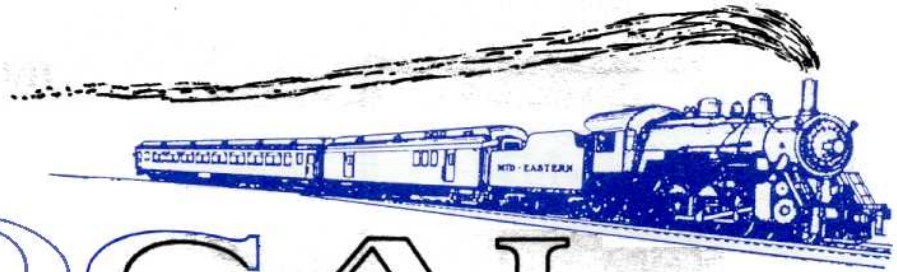


THE LOCAL



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

VOLUME 51

January-February 1996

NUMBER 1

Boy, Was I Ever Wrong.

by Bob Brown

I became National Model Railroad Association (NMRA) Master Model Railroader (MMR) #215 in April, 1994. I can hear some of you muttering, "Wow, big deal, whoopee." I can't say I blame you. I used to mutter too, whenever I read about someone becoming an MMR. "Why would anyone want to be an MMR? Boy, not me." After all, the late, famous and legendary model railroader, John Allen, refused to be MMR #1. Or so I had heard. What was good enough for John Allen was certainly good enough for me. I'm not sure John Allen really refused to become MMR #1, but it was a good excuse.

I didn't give in easily either. NMRA Achievement Program Chairman, Rich Shoup, wrote several times asking me to become an MMR, and each time I wrote back saying, "No, not for me. Finally Rick wrote that he wanted me to qualify so he could award some MMR plaques at the Pacific Coast Region's 50th Anniversary convention in April 1994. Even that wasn't enough. I finally relented when he told me that my good friend and *Gazette* columnist, Jim Vail, had qualified.

Soon, Jim Tangney, another MMR and PCR achievement chairman, came over with the MMR paperwork. As soon as I read the requirements, I realized how wrong I had been about the program. For almost 30 years I have provided model-building inspiration and information in the *Gazette* (and its predecessor, *Finelines*). And I have long encouraged modelers to get to their workbenches and enjoy the best part of the hobby - building models. I now realize that is exactly what the NMRA achievement program does.

I figured after 50 years in the hobby I would easily qualify. The achievement program is retroactive, and I was able to use models built over 25 years ago. Also, back in the 1970s I entered and won many NMRA contests, and those models would count for my achievement program requirements. The biggest problem seemed to be filling out all the paperwork, but Jim patiently guided me along. I confidently began filling out the forms, and gathering photographic evidence of the models I no longer have.

When I got to the requirements for civil engineering, I listed a standard gauge, 2-foot gauge crossing that I had built in 1968 and used on an On2 model of Wiscasset, Maine. Later, reviewing a flyer printed when I exhibited my Wiscasset scene at the 1968 NMRA convention in San Francisco, I realized with horror that I had not built that crossing. (Russ Simpson built it for me.) What to do? I had already sent the paperwork to Jim. Should I let him

know, and forfeit the program? My conscience got the better of me, and I called him. I said I would build a crossing on Tuolumne Forks that I had been meaning to add for several years. I wanted to run a 3-foot gauge spur to an oil facility, but the spur would have to cross my standard gauge branch line to reach it. (See how the achievement program provided motivation for my model building.) So I added the crossing. A few days later Jim came by, approved it, and sent in the documentation.

Thanks to this crossing, and to my 50 years in the hobby, I was able to qualify in the required seven out of eleven categories. I qualified in locomotives, rolling stock, structures, prototype scenes, scenery, model railroad author, civil engineering, and service to the hobby.

But why would anyone want to become an MMR? I suppose the main reason is to be recognized by your peers in the hobby as a builder and doer. But it is also a wonderful way to learn new skills and improve your model building in many different areas. You get to share your skills by writing articles. And you help the hobby by being an association volunteer, or providing some other service.

So I encourage you to consider qualifying as an NMRA MMR. The achievement program will get you back to your workbench. Not only will you receive certificates of merit for each category you complete, but what is more important, you will build models you can be proud of while developing your modeling skills.

The next time you see the letters MMR, don't scoff like I used to do. Remember that each MMR did one heck of a lot of model building (and other things) to earn that three-letter title. If you are interested, write to the NMRA Achievement Program, 4121 Cromwell Road, Chattanooga, TN 36421, or phone 423/892-2846.

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MER LOCAL

Official Publication of the
Mid-Eastern Region, NMRA
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CALLBOARD OF COMING EVENTS

Notices must be typed and have complete address of the event. Notices will print in subsequent LOCALS before the event occurs. Use the style shown below and be brief.

CONVENTIONS

Pittsburgh, PA, Mid-Central & Mid-Eastern Region Spring Convention. Celebrating the MCR 50th Anniversary. April 25-28, 1996. Contact Loren McCullough, 159 Donora Rd., Monongahela, PA 15063 (412) 379-8596

Durango, CO, 16th National Narrow Gauge Convention. September 18-21, 1996 Contact Bob Shank, PO Box 2191, Durango, CO 81302 (970) 259-0267

Mount Laurel, NJ Mid-Eastern Region Fall Convention October 3-6, 1996 Operations Lottery, Prototype Tours, Nationally-Known Clinicians, Contact Jersey Limited '96. PO Box 517, Sweedsboro, NJ 08085 (609) 467-3385

DIVISION MEETS

Lynchburg, VA, James River Division Winter Meet Saturday March 2, 1996 10AM till Noon with layout tours till 4PM River Ridge Mall Community Room, 3405 Candler Mountain Rd. Contact Ron Herfurth, 1325 Oaktree Lane, Charlottesville, VA 22901 (804) 978-4199

Deptford, NJ, New Jersey Division Meet, March 9, 1996. Deptford Municipal Building, 1011 Cooper from 9AM to 4PM. Layouts, clinics and swap tables. Contact Frank Sedio, Jr., 51 Columbia Ave. Vineland, NJ (609) 696-5195

Cary, NC Division 7 Re-organization Saturday, April 20, 1996, Starting Noon at the Page Walker Center, N Academy at the NS tracks Contact John Johnson, 22398 Scojo Drive, Franklin, VA 23851 (804) 562-5917

OTHER EVENTS

Upper Marlboro, MA, Southern Maryland Railroad Association Train Show. February 24 & 25 10AM to 4PM. The Show Place Arena Prince George's Equestrian Center, 14900 Pennsylvania Ave. (MD Rts. 4 & 301) Call (410) 535-3229 or (410) 257-1033

New Brunswick NJ, Brass Expo '96, February 24-25, 1996, 10AM to 4PM. Hyatt Regency, 2 Albany St., \$17.00 at door - \$15.00 advance - \$10.00 daily (includes entire family) Bring item to sell at White Elephant table & get 50% off admission. Howard Zane

(410) 730-1036 or Ken Young (410) 997-2166 5236 Thunder Hill Rd., Columbia MD 21045

Baltimore, MD, Baltimore Society of Model Railroad Engineers Annual Birthday Party. 225 W Saratoga Street. HO, Hon3, HO Traction, O Scale and O Traction, Noon to 5PM Sunday March 3, 1996 Admission is FREE. Contact Joe Foehrkolb, B.S.M.E. (410) 837-BSME

Vienna VA, Northern VA Model RR Inc. Open House, March 16, 1996, 1PM to 5PM, Washington & Old Dominion RR Station, 231 Dominion Rd. at Ayr Rd., FREE Larry R Case, Box 1475, Bowie, MD 20717-1475 (703) 938-5157

Timonium MD, Ellicott City Scale Model RR Assn.'s Great Scale Train Show, March 23-24, 1996, 10AM - 4PM Maryland State Fairgrounds (Exit 17 off Rt. 83) \$5.00 admission (come back Sunday Free) \$1.00 Children 6-12, Howard Zane (410) 730-1036 or Ken Young (410) 997-2166, 5236 Thunder Hill Rd., Columbia, MD 21045

New Bern NC, Carolina Coastal RR Modular Show and Swap Meet, March 23-24, 1996 10AM to 5PM, Knights of Columbus Hall, 3303 Pine Tree Drive, \$3.00 Admission - children under 12 Free with adult. Contact Tommie L. Phelps, 509 River Road, New Bern NC 28562 (919) 637-4026

Greensboro NC, Carolina Model Railroader's Ninth Annual Scale Model Train Show & Swap Meet. April 6, 1996, 10AM to 3PM Southern Railroad Pass. Depot, 300 E. Washington St., Admission \$3.00. Operating HO & N scale layouts. Swap tables available. Contact Neil Jones, 5805 Siler Rd., Greensboro NC 27406 (910) 674-0576

CLUBS

Ft. Washington, PA, GATSMELines Model Railroad Club. HO - Hon3. Meets Thursday 7-9:30pm. Prospect and Madison Avenues. Contact: George Weissgerber (610) 688-5818.

Vienna, VA Northern Virginia Model Railroaders. HO Scale. Meets Tuesday evenings in the Vienna Railroad Station. For more information (703) 938-5157



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The MER LOCAL welcomes articles, photographs, artwork, cartoons and model railroad related material as contributions to the mutual enjoyment of the hobby for the membership. Materials should have a wide appeal. The MER LOCAL assumes no responsibility for contributions. When necessary, the LOCAL editor reserves the right to delete small portions of the text in order to accommodate the space allowed per issue. Photographs and artwork will be gladly returned ONLY when the author submits a self addressed return envelope of ample size and containing ample postage.

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Nelson D. Garber, Office Manager
Mid-Eastern Region, NMRA
13212 Bellevue Street
Silver Spring, MD 20904-1703

Notes from the President

Gary Quale

We had a quite time at home for the holidays this year. My son returned from college, and for the first few days just wanted to catch up on sleep. That gave me some time to catch up on projects. One of my on-going projects is assembling a Pacific Fruit Express reefer block. It started many years ago with a few Athearn and Train Miniature cars plus an old Silver Streak woody, then took a jump when Walthers reissued the TM cars with different numbers. Recently, Intermountain and Tichy cars have been acquired and are slowly being built. Aided by Tony Thompson's wonderful PFE book and articles in RMC. I've also found some old Tyco reefers, added new floors and painted and lettered them as R-30-18, 19 and 21 rebuilds. The second project, a string of Pennsy hoppers, has had a similar history. It started with some Athearn and Roundhouse cars, grew with some of Stewart's releases, became a more serious effort after reading John Teichmoeller's fine series in Model Railroading which led to upgrading a pair of Life Like hoppers into GLA cars, and most recently took a big jump with Bowser's H-21 and H-22 beauties.

Several thoughts crossed my mind as I worked on these projects. I had to marvel at the improvements that have occurred in our hobby in the quality and accuracy of the products being offered. I reflected back on typical rolling stock articles in the hobby press of the past, like the "Dollar Car" series in Model Railroader, as compared to the recent articles I was using for my projects, and the amount of research that went into them. This led me to ponder, like the question of the chicken or the egg, whether these changes were driven by the manufacturers' improvements in their products, or the hobbyists' demands for better products. Could Accurail have succeeded in the marketplace if their models were only as detailed as the omnipresent first generation plastic products? Would Champ and Microscale have improved their PFE decal sets had modelers not become aware of the short comings of the earlier versions?

I sometimes worry that there is a competition between the NMRA and the railroad technical/historical societies for a model railroader's dues and convention dollar, and wonder to what extent the changes in the hobby and growth of the societies have effected the NMRA and MER membership declines. To some it may be an either-or. But as I thought about it, I came to see there is a synergy between the NMRA and the societies. As the hobby matures, the societies help us learn more about our favorite roads and refine our modeling of their equipment. But I think it is still the NMRA, with its contests, clinic and achievement programs, that has done more to advance the state-of-the-art in the quality of modeling. And would a railroad historical/technical society ever have developed an RP-25 wheel contour? I conclude that both organizations have complementary roles in today's hobby, and both deserve our support.

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Note from the Editor

I am still receiving mail with my old address on it. It takes time to forward it to my new address and I don't want your announcements to miss being published. Please make a note of my new address and phone.

Chuck Lind
1744 Moncure-Pittsboro Road
Moncure, NC 27559
919-542-3767

Modeling LIRR Non-Revenue Operations

By Nicholas Kalis

Creating a sense of place for your layout is an important goal for model railroaders. One concrete method of creating this sense of place is to model non-revenue cars on your layout. With the Long Island Railroad (LIRR), this is particularly important as this railroad owned virtually no revenue producing cars in recent years. For LIRR modelers their cups runneth over with three manufacturers – F&F, J.J.B. Custom Products, and Hobby Images – advertising Maintenance of Way (MOW) cars for sale.

I am modeling the LIRR's important Yard A in Long Island City. To suggest it is LIRR property, I have incorporated a track for maintenance of way rolling stock and also a caboose track on my model of Yard A.

F&F Custom Trains of Babylon, New York, has produced three different sets in the Long Island's 1960s paint scheme. F&F's selection includes three gondolas, a crane set, and a caboose. F&F's set is limited to 100 sets (three gondolas, boom and tender car). F&F has decorated Bachmann's Crane Car & Boom Tender (Item No. 46-1210-G4) as Crane number 172 and boom car number 59. The crane and boom car are painted dark grey with orange ends and black roofs. F&F has applied Dashing Dan logos with pedestal on both. F&F neither installed nor provided glazing for windows in my sample. The crane car and boom car sell for \$60.00/set.

F&F's gondolas are decaled as W4, W66, and W17, which are correct numbers for the 1960s paint scheme applied. The gondolas, Model Die Casting's Roundhouse Products, came assembled, decaled, weathered, and painted in grey/orange. Cast metal underframes on F&F's gondolas were unpainted and so must be painted by the modeler himself. The caboose for F&F's MOW set was expected to be available around Christmas 1994.

J.J.B. Custom Products of 16 Kent Place, Amityville, NY 11701 also offers Gondolas in various LIRR paint schemes. Similarly, Hobby Images offers an outside braced wooden box car Tuscan # 4054 and Grey # 489589, a 54-foot gondola decorated as either number 112 or 120, and W88, a 10,000-gallon tank car, all decorated for LIRR MOW service.

Ice and the Third Rail

In the days past, the LIRR owned a box car that contained chloride solution employees sprayed on the third rail to melt the ice. Today, alcohol is used instead.

Portable sub-stations

As much of the LIRR is electrified, it has some unusual needs which it met with unusual equipment. LIRR management would send electrical substations, mounted on a car frame and freight car trucks, anywhere demand developed.

Crew Vehicles

In its 1995 calendar, The Long Island Sunrise Trail Chapter of the National Railway Historical Society published a photo with a clear shot of a LIRR crew bus wearing a Dashing Dan logo on its side. Does anyone know how many such busses the LIRR owned? A LIRR crew bus would make a great modeling project.

Cabin Cars

During World War II demands for freight service led to the Long Island needing more cabooses. The LIRR modified the two cabooses, built as Z23 box cars, with portholes in their sides, end doors and windows and a bay window for viewing the

train. After the war, these two cars entered work train service, receiving six-digit numbers and grey paint.

Today, cabin cars, or cabooses as they are called on other railroads, are most needed in work train service where they serve as mobile locker rooms and transport for track workers. To this end, the LIRR now maintains two pools of cabin cars, one at Yard A in Long Island City and the other at Holban Yard.

Until the mid-1950s one of the LIRR cabin cars, which had been box cars, was painted grey and used on work trains, Huneke recalls.

The 1970s

In the early 1970s, the LIRR kept a wreck train on the Atlantic Avenue side of the Morris Park shops. The wreck train consisted of two balloon-roof baggage cars, one kept as a tool car and the other as a kitchen car. In 1971, the Semaphore reported that the wreck crane, which had always been painted black, turned up in canary yellow, but that the other two cars had yet to receive the yellow paint treatment.

The 1980s

Since I have covered earlier eras of LIRR MOW equipment in another article, I have only included a roster of equipment dated 1981.

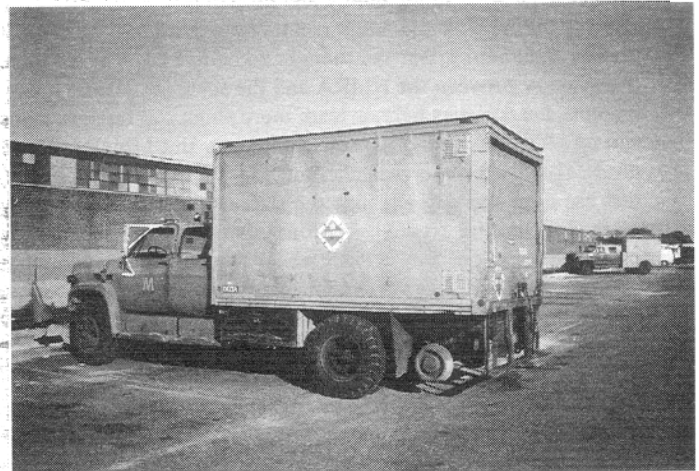
Today

The Semaphore reports that as of 1994 the LIRR was expanding their fleet of freight and MOW equipment. In service soon will be 20 gondolas, five side dump hopper cars and 10 control flow ballast cars with possibly more on the way.

Acknowledgements

This article would have been impossible without the kind assistance of Art Huneke who provided the 1981 roster of non-revenue equipment and also much other assistance.

Those readers interested in learning more about maintenance of way operations in general are encouraged to contact the North American Railroad Maintenance of Way Association, P.O. Box 420159, Kanarrville, UT 84742. Annual dues are \$10.00 and include a subscription to their quarterly publication, Spikes, Ties & Rails.



Miscellaneous Equipment				
Car No	Date Built	Date Acq	Type of Car	A.A.R. Desig
197	4-26	11-26	Wreck Crane (Weight: 258,600)	MWW
491577	6-16	12-48	Boom Car	MWF
491985	6-16	3-51	Tool Car	MWT
I-10	1915	11-62	Instruction Car	IA
	1923	10-23	Instruction Car	IA
	1953		Instruction Car	IA
W-13	1956		(2654) Storage Car at L.I.C. Passenger Yard	MES
W-2	6-1916		Storage Car	MES
	1914	5-14	M of E Storage	MES
	10-06	10-55	Gondola Car	MWF
	7-03	12-36	Gondola Car	MWF
	8-05	3-49	Gondola Car	MWF
	11-06	12-52	Float Reach In Car	MWF
	3-51	3-51	Gondola Car	MWF
	9-06	4-52	Float Reach In Car	MWF
	11-06	12-52	Gondola Car	MWF
	9-06	6-53	Gondola Car	MWF
	12-62	12-62	Float Reach In Car	MWF
		9-07-71	Gondola Car	MWF
		9-23-71	Gondola Car	MWF
		9-30-71	Gondola Car	MWF
		9-23-71	Gondola Car	MWF
		10-06-71	Gondola Car	MWF
		11-28-71	Gondola Car	MWF
		9-28-71	Gondola Car	MWF
		9-01-71	Gondola Car	MWF
		9-26-71	Gondola Car	MWF
	6-07	12-37	Wreck Train Car	MWT
	9-15	8-37	Tool Car	MWF
	7-28	7-28	Wreck Train Car	MWT
	12-28	12-28	Wreck Train Car	MWT
	1927	4-27	Tool Car	MWT
	1928	7-28	Tool & Block Car	MWF
	12-62	12-62	Gondola Car	MWF
W-63	12-62	12-62	Gondola Car (Panel Track)	MWF
W-64	1963	1963	Gondola Car	MWF
	1963	1963	Gondola Car	MWF
	1963	1963	Gondola Car	MWF
	8-64	8-64	Float Reach In Car	MWF
W-71	1928		Formerly Baggage Car #7715	None
W-72	1928		Formerly Baggage Car #7721	None
W-74	1928		Formerly Baggage Car #7738	None
W-83	1907		Snow Plow	
W-84	1920	12-20	Alcohol Spray Car	None
W-85	1935		Alcohol Spray Car, Formerly #7526	
W-86	1937		Alcohol Spray Car, Formerly #7544	
W-87		7-15-74	Formerly #MRCX 1704 (Oil Storage)	MWM
W-88	9-30	10-73	Fuel Storage	MWM
		10-73	Fuel Storage	MWM
		10-73	Fuel Storage	MWM

W-91		10-73	Fuel Storage	MWM
W-92		10-73	Fuel Storage	MWM
	12-48	12-48	Jordan Spreader	MWE
	1928	11-68	Steam Power Car	None
		1968	Steam Power Car	None
	1919	1-70	Fuel Storage	MWM
	1919	1-70	Fuel Storage	MWM
	1919	1-70	Fuel Storage	MWM
WP-8			Welding Plant Equip Holban Yard	None
WP-27			Welding Plant Equip Holban Yard	None
WP-64	1920		Welding Plant Equip Holban Yard	None
WP-68	1920		Welding Plant Equip Holban Yard	None

WELDED RAIL CARS				
Car No	Date Built	Date Acq	Type of Car	A.A.R. Desig
R-3	10-12	6-55	Work Equipment	MWF
	9-06	10-55	Work Equipment	MWF
	10-06	10-55	Work Equipment	MWF
	11-06	3-51	Work Equipment	MWF
	6-16	6-51	Work Equipment	MWF
	6-16	3-51	Work Equipment	MWF
	9-06	6-51	Work Equipment	MWF
	11-06	12-52	Work Equipment	MWF
	1-51	1-51	Work Equipment	MWF
	6-16	6-53	Work Equipment	MWF
	7-63	7-63	Work Equipment	MWF
	1963	1963	Work Equipment	MWF
	1963	1963	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	1963	1967	Work Equipment	MWF
	—	10-72	Work Equipment	MWF
	—	10-72	Work Equipment	MWF
	—	10-72	Work Equipment	MWF
	—	10-72	Work Equipment	MWF
R-57	—	10-72	Work Equipment	MWF

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- E.M. Kohler, Jr. "Cabin Cars" Semaphore April 1992, page 5.

Annual Division Report

John Johnson, MER Vice President

The New Jersey Division (1) has met all its financial responsibilities and is solvent. Meets were held in Oaklyn, Ocean City, and Riverside. The meet in September was a prototype tour and outing on the railroad at Williamstown Junction. The division has its own VCR, slide projector, screen, and video projector, which can be used when clinics are presented. They also have a video library that can be used by any of the members.

The Potomac Division (2) has had a busy season, hosting a swap meet this September at the Annandale Campus of Northern Virginia Community College. Other activities planned are a visit to the Maryland Central Model Railroad Club and setting up modules at the Rockville Lions Club Train Show in November. Earlier in the year, the division held its Mini-Convention in Fairfax and had layout tours in January and February. In the Fall newsletter, the division reported that a land-grab had taken place, with three counties in Maryland (Charles, St. Mary's, and Calvert) and one in Virginia (Rappahannock) being added to the division's boundaries.

The Philadelphia Division (3) has continued to grow, with close to 300 members on the roster, an increase of 65% from the previous year. Meets were held in Fairview Village (where a switching contest was featured) and in Newtown Square, where the division's new modular layout was set up. In May the division visited the Reading Society of Model Engineers. The division made an offer to host the 1997 MER Fall Convention, which was accepted by the region. The convention (Brandywine Junction '97) will be held at the Chadds Ford Ramada Inn.

The Tidewater Division (4) has continued to add new members, with 315 on the roster. In January the division had its annual auction and business meeting, along with the election of officers. The division has four modular groups (LGB, O, HO, and N scale) that have become very popular in the area, setting up at the Greenburg Show and the Chesapeake Library. In September the division had its Annual Model Train Show and

Sale at the Virginia Beach Pavilion, with over 3000 in attendance.

The James River Division (5) has 114 members on the roster. In March a meet was held in Danville, where the members learned about the restoration of the Southern Railway passenger station. In June, a meet was held in Stafford County, where three directors were elected and the expansion of the division's boundaries to include Culpeper and Madison counties was confirmed. They also had a tour of Virginia Power's Possum Point power plant. Meets scheduled for next year include -- Roanoke, Lynchburg, and Charlottesville.

The Mt. Clare Division (9) has had a busy season, with about 200 members on the roster. At the January meet Professor George Hilton gave a talk on Great Lakes railroad car ferries. In February the division had their first annual "Great Train Pull" at the Crabtown Model Railroad Club in Annapolis. In March division members visited Howard Zane's newly expanded model railroad. June found members at the Rockland Arts Center, Ellicott City. They also had their division picnic at Leakin' Park, home of the Chesapeake & Allegheny Steam Preservation Society. Many division members came to the aid of Fred Voelcker, Jr. in planning and putting on this 50th Anniversary Convention.

The South Mountain Division (10) held monthly meetings at members' homes from September through May, normally the 3rd Sunday or Thursday of each month, at the host's discretion. The division was the host for last Fall's MER convention -- Fun!Vention '94. This past summer, they had a family outing to the East Broad Top Railroad.

The Susquehanna Division (11) is sound. They had a meet at the Miniature Railroad Club of York last Fall. This Spring they were at the Conewago Valley Model Railroad Club. The division hosted the MER Spring Convention -- White Rose '95 - in York.

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Life Membership cost is based on your age.
Send your Birth Date to the MER for a quotation.
Lapel Pin/Tie Tac @ \$3.75 ea _____ \$ _____
Region Cloth Patch @ \$1.50 ea _____ \$ _____
Donation _____ \$ _____
TOTAL ENCLOSED _____ \$ _____

Early Registration Form

Mid East Region, NMRA Fall Convention

October 3-6, 1996



Name _____
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Full Registration _____ @ \$34.00
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 Awards Breakfast _____ @ \$11.00
 Layout Lottery \$12.00
 Convention Car _____ @ \$15.00

TOTAL ENCLOSED _____

Make Checks payable to:
Jersey Limited '96
P.O. Box 517
Swedesboro, NJ 08085

Note: Early registrants will be notified and have first choice of additional tours & events at a later date. Layout Lottery is limited to 1 per Full Registration.

The Clarion Hotel at Mount Laurel
 915 Route 73 at I-295
 Mount Laurel, NJ 08054

For: National Model Railroad Association, October 3-6, 1996 Cut off date: Sept. 14
 Rate: \$59.00 + tax (Single/Double) \$79.00 (Quad)

Name _____ Phone _____
 Address _____
 City _____ State _____ Zip _____
 Arrive on _____ Depart on _____
 Please reserve _____ No. of rooms for _____ people.

Check or Money Order enclosed Diners Club Carte Blanche
 American Express Visa Master Card

Amount \$ _____
 Credit Card Number _____ Exp. Date _____

Signature _____
 Should I fail to honor my reservation and not cancel 24 hours prior to my expected arrival, I authorize the Clarion to charge my account for one nights deposit and all applicable taxes. Check-out time is 11:00am. Rooms may not be available for Check-in until after 3:00pm.

Jersey Limited '96

The Mid-Eastern Region, NMRA Fall Convention for 1996 will be held October 3-6 at the Clarion Hotel in Mt. Laurel, NJ. It will be a four day event and will feature activities that will keep you busy for the entire weekend! In addition to the model and prototype rail activities planned, historical tours to Philadelphia and "non-rail" related clinics will be some of our main attractions. As of now, four different railroad/industrial tours are being planned as well as visits to many of our area model railroads. Those who have attended conventions in this area know the abundance of fine model railroads in store for their viewing pleasure. Additionally Jersey Limited '96 will offer several "first-come first-serve" events including a Layout Lottery and a special tour for prototype rail enthusiasts.

Jersey Limited '96 will also host the usual contingent of activities including SIG rooms, a banquet followed by family entertainment, an awards breakfast, and special clinics by many well known modelers from across the country. The Convention car, a custom decorated HO scale Atlas PS-2 covered hopper painted and lettered by Third Rail Graphics in the attractive CNJ "large liberty" scheme will be in limited supply. Equipped for the South Jersey sand service, the appropriate "return to Bridgeton, NJ" will be included on the sides.

Stay tuned to the LOCAL for more information on Jersey Limited '96 including detailed tour and layout descriptions, special contest, Layout Lottery, Guest Clinicians and our Celebrity Auction. For more information contact Jersey Limited '96 PO Box 517, Swedesboro, NJ 08085. Sign up early...don't be left out!



Clyde Gerald, former office manager and Mid-Eastern Region Charter Member relaxes between clinics at the 50th Anniversary Convention at Hunt Valley Maryland.

Photo by Bob Bird

MID-EASTERN REGION, NMRA, INC.
13212 Bellevue Street
Silver Spring MD 20904-1703

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