The Relay

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

Volume 6 Issue 2

Spring 2016

View From The Cupola

By Greg Tidwell

I hope everyone survived the winter of 2015-2016. I would think that the January snowfall would have allowed some opportunities to get into the basement for train-time. Were you able to convince your significant other that the cure for a sore back from shoveling was many hours in the train room?

In February, there was an excellent Arduino clinic put on by Kurt Thompson. There were over 30 attendees and everyone had a great time. Read more about this clinic in this edition. Many thanks to Kurt for stepping up and running an excellent clinic.

Due to the success of the Arduino clinic, Kurt has volunteered to run a clinic on hand-building switches using the Fast Track jigs. We would like to gauge (pun intended) interest in this type of clinic. Look for an upcoming email with more information and a chance to sign up.

Also, in March, we had our first Modelers' Day In for 2016. It was held at the Towson library. Though attendance was light, everyone who showed up had a good time. Everyone was working so intently on their projects, that hardly a word was spoken. There will be another Modelers' Day In later this year, so please consider attending. You do not have to work on a project, as one person brought in magazines to catch up on their reading. Maybe for background, we could bring in a monitor and DVD player and show train DVD's.

In addition, we are always looking for new ideas to participate in as a group. Feel free to contact myself or any other Board member with your suggestions. We are only as successful as everyone's ideas.

In writing this column, I began to think about the title, ***'View From The Cupola',*** and what that symbolizes. Now, I do not intend to know the history of the naming of this column. But, after riding in the cupola of a caboose, I noticed that you are either looking forward to where you are going, or behind you where you have been. Therefore, giving you two perspectives of the same moment in time. For me, in 2016, that is where I find myself.

Due to things non-hobby related, my significant other and I are faced with making a housing change. That means the dismantling and storing of my layout. So I have two perspectives in which to view this change. I can view it as an

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ending, never to build another layout. Or, I can look at it as station stop, getting ready to move forward. I can stay stuck in viewing it as where I have been, or I can view it as where I am going. Where I have been was from an empty basement to benchwork and then to trackwork. Now, I believe I tried to build too much at one time instead of in segments. I did not set realistic time frames with a work schedule, to complete tasks. Also, I did not ask for enough volunteers to assist me when I had moments of low motivation. That is where I have been.

Identifying some of these things brings me to changing my seat in the cupola, if you will, so that I can look to where I am going. Looking for a residence that will allow me to build another layout, while thinking and planning out use of the space. To go back to the previous paragraph and seek the answers to my questions., how can I build smaller sections of the whole to keep things fresh? Redefine what it is I want to build. What can I realistically accomplish weekly, or monthly. Who can I ask for assistance to stay on track (yes, pun intended)? All the time remembering that this suppose to be fun.

As I pack up the various parts of my layout, I can take the time to inventory, literally, what I have done and use that as the basis for my next project. If I may take the liberty of this analogy, as I pull out of the station that is my current layout. I settle into the cupola not forgetting where I have been, but looking forward to where I am going. It is a beautiful view from the cupola.

Greg

Editor's Note: *When I called Greg the other day to remind him about this article, he mentioned that he had been very sick for the last few days, and had not finished it. No doubt his comments above about never building another layout were undoubtedly due to some delirium brought on by his illness!*

JD

FREE MODEL RAILROADING CLINICS!!

The South Mountain Division, NMRA will be presenting a FREE **Model Railroading Clinics Day** on April 16th. This event is being held at the Blue Ridge Fire Hall which is just across the street from Mainline Hobby Supply in Blue Ridge Summit, PA.

Doors open at 0900

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 on page 20

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)
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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, June 21, 2016

FEBRUARY ARDUINO CLINIC WELL ATTENDED

by David Arday,

Illustrations courtesy of Kurt Thompson

On Saturday, February 27th, the Chesapeake Division hosted a hands-on clinic that focused on model railroading applications of Arduinos. The clinic was led by former Chesapeake Superintendent Kurt Thompson, and was attended by approximately 33 model railroaders from our home division and several other nearby divisions, including Potomac, South Mountain and Philadelphia.

An Arduino takes its name from the original parent company, but there are currently several "knock-off" manufacturers of the microcontrollers, since all the specifications are openly available. Arduino electronic boards (see fig. 1) contain a programmable microprocessor connected to sets of digital and analog in/out (I/O) connectors. These I/O pins can be interfaced with switches, sensors, relays, servos, LEDs, or what have you to sense and control objects in the physical world. The microprocessors are programmed using freely downloadable software that uses the C or C++ programming languages. An Arduino uses a 5V DC input and will output signals at the same 5V.

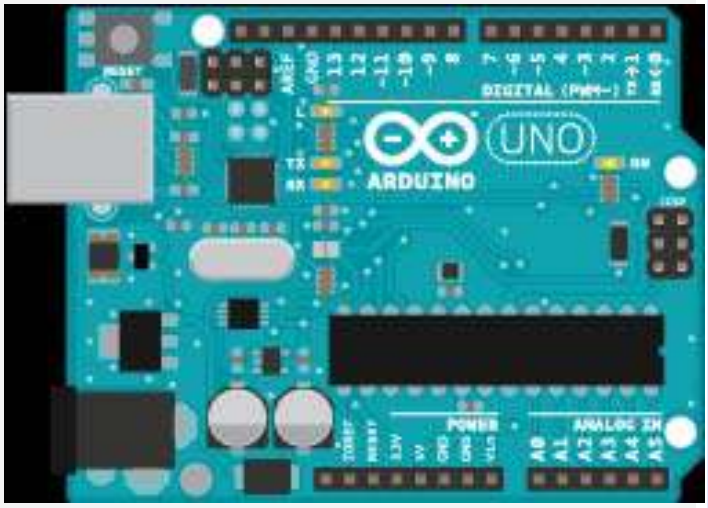

Figure 1. *Graphic of typical standardize Arduino board. Digital I/O pins are at the top; analog I/O pins are at the bottom. The long black bar is the usual location of the microprocessor, and the silver box at the upper left is the interface connector for programming*

Clinic attendees brought personal laptops, and the $10 materials fee covered the cost of receiving a standard Arduino board, a USB interface cable, a blank breadboard, plus several pin connectors, switches, LEDs, voltage resistors, and photo resistors. Attendees were requested to have downloaded the Arduino software programming environment to their laptops ahead of time.

The first glitch of the day was getting those who hadn't downloaded the software caught up. While that was quickly overcome, several of attendees then encountered difficulties getting their laptops to communicate with their Arduino boards, due to laptop port issues. For those with Macs, a special software patch was needed, as the current Arduinos boards use an older communications protocol that is no longer automatically supported by later versions of Apple's OS X.

The audience contained model railroaders with a wide range of computer and electronics skills, and with neighbors helping each other, attendees were soon able to upload a basic program, set up a pair of LEDs on the breadboard, and alter the LED's blinking patterns by changing (reprogramming) the code being run by Arduino's microprocessor.

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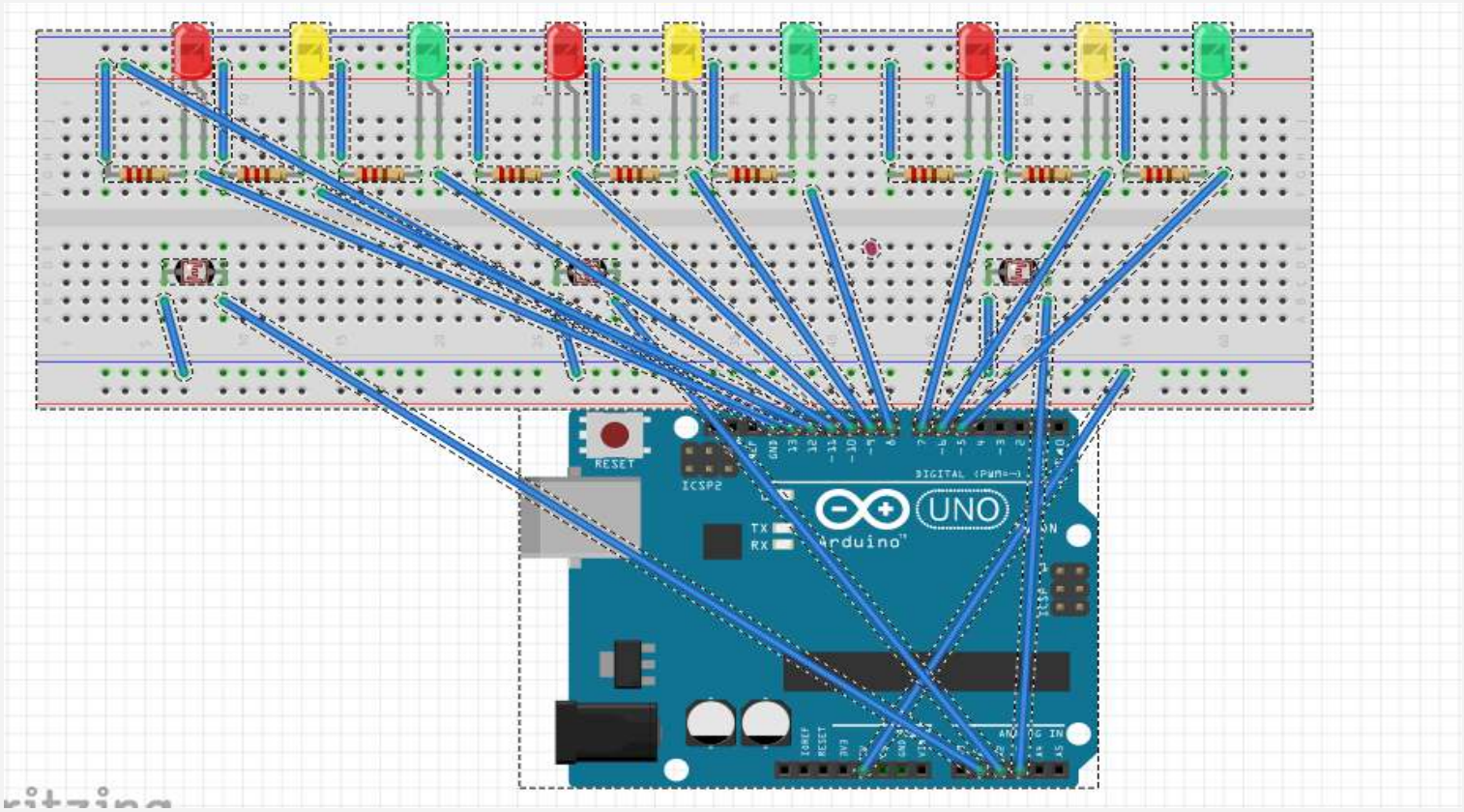
Figure 2. *Wiring diagram for track signal exercise. The 3 sets of LEDs across the top* ***represent*** *3 separate track signals for three control blocks on a unidirectional set of track. Below that, we have three photo resistors, each associated with a single signal or block. With the proper control program loaded, obscuring the photo resistors in sequence results in the LEDs going from green to red, to yellow, and back to green, in proper sequence as the train progresses down the track.*



After a break for lunch, there were presentations of and discussions on several other model railroading applications. With a double-pole, double-throw (DPDT) relay, an Arduino can be used to control a Tortoise switch machine, or a series of such machines (such as at a yard throat) to direct a train to the correct track. Signal aspects can also be set, and the second available hands–on exercise involved setting up three red-yellow-green LED sets, controlled by the Arduino, and using photo resistor inputs to sense a train moving down a track from block to block (see fig.2).

Arduinos are able to do a large number of tasks. The primary limitations are the number I/O ports (though there are larger boards with more ports available) and the fact that the Arduino uses a single microprocessor that rapidly executes a single programmed routine repetitively. Certainly, a skilled programmer can get a huge amount of functionality out of an Arduino board. But to my mind, a single board cannot readily control disparate and independent functions. Each unrelated function would require a separate board. For example, signal control on a section double-track main would require two Arduinos, one for each track, since there is no necessary relationship between train movements on the separate tracks. A single routine would likely encounter difficulties accurately controlling signals on the second track while simultaneously dealing with a train on the first track, or vice versa.

As an example of using an Arduino to animate a structure, see the April 2016 issue of Model Railroader.

Dave

Broadening the Gauge on the C&LE

By Kurt Thompson

What an N-scale New Haven box car did for David Popp, an Atlas O-scale 2 rail RS1 (with installed DCC/Sound) did for or to me. Technically, I'm changing scales from HO to O. But since O-scale two rail is actually 5' instead of 4' 8-1/2" I am broadening the gauge of my tracks.

I've been battling with myself for many years about changing from HO to a larger scale. I was halfway through the process back in 1992 when I sold off my HO holdings and was prepared to move to S-scale. I wanted to get into a scale that felt like HO felt to me when I was a little boy of 5 and 6.

After my successful sale of HO stuff, our house in Butler, PA decided that it needed a new electrical fuse box instead of me having a new S-scale layout (read that as my discretionary funds went into the new fuse box). So back into HO I went or stayed.

Fast forward to 2012 when the donated layouts came and went from my storeroom. Once they were gone, Torie asked me to please build my layout in the storeroom now that the donated ones were gone. How could I refuse? More importantly, why would I refuse. So with the help of the Gang of Five (Jeff Mutter, Jack Keene, Don Marvel, Fred Scheer, and Travers Stavac), the Moraine Division of the C&LE was built; made operational; enjoyed; and cluttered up. (If you want to read more about it, check the back issues of *The Relay*.)

The following pictures show the first step in changing scales: the demolition of the HO layout. Demolition sounds like to harsh a word. The equipment was all carefully taken off the layout and put in the original boxes (if I still had them) or other storage boxes. Arrangements were made for two tables at the show in Timonium.

The only HO stuff still held by me are the C&LE F7s; SW900, 3 C&LE cabeese, the FP45 HO camera locomotive

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and a Harriman Soo Line coach (given to me by a friend, sentimental value). The units were all gathered in what used to be the passing track and engine terminal tracks in Moraine City yard. After the ceremonial pictures were taken, I put the pieces safely away. They will be displayed on a shelf over the new layout.

With the layout now devoid of equipment , the process of track removal (and hopefully salvage of the switches and flex track) could begin. The two simplest tools of demolition were the side cutting pliers (useful in pulling up track nails and cutting electrical feeders) and the 3 inch wide flat blade putty knife. The putty knife slides easily under the rails and ties and breaks up the ballast that I glued into place.

After a couple hours of relatively careful dismantling, I had a pile of Code 83 track and a separate pile of Atlas Code 83 turnouts and a Walthers Shinohara Code 83 curved

turnout The layout looked more barren and empty than it had when I started the layout over three years ago.

The last track left on the layout was the double curved crossing built by Jeff Mutter. Since I was changing scales, I was not able to save it for later use. Check out the crossings .

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After the track work was removed, the layout table sections were removed. Where Stewart is standing was the peninsula where the Miami River Brewery stood.

The shelves along the back wall also came down and were replaced with a new stud wall and shelving unit.

The new C&LE will have its own room roughly 14'4” by 10' wide with a one and two track shelf running an additional 8 feet to behind the store room door.

Yes, I'm changing up in scale from HO to O. But the beauty of this process is I have a clean slate to work on. I've severed my ties (no pun intended) to a slightly flawed track plan and concept. The new layout will give me a better defined area to work with while helping me to reduce and contain my need for freight cars.

When the HO layout came down I had over 135 pieces of freight equipment on or under my layout. With O scale, I have less room and need less cars. I have 3 cabeese, 3 locomotives so far, and about 13 freight cars. For a small area O scale layout, I don't expect to need to buy that many more cars, two locomotives (one Pennsy and one B&O) and some other stuff.

Finding the desire to change scales has also freed me up to pursue this as a journey not a foot race. I will be scratch-building my turnouts on the C&LE using Code 100 rail (ex-interurban light rail) and handlaying the visible trackage.

I'll keep posting my progress here in The Relay.

Kart

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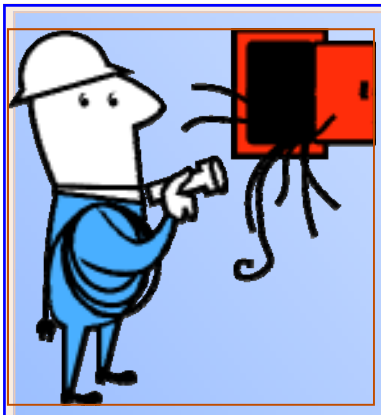

Trying to Use Feng Choo Choo to Design a New Model Railroad

by Sparky

Out with the old layout; in with the new one. But before I start building my next "dream layout," maybe I should study the newest philosophical methods of planning a model railroad. There has been so much in the public press about Feng Choo Choo, maybe it will help me design a layout that is in harmony with the train room. And being full of choo choo is what I want as a model railroader.

According to the article online, by using the proper use of colors and structures I can achieve the balance necessary to have a successful model railroad. Colors to improve the flow of energy (choo choo) through my layout room; similar to the flow of energy through the rails and buses.

Color Chart for Feng Choo Choo

Color	Location/Purpose	Specifically Improves
Gray	Ballast	Stability for the trackwork
Black	Coal	Prosperity (esp. if you're modeling NW)
Blue	Backdrop	Ambiance, properly placing the railroad in space
Green	Scenery	Living, so the railroad appears alive in its setting (or modeling NYC/Pennsy/PC)
Purple	Wealth	Colorful passenger trains heading to FL
Tuscan Red	Harmony	Freight cars in their natural protective coloring, blending in with one another
Pink	Auto Parts Boxcar	Well weathered DT&I Magenta Box car
White	Safety	Pulls attention to the duck under
Yellow	Center	Safety on obstructions

How to See Immediate Layout Design Improvements through Feng Choo Choo

According to the Feng Choo Choo, if I position key layout elements, my layout will be more harmonious and full of choo choo.

Place an energetic water element near the entrance to the train room. Humm. How about an actual working waterfall. Maybe even have the train pass behind it. Of course my guests may need rain slickers to operate the railroad. Yes, but what an entrance.

Clear the entryway to the train room. Let the choo choo (energy) flow into the train room, pulling my guests in. I guess the shepherd's crook is out. And also the drop-down bridge. Wow, this is getting tougher to plan.

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Make sure your layout encourages learning. Well my under the layout storage is already full of my books and magazines. If I stack them on the table in the crew lounge, I'll break the table. Humm.

Spice up your train room with variety of plants. OK. Simple enough. I'm already using lichen, and other dried plants for scenery. Maybe I should try the peppercorn stalks. That aroma really will spice up the layout. Or I can skip the plant and go straight to the pepper spray.

Block drains to your modeling monies. Does this mean I need to stop bidding on eBay for more model train stuff? Guess going to Timonium shows is out now. Maybe less stuff will bring me more choo choo. That seems counterintuitive.

Position your engines to feel safe, loved, and cared for. Humm. So where should I put the roundhouse and engine facility? I guess the roundhouse can't be abandoned and derelict since my locomotives won't feel safe or loved if they are stored outside. But how big a roundhouse do I need for 3 GP9s and an Alco RS1? Humm, got to give this one more thought.

Encourage people by adding pleasant sounding noises to the layout. I got this. Four of my five engines are already sound-equipped. Also I haven't turned them down from the factory settings. Loud and proud (not easily accomplished with the speakers in TT scale).

Boost your dispatcher's importance with better desk position. Humm. I thought the dispatcher was to be treat like a child from the early 20th Century. Better not seen and not heard from. Maybe I'll stick him under the layout by the roundhouse. With the locomotives idling (loudly) over his head, he won't be able to think about annoying the engineers/conductors running their trains.

Well maybe using Feng Choo Choo isn't such a great idea. There seems to be too many conflicting ideas and ways to improve the choo choo of my future layout. I think I'll just go back to basic layout theory and try to bring harmony and choo choo that way.

Sparky

The Relay

The official publication of the Chesapeake Division of the Mid-Eastern Region of the NMRA, a tax-exempt organization

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Annual Paymaster Report November 2014 October 2015

As of the end of the fiscal year, on 31 October, Chesapeake Division had current assets of $3,221.24, and no known liabilities.

The only source of income for the Division, this year, was our annual NMRA membership dues allocation, totaling $143.00 ($1 per active member, paid in two 50-cent increments).

The only recorded expenses were the rental of the Owings Mills branch public library room for the annual meeting ($30) and postage (49¢).

David Arday
Paymaster
Chesapeake Division, MER, NMRA

Balance Sheet as of 10/31/15

Current Assets		
	Severna Savings Bank	$3196.01
	Petty Cash	25.23
	Subtotal	3,221.24
Current Liabilities		0.00
	Net Worth	**$3,221.24**

Income and Expenses

Date	Description	Debit	Credit	Total
11/01/14	Balance forward			3108.73
12/8/14	Deposit MER dues allocation		72.00	3180.73
5/20/15	Deposit MER dues allocation		71.00	3251.73
8/28/15	Balto Co Pub Libr - mtg rm	30.00		3221.73
8/29/15	Postage	0.49		3221.24
10/31/15	Annual Totals	30.49	143.00	

Going to Baltimore via Alexandria

By Kurt Thompson

On Saturday, March 12th, seven members of the Chesapeake Division participated in an operating session on Paul Dolkos' Baltimore Harbor layout. Paul started the ops session by allowing us to walk around the layout and get familiar with the layout. Even after reading several of the articles he has written about the layout, the reality of operating on it exceeded my expectations.

"The Operators"

Before the session, Paul had emailed to all of us a copy of his railroad pamphlet. This described the layout, its concept, and the manner in which he saw it being operated. After the briefing, Paul let us randomly choose our assignments. Jeff Mutter drew the Highlandtown job; Fred Scheer ended up working the B&O side of Wagner's Point, John Stralka and Don Marvel worked the Pennsy and WM transfer run first to Canton Piers and then to Westport Yard. Over at the Canton Piers, Travers Stavac and Jack Keene worked to keep the Canton RR and its piers running smoothly. While all that was going on, I stood by and quietly work the Carroll St. district.

The published track plan

When you look at the track plan, you'll see that Jeff Mutter and I were working nearly back to back. Both Highlandtown and Carroll St. have a lot of switching activity. Luckily for me, I didn't have to contend with Pennsy and WM transfer runs coming through while I working. Jeff had to dodge John and Don a couple of times during the operating session.

Carroll Street looking South

The Carroll St. district includes a 3 track produce/team track area and long area of street running with a run around track. At the north end (left end) of Carroll St., I had a paper warehouse, the National Brewing Company, Baltimore Cold Storage, and a team track. Along the street, I also had the Maryland Chemical Company and a grocery warehouse.

The method of operations at Paul's is different than any other layout I had experienced. Instead of the usual pack of waybill and car cards, I was handed a switchlist that listed all the cars in the Carroll St. district. This list included the cars that I was responsible for switching and the ones that were "holds." Also, the Carroll St. district has a permanent 5 MPH speed limit since there is a lot of street running. This added to the fun of switching for me.

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The Carroll St. job crosses SK Junction with the inbound cars for Carroll St. district

When I started the switching, I thought Paul was being very kind to a new operator at his layout. At the team track and the paper warehouse, the cars I needed were the cars closest to the switch, not buried behind "hold" cars. Working my way down to the other end of Carroll St., I found the same situation at the grocery warehouse. Wow, this was nice. No cars to be re-spotted. Then I started switching the produce tracks. Track 1 so far so good, no holds hiding between me and the cars I needed. Should have known it was too good to be right. Produce tracks 2 and 3 were a mixed bag of pickups and holds.

When I was finally done switching out the cars to be taken back to Bay View (staging), I learned that more than an hour had passed as I switched to get my eight outbound cars assembled on Carroll St. Then I found out that I was also responsible for picking up the B&O interchange cars from Highlandtown. Suddenly my 8 car train was doubling in size. That was the first time I had to cross SK Jct.

The only train what wasn't run during our 3 hour ops session was the WM barge job at Wagner's Point. I drew that assignment initially but Paul took it back saying it had been run just the previous ops session. But if I had run that I would have been in Fred's way as he worked the B&O at Wagner's Point.

Wagner's Point at the barge end

After the ops session, we took a pleasant stroll from Paul's house over to Chadwick's down near the waterfront of Old Alexandria. The walk started down the old railroad tunnel that was active until 1975 servicing industries along the Potomac. Paul gave us a great walking tour with commentary about the various rail served industries, including the original Robinson Terminal (not the one of the south end of the DC beltway).

Wagner's Point in a long view.

After the operating session, I came away with a new appreciation for switch lists. I've always shied away from them in the past. But at Paul's, he had acted as the railroad clerk and provided each crew with a written switchlist. I didn't have to fumble through 20 waybills to find the 8 cars that were outbound, while I was doing slow street running. But most of all, I was granted the opportunity to operate on a well designed, well constructed, and nationally known layout. Paul was a fun and gracious host who was ready to clarify without criticism when one or more of us didn't quite figure out how to operate the layout.

Kurt

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ADDITIONAL PHOTOGRAPHS OF PAUL DOLKOS' LAYOUT

(l to r) Don Marvel, Jack Keene, and Paul Dolkos (our host)

Inspecting the layout before the OPS session

Paul Dolkos briefs (l to r) Jeff Mutter, Don Marvel, Travers Stavac, John Stralka, Fred Scheer, and Jack Keene (Kurt is the camera man)

Wagner Point at the land end

Curtis Bay drawbridge scene

Esskay Packing and SK Jct.

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The Sunpaper Warehouse

Looking down Carroll Street

Looking North up Carroll Street

Highland town looking North

The Monumental Distillery served by the Highlandtown WM crew

Paul Dolkos and Jack Keene view and discuss the Wagner Point section

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Carroll Street and Highlandtown areas

Canton Piers area (the only un-sceniced part of the layout)

The Carroll Street job crosses SK Junction with the inbound cars for Carroll Street

Operating single point switch using the street trackage on Carroll Street (yes, it does work properly)

Jack, Paul, Fred, and Travers after lunch at Chadwick's

The Bowser H21 Patch Plate Mini-Project

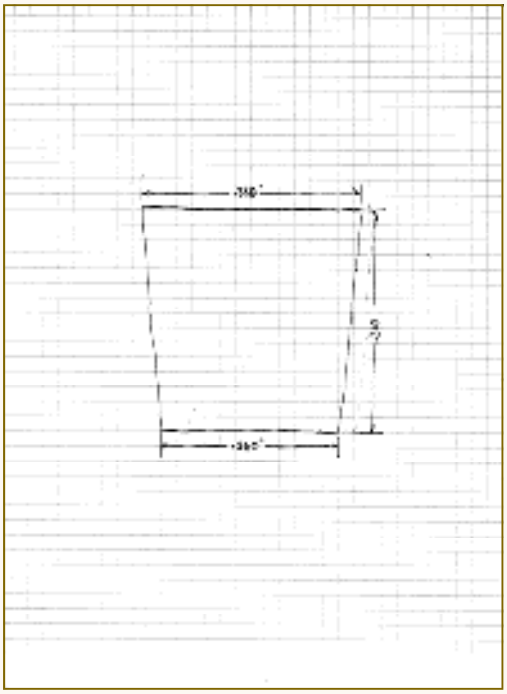
By John Teichmoeller

Is there a problem? I didn't think so but those holes on the inside of the hopper bays bothered my friend from Rush, NY, Marlin Diehl.

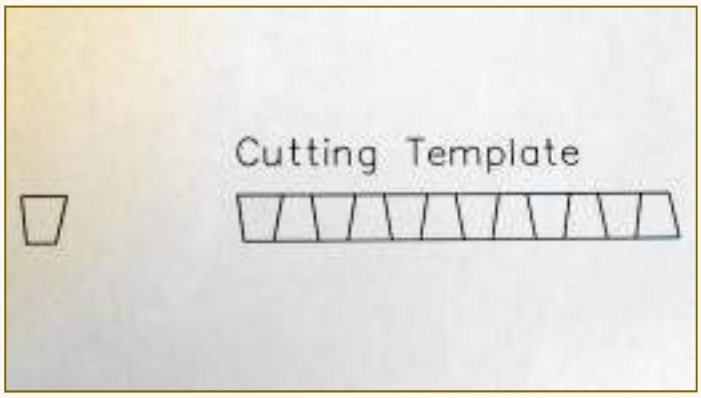
The "easy" fix is to simply fill them with lightweight spackle before you install the cross braces. The holes, of course, are for the locating pins on the hopper doors. Clip the pins off the doors so they are barely long enough to register and scrape the spackled patches with a chisel blade and sand them down with a sanding stick, then paint. Lightweight spackle because it's a lot easier to clean up than hard-setting body putty.

But if you've already assembled the car and installed the cross braces, you will find the holes hard to access. That's a problem.

The solution was to fabricate "patch plates" out of styrene to cover the holes. After a lot of trial and error, manually fitting, we came up with a keystone-shaped plate. The problem is that you need 8 per car, a painstaking and obnoxious job to lay out uniformly, then cut, by hand, especially if you have a fleet of 20 cars as Marlin does.



Enter my friend Manuel Duran-Duran with a laser cutter and an offer to help. Manuel, whose name will be familiar to NYC modelers, set up a pattern to score a strip of 8 plates out of .020 styrene sheet. Each plate is simply snapped from this strip. He wasn't totally happy with what he felt were the slightly jagged scores produced by the laser but I frankly I couldn't see the jaggedness. Of course I didn't pay attention to the holes in the first place. Manuel said styrene is not the optimal material to use with a laser cutter but I wanted something that would bond easily to the plastic car body. We didn't experiment with other thicknesses. He just had the .020 on hand.



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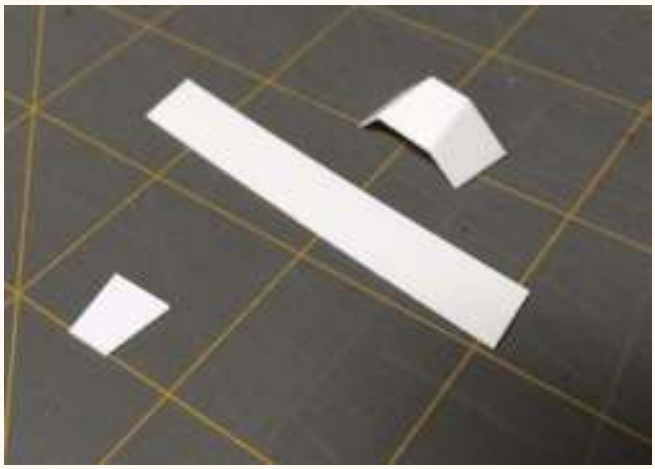

Post-mortem:

I applied 8 plates to an H22a I grabbed out of the car storage box, which, in theory, has the same interior tooling as the Bowser H21a. You will have to use your chisel blade to nip off the protruding ends of some of the pins. I found I had to put a slight bend in some of the plates with a tweezers. Apparently not all the pockets are uniformly tooled flat—somebody told Bowser does not use computerized die making machines so the "manual" die making process results in some variation. This may or may not be true. I don't have that many Bowser H21as but will eventually get around to applying the plates to the rest of the cars.

Marlin reports that some of his plates didn't quite fit his H21as. He feels there is some size variation in the plates but hasn't had time to fully research.

He also suggested if you make your own plates with your, or a friend's laser cutter, you produce a strip of 9 plates so that the end plate can be used as a "hold-down" to spray paint the plates in batches before installing. I'm sure there are further refinements to this project, so I will turn it over to our reader-modelers to tell us about their experiences.

John

contests. I will receive the NMRA Magazine, the monthly national publication, and The Local, the bi-monthly regio ck.
I also understa the Mid-
Eastern Regio nly once
to each person tive mem-
ber dues.
During the past thirty months, I have not been a member of the NMRA.
Name:_____
Street Address_____
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mail to:
Fred Miller, M
MER Business
8960 Challis F
Charlotte, NC

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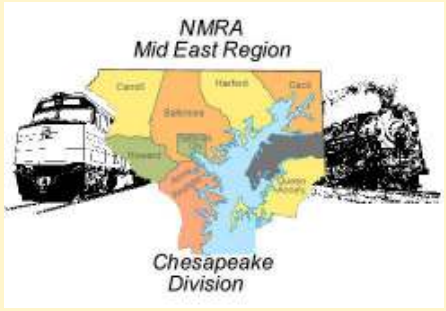
Directly to the N
In Chattanooga, TN.

CONGRATULATIONS Jeroen Gerritsen!

Jeroen receiving his AP Certificate for ***Model Railroad Engineer—Electrical*** from Greg Meeks, the Chesapeake Divisions' Past Achievement Program Director



Jeroen receiving his AP Certificate for ***Model Railroad Engineer-Civil*** from the Chesapeake Divisions' Present Achievement Program Director and Past Division Superintendent, Kurt Thompson

N&W 611 READY FOR 2016 TOURS

Commentary by Greg Kidwell, Superintendent

The year 2016 brings another round of excursions featuring ***N&W's 611***. After a trip to Spencer, NC to have the front trucks replaced, 611 is now ready for the short summer tour schedule. The upcoming schedule is below:

April 9, 2016 – The Virginian, Spencer, NC, to Lynchburg, VA and return

April 10, 2016 – The Blue Ridge Special, Spencer, NC, to Asheville, NC and return–**SOLD OUT**

April 23 & 24, 2016 – The Roanoker, Greensboro, NC to Roanoke, VA and return

May 7 & 8, 2016 – The Powhatan Arrow, Roanoke, VA, to Lynchburg, VA and return

May 7 & 8, 2016 – The Pelican, Roanoke, VA, to Walton (Radford), VA and return

June 4 & 5, 2016 – The American, Manassas, VA, to Front Royal, VA and return

This is the second year for the latest excursion schedule, having been brought back to life last year. 611 had been dormant since around 1994 and a part of the exhibit at the Virginia Museum of Transportation in Roanoke. Around 2011, Norfolk Southern discussed restarting their steam program under 21st Century Steam. In 2013, it was announced that 611 would be restored at the Spencer Shops if the required donations could be obtained. The hope was that the locomotive would be ready for the 2014 Steam Celebration. Unfortunately, the goal was not reached in time and the project was put on hold.

In the summer of 2014, restoration work finally begun. Due to the good condition of the locomotive, the restoration was completed in a year. In May of 2015, 611 made a brief test run with the 'Powhatan Arrow' passenger cars. The test went well and the brief excursion schedule of 2015 went off without a hitch.

After a brief test run to Spencer and back, it appears that the repairs went according to plan and 611 is ready for her 2016 schedule.

Greg

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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:

Bob Price
MER Business Manager
666 Princeton Ave
Collingswood NJ, 08108

Please do not mail this form
Directly to the NMRA Headquarters
In Chattanooga, TN.

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