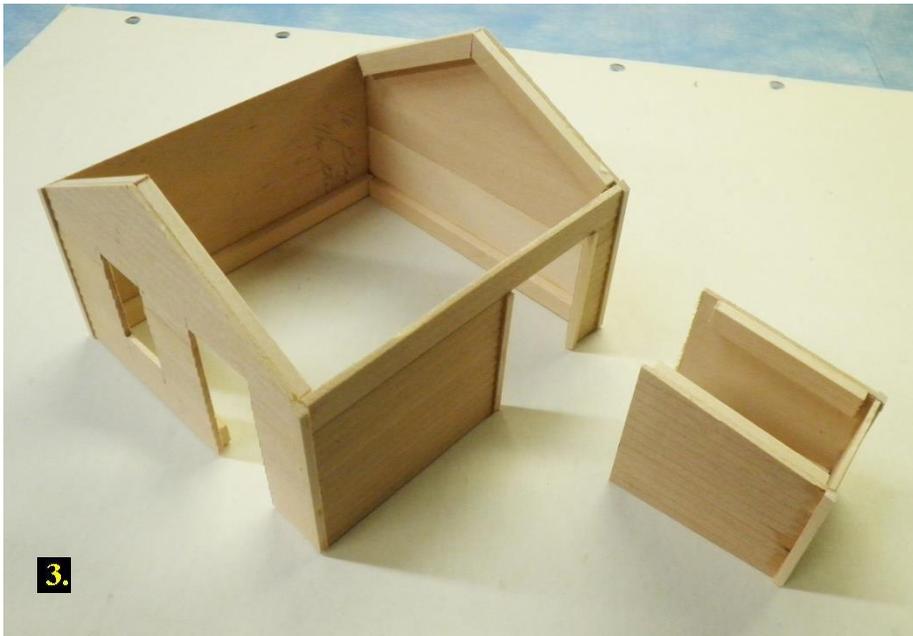
The tubs of leftovers are slowly beginning to look empty. That box of doors and windows continues to supply the basics. Another 5-panel door and frame from yet another partial pack (Tichy; No. 2040), and a 4/4 window (Grandt Line probably) from a zip lock baggie jumped out onto the bench. I found another stove pipe (Wiseman Model Services or Turner Model Works?), so we're set to get into another exercise in basic structure building ([Photo 1](#)).

This cabin will be the basic rectangle, but this time I'm adding a small addition to one side. This structure will also get clapboard



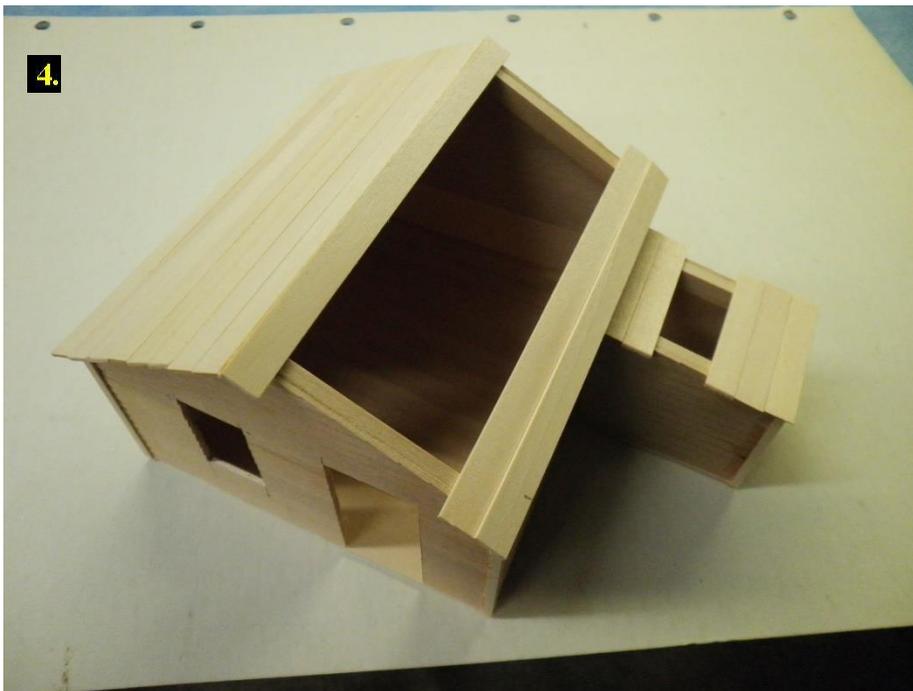
siding as I need a break from board & batten. All of the siding parts came out of the scrap baggie of clapboard (Kappler or Midwest) and if larger parts were needed, they were assembled by edge-gluing suitable parts together. This is visible in the photos but does not matter as a coat of paint is a great equalizer. The front was laid out with the door and window off to one side with a basic slope roof. The back looks just the same minus the opening for the door and window. One side is plain while the other has an opening for the bump out addition. The dimensions of that opening set those for the walls of the addition. The corners (3/32" x 3/32" basswood) were added to the

front, back, the opening and to the sides of the addition to make the corner board trim and to also add gluing surfaces for assembly ([Photo 2](#)).



3.

The four walls were assembled using Goo and CA and bracing or gluing surface boards (HO scale 12" x 22") were added for mounting the floor and the roof. The three walls of the addition were similarly assembled with the same bracing ([Photo 3](#)). After the addition was attached to the main structure, board by board roof sheathing using HO scale 4" x 22" thick stock strip wood was added. The floor was made up from scrap flat stock and trimmed to fit the footprint of the assembled structure after it was glued across the bottom ([Photo 4](#)).



4.

Now it's just the painting and finishing that's needed to complete this model. The door and window castings were painted Maintenance of Way Grey (Polly Scale), and then the window was glazed with some scrap acetate. The front, back, sides, and addition were painted a little more adventurously than usual. A quick coat of WISC CENTRAL GOLD (GLS) (Floquil) was applied to each wall and just before that was dry, a coat of Red Oxide (Polly Scale) was applied over all surfaces include the underside of the roof overhang. After that was completely dry, a day or so, the door and window castings

were inserted into place secured by a bit of Goo ([Photo 5](#)). A washer from the 6/32 box was added to the stove pipe prior to painting (Steam Black; Polly Scale) and a hole was drilled in the side where it was mounted. The pipe was secured with some Goo and CA ([Photo 6](#)).

The roofing material was added once all the paint was dry. The roofing used for this cabin was some leftover printed tarpaper roofing from Paper Creek Model Works. You have to cut it out carefully and I did that using a fresh No. 11 scalpel blade. I put this down in strips with Titebod overlapping where

that was required. The cap sections were included on the printed sheet. The edges over the roof ends were folded down to finish the appearance ([Photo 7](#)).



I'll call this done for now and, yes, I could have weathered the door and window, but I just chose not to at this time. This could have also had the front porch and roof as in the previous cabin, too. Again, all the options are to be supplied by your imagination. I have one more "cabin" or company house to do next that mixes things up a bit. And as before, the objective here was to demonstrate how easy it can be to put together a simple structure pretty much on the fly without those troublesome plans and all. A door and a window can be used to set all the rest of the dimensions.



Hobby Barn

By Jerry Stanley

On September 18th Nicholas Kalis finished up the 2021 NMRA Potomac Division Hobby Barn season with a clinic on “Design Secrets.” We were “sold out” again! This is becoming routine at the Hobby Barn (**Photo 1**). Nicholas has been a great supporter of the Hobby Barn, so much so that this is his second clinic! The first was on making shrubs with 3/8” rope. At that clinic it was only me, Nicholas, and Ken Wilson. Nicholas’ first clinic was GREAT! Who knew you could make a shrub from rope?



Photo 1: *The Hobby Barn – a new educational facility for model railroaders provided by the efforts of Jerry Stanley and a host of volunteers who worked endless hours to make it possible.*

In the “Design Secrets” clinic (**Photo 2**), Nicholas covered a wide range of subjects starting out with discussing whether a railroad is coherent, then moving next to three principles of design. He also discussed four steps in design, design basics, and seven principles of design. In the four steps to design, he discussed: 1) Pick the story; 2) Design your scenes; 3) Select your scene; and 4) Design as you build. From there, we moved to design basics with four more steps discussed starting with geometry, topography, space, and finally color. Lastly, we covered the seven principles of design with balance, unity, contrast, emphasis, movement, repetition, and rhythm.



Photo 2: *Nicholas Kalis presenting a clinic on “Design Secrets”, his second clinic held in the Hobby Barn.*

During the course of Nicholas' Clinic, we learned such concepts as how to make a flat scene not to look flat or boring by "leveraging three dimensions", and by adding things like flag poles. In filling "space", we learned it is best to turn the little figures of people's backs to the observer because the faces of the figures do not usually look realistic, although the painted figures are improving. He also went over the use of color. We should keep it to two or three colors. When making trees, we should use more than one color because real life trees are not one color. The leaves are multicolored. We learned a lot of great information in this closing clinic of 2021.



Photo 3: *The early construction site for the Hobby Barn.*

So, what is next? First, let's look at where we have come from (**Photo 3**). In October of 2015 I pulled the permit for the Hobby Barn and shortly afterwards, construction began. It took three long years of working on the weekends and in the afternoons. There were a few injuries along the way with the most painful being broken ribs from a fall which stopped construction for a while. The intent for the Hobby Barn from the beginning was to provide a low-cost space for educating modelers in the NMRA without having to pay building rental fees. I reasoned if I built the building, holding the cost down, I could provide the space at no cost to the Division while I absorbed the cost of the construction. Trying to find space like this in the commercial world, if it can be found at all, is very expensive. And besides that, who would want people coming to their place of business with sharp tools, dripping paint and glue on the furniture?

This building project (**Photos 4,5**) should have cost around \$120k. We only had \$40k with which I hoped to have siding, roof, exterior trim windows and doors installed with bare studs on the inside. We call this stage in the construction industry the "Dry-In" phase. The rest was to be added as we accumulated funds while I scrounged left-over material, or as we could pay for supplies and subcontractors. Along the way, we had many vendors who donated labor; some who donated supplies, others who did installation work at reduced rates. Much of the labor was provided for free by friends, family, and some of my fellow church members. In March of 2018 we had our final inspection. After that stage, I added cabinets as they became available, built the bookcase and installed the beautiful tongue-and-groove flooring made from reclaimed lumber. To date, we have spent around \$50k on the building with plans to do more as funds become available, or as we receive donations. On my list of projects for

the future I would like to put in a walkway with landscaping in front of the building. On the inside I would like to install doors on the custom built-ins, paint the cabinets one color, finish the shoe molding, and add more floor outlets. Those things are for the future.



Photo 4: This lends new meaning to the term “scratchbuilding the prototype.”



Photo 5: Continuing the construction using leftovers and the hard work of many volunteers.

It has been a miracle experience and at times we have lived on nothing but faith to move this project forward because we did not have the funds for anything but faith, a vision, and a willingness to put our hands to the throttle.

This vision has resulted in a very nice facility (**Photo 1**) with custom flooring, an incredible audio-visual system featuring surround sound and a 72" flat screen TV, skylights with built-in shades, vaulted ceiling, recessed lighting, cabinets, an HVAC system, tiled entrance area, etc. We have had ten model railroad clinics given at the Hobby Barn. The clinics have covered such diverse topics as scratchbuilding rolling stock, air brush painting and weathering, back drop painting, landscaping, building structures, and designs. These clinics were provided by ten different volunteers some of whom were MMRs, but mostly by just regular members like you and I who have some area of expertise that they know well and were willing to provide the clinic pro bono to help their other modelers. With the "free" space and volunteers we have been able to provide clinics ranging in cost from only \$25 to \$85. Other organizations charge much, much more for these same types of clinics with some costing close to \$200 per clinic!

So, what is next for 2022? We have already scheduled January, March and April clinics on site. Please check out our Potomac Division website for the upcoming clinic <https://potomac-nmra.org/PDnewsite/Main/Home.php>. Here you can find the schedule for Hobby Barn clinics! Registration is open now for these Hobby Barn clinics. Just shoot me an email to save a seat. I am also working with Ernie Little, MMR about performing a series on scratchbuilding rolling stock that leads to having the cars being judged towards an Achievement Program certificate.



Photo 6: Ernie Little giving a clinic on scratchbuilding a styrene flat car in the beautiful new Hobby Barn.

I am talking to other clinicians about providing other clinics such as building turnouts and I am considering performing another module clinic followed by track laying, wiring and landscaping on the module. These are just thoughts and dreams for the future of the Hobby Barn. I would like to hear from you on the clinics you would like to attend and/or clinics you would be interested in providing. Please send me an email to paymaster@potomac-nmra.org to save a seat for one the upcoming clinics, to provide a clinic, to pass along your thoughts on making this venue better or perhaps on donating towards one of the projects.

It has been wonderful hosting these events and I have learned much also as we hold these clinics. I have met many great modelers and fellow NMRA members. We have had great conversations about modeling and other railroad related subjects. What a blessing to learn, grow and enjoy fellowship at these events!

In closing, I want to thank my wife Jaime for all of her support, the meals she has made, and for leading me to the Potomac Division, my daughters and friends who have helped with the COVID cleaning, set up, tear down and final clean, all of those who have volunteered their time providing clinics, and those that came to the clinics. Without all of your support this would not be possible. Thank you to all who have given! Now on to 2022!

Re-Building an HO Scale Brass Import 2-6-0 Mogul

By Jerry Lauchle, MMR

This HO scale model of a PRR Class F3 2-6-0 mogul is a Gem Models import. **Photo 1** is what the model looked like at the time of purchase from Tommy Gilbert's Hobby Shop in Gettysburg, PA. The first owner tried unsuccessfully to install a working lamp in the headlight; notice the crooked headlight.

The PRR F3 class moguls were first built in 1901 at the Altoona shops. They had 20" x 28" cylinders and 62" drivers. They were primarily used for express freight (**Photo 2**).

The original brass locomotive was DC with an open frame motor. It did not run when I purchased it. I proceeded to dismantle the model completely to put a



new motor in it, add a DCC decoder, a speaker, and front and back LED lights. The following photographs show all of the re-work I did to this model (**Photo 3**).

I added scratch-

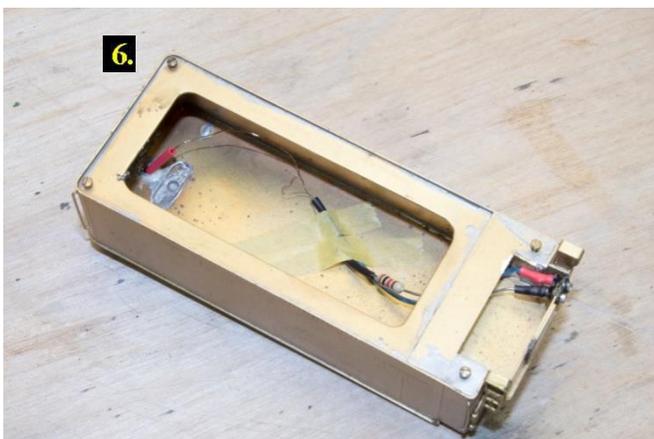
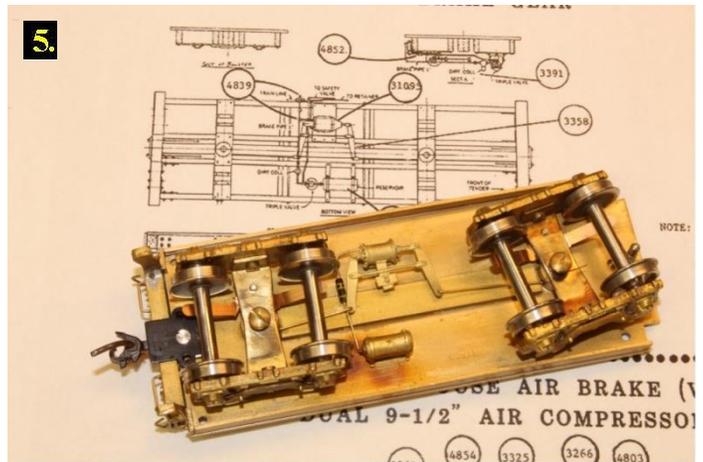


made phosphorous bronze electrical pickups to the tender trucks (**Photo 4**).

The underside of the tender was detailed with a Cal-Scale brass U-brake set (**Photo 5**).

I added a Precision Scale brass backup light to the tender. I then inserted an Engineering micro-LED in that housing and wired it with 37-gauge magnet wire

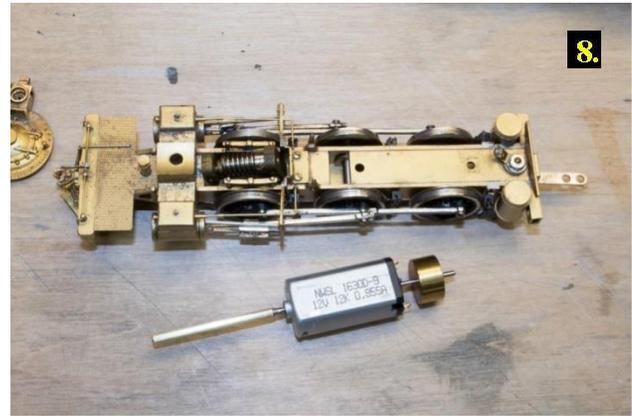
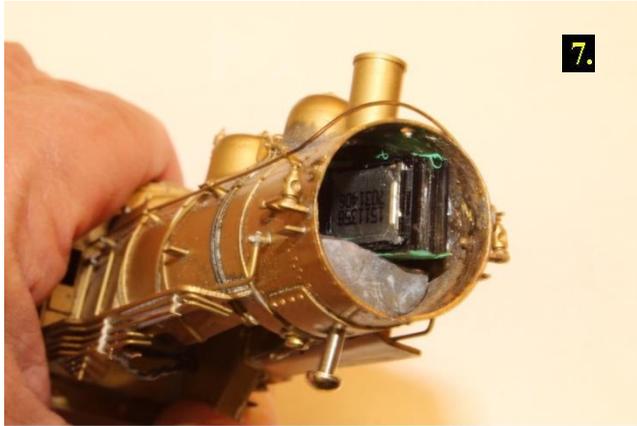
(see <http://www.engineering.com/> for detailed instructions on how to solder 37-gauge magnet wires to micro-LED's) (**Photo 6**).



The front headlight was removed from the smokebox, cleaned up, and re-soldered to the faceplate on the front of the smokebox in the position seen in the prototype photo. Again, a Engineering micro-LED was wired up and inserted into the headlight housing. In addition, the LocSound speaker was mounted in its baffle and placed inside the smokebox (**Photo 7**).

The open frame motor was replaced with a precision NWSL can motor. The original gear box was retained. The worm gear shaft was made from a

piece of brass tubing of the correct diameter. It was bored out to the proper diameter and epoxied to the shaft of the motor. The motor was run before the epoxy had set to assure that there would be no wobble to the shaft. A NWSL flywheel was added to the opposite shaft. A motor mount was made from solid brass (Photo 8).



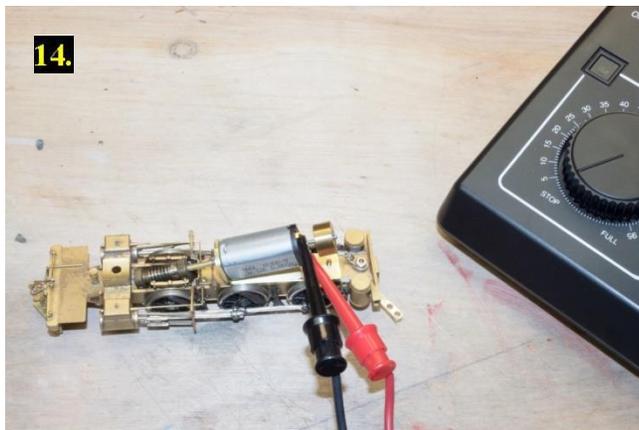
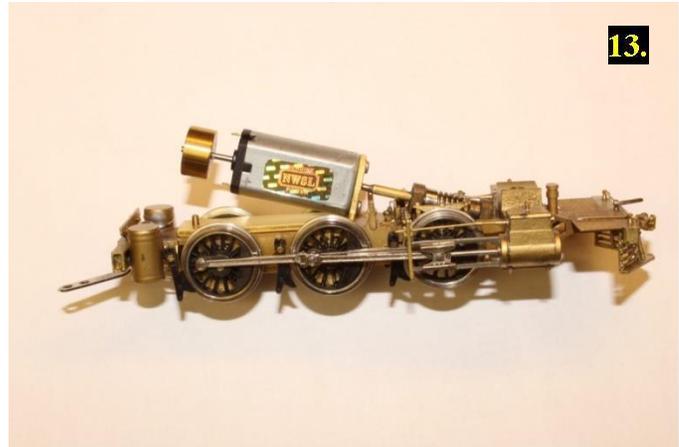
Motor mounting screw holes were bored into the brass stock before bending it to an obtuse angle of 120° (Photos 9-11).

After bending, resistance soldering filled the gap and strengthened the motor mount (Photos 12, 13).

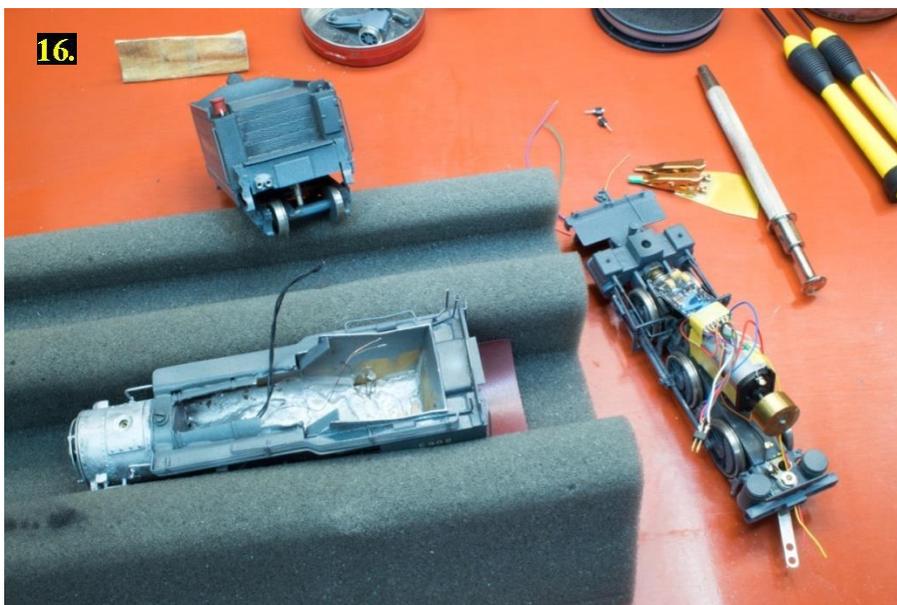
The can motor installation was tested on the bench to make sure everything ran smoothly (Photo 14).



I filled the top half of the boiler with low- melting point alloy (Cerrobend) for weight before painting the model and installing the decoder (Photo 15).



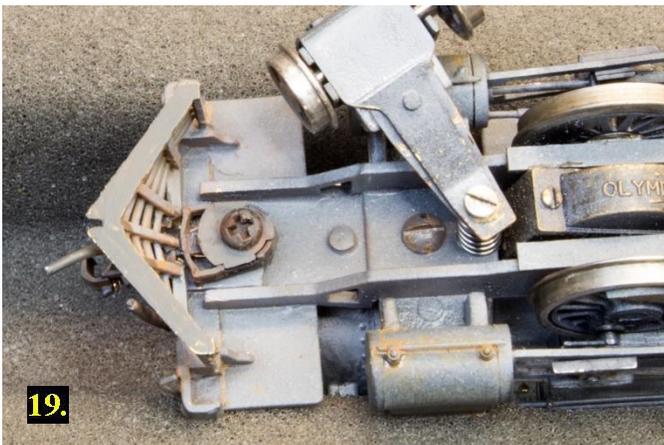
The decoder was attached to the top of the can motor with a 1/16" thick foam pad that had adhesive on both sides. I attached female mini connectors to the speaker and headlight wires and the male connectors to the appropriate leads from the decoder; likewise, for the taillight in the tender ([Photo 16](#)).



I airbrushed primer on all the brass while it was still disassembled. I then masked off the boiler from the cab roof and airbrushed Floquil "Tuscan Red" on the roof. Note that after the tape is applied, it's good to hit that again with primer to assure that the colored paint does not leech under the tape. After the roof had dried thoroughly, it and the smokebox were masked off, and the remaining airbrushed with "Grimy Black." The smokebox was hand painted with "Old Silver" and the bell

and whistle were painted with "Brass." The drivers, rods, and valve gear were blackened with JAX

Pewter Black (can be purchased from Amazon.com). Microscale decals were applied to the tender and cab as seen in the photos. Clear jewels from Bowser were added to the front marker lights. Very small, raised lettering was found embossed by the manufacturer on the rear of the tender: PRR 2063. I dry brushed that with gold paint to bring it out and decaled the cab sides with locomotive number 2063. I hand painted the details on the backhead and secured an engineer and fireman to the seats inside the cab. The armrests were painted a leather color. Real coal was added to the tender. All weathering was performed with airbrushed “Grime,” dry brushed paints, and powdered pastels. A friend of mine, Roger Eicher, from Bellefonte, PA is a LocSound dealer and professional modeler (Roger’s Life-Like Train Works, randceicher@comcast.net). He programmed the decoder for me. This locomotive runs very smoothly, and the sound is fantastic (**Photos 17, 18**)!



After operating the locomotive for a period of time, I decided it needed an operating front coupler. After removing the brass coupler that came with the model, I carefully milled the pilot with files to receive a Kadee No. 36 coupler with long center set shank. This particular coupler has a small gear box which is ideal for mounting in limited spaces. A hole was bored and tapped in the platform above the pilot to accept a 2-56 screw. I used a styrene (non-metal) screw to fasten the coupler (**Photo 19**). After the screw was set, it was easy to clip off the protruding part of the screw that was above the platform. That area was then weathered to hide the hole (**Photo 20**).

Model Construction – Part 1: 3D Printing

By Earl T. Hackett, Jr.

This is a new series of articles demonstrating my methods of model construction of the bridge signal shown in [Photo 1](#). This series of four parts will include (1) a discussion of 3D printing, CAD software and model design, (2) how I use 3D printing to create master molds and castings, (3) the electronics and wiring of the signal heads, and finally, (4) how to complete the assembly.



Photo 1: A coal drag coming off the branch line at Coal Creek interlocking and crossing over to the west bound main heading for Ronceverte.

In these articles, I'm going to use my signaling project (from the “Interlocking Signal Construction” series Parts 1 and 2 (May-June 2021 and July-August 2021 issues of *The Local*) to better demonstrate the capabilities of 3D printing using a new Elegoo Mars 2 Pro printer that I recently purchased.

Let's start with 3D printing in general and the way I use it in my modeling. First, 3D printing is not suitable for all modeling projects. Consider the characteristics of modeling techniques available today.

Traditional scratchbuilding: Relatively inexpensive, but potentially time consuming. You can 3D print a brick wall, but simply buying some brick sheet material is quicker and much less expensive.

Casting in rubber molds: Very inexpensive to produce multiple copies, once you have the master and mold, both of which can be time consuming and costly.

3D Printing Service: Quick, but potentially expensive. I generally get a print back from Shapeways within 10 days of sending the STL file, but the cost makes it a poor choice if you need many copies of a part. The print for the signal bridge cost about \$20 when I removed it from my store. It is an ideal part for 3D printing. There is no other easy way to build the darn thing.

Personal 3D Printer: For years I considered desktop/personal 3D printers to produce rather poor-quality prints. I continued to use Shapeways for all my printing needs. In early 2021 a fellow C&O modeler suggested I contact a friend of his who was using an Elegoo Mars 2 Pro printer. I was absolutely shocked at the quality of the prints, so for the princely sum of \$300, I bought one for myself. The price is surprising because the build quality is very good. Currently, they are only available through Amazon so don't waste your time looking all over the web for them. They offer better surface detail than Shapeways with one significant problem. The technology requires supports during the print process and these supports leave little dimples wherever they contact the model. You must arrange the print so these defects are not visible. Another advantage is low cost (after the initial investment). I printed a bag of signal relay boxes (50 or so) for about \$0.05 each. The same box in my store at Shapeways is \$10.

Along this same line, I previously made a 4-part video series for the [New Tracks Modeling YouTube](#) channel on making a part, from photographs to finished model, using Rhino CAD software and an Elegoo printer. I liked the Mars so much that I later purchased its big brother. If you are really interested in pursuing this technology, I recommend you give it a look. The choice is personal, basically a choice of balancing time and money.

CAD Programs

Although 3D printing is one of the most transformative modeling techniques to come along in my lifetime, surprisingly, it has been adopted by only a few modelers. Previously, I had no interest in owning a 3D printer until I came across the Elegoo mentioned above. I was concerned about maintenance of the device and the ones I could afford did not have the resolution I needed, so I used Shapeways "Smooth Fine Detail Plastic" for almost all my print jobs. Modelers can create a store on the Shapeways site where they can sell their creations. The models I put in my store (Quartet Enterprises) are at cost. Anyone can purchase them at the same price I have to pay. There are many European models on the Shapeways site, but I am amazed that more North American modelers haven't embraced it.

Probably one reason for this lack of activity is the need to create a digital model of the object first and many believe that a CAD drawing program is too difficult to use and/or too expensive. I have used many CAD systems including Ashlar Vellum, SolidWorks, ProEngineer, and of course AutoCAD. I designed my current home in AutoCAD v1.0 about 30 years ago. My current favorite is Rhino 3D as it fits my drawing style, but a permanent license costs \$1000. Upgrades to the next version are around \$400. These are real upgrades with significant changes in response to user input, not just a name change, but if you're happy with what you have, just keep using it. Learning new or complicated CAD programs can be quite time-consuming. That and the steep learning curve are the main drawbacks for most of them.

No one wants to spend a lot of money and then find out that the technique is too complex, so I started looking into all the free CAD systems I could find. They all had impressive web sites, but most were useless. They often didn't export the [STL files](#) required for 3D printing. Some are "free" for 30 days and then they stop saving files. Some were just 2D systems dressed up to look like 3D. I found three that were quite capable of producing highly detailed models: [FreeCAD](#), [Fusion 360](#) (from AutoDesk/AutoCAD), and [OnShape](#). All three have a parametric interface* and are pure solid modeling tools. These parametric solid modelers are a completely different environment from what I am used to using, which adds to the learning curve. They are intended for design of complex mechanical systems such as a V8 engine where they model interactions of the various components, which is not really necessary for our purposes. They could produce good surface detail, but I have not explored them extensively. My lack of experience with the user interface and the need for more mouse clicks made these parametric systems much slower than Rhino. Fusion 360 seems to have extensive capability but have extremely poor documentation. I just couldn't get anywhere with it.

** A Parametric User Interface (PUI) offers the user multiple various possibilities for modification of a structure drawing or graphic design.*

OnShape

Finally, after review of all three of the CAD programs mentioned above, I found that OnShape best fit my needs. OnShape was the least obtuse, had excellent documentation, and within a few minutes I was able to model almost anything I wanted. OnShape runs in the cloud, so it only requires a web browser (Chrome works well), and a reasonably fast Internet connection. Since you are running a CAD system in “the cloud”, you don't need a high-powered workstation with gobs of RAM and an eight-core mega GHz processor. It runs just fine on my little notebook over Wi-Fi. The free version is exactly the same as the \$1500/year subscription version, except that your files are not private. Apparently, anyone can search through the public files. Although they cannot modify them, they can download them. That might be a concern for some, but for me that is not a big deal as I freely share all my designs with other modelers.

To see all the tools in OnShape, go to cad.onshape.com/help. In the menu on the left, open "Desktop Help" and then "Part Studios." "Sketch Tools" and "Feature Tools" have the bulk of the documentation. The workflow is pretty straightforward. You select a plane or surface and use the Sketch Tools to put lines on it. You then put "constraints" on the lines to define size, length, angle, etc. Once the lines are all defined or constrained, you use a Feature Tool to convert it into a solid by extruding, revolving, etc. Other feature tools can be used to modify the solid. Don't be intimidated by the hundreds of tools and options. Starting with something very simple, you will find the 15 - 20 tools that fit your style and you'll use those for 90% of your model building. One of the most important Feature Tools to modelers, missing on the other systems, is the "Transform/Scale uniformly". This allows you to create the model full size and then reduce it to whatever scale you like or change the scale of your model for a friend. Remember that when you shrink a model, you will probably have to modify some of the components to accommodate the limitations of the printer, but some would say it's still easier than starting from scratch.

In the 4-part video series for the [New Tracks Modeling You Tube](#), I illustrated an important concept when using OnShape or similar programs. The peach crate was made of individual boards set in position against each other. When printed, they get fused together. There is no need to make a model of every single object. Shapeways may complain that you do not have enough clearance between parts, so select "Print anyway".

Model Design Considerations

Cost: I should point out that your model design can have an extreme impact on cost when using Shapeway's "Smooth Fine Detail Plastic." It is important to minimize the need for the required support material. My original design for the signal bridge had the concrete base and separate rear lattice, and walkway attached for a cost of about \$70. That was not acceptable to me (**Photo 2**). Making molds for the base, lattice, and walkway reduced the need for support material and dropped the cost to about \$10, less expensive than the model from Oregon Rail

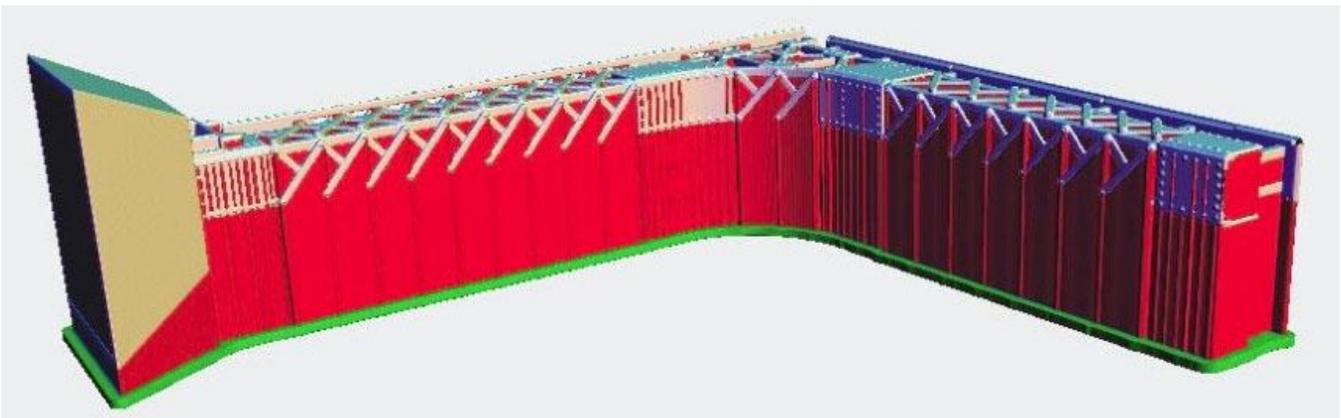


Photo 2: *With the base, rear lattice, and walkway attached, an excessive amount of support material (red) is needed, unnecessarily increasing the cost.*

Supply. The cost for additional copies of the other components is close to nil - just the cost of the resin, which I save as leftovers from other projects.

A small building with walls and roof printed in one piece will cost \$100 to \$300. Printed separately as flat panels the cost will be much more reasonable. My model of the station at Ronceverte, WV ([Photo 3](#)), the start of the eastbound grade over the Allegheny Mountains, was an experiment in 3D printing.



Photo 3: The station at Ronceverte, WV, was my first large scale 3D printing project.

Everything, including the express shed, except the base and sheet material in the canopy, was 3D printed at a cost of about \$150. It demonstrated many of the problems associated with the [FDM* process](#): (a) surface quality, (b) dimensional variability, and (c) dimensional stability.

Surface Quality: The surface quality varies with the orientation of the part. The process in my 3D printer used a wax support that is laid down with a raster driven extruder. The extruder travels back and forth laying down a bead of wax turning on and off as necessary. In the direction of travel the surface quality is very good. On surfaces where the extruder turns on or off, the surface quality suffers. It is barely noticeable but variation in surface quality can be seen ([Photo 4](#)). But not to worry as this is easily hidden with an extra paint application. However, it is critical to address this roughness when making a master for RTV silicone mold production.

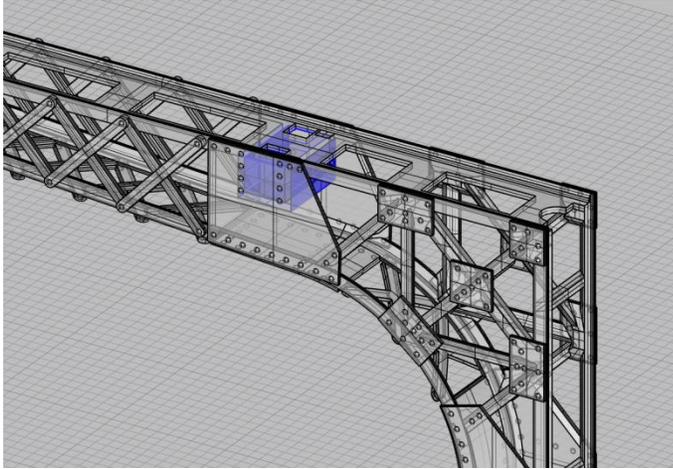


Photo 4: This is a roof support on my model of the station at Ronceverte. The underside of the overhang is nice and smooth. On close inspection viewing distances, the roughness on the vertical face and the end of the support can be seen but is not noticeable at normal viewing distance.

Dimensional Variability: This is more of a problem. Although the hardware can place material with 0.001" accuracy, uncontrolled variability is introduced from variable exposure to UV light during cure. In the case of the Ronceverte station, dimensions changed as much as 0.02" (0.02" = 1.74" in HO scale, and 0.96" in O scale) in a 4" high wall (4" = 29' in HO, 16' in O scale). Fortunately, these extremes were on the town side of the station and not visible to visitors. With proper planning, this variability can be accommodated. (0.020" is 1-3 passes of sandpaper, for perspective.)

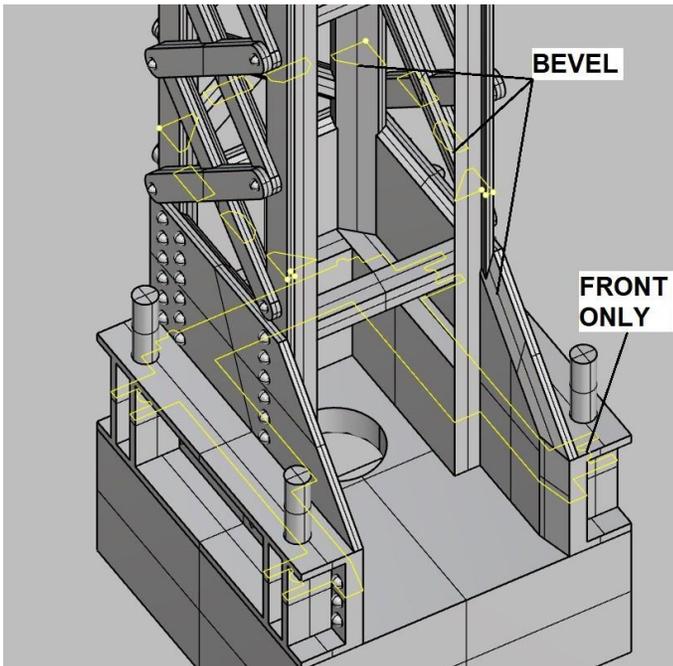
Form Variability: This is related to dimensional variability and can be a real pain. Parts intended to be flat will not be flat. Thin parts generally warp more than thick parts, but thick parts are harder to force flat. I make parts as thin as other factors allow and then deal with the warp, potentially a serious problem, usually by bonding stiffeners to the rear surface.

Other Considerations: In addition to the surface details there are many other considerations when designing a 3D print, such as structural integrity, ease of assembly and then practical considerations regarding the installation of any electronics. The main body of the bridge was printed as a single piece. In my opinion, it could not be reasonably produced by any other manufacturing process. The bridge model was printed minus the walkway and



rear lattice to make wire installation easier. To position and support the signal masts, there is an internal box blue in the 'ghosted' image, to hold the rear of the mounting bracket (**Photo 5**). The front plate is removed with a small, inverted cone dental burr to provide access. Although the signal masts are usually placed as shown in this model, they can be positioned on either side of the bridge depending on local circumstances. A small hole is positioned to allow 34 gauge magnet wires to pass into a space below the walkway. The bottom of the bridge is a cube that fits precisely into a cavity in the concrete base. The concrete base is epoxy, cast in a mold made from a 3D printed master (**Photo 6**).

Photo 5: *The basic structure of the signal bridge was printed as a single part. The signal masts mate with the mounting box (blue) accessible from either side.*



In Part 1 so far, we have covered how 3D printing fits in with other methods of scratchbuilding, my personal selection of a 3D printer, a review and selection of free CAD software programs and some considerations regarding model design.

Photo 6: *The yellow lines show a cross section through the bridge. Bevels and embossed features give the appearance of a fine structure while providing necessary strength.*

In Part 2, we will cover how to use 3D printing in the process of mold-making and casting in construction of this model.

**FDM (Fused Deposition Modeling) is a manufacturing method used by 3D printers that creates parts additively by depositing a filament layer by layer*

Featured Model...**The Schofield Rolling Mill**

By Thom Radice

**Photo 1 - Rolling Mill**

This model depicts the Schofield Rolling Mill located in Atlanta GA, circa 1855. The primary production was re-rolling used rail as well as new rail and other iron products. My HO version is a cut-away to fit the footprint by the aisle. It also provided the opportunity for interior detailing.

A big challenge was finding information on this mill to understand the infrastructure. There are no documents since most railroad facilities burned during the Atlanta campaign. However, I found a painting by a German artist, Adolf Menzel, which depicts a mill in operation in Germany in the mid 1860's. It became a primary resource for my interior detailing.

I also spoke with a member of our civil war railroads group who was my source to learn about iron mill operations and intricacies. He also made the rollers with a 3D printer.



Photo 2 – Side View

The model was mostly scratchbuilt with styrene. The prototype was a wood structure except for the floor, which was made with iron sheets as stone or brick would have popped or exploded when molten iron dropped.

Figures are from Musket Miniatures, Model Power, Preiser, Staddon and Airfix. Tools are from Rustic Rails, BEST, and some were scratchbuilt. The boilers and furnaces were scratchbuilt.



Photo 3 – Rolling Iron



Photo 4 – Break at the Mill

(Reprinted with permission from [Train Orders](#), September 2021.)



Mount Clare Junction Convention

By Greg Warth

Our 75th Anniversary Mid-Eastern Region Convention went off without a hitch thanks to the outstanding planning and organization by the volunteers of the [Chesapeake Division](#).

There were 167 attendees to the Convention, which is commendable given that the event occurred during a world-wide pandemic and a time of major economic difficulty. Nevertheless, the “show must go on”, and despite the difficulties, the sharing of model railroading fun, education and inspiration flowed freely throughout the meeting. The Delta Hunt Valley Hotel provided excellent accommodations with multiple rooms available for a variety of clinics, the White Elephant sale, large layout displays and a vendor area. The food was superb, and the dining room service was prompt and professional.

All the clinic presentations that I attended were very educational. The presenters and the models shown were very helpful and inspirational. The range of topics was quite diverse including everything from rock and tree-making and painting backdrops to scratchbuilding trestle bridges, industrial buildings and tuning up your rolling stock. There was even one on how to use Arduino electronics to make things happen automatically on your layout.

The layout room was especially enjoyable with two large modular layouts, one in N scale and the other in HO, and two smaller but equally impressive displays in N scale and two rail O scale. The amazing scenery,

structures, and electronics, along with the detailing and the smooth-running trains on those layouts were surpassed only by the friendliness of the club members who were eager to explain their layouts and run trains for you.



Trestle Bridge Scratchbuilt by Paul Dill



Codorus Valley Traction Company Layout by Don and Evelyn Yingling



Modular N Scale Layout by Chesapeake N-Trak Club



Modular HO Scale Layout – Chesapeake Division

There were many wonderful layout tours and several operating sessions available, which were again very informative and inspirational to say the least. We will be featuring some of those layouts in future issues of *The Local*.

The vendors for [RR-CirKits](#) and [Touch Toggles](#) also shared new and updated space-age electronics used in controlling turnouts and train operations.

The models that were entered in the contests were nothing short of outstanding and jaw-dropping in imagination, realism and detail. I marveled at the superb craftsmanship of the modelers who built these displays and hoped that one day, I might be able to do so well.



The Banquet on Saturday evening (**Photo 6**), where those contest winners were announced and other awards were given, proved to be a wonderful

MER 75th Anniversary Banquet

ceremonious celebration of our 75th Anniversary. The keynote speaker, Elmer J. Hall, author and historian, gave a delightful photographic history of the Patapsco and Back Rivers Railroad (PBR) at Sparrows Point in Maryland that we all enjoyed.

The dinner was excellent. Memorable photos were taken of the members (**Photo 7**) and the MMRs (**Photo 8**). Suffice to say, the event was thoroughly enjoyed by all.

In addition to all that, the best part of the Convention for me was meeting so many others like me who share a common interest in a fantastic hobby. The most impressive aspect of model railroading are the people who are so willing to help others, to spend time and energy to share what they know without asking for anything in return. It's quite refreshing to know that there are still many folks like that in the world. It restores my faith in mankind.



Attendees of the 75th Anniversary 2021 Banquet (Photo by Randy Foulke)



Master Model Railroaders in Attendance at the 75th Anniversary 2021 Banquet (Photo by Randy Foulke)

The Mount Clare Junction Convention Contest Room Results

Alan Mende, MER General Contest Chair

Once again, this year's Contest Room was fortunate to be the host of some exceptional, high-quality models. Our host, the Chesapeake Division, provided us with a well-lit space which made for a quality contest experience in 2021.

A special thank-you goes out to our model contest judges. We were fortunate to have Bob Charles, MMR, Brian Kampschroer, Fred Willis, Neal Anderson, MMR, Bob Halsey, and Ken Montero as our lead judges. Our apprentice judges were Kevin O'Conner, Charles Rausch, MMR, Patrick Flash, Jay Wilson, and Tim Himmelberger. I also want to thank John Darlington for his help in assisting me with paperwork, taking in models, and running errands.

We had 29 models entered with 26 being entered for judging. We also had three modules to judge. Of the 26 judged models, 16 received Merit Awards in 11 categories.

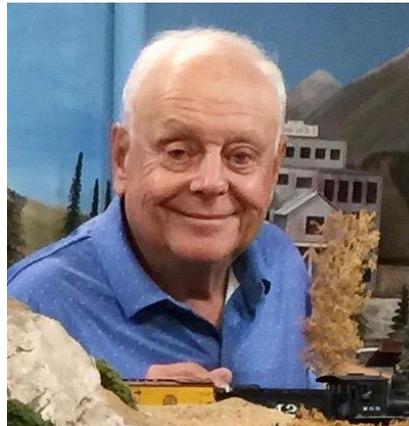
THE CONTEST WINNERS

Model Contests:

Charles Rausch, MMR - 1st Place for Steam, Diesel, and Freight Car.

First Place Steam

Charles Rausch – NYO&W Class X2 2-10-2



First Place Diesel

Charles Rausch – Great Northern RS2



First Place Freight Car

Charles Rausch – On3 Coke Gondola



Don Yingling - 1st Place for Traction and for Module.



First Place Traction

Don Yingling – Philadelphia PCC car



First place Non-Revenue Car

John Pursell - Lehigh Valley RR boom tender car

John Pursell – 1st place for Non-Revenue Car.



Chip Norman – 1st Place for Caboose.



First Place Caboose

Chip Norman – Western Maryland caboose



Jerry Lauchle, MMR – 1st Place for Passenger Car and Display-On-Line.



First Place Passenger Car

Jerry Lauchle – Mack Railbus



First Place On-Line Display

Jerry Lauchle – Steam Locomotive Service Area



Fred Philips – 1st Place for Structure-On-Line.



Favorite Model – People’s Choice
Fred Phillips - Reading RR Pottsville station



Glyn Thomas – 1st Place for Structure-Off-Line



First Place Off-Line Structures
Glyn Thomas - Gretz Brewery



The Special Awards:

The MER also supports an array of Special Awards that complement the judged model contest.

Clyde Gerald Kitbash Award: the best kitbashed model in the model contest.

Rick Uskert – Docksider – Sentinel*



First Place On-Line Structures
Rick Uskert - Docksider - Sentinel



The Philadelphia New Modeler Award: given to the first-time entrant in MER model contest with the highest point score. (A cash prize only this year!)

Rick Uskert – Docksider – Sentinel*

Ray Bilodeau MER Narrow Gauge Award

Glyn Thomas, MMR -- Maple Hill Colliery*

THE RAY BILODEAU NARROW GAUGE AWARD

Glyn Thomas – Maple Hill Colliery



Favorite Train - chosen by popular vote

Favorite Train

Richard Wurst - CNJ Babyface Baldwin A&B units

Rich Wurst -- CNJ Babyface Baldwin A&B units



Favorite Model - chosen by popular vote

Fred Phillips -- Reading RR Pottsville Station*

Bob Liberman Award – sponsored by the NJ Division

Jerry Lauchle, MMR – Mack Railbus*

The President's Award: this year's award was for rolling stock or locomotive of a railroad serving Baltimore.

Alan Mende – Maryland & Pennsylvania RR
light duty crane X12



President's Award

Alan Mende - Ma & Pa light duty crane X12



Best In Show

Jerry Lauchle - Steam Locomotive Service Area



Best-in-Show: given to the entry with the highest point's score in the model contest this year → 119 points! This award includes to the recipient the cost of registration to next year's convention in Charlotte, NC.

Jerry Lauchle, MMR -- Steam Locomotive service area*

→Please follow this link to the MER website for a [better view of all the contest winning models.](#)

Next year's President's Award is yet to be determined. There was no model for the Chuck Hladik Memorial Award this year.

If you have any questions about NMRA or MER contest rules, regulations, NMRA judging of models, would like to be a Judge, have contest questions of any kind, complaints, suggestions, or whatever you might want to talk about, you need to contact me, Alan Mende, MER General Contest Chair at: contests@mer-nmra.com

*Denotes AP Merit Award—scoring a minimum of 87.5 points.

Featured Layout

Modeling the Western Maryland Railroad in HO Scale

By Bob Morningstar

The layout is an approximation in HO scale of the Western Maryland in and about the Hagerstown, MD area in the 1980s. Chessie and Conrail repainted motive power were numerous. The layout is my rendition of the WM as I experienced it as a young adult. The [Chessie System](#) had taken firm control by then and the WM corporate identity was slowly being extinguished.



The layout loosely covers the Hagerstown terminal area, NC tower, and points west to Hancock. The layout encompasses a dedicated layout room of 14' x 16'. It is 100% scened, and the trackwork and electrical systems run very well; nothing wrecks an Ops session like a poorly performing layout.



Locomotive control is via a Digtrax DCS210 command station and ABS signaling is provided by utilizing LocoNet and JMRI signaling logic. Wi-Fi throttles are normally used, but there are the traditional Digtrax throttles for those who prefer a more traditional method of control. Track is code 83 and code 70. Mainline turnouts are Tortoise powered. Two staging yards provide the necessary traffic for ops sessions.



Cement operations in and around Hagerstown play a large role in the operations. There is a large cement plant in Pinesburg, MD that requires daily servicing. In addition, there is a cement hopper clean out facility in Hagerstown that supports cement operations.



Numerous industries are serviced by locals that originate out of Hagerstown. The B&O Weverton branch (severed by Hurricane Agnes in 1972) is now serviced out of Hagerstown in this rendition of reality. There are numerous industries to be serviced east of Hagerstown via the Security Branch of the B&O.

The layout can host 4 operators and Ops sessions are planned to restart in 2022.

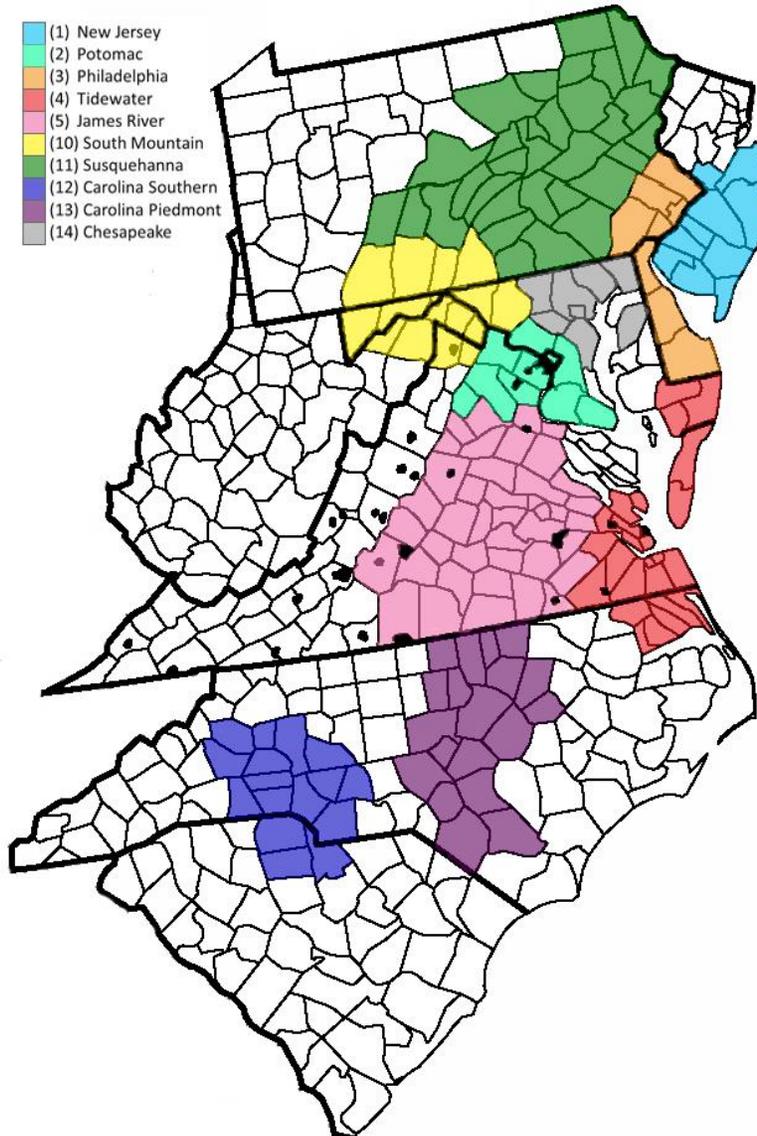


Historical Reflections

By Greg Warth

The Early Days:

On this 75th Anniversary of the MER (Mid-Eastern Region), I thought it might be interesting to include a brief reflection about the history of our organization. So, I reached out to several of our “seasoned”



members and reviewed multiple back issues of *The Local* to put this together. This is by no means a complete rendition of our past. After reading this, some of you may have some good stories to tell us about, in which case, we will do a follow up of this article in the next issue.

The MER was officially born and chartered in 1946 as one of 20 regions worldwide of the NMRA (National Model Railroad Association), and was founded on those same principles by which the NMRA was established, those being:

1. To establish the standards, advisories, and guidelines of model railroading.
2. To foster and encourage the education and skills of model railroaders.
3. To promote the hobby, encourage its growth and provide inspiration to others who may be interested.
4. To house and promote the use of references and resources related to model railroading, specifically the A.C. Kalmbach Memorial Library.

The MER covers all or part of MD, PA, NJ, DE, WV, VA, DC, NC and SC. It is incorporated in the state of Maryland and is divided into 14 divisions, only 10 of which are active right now. The active divisions include New Jersey, Potomac, Philadelphia, Tidewater, James River, South Mountain, Susquehanna, Carolina Southern, Carolina Piedmont and Chesapeake, each of which has its own set of officers, meetings, tours, publications and activities. The inactive divisions include Blue Ridge, Piedmont Crescent and Mount Clare, all of which have been absorbed by other divisions. The details of

the organization, activities, conventions, contests and achievement program are outlined on pages 6-9 of the [NMRA Region Descriptions](#).

The MER was re-chartered by the State of Maryland on June 5, 1985 and was recognized as a non-profit organization by the Internal Revenue Service on October 17, 1985. The next year In March of 1986, the Board of Directors began reviewing and restructuring the MER, which continued over the next six months. They created and approved the current MER [Executive Handbook](#) containing all the policies and vital records of the organization including the Bylaws. There have been a few revisions and amendments since then, but the basic structure of the Handbook remains the same.

In the early days of the MER, there were conventions twice a year, Spring and Fall. Each convention cost about \$5.00 to attend, not including hotel and transportation. The modeling scales at that time were predominantly O scale and the newer, upcoming HO. For the Roanoke Convention in 1949, you could catch a train at the Washington Union Station at 9:00AM and arrive at 1:00PM. You can make the same trip now on Amtrak from 4:45PM to 9:45PM (about one hour longer).

The first President of the MER was George Nixon, and the first VP was Clark H. Pool. According to MER records, the first listed Editor of *The Local* was Donald Peck in 1947, although the earliest issue we could actually find in the archives was a special Christmas edition in December of 1949. The Editor at that time was Lloyd C. Mayers of Arlington, VA. It was a quarterly newsletter and consisted of two whole typewritten pages! *The Local* has grown tremendously since then and has been touted by some (possibly biased) members as “the best regional newsletter in the NMRA!” The quality and the variety of articles from our authors never ceases to amaze me. You may have noticed that we have added a SEARCH link at the top of the first page of *The Local* so it will now be easy for you to look back at prior issues and view all the great original articles written and submitted by our members.

In addition to the newsletter, *The Local*, both printed and now digital, and commensurate with the digital age, the MER developed its own [website](#), and more recently, in 2020, a [Facebook Group](#), to facilitate the spread of even more information and education among its over 1750 members. We now have the means to provide much better communication than ever before. YouTube has also been utilized by our members as a great way to provide educational videos that others can watch at their leisure. And now, we even have Zoom for Board meetings and to show live clinics (Even with all that, there's still nothing like an in-person, hands-on, back-to-the-roots, live clinic to learn how to do something!).

Business and Volunteering Perspectives:

In response to my request for history on the MER, Fred Miller, MMR, was able to respond and provide some prior information from a business perspective. He has been a long-time member of the MER and spent many years giving clinics at every convention and serving as Business Manager for over 9 years. He has seen a “maturing” of MER operations over the years. Fred was a key contributor to developing PC programs that improved communications between the various factions of the organization.

During the early years, the MER was charging dues which mostly paid for the preparation and distribution of *The Local*. Collection and accounting for the dues was a major responsibility of the Business Manager. In 2005, the NMRA adopted a single dues structure which included both NMRA and Regional dues. Divisions were allowed to collect a separate subscription charge for their newsletters. The PC programs that Fred developed provided useful support in this effort.



Fred Miller, MMR

Then in 2003, the MER started offering the *eLocal*, an electronic version of *The Local*, which was free and available to all members. Notification of members and maintenance of both residential and email addresses became part of the process of keeping records for both the paper and the electronic versions.

Although the Business Manager is not an elected position and does not vote, Fred still attended the Board meetings, which he said were very enjoyable. They were hosted by the Treasurer, Tom Buckingham, and always included a wonderful lunch prepared by Tom and his wife.

Fred also offered a column for each issue of *The Local*, during his tenure, called “Keeping in Touch”, which presented information about current activities, membership status, or just chit-chat about model railroading. Most of the MER members will probably recall Fred’s presence at the annual conventions, wearing his T&CTCo. Conductor’s hat.

Fred’s story is but one example of so many volunteers who have stepped up to help the MER thrive over these past 75 years. You only need to search back issues of *The Local* to find the many others who willingly worked very hard to improve the organization by their leadership, teaching, photography, record keeping, maintenance of the treasury, putting on the conventions and just by their presence and availability, and by providing their fellowship through it all.

Some of the Best Modelers in the World:

There have been many superb model railroaders since the iron horse first hit the rails in South Wales in 1804. But in the past 75 years, the MER has definitely been home to some of the best. We have been blessed to have so many great modelers who have built such fantastic model structures and layouts. They have been great teachers and leaders as well, sometimes just by example, but often through clinics that they have presented or by the many articles they have written. Our national model railroad publications contain quite a few articles authored by MER members over the years. It would be impossible to mention them all here. Suffice it to say that all those artists and craftsmen have left a wonderful legacy for us to learn from and admire.

Furthermore, that MER legacy is a calling to all of us to help the organization that has helped us over all these years. We need to become involved in whatever way we can. We need to create our own legacies from which others can learn and carry on to the next generation.



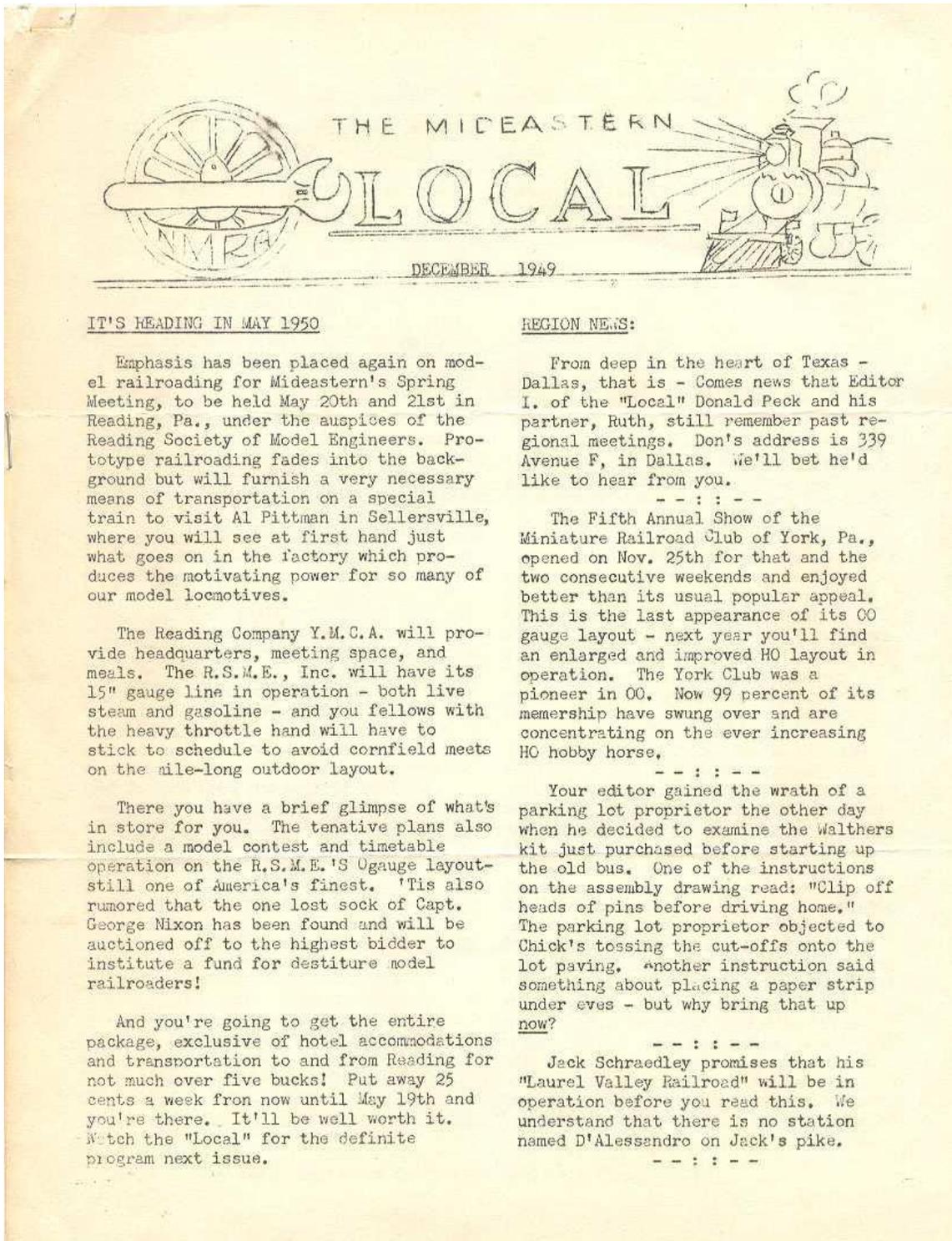
John M. Johnson, MMR aka: "JJ", Tidewater Division – One of the many great modelers in the MER (Photo by Roger Bir).



MMR John M. Johnson's Pennsylvania RR depicting the rural area around Driftwood, PA in the early Fall of 1955 (Photo by Roger Bir).

The Last Stop...

Thanks to Jeff Burch, our webmaster, and Kevin O'Connor, our archives manager, we were able to dig up the second issue of *The Local*, a special Christmas Edition, a two-pager from 1949. I guess the first issue was never saved, unfortunately, but we are very lucky to have this one.



THE MIDEASTERN LOCAL - December 1949

Published quarterly in regional interest
LLOYD C. MAYERS, Editor
3156 North Pollard St.
Arlington, Virginia

EDITORIAL

The response to the first issue of the "Local" has been gratifying indeed - so much so that you are being favored with a special dividend issue - a Christmas present, if you wish to call it that.

All of the news notes in this issue have come without special solicitation. We feel sure that there have been and that there are planned many events and much news from our Philadelphia and South Jersey area that are worthy of publicizing. News from the many members and clubs in this area will be welcomed for publication in future issues. That's a hint - we hope you capitalize on it.

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We feel sure that the change to Canton, Ohio, and Bob Bast of the N.M.R.A. business office can result only in improved service to our membership for 1950 and succeeding years. Bear patiently with Bob until he can get the much befuddled records and unanswered correspondence of 1949 reorganized and brought to a reasonable conclusion. Present indications prove that Bob has the situation well in hand and shortly the many gripes of the past eleven months will be dissolved so that you will receive the service to which you as a N.M.R.A. member are entitled.

FLASH!

Just as we go to press word has been received that October 7th and 8th have been confirmed as the dates for the Roanoke Convention. And what a program! More about it next issue.

REGION NEWS (Cont'd)

The 6th of November witnessed the last run of the Reading Society of Model Engineers, Inc.'s live steamer - 15 inch gauge - until Spring. Service during the Winter months will be handled by its gasoline fired motor switches and work crews will continue construction whenever weather permits.

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Lancaster, Pa., model railroaders held their annual show the first two week-ends this month with new automatically operated turntables on both O and HO layouts.

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Those "Special Passes" issued by John Dysinger at the Baltimore Convention for his "Penn-Erie Lines" are about gone. John is anxiously waiting to welcome pass-holders to the hospitality of his completed layout.

- - : - -

Some of the executive committee members who met in Baltimore on the 13th of November had an exceptionally interesting visit, chaperoned by Enoch Harlan, Editor of N.M.R.A. Bulletin and B.&O. signal maintainer, to the recent installation of the new electrical equipment at the wye tower just West of Camden Station.

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Have YOU gotten your new member for 1950 for N.M.R.A. and the region? Francis Cunningham, 1909 N. Quebec St., Arlington, Va., is looking for new applications and renewals. Send yours to-day! ROANOKE SPECIAL

Your editor is trying to arrange a round-trip accomodation to the M.E.R. Convention in Roanoke, to leave Washington Union Station about 9:00 A.M. on the Saturday of the weekend and arrive in Roanoke about 1:00 P.M. in ample time for the entire convention program. Suitable connections are available from Philadelphia, Wilmington and Baltimore areas. If you are interested, please let your editor know definitely how many will be in your party by the May meeting in Reading so that facilities may be scheduled. Any advance information will be appreciated.

A MERRY CHRISTMAS AND A HAPPY NEW YEAR TO ALL OF YOU

We hope you enjoyed this issue of *The Local* on the 75th Anniversary of the Mid-Eastern Region. Thanks to all those who made it possible. And best wishes to all the volunteers who will continue to make it possible in the future.