

THE LOCAL



A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA

Volume 51

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Number 3

Forgotten Ma & Pa Steam

by Allen Frame

By George, there still exists a steam locomotive from the Ma & Pa. (Albeit the markings say U.S.A.) The Baldwin Locomotive Works 2-8-0 serial number 69856 is stored by the Texas State Railroad in Rusk, Texas. This locomotive was built in August, 1943, and was donated by the U.S. Army to Texas in 1971. U.S. Army engine #611, #2628 prior to 1952, has a Ma & Pa history.

The United States Army Transportation Corps Board (USATCB) sent letters to railroads seeking one to test a recently equipped U.S. Army standard 2-8-0 coal burning locomotive. The new options were the Franklin Type D Poppet Valve, Superheater Company Steam Dryer, a non-air operated automatic fire door and a Nathan 1 Lever Injector. Lt. Colonel Robert C. Hanes explained what rules had to be followed and what forms had to be filled out. The next 12 sentences concerned costs. What I feel caught the attention of the railroad about costs for use of the locomotive was the one word, FREE. The Army contract with a railroad was to "test the engine on a commercial railroad both in switching and in road service to determine its performance and reliability."

Mr. J.B. Nance, President and General Manager of the Maryland & Pennsylvania Railroad, "would be delighted to have the free use of a locomotive for a few months." He had a few questions though. The four sets of drivers on the Army locomotive had flanges. The middle two sets of drivers on the Ma & Pa locomotives were blind (no flanges). The wheelbase (USA) was 15' 6" vs. (Ma & Pa) 14' 3". The Army said the engine would run on the Ma & Pa. The contract was for a 6-month trial run with a 6-month extension by mutual agreement. The locomotive was shipped from the Vulcan Iron Works, Wilkes Barre, Pennsylvania on January 16, 1950. The Vulcan Iron Works installed the Franklin Type D Poppet Valve. The Franklin gears consist of a rotating cam in the steam chest which activates valves similar to an automobile; the long shaft connecting crank and steam chest is rotated by a worm gear located in the crank. The gear's primary advantage is in precise valve timing.

The locomotive weighed 188,680 pounds at Ashley, Pennsylvania (south of Wilkes Barre). It was shipped via the Central Railroad of Pennsylvania, Reading, Baltimore & Ohio Railroads to interchange at Baltimore with the Ma & Pa. It was not to travel over 25 miles per hour.

The locomotive had minor additions added by the Ma & Pa. The fire door was converted to air operation instead of mechani-

cal, the sandbox was greatly enlarged. The original sandbox did not hold enough sand for the many grades of the line. The locomotive needed rail washers installed to clean track off during its switching and long reverse runs. The railroad had problems with the tender bouncing excessively so snubber springs were added to prevent derailment.

Of note are wages paid to employees:

Machinist, Boilermaker	\$1.642/hour
Machinist Helper	\$1.354/hour
Lead Car Repairer	\$1.462/hour

The first trip beyond the Baltimore yard took place April 4, 1950. The engine handled 383 tons and its performance indicated that this was about the maximum tonnage that it could haul.

Train ride day rolled around on May 3, 1950. I did not attend since I was but a little over 3 years old and didn't even know of the railroad. Messrs. Goodwin, Harrison, Nicholson, and Lewis who represented the equipment manufacturers and the Army rode the Ma & Pa.

The railroad submitted bills for improvements to the engine in amounts of \$289.17 and \$240.41 on April 6, 1950. The Government being the way it is sent paperwork back and forth and the railroad still wasn't paid on June 19th. Some things never change. (Reread my last sentence.) - It seems the Interstate Commerce Commission found out that U.S. Army engine #2628 was running on the Ma & Pa. The ICC wanted the boiler specification card. Even though the Army (one branch of the U.S. Government) had filed a card with the ICC (another branch of the U.S. Government) in August, 1943, the ICC wanted to have

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MER Local

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The LOCAL is published six times a year. The opinions expressed in the LOCAL do not necessarily reflect those of the MER elected officials or the editorial staff. Commercial suppliers, supplies and materials addressed in the LOCAL in no way constitute an endorsement by the MER. Copyright material that appears in the LOCAL is used for educational and historical benefit only and does not constitute infringement of the copyright holder.

Chuck Lind, Editor

1744 Moncure-Pittsboro Rd.
Moncure, NC 72559
919-542-3767

Gary Quale, President

3116 Landon Street
Lynchburg, VA 24503

John Johnson, Vice President

22398 Scojo Drive
Franklin, VA 23851

John Long, Secretary

20 Gale Road
Camp Hill, PA 17011

The MER LOCAL welcomes articles, photographs, artwork, cartoons and other model railroad related material as contributions to the mutual enjoyment of the hobby for the membership. 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.

Dues: \$8. - year, \$16. - 2 years

LIFE MEMBERSHIP

Apply to Office Manager with date of birth for quotation

Send all dues and Membership inquiries to the Office Manager:

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



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

Alexandria VA, Northern Virginia NTRAK, Inc., 1996 N Scale East Convention, RunniN TrainS '96, August 15 - 18, 1996, For more information: PO Box 1951, Herndon VA 22070, (703) 620-0812, Ext 4, WWW <http://columbia.digiweb.com/~nvtrak>.

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, Sweedboro, NJ 08085 (609) 467-3385

Brandywine Valley PA, Brandywine Junction '97, MER NMRA Fall 1997 Convention, November 7, 8, & 9, 1997, Contact: John A. Nawn, PO Box 741, Paoli PA 19301-0741 (610) 688-8517 / (610) 461-8644.

DIVISION MEETS

Virginia Beach VA, Tidewater Division 7th Annual Tidewater Model Train Show & Sale, October 12-13, 1996, The Pavilion, Virginia Beach Convention Center, Contact: Norm Garner, Show Chairman, 3408 Wilshire Rd., Portsmouth VA 23703, (804) 484-0772.

OTHER EVENTS

Timonium MD, Ellicott City Scale Model RR Assn.'s Great Scale Train Show, June 22-23, 1996, 9AM - 4PM Saturday, 10AM - 4PM Sunday, Maryland State Fairgrounds (Exit 17 off Rt. 83) \$5.00 admission (come back Sunday Free) \$1.00 Children 6-12, Contact: Howard Zane (410) 730-1036 or Ken Young (410) 997-2166, 5236 Thunder Hill Rd., Columbia, MD 21045

York PA, Maryland & Pennsylvania Railroad Preservation and Historical Society, Annual Meeting, June 29, 1996, Agricultural & Industrial Museum of York, 480 E. Market Street, York PA 17403, \$2.00 admission, \$1.00 Children, Contact: Alan J.

Frame, 2430 Opal Rd., York PA 17404, (717) 767-4998.

Alexandria VA, Northern Virginia NTRAK, Inc., Northern Virginia All Scales Train Show, August 17-18, 1996, 9AM - 4PM Saturday, Noon - 4PM Sunday, Radisson Plaza Hotel at Mark Center, 500 Seminary Road, Alexandria VA 22311, For more information: PO Box 1951, Herndon VA 22070, (703) 620-0812, Ext 4, WWW <http://columbia.digiweb.com/~nvtrak>

Winslow NJ, Great Winslow Junction Scale Train and Railroadians Meet, September 8, 1996, 10AM - 3PM, Winslow Fire Hall, Hall & Hay Streets, Admission \$3.00 (children under 12 free with an adult), Contact: Bill Powell, 306 Broad Street, Williamstown NJ 08094 (609) 728-1327.

Gaithersburg MD, Maryland Central Model Railroad Club, Model Train Sale, September 14, 1996, 10AM - 3PM, Montgomery County Fair Grounds, 16 Chestnut St., Gaithersburg MD, \$3.00 admission, (under 12 free, family maximum \$9.00), Tables \$25 (discount for 3 or more tables), Contact: Derrick Lloyd, 3510 Pear Tree Ct #32, Silver Spring MD 20906, (301) 871-6430.

Vienna, VA Northern Virginia Model Railroaders, HO Scale, Open House, July 13, September 21, October 19, November 16, December 14, 1996 1PM - 5PM in the Vienna Railroad Station. For more information: (703) 938-5157

CLUBS

Ft. Washington, PA, GATSME Lines 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

Notes from the President

by Gary Quale

First some business. With deep regret, I have accepted Cal Reynolds' resignation as Treasurer on the MER. Cal has had a personal situation develop that will require much of his little spare time, and feels he can not give the MER the time his position requires. Cal promises me that he will continue to be an active member of our Region and advisor to the Board.

Cal, I wish you the best and extend my thanks and that of the Region for a job well done. I have appointed Budget Chairman Ron Schmidt to fill the remainder of Cal's term as Treasurer. Cal has withdrawn his name from the ballot, and Ron has volunteered to run as a candidate for Treasurer in the upcoming election in Cal's place. Since the Nominating Committee had closed its ballot, Ron exercised the Bylaws option of adding his name to the ballot by petition. Cal's resignation, Ron's appointment and Ron's petition were all approved by the Board in their meeting at Pittsburgh.

A second personnel change was also approved at Pittsburgh. Monroe Stewart stepped in last year as Region Convention Chairman when Brian Kampschroer found his duties at the National level did not leave him sufficient time to serve the Region too. Monroe is now finding a similar situation in his job as Trustee for the MER. I have therefore accepted Monroe's resignation as Region Convention Chairman, and have appointed Jim Cope to fill this position. Monroe, I thank you for your efforts on our recent conventions, and am glad the Region is not losing your energetic participation.

One last change is my own. In my work with Babcock and Wilcox, I have been assigned as project manager for a complex project to build a waste treatment plant in the Russian Far-East. This is taking much of my time, and involving quite a bit of travel. As a result, with another good candidate for President on the ballot, I have decided not to run for re-election. As a result of the travel for B&W, I had to miss the convention at Pittsburgh. I understand that it was well attended and well run, and those of us that missed it missed a good time.

On a recent trip, plane connections left me with a free Saturday in London. A coworker invited me to join him at the Didcot Railway Centre near his home an hour west of London. I rode British Rail from Paddington, my first time in that station, and was impressed to see the large statue of my candidate for the greatest engineer (that's civil/mechanical, not locomotive) of all time, Isambard Kingdom Brunel, in this former terminal of his railway, the Great Western. The Didcot museum is located in the center of a junction which forms a wye, and was once a shed at which 40 some GWR locomotives were based. This makes it an ideal site for the museum's collection

which focuses on the GWR. I was most impressed to almost 20 locomotives from the same railway, including multiple examples of the 4-6-0 Castle, Manor, Hall, and ultimate King classes. (My favorite, King George V which still carries the bell she (or is a king a he?) was given on her trip to the B&O Fair of the Iron Horse, unfortunately is not stored at Didcot.

This led me to lament the situation on this continent, where most steam collections are a potpourri of what could be found or donated. The only exception of which I am aware are the Canadian Railway Museum collection near Montreal, the unique East Broad top, and the Railroad Museum of Pennsylvania at Strasburg with its fine stable of PPR motive power, including 3 examples of the development of the Consolidation type on that railroad.

Several years ago, I know the Colorado Railroad Museum swapped a locomotive they obtained to a museum in Wisconsin where the loco once ran, and in return brought an old Colorado & Southern 2-8-0 back to its home in the shining mountains. It would be nice if more museums could make such trades.

As you vacation this summer, please include a visit to our railroad museums and steam operations. It is only through your support that they can continue their work in preserving our railroad heritage. And as you read this LOCAL, please support the MER by voting and returning your ballot promptly.

Thanks.

Membership Notice Amendments to the Bylaws

At the Board of Directors' meeting held April 26, 1996, action was taken to make two revisions to the bylaws as follows. Voting on these items will occur at the Annual Meeting on October 6, 1996.

1. Because the NMRA sets the territory covered by the Region, and it is not subject to ratification by the membership at large, the following change is to be made:

Article XII, Section 1. Add the following sentence:

"An exception to the requirement for member ratification is made in the establishment of Region boundaries which will require only the approval of the Board of Directors prior to action by the NMRA."

2. To bring the scheduling of nominations into line with the time requirements of publication in the LOCAL and to permit reaction by the members as permitted by Article IV, Section 2, Paragraph B, the following change is to be made:

Article IV, Section 2, Paragraph A, revise the last sentence to read:

"Nominations by the committee shall be closed as of December 15."

Candidates for Elections - Please Vote!!

Use the ballot enclosed with this issue of the LOCAL to vote for the candidate of your choice,



Bill Gruber, MMR Candidate for President

I live in southern New Jersey with my wife Sandy, son Bert, and daughter Tara. Those who read the model press are

probably familiar with my Reading Lines railroad as it has appeared in the Bulletin, MR, RMC, RJM and others. I enjoy presenting clinics on this and other subjects at Divisional, Regional and National Conventions. I also enjoy conducting regular monthly operating sessions on the Reading Lines. I am now self employed after spending the last 20+ years with Mobile Oil Corp. Though closely associated with model railroading, I enjoy photography, electronics, computers and prototype & historical railroading.

I have been a life member of the NMRA and the MER for a number of years and have held several positions. In 1986 I was appointed MER Clinic Chairman followed by MER General Contest Chairman in 1988. I served the Mid Eastern Region as Director from 1989 to 1993. I was Clinic Chairman for the MER Markers '89 Fall Convention and a staff member for the Valley Forge Express in 1993. I have also served on the Division level as Director and I am currently Co-chairing the Jersey Limited '96 Fall Convention

Presently, I have earned eight AP certificates and I am working on the ninth. In 1988, I was awarded my Master Model Railroader certificate. I was privileged to put together and edit the Valley Forge Express clinic book, a money maker for the Convention and the Kalmbach Memorial Library.

If elected President of the MER, I plan to accomplish several things necessary for the growth of the NMRA, the Region and most important, its Divisions. We need to provide some means of "visible" improvements to the membership in both benefits and services. We need to emphasize the many programs and resources available, both National and Regional, and provide quality leadership, assistance and entertainment, all at an economical cost. We must set goals, both short and long term, that can assure the value of the Region in the years to come. We must rely on the abundance of talents within the Region to fulfill these desires and must focus more attention on creative thinking, reasoning and doing. Above all, we need to manage our financial resource in a responsible and profitable way. We must not expect the membership to sustain dues' increases every other year without being accountable for our actions or lack thereof. Finally, we

must be more inventive in keeping our existing membership and be more opportunistic when reaching out to attract new members.



John M. Johnson Candidate for V. P.

John is 55 years old and resides with his wife Brenda & daughter in Franklin, Virginia.

John recently retired from Western Electric Co. (AT&T), where he was a Communications Equipment Technician.

He joined the NMRA in 1964 and the MRE in 1965. While living in New Jersey, he helped to organize the New Jersey Division and has served the Division as superintendent and Assistant Superintendent. John has attended 45 MER Conventions and has served as model contest chairman for 5 years and is now serving as MER Vice President. John is also serving as the General Contest Chairman for the MER and the Achievement Program Coordinator for the Tidewater Division.

John has been a railfan and modeler for over 40 years and is a member of the Pennsylvania Railroad Technical and Historical Society and the N&W Historical Society. He presently holds Achievement Program certificates for Association Volunteer, Author and Master Builder-Cars.

John sez: "The NMRA and the MER have been a big part of my life and I look forward to being re-elected to serve as your Vice President for another term and working with the other officers in the further development of the MER."



Frederick H. Voelcher, Jr. Candidate for V.P.

Fred has been a Director for the past three years, and has enjoyed learning how the Most En-

thusiastic Region functions administratively. He feels that now is the time to really get down to business and use what has been learned to try to make the Region even more productive and enjoyable for it's members.

He has been a railfan and modeler for 34 years and has also served as Editor of the LOCAL, along with having been Chairman of several committees over the years. In

addition, he has served as one of the founding members of the Maryland & Pennsylvania Railway Preservation and Historical Society, and was one of those elected to its first Board of Directors. Still an active supporter for that group, he actively recruits for them whenever he detects any interest in that railroad. Fred is also Director for the Private Road Name SIG of the NMRA, and now serves also as Chairman of the NMRA Pike Registry. In his latest work with the MER he serves as one of the Chairmen for the Hunt Valley 50th Anniversary Convention.

Fred feels he can be of greater service to the MER and the NMRA with the experience he has gained in the administrative workings of the Region. This coupled with member support, will enable us to continue improvements to the MER and make it an organization in which we may all take pride!



John H. Long, Jr. **Candidate for Secretary**

I Place my Name as candidate for reelection to the position of Secretary to the MER. I believe that as present Secretary, I have

become more familiar with the responsibilities of the office. This will help me to better perform the required duties in the future.

Serving as your Secretary has been a pleasure and a serious responsibility. The opportunity to be part of the operating body has been eye-opening and a challenge. I enjoy being part of that group of persons that dedicates so much effort to the cause of our hobby.

If I am reelected to the position of Secretary of the MER, I will continue to do my best to carry out the duties of the office and to act in my perception of the best interests of the hobby.



Jim Atkinson **Candidate for Treasurer**

My interest in trains started in the early 1950's with a Lionel 027 set. In the mid 50's my father got some HO, including

a Varney Little Joe, which I still have in good condition. By the late 50's, I built my first Baltimore & Western HO 4x8 layout and I joined the NMRA soon after that. Other interests and raising a family occupied me for the next two decades. My model railroading interests remained strong, but at a low priority. In the last twenty years I have served on numerous committees of Baltimore's Box 414

Fire-Police Association as well as holding positions of 2nd and 1st Vice President. More recently as a volunteer fire-fighter, I have served on many committees with the Rheems Fire Company and as a member of the Central Pennsylvania Fire Buffs Association, I have been Chairman of several committees and am presently the president. I feel the office of treasurer will be in line with many of the volunteer positions I have held and as a long time modeler I firmly believe in the necessity of the NMRA.



Ron Schmidt

Candidate for Treasurer

Ron has been involved with model railroading since 1952, has been a member and President of the Northern Virginia

Model Railroaders and is currently a member of the Chesapeake Trainmasters Club, an operations oriented group that has had weekly operating sessions for the last 35 years. He has earned Achievement Certificates for Chief Dispatcher, Model Railroad Engineer-Electrical and Association Volunteer.

He has been Chairman of the MER Budget Committee since October 1980 and has worked very closely with three different Treasurers during that period. He has presented the annual operating budget to the Board of Directors every year and has attended most of the Board meetings during the last 10 years since fiscal matters are always on the agenda for discussion and action. He has a thorough knowledge of the MER's financial operations as well as an understanding of the policy actions taken by the Board of Directors in past years.

In October 1994, Ron took over the responsibility of maintaining the MER membership database. As MER Database Manager, he developed a procedure for transferring the membership data from a commercial computer to his personal computer, simplified the format for greater efficiency and added the ability to provide useful reports as needed by the Office Manager, Treasurer and the Board.

Ron believes that his more than fifteen years service as Budget Committee Chairman and his experience dealing with the financial matters of the MER indicate that he is uniquely qualified to be the Treasurer of the Mid-Eastern Region. He has been appointed MER Treasurer to serve out the term of Calvin Reynolds who has recently resigned.

Registration Form

Mid East Region, NMRA Fall Convention

October 3-6, 1996



Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone _____ NMRA # _____ MER # _____

Full Registration	_____ @ \$34.00 _____	SRNJ Fantrip (Sat.)	_____ @ \$28.00 _____
Non-NMRA member	_____ @ \$39.00 _____	PATCO Shops (Fri. AM)	_____ @ \$15.00 _____
Spouse	_____ @ \$10.00 _____	Conrail Control Ctr. (Thur. PM)	_____ @ \$ 5.00 _____
Children (6-16)	_____ @ \$ 5.00 _____	Holt Cargo Term. (Fri. PM)	_____ @ \$17.00 _____
Saturday Night Social	_____ @ \$ 5.00 _____	Historic Phila. Tour (Fri.)	_____ @ \$18.00 _____
Awards Breakfast (Sun.)	_____ @ \$11.00 _____	Aquarium/Art Mus. (Sat.)	_____ @ \$22.00 _____
Convention Car	_____ @ \$15.00 _____	Wine Tasting Clinic	_____ @ \$12.00 _____
Layout Lottery*	\$12.00 _____	TOTAL ENCLOSED	_____

Make Checks payable to: **Jersey Limited '96, P.O. Box 517, Swedesboro, NJ 08085**
For Convention information call 609-467-3385

*Note: Layout Lottery is limited to 1 per Full Registration.

Detach and return this portion to Hotel

The Clarion Hotel at Mount Laurel

915 Route 73 at I-295

Mount Laurel, NJ 08054

609-234-7300

For: National Model Railroad Association, October 3-6, 1996 Cut off date: Sept. 14, 1996

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.

For Train Show Dealer Information please write to "Jersey Limited '96"

Welcome New Members

Bernard Althoff, Hardy VA; **Robert J. Aquano**, Mt Laural NJ; **Jim Atkinson**, Elizabethtown PA; **John D. Balogh**, State College PA; **Ronald F. Bellamy**, College Park MD; **Gil Brauch**, Springfield VA; **Alan Buchan**, Mt Laural NJ; **John T. Butler**, Kingsville MD; **Robert Butts**, St Clair PA; **Westley D. Carr**, Pasadena MD; **Kenneth C. Cartretto**, Arlington VA; **Davey J. Change**, Concord NC; **J. Mark Chase**, Richmond VA; **Richard W. Clark**, Silver Spring MD; **Richard I. Comstock**, Annapolis MD; **Bill Cook**, Newark DE; **Mike Dancy**, Baltimore MD; **John P. Downing**, Arlington VA; **George C. DuLaney**, Temple Hills MD; **Jack E. Elder**, Herndon VA; **Ronald G. Erlenbusch**, McGuire AFB NJ; **Steven Erlitz**, Elkridge MD; **Bill Fleisher**, Erodord VA; **Michael A. Garber**, Midlothian VA; **Ronald Hafner**, St Inigoes MD; **James Hertzog**, Coopersberg PA; **Steve Hostettler**, Annandale VA; **Jim R. Howell**, Camp Springs MD; **Paul G. Jucha**, Johnstown PA; **Robert A. King**, Hamilton VA; **Joseph R. Krempasky**, Alexandria VA; **Edwin C. Kuser**, Boyertown PA; **Frederick O. Larson**, Christianburg VA; **Stephen Laws**, Bessemer NC; **Anthony B. Liccese**, Mt Laural NJ; **James F. Matthews**, Woodbridge VA; **Harold McCollum**, Philadelphia PA; **David Moorehead**, Oxford PA; **Dr. Wayne L. O'Hern**, Arlington VA; **Dr. Leslie B. Oppeleman**, Norfolk VA; **Charles J. Parker**, Charlotte NC; **Frank Purason**, Stafford VA; **William C. Reber**, Lebanon PA; **Waldo T. Renick**, Columbia MD; **Neil S. Rish Jr.**, Virginia Beach VA; **Vincent E. Schnell II**, Marelton NJ; **Kenneth Selvidge**, Fredericksburg VA; **Carl Simmons**, Wheaton MD; **Eugene R. Starner**, Cherry Hill NJ; **Nancy Swan**, Kensington MD; **Barry H. Thomas**, Rockville MD; **Steven J. Thomas**, Falls Church VA; **Lawrence Thompson**, Hanover PA; **Brian W. Tommey**, Charlotte NC; **Donald J. Twillman**, Rockville MD; **Albert H. Wachter**, Darlington MD; **David B. Ward**, Mt Pleasant NC; **Charles J. Wells**, Bethesda MD; **Charles A. Williams**, Accokeek MD; **Jeffrey A. Witt**, Hampton VA; ;

Swap Photos

Pedro seeks to correspond with railfans & model railroaders in the United States. A sample of the types of photos he will swap for information on American prototypes.



Pedro Rezende of
Rua Armando Farjado
35 Casa 12
Cascata Guarani Teresopolis RJ 25963-130
BRAZIL



Want to learn about operations? Jersey Limited Layout Lottery is for you!

By Tom Brown, Layout Lottery Coordinator

At regional and national conventions you often hear someone say, "I would like to learn to operate on an operating layout, but no one will invite me." And someone always answers that bringing an inexperienced operator into a regular session upsets the evening because it is difficult to explain to the "new guy" what he should be doing while all hell is breaking loose. So he leaves feeling rejected and not at all sure he would like operations because he didn't really experience the fun of it.

Jersey Limited '96, the Mid-Eastern Region Fall Convention, October 3 to 6, 1996, has found a way to change all that. Six operating and scened layouts will run all-day sessions on Friday, October 4, and 72 people can attend.

Here's how it works. Sign up prior to the Convention. One week before the Convention, we will hold a Layout Lottery and pick 72 names with priority given by registration number. Tickets at \$12 include transportation to the layout and will be included in the registration packets of the 72 winners. (Others will get stand-by tickets or refunds as requested.)

You must be 18 years of age to participate in these six morning and six afternoon "hands on" sessions which will consist of switching lists, way bill with car card and paperclip and many different schemes such as heavy way freight, prototype schedules and random operations.

The schedule includes a 9 pm, Oct. 30 pre-operation clinic with handouts. Morning sessions will leave the hotel on Oct. 4th at 8 am, and at 1 pm for afternoon sessions. On Oct. 4, a follow-up clinic and forum open to the public will be held.

All participants will receive a "Certificate of Success," and "Dispatcher/Operation" forms will be issued toward the Dispatcher AP award.

The Layout Lottery is a brand new idea for NMRA conventions and the sessions should be a fun time for all involved.

For Jersey Limited '96 registration, write: Registrar P. J. Mattson, Box 517, Swedesboro, NJ 08085. Phone: (609) 467-3385. Hotel reservations are available from Clarion Hotel, 915 Route 73 North, Mt. Laurel, NJ 08054. Phone: (609) 234-7300.

Continued from page 1

the Ma & Pa send them one. The specification card was filled out by the Baldwin Locomotive Works when the locomotive was built. It states the material the locomotive was made of, thickness of fire tubes, crown stays, shell sheets, firebox and locations of these items.

During July of 1950 the locomotive was pressed into passenger service. The only passenger train run this locomotive made was the afternoon Baltimore to York north bound Train #7. It pulled the baggage mail and a coach.

I won't bore you with all of the Government double speak, but as of mid-October, 1950, the railroad still had not been paid for the two bills it submitted back in April. The group whose command the engine belonged to changed to the Transportation Research & Development Station located at Fort Eustis, Virginia. Also, some of the wording of the contract was found to be incorrect.

The Army said they would take "prompt action" to pay the Ma & Pa what they owed them. I could not find any other correspondence, so I assume the bills were paid. On December 9, 1950, the Army said it would like to terminate the contract for the railroad's testing of engine #2628 on or about April 2, 1951. The Army sent a letter to the Ma & Pa on July 24, 1951 stating, in what I would say polite words, where is their locomotive and return it.

The Ma & Pa wrote to the Army saying the "operation of this locomotive has been entirely satisfactory." Also, "the manner in which this locomotive operates with the Franklin Poppet Valve is particularly well liked by the engineers who run it", "they will all regret seeing the '2638' leave." The delivery date to Fort Eustis, Virginia was August 15, 1951. The Ma & Pa was to get

free loan of a 2-8-0 locomotive for 6 months, maybe 12, and they stretched it out to 19 months.

In 1952, engine #2628 was renumbered #611. The engine served well in its role of training soldiers and hauling supplies on the base. Base operations ended in the late 1970's. During 1971, the engine was donated to the Texas State Railways. The Army had cut the top off the smoke box and let the stack fall in. The engine was transported to Texas with only one main rod on one side. The other main rod was found by Sergeant Major Max Miller and it was sent on its way to Texas.

I asked the Texas State Railways for a photograph of #611 to go along with this article. They said "You would get sick when you saw them." No photos came with the letter.

Thanks to Robert Matteson, U.S. Army Transportation Museum, Sergeant Major Miller, Roger Huber, and Richard Wise (retired Ma & Pa engineer) for information on this locomotive. For further information and help in modeling this locomotive consult these publications.

Bibliography:

1. The Ma & Pa, A History of the Maryland & Pennsylvania Railroad. By George W. Hilton (p.131 photos).
2. 1979 Calendar. Benard, Roberts & Co., Inc. (October).
3. Timetable. The Maryland & Pennsylvania Railroad Preservation & Historical Society (Summer 1994, p. 9).
4. A Pictorial History of Steam Railroads of the Tri-State Area Book #3. By Carroll F. Spitzer (p. 162 photo).
5. 1995 Calendar. The Maryland & Pennsylvania Railroad Preservation & Historical Society (pp. 5, 10, 11 photos).
6. The Bulletin. National Railway Historical Society (Volume 31, Number 4, 1966).

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