



The

Relay

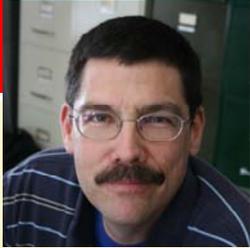
A publication of the Chesapeake Division of the Mid-Eastern Region of the NMRA

Volume 5 Issue 1

View From The Cupola

Winter 2013

By Kurt Thompson



Happy New Year!

By the time you read this, the winter holiday blitz will have passed. Hopefully you received something you wanted for Christmas. I know I did, and it even came early.

As many of you remember, a certain Super Storm named Sandy blew through the week before our scheduled Annual Group Meeting on Saturday, November 3rd. This storm left me without power for a couple of days and without Internet service for a few more (right up until Friday evening, November 2nd). With me being out of communication, your Board took action to suspend/delay our AGM. Obviously, that was the right course of action for several reasons. (Though I do remember feeling like a coup had again taken place, see Spring 2011 Relay for details.)

As the dust settled and we righted ourselves, we wondered about rescheduling or skipping, which is not allowed by our By-Laws. One of our members, Bob Burroughs had asked the Division to display our CCR&D layout as part of the South Columbia Baptist Church's Christmas Festival and Train Garden (say that 3 times fast). This turned out to be a great solution, so we moved the date of the AGM back to Saturday, December 15th. Bob also asked if we'd run the *Make and Take* as well.

Before the *Make and Take* took place, we held a brief Annual Group Meeting. The positions of Assistant Superintendent and Director at Large were filled. Our incumbent officeholders (Tom Casey and Arthur Boyd) were voted back into office, unanimously. Thanks to both for continuing to serve on the Division Board of Directors.

As part of hosting the Annual Group Meeting, Bob Burroughs also asked if we'd run the *Make and Take* as well. Who was I to argue with a package deal that allowed us to reschedule and run our event, especially when Bob was also offering us the potential for foot traffic? (Our pre-enrollment for the initial event was lacking, to be kind.)

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I'm very happy to tell you that we spread the joy of scenery building (as well as the spreading of scenery materials) with between 10 and 15 participants at the *Make and Take*. Things started slow, but then built up quickly. At one point, we had 8 participants and 8 volunteers busily passing around Elmer's glue, Woodland Scenics and Bachmann scenery materials as well as matte medium, across 4 different tables.

While the *Make and Take* was going on, ballasting and building installation work was being done on the Chesapeake City Railway and Dock. Don Marvel was leading the ballasting crew while Alan Del Guadio was installing the east warehouses. Tom Rorick was also test fitting the yard office/tower.

Looking forward to this year (2013), we have some upcoming events already on the calendar. In February, we have been offered a free set of tables at Howard Zane's Timonium show (February 2nd and 3rd). We'll need to continue working on the scenery on the display layout since they would like us to display it as well. In October, we will be helping the Potomac Division host the MER Convention. We are looking for volunteers to help at this event, as well as the need for layout owners to host tours and operating sessions. Tom Casey and Gerhard Klose are our POCs for layout tours; Arthur Boyd is our POC for the Operating Sessions. Look out for information on more upcoming events, including another OPS Saturday.

Kurt

Potomac/Chesapeake Regions Layout Open Houses

- **January 5, 2013**- Howard Zane, Columbia, Md.
- **February 23, 2013**-John Teichmoeller, Ellicott City, Md

Membership, Subscriptions and Article Submissions

To become a member of the Chesapeake Division of the NMRA, please contact any Board Member, fill out the form for a free Railpass (page 20) or join us at our next Divisional meeting See our Web Site for the day, time & location

To receive electronic versions of The Relay, send an e-mail message to Russell Forte at Web.chesdivmernmra@gmail.com

If you would prefer to receive printed copies, please send a check for \$6 (payable to the Chesapeake Division, MER, NMRA) to Gerhard Klose, 208 Holly Road, Edgewater, MD 21037

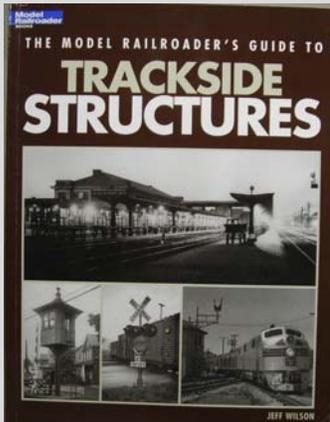
To submit an article for future publication in The Relay, please send it to the Newsletter editor, John Darlington, at jjdjr3@verizon.net no later than

Monday, March 20, 2013

For Sale!

The Model Railroader's Guide to Trackside Structures,

by Jeff Wilson, 2011.



Copy is used but in good condition. List price new is \$19.95.

Offering this copy for \$12.

Call Dave at 301-490-0266.

MER Fall 2012 Convention

By Tom Casey



I attended the MER convention last month in Suffolk, Virginia, outside of Norfolk. Suffolk was once served by six railroads; today only CSX and Norfolk Southern remain. The convention hotel was a few blocks from the CSX tracks and we were treated and tempted by the sounds of trains on a regular basis.

There were the usual offerings of clinics, layout tours, and operating sessions. The Norfolk area is surprisingly difficult to get around in because of the various rivers so I was not able to see many layouts as I had hoped. We were all warned repeatedly to beware of rush hour traffic and I got to experience it on the way to a Friday evening operating session with two other guys.

We did see two good garden railways on the way. Teya Caple-Woods has a large, 90' x 40' garden railroad that she has built over the last fifteen years. It was featured in the book *Getting Started in Garden Railroading* and has about seven hundred feet of track along with some large mountains.

The second garden railroad we saw was Carl Jennings's Pennywhistle Garden Railroad. He has a number of structures built with corrugated siding made from soda cans. The tops are removed and the remainder of the aluminum is cooked in a grille to burn the plastic coating on the inside, which then looks rusted and weathered. The material is run through a die to produce the corrugations. It's a very convincing technique.

There is a small railroad museum in Suffolk in the old Seaboard Air Line station. The station also served the Virginian and was located in between the two. While the Virginian tracks are long gone the former Seaboard, now CSX track is quite busy. The museum has a very nice model railroad that depicts the town in the early twentieth century.

Of the clinics I attended, the one that stood out was given by Pete Suhman on a way to fix the old split axle gear problem. He reams out a metal tube to fit over and compress the gear shoulder. I wish I had seen that before replacing a lot of gears.

The operating session was at the Tidewater Modular RR Club. The club is located in what was an empty storefront in a shopping center. The modules are the traditional four track main type and they are set up in a large oval with staging in the middle accessed by a wye at one end. There is also a branch line that interchanges at a yard and then goes into a separate room. My assignment was as the yardmaster at the junction between the branch and the main. The session was four hours and I, at least, was kept busy.

I had come to the session skeptical that operations were really possible on a modular layout but was pleasantly surprised to find that they are. The layout is big enough so that around twenty of us were occupied. Towards the end there was a power failure that may have been caused by the intensity of the operations. We didn't care by then; we were all tired and happy.

Tom



Preparation for a Future Watercourse

PART TWO

By Fred Scheer



Fig. 11

helped a lot with keeping the work solidly in place. Of course, that "center" riser will go bye bye when the time comes to install the bridge.

6. After the risers were installed, I fastened the sub-roadbed to the riser using the method I adopted from Jim Hediger, namely, with a couple of finishing nails. You can see them if you look closely. This approach saves a whole lot of time up front, yet changes are easy. I then drew a line on the roadbed corresponding to the riser's edge, and on the "bridge side," I drew a cut line. I worked only one end at a time, and happened to start on the right-hand end. I clamped the roadbed to be cut on both sides of the cut location, Figure 12, using 2x4 stock from, where else, the scrap wood rack. This ensured (as it turned out) that the sub-roadbed didn't move at all during or after the cut. However,

7. Viola! The first cut is made with my handy little Bosch saber saw, Figure 13. It looks raggedy in Figure 13 but cleaned up satisfactorily.

Fig. 12



Fig. 14



Fig. 13



8. Here, in Figure 14, I walked the clamping sandwich that had been to the right of the cut, over to the left, to make room for installing a cleat.

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9. Cleat in place, Figure 15.

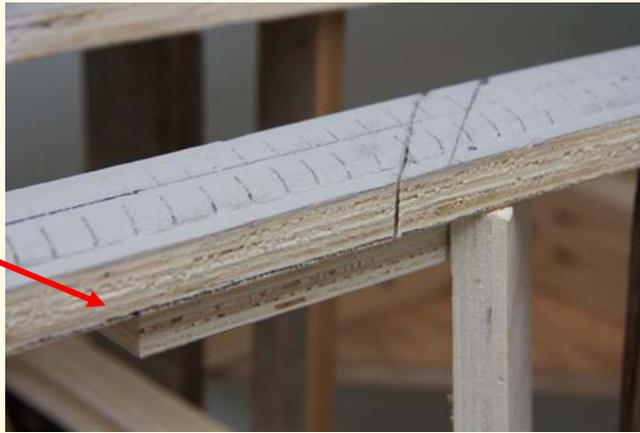


Fig. 15

And, here's that cleat as seen from below, Figure 16. The two screws on the left are driven into the stationary (fixed) end.

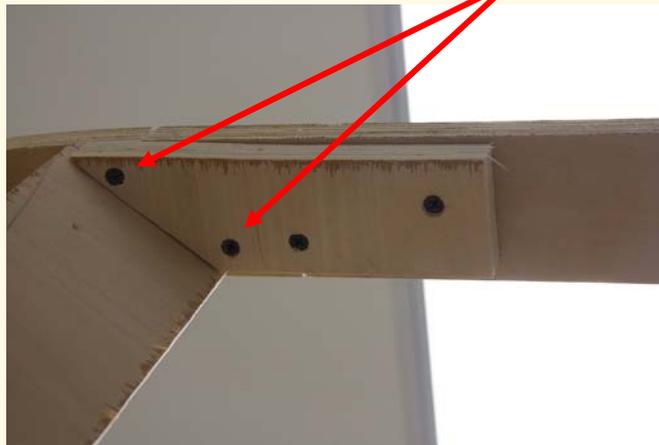


Fig. 16

10. As it turned out, this clamping sandwich stayed in place. I didn't install a second sandwich to the left of the next cut. Here, the sub-roadbed widens into a strong, well-supported section. The saber saw blade cut through the sub-roadbed and roadbed very smooth, probably in large part to hefty wood stock and robust clamping.

11. Figure 17 shows a cleat installed on the left side.

Fig. 17



Fig. 18

12. Figure 18 shows the complete cut section, ready today for track to be laid, and also ready to be removed at some future date to accommodate a bridge installation. In the meantime, it hasn't moved at all.



(Continued on page 6)

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13. **Figure 19** is a photograph taken from the left-hand fixed end, looking along and over the cut section to the fixed (right-hand) section on the other side.

Fig. 19



14. In **Figure 20**, we see the truss bridge template laid on the cut section. Whereas the template depicts the outline of the unskewed CV kit, the bridge as it would be built would be skewed.

Fig. 20

PRR Bridge Accommodation and We're Done

Here is where I should say that I'll use the same methods for stabilizing the sub-roadbed to produce a removable section on the PRR, and it should be much easier because I won't need to install additional risers, and so forth. Except it wasn't. The PRR cutout presented new issues that weren't kind to overconfidence. Solving these engineering problems, each somewhat different from the last, turns out to be part of the enjoyment of building a layout. But that's a story for another day.

Suffice to say for now, I made it through with a satisfactory solution. Now, with the PRR bridge accommodation finished, the roadbed is waiting patiently for me to install track not only on the WM, but also from the PRR junction with the Baltimore line from the little spur of track underneath the bright orange triangle, over to the lift-out.

Fred

The Weighty Side of Operations

By Kurt Thompson



As I get closer to operating the *Cincinnati and Lake Erie Dayton Sub*, I'm finding out that a new car out of the box is rarely ready to operate, even if it is ready to run.

Operating a predominantly switching layout requires the cars to be weighted and functioning in the best way. This led me to digging through my old (late 80s) supply of model accessories and tools, including two bags of A-Line stick on weights. Taking the time to make sure the couplers are mounted correctly and the cars track well will make the difference between fun and frustration.

My small layout will consume about 70 cars between the staging yards and the visible industries and yard. A significant number of my cars are old Athearn Blue Box freight cars and some Details West boxcar kits. The floor weight isn't heavy enough to give the low center of gravity necessary for them operate reliably.

Since I'm adding 2 ounces of weight to each car, locating 1 ounce as close to over each truck, I used the first bag and was halfway through the second bag of weights when I re-weighted only 5 cars. So I was going to need a significant amount of additional weight to bring my car fleet to full operational weight.

The price tag on my last bag of stick-on weights said \$3.50 and was from 1988 when I bought it from Dennison's Hobby store in Mount Airy. A quick check of Walthers' website showed that the current price for the bag of 3 ounces was now \$7.98, which is really more than 4 times the cost back in the late 80s. This was going to get expensive in a hurry unless I found a better solution. So an ounce of stick-on weight now would cost me \$2.66 if I used A-Line.

Looking closely at the last of my supplies, it dawned on me that the weights that A-Line has been selling are the stick on weights used to balance automotive wheels. After some internet searching and phone calls, I found that Pep Boys didn't carry any stick-on weights, but Advance Auto listed several sources, including a manufacturer called Plombo.

Looking up Plombo's website, I found they had many varieties, including steel, instead of lead. The only real problem is that Advance only sells the weights in a box. The box contained 30 6-ounce strips, total weight 180 ounces (11-1/4 lbs.). More than enough to properly weighted all of my freight cars.

When I stopped by Advance Auto Parts in Annapolis, I asked for the manufacturer by name and for adhesive wheel weights. The counter guy looked a little lost by my question but the manager knew what I was asking for and took me back to stock shelves. At this time, I wasn't sure how much I was going to get in a box. The manager handed me the box and I suddenly was fighting gravity over a small box about 6" long, 2-1/2" tall, and 2" deep, weighing 11-1/2 pounds. I quickly passed the box off to the counter guy who had followed the manager and me back to the stock. (Yes, I made him carry the heavy but small treasure to the counter for me. Yes, I had no remorse.) The cost of the hefty box of weights was \$46.00. For those of you keeping score, my price for an ounce of weight dropped from \$2.66 to \$0.26. A great drop in cost to improve the operations of the cars on my layout.

Will I use all the weights? Yes, but not immediately. With the box handy on my workbench I've already used 3 strips of weights (18 ounces) to improve 9 cars. Having it handy makes it more likely I'll weigh the cars to improve them rather than just suffering with poor operating cars.

Kurt

I'm finding out that a new car out of the box is rarely ready to operate,

Our Make and Take Donors

I want to thank the 3 companies which provided materials for our Make and Take. The Chesapeake Division received materials from Woodland Scenics, Scenic Express, and River City Railroad.

Woodland Scenics provided ballast, ground cover in multiple grades and shades, lots of scenery glue and the spray bottles to apply it with. Also they provided 5 different forestry kits for our use. Woodland Scenics provided their products free of charge.

Scenic Express provided a box of their Super Trees, along with the leaf material and adhesives to apply them. Scenic Express provided their donation free of charge.

River City Railroad provided the 35 freight car kits at a greatly reduced price. The kits are all out of production MDC/Roundhouse ten 50' modern boxcars, ten 60' flat cars, ten 60' bulkhead flat cars, and 5 50' gondolas.

Please remember these manufacturers and distributors when you next have a need for scenery materials or freight car kits.

Woodland Scenics
101 E. Valley Dr.
Linn Creek, MO 65052

Scenic Express
175 Sheffield Dr
Suite 100
Delmont, PA 15626

River City Railroad
(an eBay sales co.)

Kurt

Make and Take Freight Cars

As mentioned elsewhere in this edition, the Chesapeake Division purchased thirty-five simple “shake of the box” HO scale freight car kits to use with our Make and Take clinic. A lot of work went into preparing these simple kits to make them ready for our participants.

Once we were able to secure the cars at a very reduced (not free) rate from River City Railroad (an eBay seller), the cars all needed to be painted. This task was handled by our own Jeroen Gerritsen. He painted the cars in appropriate modern colors with decks on the flats painted differently and the roofs on the boxcars silver.

With the painting done, the cars were turned over to three other members so they could be decalced. The decals were specially ordered and prepared by Rail Graphics. The cars were lettered for our own Chesapeake City Railway and Dock Co. The lettering crew included John Darlington, handling the flat cars and bulkhead flat cars, while John Stralka and Russ Forte handled the work on the gondolas and boxcars.

We gave away approximately one kit to each of the clinic participants. Nine more kits were bought at \$10.00 each by some of the clinic volunteers.

If you would like a CCR&D 60' flat car or 60' bulkhead flat for your own railroad, there are five flat car kits available and 3 bulkhead flats at the same \$10.00 price. If you want to letter your own undecorated freight car for the CCR&D, we also have some lettering decal sets left. Each set will do two cars. They are available at \$5.00 each. All proceeds go into the division coffers.

(Editor's Note: These are hand decalced by a famous N-Scaler whose identity will remain anonymous!)

Kurt

Thoughts on Attracting People to Model Railroading

By Tom Casey



My recent trip to the MER convention and the operating session I attended there got me thinking about how to make the hobby more visible and how to attract new and younger modelers to the hobby.

The club where I operated is the Tidewater Modular RR Club. They are located in what was a state liquor store in a strip shopping center in Virginia Beach. Two years ago the shopping center owner approached the club and offered them a deal: they get the space rent and utilities free, in exchange the store is not vacant, the owner can make them move out on thirty days notice, and the club is open to the public on Wednesdays from 10am to 2pm and Saturday afternoons. The space consists of a thirty by seventy-six foot front room and a thirty by thirty foot rear room. The club has filled both with their modules.

The shopping center operator has a flyer offering visits to the club along with a back of house tour of a pizza restaurant with a look at how pizzas are made to school groups and other organizations. The club has several exhibits about model railroading in the front to help show what it is all about. Given the degree to which we are all in the basement, out of sight, it was refreshing to see a railroad out in the public realm.

Recently I asked my son what he thought the biggest barrier to entry in the hobby is. He immediately answered, “money”. He’s in his twenties and many of his friends are working hard to establish themselves. Seeing a large private layout can be somewhat discouraging for many of us but for someone thinking of taking up the hobby it may be too much. Being in a modular group lessens the investment in time and money needed to create a railroad. Perhaps a modular approach would be a more reasonable beginning. The aspect of the hobby that attracts him the most has always been operations. A public operating session on a modular railroad could be a powerful attractant. Beyond that, asking people who are not in the hobby to operating sessions could also introduce some to the hobby.

Editor’s Comments:

I would like to trade on my Editor’s “license” to add a few additional comments to Tom’s article (that is one of the nice things about being the Editor!).

As a modular railroader, I generally support Tom’s ideas. Being a part of a modular group can be far less expensive to the individual than building a fixed or modular layout. Additionally, if you can find a suitable location that is cost free in trade for public showings then you will solve the anxiousness of individual members for a place to run or “operate” at their convenience. Unfortunately, there are two impediments that need to be overcome in an organization like ours. First is scale. We have a number of members who are not in the predominant HO scale. They would need to buy additional equipment in order to operate. Secondly, location and space availability. Although there are a number of vacant stores in both strip and enclosed malls in the metro area, it is very difficult to find a “deal” like the Tidewater Modular RR Club found. BANTRAK has tried on occasion to find such a location without any success and they are a successful modular club that is known in the State. However, other clubs around the Country have found good accommodations by contacting state and county offices. Many own property that is vacant or not completely occupied, and for a similar “Open House” arrangement, they have allowed model railroad clubs to occupy such property at little or no cost. If we could find such a place, we could also invite prospective NMRA members to operate.

EDITORIAL

Getting the Word Out!

I have been sitting at my computer putting together this edition of *The Relay*, and reading various comments contained in the submitted articles about our “Make & Take” venture, and how to attract new people to the hobby. As everyone knows, this has been a tough problem to solve at all levels; NMRA, MER and Division. There are a number of reasons, and we have all heard them before.

- *Core interest vs. cost*
- *The availability of time—other family activities*
- *Awkwardness in joining—strangers, commitment*
- *Skill level—a novice among established modelers*

All of these are serious impediments and they *should* be taken seriously. Tom Casey’s comments on page 9 address some of these issues. Our efforts to attract interest in model railroading with our “Make & Take” scheme had great merit. I believe that one of our single most important efforts in the future is to take every opportunity to communicate with the general public through newspaper articles and advertised public appearances. It has worked for other Clubs and it should work for us.

I started in model railroading in a serious way in 1983 when I attended a Greenberg Train Show at the Timonium Fairgrounds. There I spotted a small group of n-scalers who had set up a small layout made up of their own modules and some the borrowed from Greenberg. I liked what I saw, and so I joined. At that point there were about 10 members. BANTRAK now has over 50 dues paying members, and their public reputation has grown with their membership. They have participated in shows and conventions all along the East Coast, including both MER and NMRA conventions. They started small and through hard work and patience they have been successful. We, on the other hand, have the advantage of belonging to the world’s largest and most prestigious model railroad organization, but we have not taken advantage of that national and regional status. There is no doubt that the NMRA and the MER could help their Divisions if they put their mind to it. Articles on model railroading with photographs, and announcements of demonstrations of modeling could be used by local newspapers if they could be contacted well in advance of publication. We need to develop a public relations skill, with the help of the NMRA/MER, that will get our message into the public venue. And by the way, don’t let our less than spectacular results from our Make & Take efforts deter us. We have to start somewhere, don’t we?

John

The Relay

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Recycling

A Very Model Railroading Thing to Do

Ok, I won't start with how we're all going "Green" while using plastic models. Even if some of those cars are painted NYC Jade Green, PC Green, etc. etc. etc.

What I am talking about is the reusing of layout parts. As you can see from the photos of my second 3-track staging yard, there are several wood components. Two L-girders, two large triangular layout brackets, and other wood pieces.



The 3 pieces I just mentioned are all very new to me. However, they have all seen prior use and construction at another layout. Namely, Jack Keene's. Jack very kindly offered them to me as we were talking about the Phase 4 staging yard in front of the furnace and hot water heaters. He said with a sly smile, "With these parts, we can have the table up and in place in a single evening. You only will need to make the removable connecting portion."

I should have known better. It all seemed so simple and easy. Six lag bolts and screws to attach the support brackets to the wall behind the furnace. Very minimal intrusion into the aisleway to the washer and dryer. What could go wrong?



The joy of model railroading is we help each other out with layout construction, scenery, fleet building, and being sounding boards for our ideas. (You know it didn't sound so crazy in my head, but then I mention it to Jack, Jeff, Don, or Fred, or)

The joy of model railroading is we help each other out with layout construction, scenery, fleet building, and being sounding boards for our ideas. (You know it didn't sound so crazy in my head, but then I mention it to Jack, Jeff, Don, or Fred, or)

The morale of this short piece: if you need help, ask. If you have help to offer, let someone know. My layout wouldn't be as far along as it is unless I had asked for help from the Wednesday night group (and yes, we've now spilled over to Monday nights as well).

The parts of the Phase 4 yard were mostly recycled from Jack's surplus pile. Also from the remnants of wood I'd bought for phases 1 through 3.

So, here's to recycling model railroad style.

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And now for the rest of the story about the Phase 4 yard: I did run firmly and squarely into what John Armstrong mentioned years ago: the unspoken political boundary. While my “friends” were lobbying me to run the layout out into the family room (through the door or a hole in the wall), I was steadfast about not leaving the storeroom/train room.

Well, two mornings after Jack and I put the staging yard up, my cell phone rang about 10 AM. It was my wife wondering loudly what the new thing around the furnace was that she nearly speared herself on. After some discussion of boundaries and encroachments, I was allowed to get a word into the conversation.

That evening, I joked with Jack, Don, Jeff and Fred about the staging yard was no longer known as Phase 4. I was feeling much

more that it was Phasers on setting 4. But that's just another chapter in the many sagas around our houses as we try to build our layouts

Cincinnati and Lake Erie Dayton Sub—In Progress



Oh No! It can't be THAT bad, can it?

Ah! Victory or Death!



YOUR Achievement Program

by Greg Meeks,

Chesapeake AP coordinator

There are two types of model railroaders: modelers with operating layouts and “armchair” modelers. The Achievement Program can work for either type of modeler. This article will show you how.

If you have an operating layout, even a basic 4' x 8', you are well on your way to YOUR Achievement Program (AP). You are running trains and having fun. You've built benchwork and laid track (Civil), wired the layout (Electrical), and put down scenery (Scenery) and buildings (Structures). You may have built some cars (Cars) and maybe a locomotive (Motive Power). Finally, you may have created a timetable and run some operations (Dispatching). You've met the minimum seven categories of the AP program just by doing what you were going to do anyway. Yes, you need one of the seven (or eight in this case) to be in service to the hobby. Volunteer or Author is a great way to share your experience and is very important as you'll see later.

So why fill out paperwork? YOUR AP will be about polishing your already-proven modeling skills. Maybe you've freelanced your railroad and need a signature locomotive not available in the mass market. Maybe you want to build that special passenger station you visited last summer. You don't need the AP program to do these things, but the AP criteria help you determine how well you want to do those things. Once you've done some documentation, your local AP coordinator and/or several other modelers can verify your achievements on your layout. We'd like to see what you've done anyway and this hobby is a lot more fun when it is shared.

Which brings us back to why the Volunteer and Author categories are so important. Sharing your knowledge and experiences are important to the hobby and all model railroaders. You've spent time, effort, and probably more than a few dollars on your hobby – don't keep it all to yourself. One of the little-mentioned facts about the AP program is that there is an expectation of certificate holders and especially Master Model Railroaders (MMRs) to help out other modelers, within reason of course.

That brings us to the “armchair” modelers. In my experience less than half of model railroaders have operating layouts at home. Some participate in modular groups or club layouts. Some help out friends or operate on others layouts. YOUR AP will be about motivation and planning on how to enjoy the hobby more. Do you want an operating layout, but just haven't gotten around to it? Use the AP criteria to take that first step. You can start out small – a 4' x 8' layout is enough. If your living arrangements don't permit a home layout, perhaps four 2' x 4' modules are possible. That's 32 square feet either way and in the latter case, you get to make some new friends with a local modular group. Or concentrate on building cars or structures now for a future layout. YOUR AP program doesn't have to happen all at once. It's YOURS. Take your time, but stick with it if you need some additional encouragement.

Exactly how can you use the AP criteria to help motivate you? Well, in Structures, you need to build 12 buildings. How many will be on your layout? Including sheds, detached garages, and crossing guard huts, 12 buildings is not really a lot for a layout. The AP program encourages (and sometimes requires) diversity in modeling. So, perhaps one or two of those structures may be cardstock instead of styrene. Not only do you broaden your horizons and skills,

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cardstock is a relatively cheap and easy medium to work with. And there are others out there to help! Yes, six of those buildings must meet Merit criteria, but because you can have the buildings judged on the layout instead of in a contest room, the judges can and should give you pointers on how to improve any building that doesn't meet the AP standard. In many cases, that advice if implemented decently, will ensure the model will meet the AP level. Truthfully, many modelers are surprised by how well they do in the AP program and often can enlighten others on details about a specific prototype.

So, YOUR Achievement Program is really about what YOU want to do in the hobby. Make it fit with your plans, ideas, and timelines. Let it encourage experimentation and trying new things. Document what you've done and share your knowledge and experience with others, just as they have shared with you. Watch as you progress and build your layout or contribute to a friend's layout. You'll be pleasantly surprised how the AP and your hobby complement one another. And most of all, have fun with model railroading.

The NMRA AP program is located on the Internet at <http://www.nmra.org/education/achievement/>. Your local public library is a great place to go if you do not have the Internet at home. The Divisional or Regional AP coordinators as well as all MMRs and certificate holders are available to help also.

Greg

Chesapeake Division Demographics Snapshot

	November 2011	January 2012	February 2012	June 2012	July 2012
Railpass Members	7	3	3	5	5
Life Members	24	23	23	23	23
Regular Members	98	104	104	100	100
Family Members	3	5	5	4	4
Associate Members	18	15	15	17	18
Expired Members	3	3	3	3	3
Total Members	153	153	153	152	153
Baltimore City	14	13	13	12	11
Baltimore County	41	38	38	37	37
Anne Arundel	39	42	42	43	43
Carroll	12	11	11	11	11
Cecil	4	4	4	4	4
Harford	15	16	16	15	15
Howard	26	27	27	27	26
Queen Anne's	2	2	2	1	1

As of 7/10/12

The Relay

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free “Railpass” Trial Membership

YES, please sign me up for a free six-month Railpass Trial Membership in the NMRA, which includes membership in the Mid-Eastern Region and my local Division. During the six-month period, I understand that I may attend conventions, meets, and participate in contests. I will receive the NMRA Magazine, the monthly national publication, and The Local, the bi-monthly regional newsletter. I will not be eligible to vote, hold office or receive a New Member Pack.

I also understand that the \$9.95 cost of this six-month Railpass Trial Membership is being paid by the Mid-Eastern Region. (Note: Regardless of who pays, the six-month \$9.95 memberships are available only once to each person) At the end of the six month period, I may join the NMRA by paying the regular active member dues.

During the past thirty months, I have not been a member of the NMRA.

Name: _____

Street Address _____

City/State/Zip: _____

Phone: (_____) _____

E-Mail: _____

Scale (s): _____

Signature of Applicant: _____

Signature of “Recruiter:” _____

(a Regional Officer or Board Member)

When this form is completed,
mail to:



**Fred Miller MMR
8960 Challis Hill Lane
Charlotte, NC 28226-2686**

*Please do not mail this form
directly to the NMRA Headquarters
in Chattanooga, TN.*