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Volume 52

January - February 1997

Number 1

Welcome, Carolina Southern Division 12

July 27, 1996, marked the formation of the Carolina Southern Division Twelve of the Mid-Eastern Region of the National Model Railroad Association.

It is composed of the following counties in the state of North Carolina: Cabarrus, Catawba, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly, and Union.

The organizational meeting was held in the Public Library Building of Concord, NC, in Cabarrus County. Twenty-four people attended this meeting and 21 joined the new division. The division adopted bylaws and elected officers. They are:

Gerald Adelman, *Superintendent*

Paul Rivers, *Assistant Superintendent*

Phil Bostian, *Clerk*

Michelle Chance, *Paymaster*

Jim Teese, *Director, three-year term*

Steve Surratt, *Director, two-year term*

Ed Locklin, *Director, one-year term*

Adelman, Rivers, and Bostian were the organization committee for the division and conducted the meeting jointly.

Division members heard from Mid-Eastern Region official Allan Phillips, Achievement Program Chairman; John Johnson, Vice President and Division Coordinator; and Jim Teese, Director.

The following persons were appointed by the Superintendent::

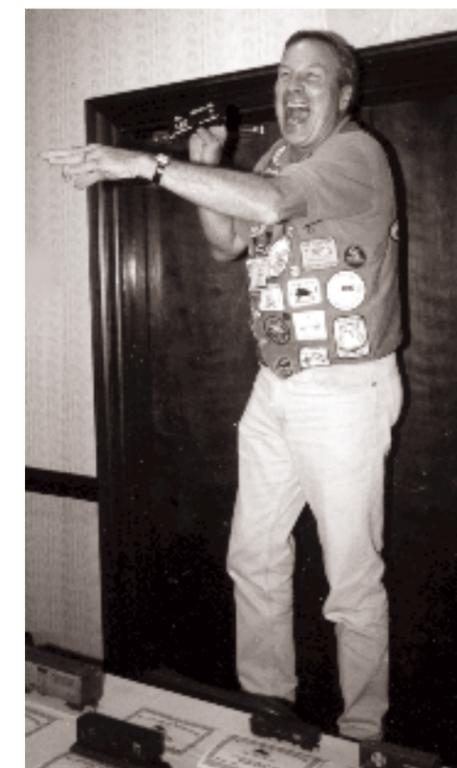
Jack Parker, *Activities Chairman*

David Ward, *Membership Chairman*

Jim Teese, *Achievement Program Chairman*

The Division looks forward to serving the needs of the many modelers in the nine-county region. While there are several local model railroad clubs, none has a large permanent layout at the present time. It is hoped that the division will serve to increase model interest and participating in the Mid-Eastern Region and National Model Railroad Association.

The Charter for Division 12 was presented to Superintendent Gerald Adelman at the MER Fall Convention in Mt. Laurel, NJ. F



Who is this man and why is he laughing?
See page 7

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MER LOCAL

Official Publication of the
Mid-Eastern Region, NMRA
A Tax-Exempt Organization

The MER LOCAL is published six times a year. The opinions expressed in the LOCAL do not necessarily reflect those of MER elected officials or the editorial staff. Commercial suppliers, supplies and materials addressed in the LOCAL in noway 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.

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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. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Materials will be returned only when a self-addressed, stamped envelope of ample size is included with submission. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space. Aware of how much enjoyment readers get by discovering someone else's mistakes, the editors will include at least one in each issue!

DUES: \$8 per year; \$16 - 2 years

LIFE MEMBERSHIP

Life Membership in the MER is ONLY available to NMRA Life Members. For quotation, apply to the Business Manager with your date of birth.

Send all dues and membership inquiries to:
Nelson D. Garber, Business Manager
Mid-Eastern Region, NMRA
13212 Bellevue Street
Silver Spring, MD 20904-1703

Letter from the President

Looking ahead with The LOCAL

by **Bill Gruber, President**

Receiving the LOCAL is one of the benefits of belonging to our Region. Over the last several years, the Board of Directors and the Editors of the LOCAL have taken quite a bit of “heat” regarding many aspects of the content, timing, and layout of our publication. I am happy to report that we have once again reached a dilemma concerning this issue. Happy, you say? Let me first explain by describing some of those things which affect your reaction of our Regional publication.

Through the years, our LOCAL has been one of those “basement” businesses being managed on a shoestring budget with minimal manpower. Short articles were regularly submitted by various members and when these weren't available, the editors printed materials from other Regional newsletters. At one point, our LOCAL reached 16 pages with circulation of about 1500 members. Mailing lists were maintained by relatively few MER volunteers and the final product was truly a “labor of love.”

During the last few years home base for the LOCAL shifted to North Carolina where Chuck Lind has served as Editor, using the University of North Carolina to produce the LOCAL. It was a one-man operation with Chuck doing the layout, printing, sorting, labeling and mailing of each LOCAL, all from home.

And now, the rest of the story (sorry 'bout that, Paul Harvey)... the “downsizing” of America seems to have reached the UNC as Chuck has been advised that no more “out-printing” can be done from the University print shop. As of this writing, Chuck is unsure of his future employment with the University and has relinquished his job as LOCAL Editor. This is where the panic should set in. Instead, we have the “benefit” of confronting this opportunity head on by meeting the challenges of expanding, improving, producing, and distributing an even better LOCAL through various other resources in the region.

Ron Baile and Dick Foley have been working with Chuck since last Fall and are stepping in to meet our commitments for the time being, and they will be instrumental in many of our future efforts. Additionally, the Board of Directors is contemplating several changes to the LOCAL that could solidify its future and make it a true member benefit. Some of the changes include increasing the size from the current eight to 16 or 20 pages; providing the much-needed liaison from the NMRA and MER by generating regular columns from MER officials; providing a forum for Divisions to share their experiences and ideas; allocating space for advertisements from Regional manufacturers and vendors; and balancing the content to include Region modeling, layout and railroading articles.

The future is indeed bright for the LOCAL. Obviously this can no longer be a one-man operation and we'll need help from all members if we are to realize the full benefit of our new project. Ron and Dick are already making some contacts with potential authors and helpers. Please be ready to say “yes” if they ask. If they don't, why not contact them and offer your hand with editing printing, writing or any other talent you can contribute toward this worthwhile effort. F

OnPage One

Celebrity Car Auction Bob Charles packs 'em in

One of the many fun-filled events of the Jersey Limited MER Fall '96 Convention was the Celebrity Car Auction. NMRA President Bob Charles (*yes, that's him being serious on the front cover*) was highly entertaining and an efficient auctioneer, raising more than \$500 for the NMRA Kalmbach Memorial Library. The donated cars were available for viewing before the auction, so all convention-goers could get a close look at the cars

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from these famous railroads.

The selection of cars was varied and interesting. Mike Tylick scratch-built a beauty of an old-time wood side reefer from the Fitchburg & Southbridge. Several cars at the auction were the subjects of *Railroad Model Craftsman* modeling articles: Jim Herzog's box car from his Lehigh & New England, and Alan Houghton's three Boston & Maine cement hoppers.

Rolling stock from Dave Barrow's Cat Mountain & Sante Fe; W. Allen McClelland's the Virginian & Ohio; Tony Koester's Allegheny Midland and Monroe Stewart's Hooch Junction all went

to successful, lucky bidders. Andy Sperandeo gave a 50th Anniversary NMRA Wisconsin Central box car, mounted on a base, signed by *The Model Railroader* staff.

When these cars are running on the tracks of the lucky winners' layouts, they'll be instant crowd-pleasers and each one came with a certificate of authenticity for any Doubting Thomases.

The Jersey Limited is thankful for all who contributed rolling stock that helped make this such a great event. And if you want to have that guy on the front page as auctioneer at your next one, give him a call. He comes cheap. F

MER COLLECTIBLES

50TH ANNIVERSARY WHITE GOLF SHIRT.....\$13.00 each
Red, gold, and blue embroidered 50th Anniversary
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Item _____ Size _____ Quantity _____

_____ Size _____ Quantity _____

Make checks payable to the Mid-Eastern Region and send to:
MER Business Manager, 13212 Bellevue Street, Silver Spring, MD 20904-1703.

Baltimore cable car era unearthed

From an article by Louis C. Mueller in *The Baltimore Streetcar Museum Summer 1975 Newsletter, The Live Wire*. Rewritten by Nelson Garber for the LOCAL.

In late November 1974, workmen for the Baltimore Gas and Electric Company uncovered two massive brick vaults several feet beneath Paca Street while installing a gas line. The RG&E crew had unearthed two identical vaults, each containing a cast iron wheel 11 feet in diameter, and had also uncovered a tangible reminder of Baltimore's cable car era.

At its height, the Baltimore cable system totalled over 35 miles. One cable route ran from Druid Hill Park to Patterson Park past the Paca Street excavation site.

Each vault contained a large steel "terminal sheave" wheel that served as a pulley to reverse the direction of the heavy metal cable. Since it was physically impractical to serve the entire five-mile line with a single cable, "terminal sheaves" were installed at various locations along the route to allow the cable cards to move from one cable to the next. One Paca Street terminal sheave served to return the cable to the Druid Hill Avenue-Retreat Street powerhouse. The other served as the northern terminus for the cable that originated at the Pratt Street-Central Avenue powerhouse.

Newspaper articles of the day indicated that the original cable car operation line started on a misty May 23, 1891 morning. The sky lightened in time for crowds of people to see large box-like cars move with no visible means of propulsion from the Druid Park entrance. Throughout the day, nickels were thrust into the conductor's outstretched palms as 75,000 riders sped along at 12 miles an hour.

Within two years, one line was in operation and two routes were under construction. During this period debates raged between the cable car and the electrically-powered car superiority. By 1890, evidence showed that the electric trolley system was going to prevail. Local companies would have preferred an electric system sooner, but city authorities refused to grant permission to string the necessary overhead power lines. In the meantime, one company went ahead and put in the Druid Hill Avenue cable line. Its success spawned the city's other railway companies who had to build to meet the competition.

Baltimore cable transit lasted less than 10 years. In that brief period, electrical car advancement made the cable cars obsolete for economic and operational reasons. By 1899, the cable car was slowly disappearing but not before \$10 million had been spent to build a cable system. By 1906, the cable system ended until the 1997 discovery under Paca Street. Who knows what other historic relics await discovery? F

A terminal sheave pulley can be found at the Baltimore Streetcar Museum and at the south end of the Old MA and PA Railroad freight house. NDG

CALLBOARD continued from page 3

UPPER MARLBORO, MD: **Southern Maryland Railroad Association 3rd Annual Combined Train Show, March 1 & 2**, 10 am - 4 pm at The Prince George Equestrian Center, Rte 4 & 301. Contact: 410-535-3229 or 410-257-1033.

VIENNA, VA: **Northern Virginia Model Railroaders, Open House**, HO Scale, **February 8, March 15**, 1 pm - 5 pm in the Vienna Railroad Station. Contact: 703-938-5157.

ZULLINGER, PA: **Waynesboro Model RR Club Open House, HO & N Gauge Layouts February 2**, 1-5 pm, Waynecastle Rd at PA Route 16, Donations Gratefully Accepted. Contact: Don Florwick, 717-352-8759.

Send items for CALLBOARD to Ron Baile, 24 Hampton Rd, Westmont, NJ 08108-2202.

Submit items & articles to the LOCAL by E-mail to: rbaile@aol.com

WANTED!
EDITOR
TO KEEP THIS FINE
PUBLICATION ON TRACK

CONTACT
BILL GRUBER
MER PRESIDENT

My Last LOCAL by Chuck Lind

It is hard to believe that I have been the Editor for over two years now. As much as I enjoy working on the LOCAL and those of you who have helped me with each issue, I must step down so I can dedicate more time to my work and my family. My department at the University is under pressure to outsource, so over the next year more of my time will be needed to hopefully prevent the outsourcing of my department. I was also blessed with a granddaughter this past July so more of our time is being spent with her.

The LOCAL is a labor of love and I am sure that all the people who had this job before me will agree... but it does take time. Each issue takes about 35 hours to prepare for printing and another 8-10 (with my family helping) to put it together and prepare it for mailing. Judging from the many comments and letters of support I have received over the past years you have liked what we have been doing.

I believe after talking with Bill Gruber and Dick Foley that many more great things are to come for the LOCAL. With the cost of printing increasing and the new mailing regulations I know that changes will have to happen and with your support these changes will give you a bigger and better LOCAL in the future. Give Dick and Ron Baile all the help and support you gave me.

I have enjoyed meeting with many of you both in person and on the phone. I have learned from each and every one of you. I will be submitting stories to the LOCAL, as all of you should do, so I won't be totally out of the picture. I did what I thought you, the members, wanted, and did it the best way I knew how. Thank you, and it has been a pleasure to serve you as your editor. F

Thanks, Chuck, for all your hard work! We appreciate it.
The LOCAL needs a new editor. Any ideas? Contact Bill Gruber.

Bring Ma Bell to Your Layout by Tony Segro, Susquehanna Division

Many layouts have well detailed and weathered buildings, some of which have interior lighting. Yet we seem to neglect the means by which the buildings are lit. That is, power lines. Most places still have above ground phone and power lines.

In this, my first attempt at writing an article, I will share with you some ideas on building utility poles. I wanted to point out that I have been fortunate to be in the same model railroad club with one of our Division's and Region's top superdetailing modelers, Tom Lowry. Many of these ideas on structure building and detailing came from picking Tom's brain on several visits to his home.

First, to build realistic utility poles, get out and study, photograph, or even sketch various types of poles along country roads. Many downtown areas today are wired by underground cable, but this was not the case in the transitional 1950's era. Streets were lined with wires. Today, most rural roads still have them.

They may be simple—a pole with an insulator and one wire—or complex—a pole with multiple crossarms, transformers, and several cables and insulators. Most poles range from 25' to 35' high, but mine are generally 30' high. I use either 1/8" wood dowels or bamboo skewers for poles. You can buy a bag of 100 skewers at the supermarket for about a buck. Some skewers are long enough to provide two poles. Next, I buy a pack or two of scale 2'x6" (for crossbars) and 2'x4" stripwood (for braces). The crossbars are cut in to lengths of 6 to 10 scale feet.

To make the insulators, I insert a wooden round Q-tip into a 5-speed Dremel tool. I insert the cotton end or just use a razor blade to cut the cotton swab off. I

Continued on page 4

CALLBOARD

Coming Events

Notices must be typed and have complete addresses of the event. Use the style shown below and be brief as possible. Please be sure to include a contact telephone number.

CONVENTIONS

ASHEVILLE, NC: **Mid Eastern & Southeastern 1997 Combined Convention, May 23, 24 & 25**. Layouts, Clinics, Large Train Show. Radisson Hotel, Asheville, NC. Contact Henry Danis, PO Box 91, Moore, SC 29369.

OTHER EVENTS

CARNEYS POINT, NJ: **The Annual Carneys Point Train Meet** will be held **May 18** at the Carneys Point Volunteer Fire Co. Hall, Walker Ave and D Street, 10 am till 3 pm. Adults \$3, children under 12 free with an adult. Contact: Bill Powell, 306 Broad St., Williamstown, NJ 08094. Phone 609-728-1327 till 9 pm.

GREENSBORO, NC: **Carolina Model Railroaders, Tenth Annual Model Train Show and Swap Meet**, Saturday, **April 5**, Old Southern Railway Depot, 300 E. Washington Street, 10 am - 3 pm, \$3. Contact: Don Arant, c/o Carolina Model Railroaders, PO Box 313, Jamestown, NC 27283-0313. Phone: 910-668-3642.

WINSLOW, NJ: **The Great Winslow Junction Scale Train and Railroadiana Meet** will be held on **May 7** at the Winslow Fire Hall, Hall and Hay Sts., 10 am till 3 pm. Adults \$3, Children under 12 free with an adult. Contact: Bill Powell, 306 Broad St., Williamstown, NJ 08094. 609-728-1327 till 9 pm.

NEW BERN, NC: **Carolina Coastal Railroaders Second Annual Train Show, March 22 and 23**, 10 am to 5 pm. Adults \$3, Children under 12 Free with adult, New Bern High School Cafeteria. Contact: Tommie I. Phelps 509 River Rd, New Bern, NC 28562. 919-637-4026.

NEW BRUNSWICK, NJ: **Brass EXPO '97, February 22-23**, Hyatt Regency, 2 Albany St., New Brunswick, NJ. Admission \$17, both days. Contact: Howard Zane, 410-730-1036 or Ken Young, 410-997-2166, 5326 Thunderhill Rd., Columbia, MD 22045.

TIMONIUM, MD: **Ellicott City Scale Model RR Assn's. Great Scale Train Show, March 22, 23**, 9 am - 4 pm, Saturday, 10 am-4 pm, Maryland State Fairgrounds (Exit 17 off Rt. 83) \$5 admission (come back Sunday Free) \$1 for Children 6-12. Contact: Howard Zane (410) 730-1036 or Ken Young (410) 997-2166. See above for address.

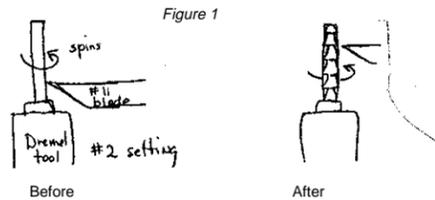
CALLBOARD Continues on page 6

The Mid-Eastern Region Inc., NMRA Business Manager 13212 Bellevue Street Silver Spring MD 20904-1703		MEMBERSHIP APPLICATION	
		YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION TO BE A MEMBER OF THE MID-EASTERN REGION	
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City _____ State _____ Zip _____	q 1 year: \$30.00 q 2 years: \$60.00 \$ _____		
NMRA # _____ Expire Date _____	Life membership cost is based on your age. Send your Birth Date to the NMRA for a quotation.		
MER # _____ Expire Date _____	Region Dues: q New q Renewal _____		
Scale _____ Birthday _____ Tel # _____	q 1 year: \$8.00 q 2 years: \$16.00 \$ _____		
Make checks payable to the Mid-Eastern Region	Life membership cost is based on your age. Send your Birth Date to the MER for a quotation.		
	Lapel Pin/Tie Tack @ \$5 each _____ \$ _____		
	Region Cloth Patch @ \$2 each _____ \$ _____		
	Donation _____ \$ _____		
	TOTAL ENCLOSED _____ \$ _____		

Ma Bell & Your Layout

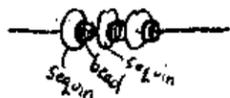
continued from page 3

turn the Dremel on to setting #2 and the wooden Q-tip dowel spins like wood in a lathe. (Note: Wear eye protection when doing the insulators.) With a sharp #11 X-Acto blade, I hold it against the wood and shape the insulators. (Figure 1).



If you go too deep, you'll cut your Q-tip insulators in half. If you don't cut deep enough or the Dremel RPM's are too slow, you will be cutting in the same place all the time and won't have a good cut all the way around the dowel. This will also happen if your Q-tip isn't perfectly round. You need to work with this, shutting off the Dremel after each insulator you do to check that the cut went the whole way around. Also, the farther out from the Dremel you go, the more the dowel seems to revolve rather than rotate. I haven't found an answer to that except, don't go more than 1/2" or so from the motor tool. Once you get about 1/2" out from the Dremel, shut the tool off, and, with a razor blade, remove the insulators you have made. Insert the remaining dowel and go another 1/2".

If the process seems long to you, you can visit a local craft shop and purchase 5mm sequins and a pack of Mill Hill Glass Seed Beads #00283 to make the insulators. These have holes and wire can pass through. When doing your insulators, you alternate a sequin, then a bead, sequin, bead, sequin, bead (Fig. 2, below)



The next part of the process is to construct the pole itself. Suppose we want to build a pole like the one in Fig. 3. You will need two 2'x6' crossarms, 6' long for this project. They can be 6, 8, or 10 feet long depending on the pole's use. You will also need four 2'x4' braces and 2 small eyelet loops. The loops can be bought as locomotive

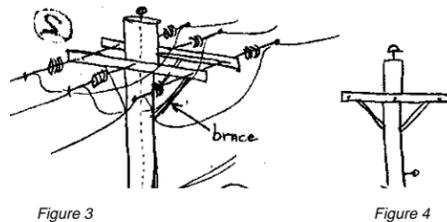


Figure 3

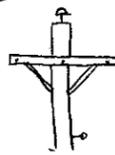


Figure 4

detail parts or be made with a jig. First find the center of your 2'x6' crossarms (1' from the top and 3' from the end, 4 feet for 8 foot arms and 5 feet for 10 foot arms). With a .020" drill bit (#76) in a pin vise, drill a hole through both crossarms. Drill two more holes in each of the 2'x6' crossarms

Pass a piece of the wire through the center hole of the other crossarm. (See Fig. 6.) Center the wire allowing it to extend about 3 scale feet on either side. Insert a second piece of wire through an end hole of one crossarm and the corresponding end hole on the other arm. Do the same with the last piece of wire to the other end holes. The pole should look like Fig. 6.

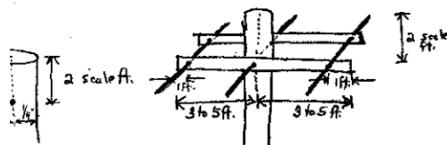


Figure 5

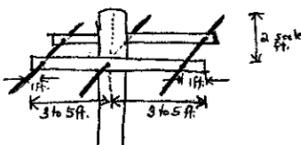


Figure 6



Figure 7

Now, the insulators. Your dowels of insulators should be slightly longer than 1/2". Carefully cut two or three insulators off the dowel. You will need 6 pieces like the one in Fig. 7. Very carefully, drill lengthwise with the #76 through the center of these 3 insulators. Then insert one set on each of the 6 pieces of wire on both crossarms. If you use the sequins and beads for insulators, put on sequin first and glue with super glue, then put on bead. (Refer to Fig. 2.) This forms one insulator. You need 3 insulators on each wire.

For the 2'x4' braces, use the same method as the crossarms. These braces need to be cut to lengths corresponding to the crossarms: the longer the

crossarm, the longer the brace. The longer the brace, the farther down the pole and the farther out from the center the brace needs to be. The distance down the pole is the same as the distance out along the crossarm. (See Fig. 8.) This allows you to miter cut the ends of the brace at 45° angles. Glue these with white or wood glue to the pole, flush with the crossarm. You could build a jig to glue your braces to the crossarms, then install the assembly to the pole and drill your holes. If you do,

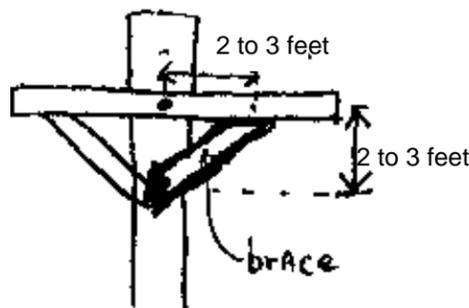


Figure 8

use glass as your base since white glue will not stick to glass.

Next, insert the two eye loops shown in Fig. 4. One eye loop is at the very top of the pole. The other is about 8 scale feet down the pole below the crossarm and inserted on the side of the pole, not the front.

For utility cable I use monofilament fishing line spray painted black. Wire routing can vary from pole to pole and even on the same pole. Look at prototype utility poles to see how the wires are routed. The fishing line can be superglued to the 24 gauge wires extending through the crossarms or even looped, tied, and then glued to the 24 gauge wires.

Poles are usually set 50 to 100 feet apart. Again, pay a visit to some poles and walk the distance between them. Wires can also be strung pole to pole through the eye loops on the side of the pole. Wires extend from poles to the sides of buildings to power lights. Last, but not least, you can even glue a squirrel to the wire since they seem to love walking the wires. Happy Modeling. F

Originally printed in *Susquehanna Sidetracks*.

ANNUAL REPORT OF DIVISIONS

submitted by John Johnson
Vice President

The **New Jersey Division** (1) has met all its financial responsibilities for the year, and has 325 members on the roster. Meets were held in Atlantic City, Delran, Oaklyn and Woodbury-Swedeseboro. A prototype meet was held in Winslow Junction, complete with rides and run-bys. While the division usually holds five meets a year, a sixth was held with the help of the G-gauge outdoor Garden Railroad Group, with over 100 people in attendance.

The **Potomac Division** (2) has had a busy year, hosting a swap meet in September at Northern Virginia Community College (NOVA). Home layout tours were hosted by various members of the division. Some of the other events the division took part in included setting up modules at the Rockville Lion's Club Train Show, the Fairfax Station Train Show and the National Capital Children's Museum Christmas Display. In March, the division held its Mini-Convention at the Rockville Senior Citizens Center. Fifteen clinics were presented, with the luncheon talk given by Jim Bistline, past president of the Southern Railway. The division has 359 members on the roster, and has been very successful in promoting National and MER memberships.

The **Philadelphia Division** (3) has continued to grow, with close to 400 members on the roster, an increase of over 60% from the previous year. Their annual Train Show was held last September, where there were three operating layouts, a "Kidz Corner" with crafts and stories for the children. The attendance was over 1000 at this successful show. Meets were held in Fairview Village and Newtown

Square. In May, a family meet was held on the Brandywine Scenic Railroad, where members could ride this new tourist line behind Alco diesels. The division hosted the train show at MER New Jersey convention, and is very busy with plans for Brandywine Junction '97, the MER Fall Convention.

The **Tidewater Division** (4) has been very active this past year, with about 280 members on the roster. Last September the division held its sixth annual Model Train Show and Sale, with over 3000 people in attendance. The four modular groups have been very active, with the O Gauge group finding a home in a local mall and being open for viewing most nights and on weekends, giving them an opportunity to present model railroading to the public. The HO and N scale groups have also been active and have set up in a variety of public places to promote the hobby of model railroading. Plans have been made to have the division on the Internet and having a phone line installed for members to get information on meets.

The **James River Division** (5) has 93 members paid through 1996. In March a meet was held at the River Ridge Mall in Lynchburg, where clinics were given on scratchbuilding brick buildings, using video cameras in model railroading and painting structures on backdrops. In June, a meet was held in Charlottesville, where three new officers were elected. There was also a talk by Tom Dixon, of the C&O Railway Historical Society and clinics on digital command control and tools. The division also helped out in Railday, held in Lynchburg in August.

The **Mt. Clare Division** (9) currently has 87 members in good standing. In November, a flea market and auction were held at the Arbutus Town Hall. Home layouts were open for members to visit and

members were invited to join the South Mountain Division at the Gettysburg train station for their annual picnic. To promote the division and the hobby members have a table at Howard Zane's Train Show in Timonium.

The **South Mountain Division** (10) has about 79 members on the roster as of August. Monthly meetings were held at members homes from September through May. Clinics that were given included rock casting, coloring with bleach, scenery construction and a review of various water based paints available. A swap meet was held in May and a family picnic and railfan trip in June at the Gettysburg Railroad was held with Division 9. The division is on the Internet and is linked to the web page of the NMRA.

The **Susquehanna Division** (11) currently has 85 members on the roster. In December, a meet was held at the South Penn Model Railroad Club in Lancaster. Clinics included a talk on classification and signal lamps and how to make working lamps on HO engines. In May, a meet was held at the Keystone Model Railroad Historical Society in Mechanicsburg, with a clinic on "Handlaying Track on Polyurethane Foam" by Terry Nesbitt. Three counties—Blair, Centre and Huntingdon were added to the division. In August, a picnic was held at the Strasburg Railroad. Three home layouts were open in the Harrisburg area for the activities in September.

Through the efforts of Gerald Adelman, Paul Rivers and Phil Bostian, the MER has another division. On July 27, 1996 the **Carolina Southern Division** (12) was organized and officers elected. The meeting was held in the Library in Concord, NC. It serves the nine counties in the Charlotte area. In September, a meet was held at the Spencer Shops. F