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### By Amtrak to Billings . . .

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from them again. I visited another travel agent and told them what I wanted to do. They said it looked like a nice trip and they would get back to me. I never heard from them again. I visited my AAA office and told them what I wanted to do. They said I didn't need a travel agent as I had all the phone numbers and I could call myself. The first guy could have told me that and saved me a lot of time.

### Sandpoint, where?

I got on the phone and called the Inn. They had a room that week so I locked it in with a deposit. Next, I called the rail tour place. They had seats open that week for the trip in the direction I wanted to go. Next I called AMTRAK and found out they don't go to Billings, Bozeman or Livingston, three places that the rail tour left from (actually the train leaves from Livingston, but they drive you in from Billings or Bozeman). I booked a room on the eastbound Empire Builder, Train 8. Lucky I called when I did, too. I got the last room—the handicapped facility. Then I called 1-800-FLYCHEAP (really, they're in the phone book like that). They booked me to Billings, the largest city in Montana.

So I had transportation booked from Philadelphia to Billings, Billings to Sand Point, Idaho and Essex to Philadelphia. It's about a five hour drive from Sandpoint to Essex. I called Hertz. No can do one-way to Essex. I called Avis. Same story. So I called Budget. "Sandpoint, where?" So I called the Inn, which incidently doesn't have an 800 number—they have only had a dial phone for about 15 years. Cindy (we are close friends by now) says, "Why don't you take AMTRAK?" So I called Gwen. She said she didn't mind having to catch

the train in Sandpoint, Idaho at 02:30. It would be an adventure. So I called AMTRAK and booked two coach seats on the Empire Builder. All the gaps in my itinerary were filled. We were about to embark on an adventure.

On the designated Saturday we flew to Billings for an overnight and on Sunday, a limousine came for us and an old lady and her nephew who were staying in the same hotel. I asked the nephew if he was a railfan and he claimed not to be but the old lady said she had been one since the 1930's. We picked up a few more people at another hotel a few blocks away and headed for Livingston. It was a bright sunny day. The old Northern Pacific station in Livingston has been converted into a museum/community center. It was well done and they could roll the display cases out of the way and hold weddings and parties there. Just across the tracks we saw the Livingston Rebuild Center. This is the old Morrison Knudsen locomotive rebuilding shops that are now employee-owned since M-K pulled out.

### On tracks laid by pioneers

I had the scanner on when I heard the train being backed down to the station. One woman thought it was good that "we" could hear the train crews talking I doubt that she felt the same after riding with it for 450 miles. The train was a mix of stainless steel and painted steel streamlined cars from the 1950's. One dome car that I strayed into was an ex-UP car. I say strayed because we were booked in the "cheap seats." Our EXPLORER class seats were \$400 per person and were strictly in coach. They had generously large, clean windows and those railfan pleasing operating dutch doors. I had already spent my money on AMTRAK tickets so we were quite happy to be riding where we were.

The first leg of our trip took us through Bozeman Tunnel and up

Bozeman Pass. This is rugged territory. One has to be awed looking out the window and thinking about the pioneers who first opened up this country and engineered and built this railroad. We traveled over the second and third subdivision of Montana Rail Link. This is mostly single-track railroad with many generously long passing sidings Believe me, when you see the lengths of the trains they run out there you can understand why they need these miles-long sidings.

### Waiting for a freight

We followed the headwaters of the Missouri River and saw white pelicans dining on fish. An interesting note for rail historians was the sighting of several power substations across the river, usually out in the middle of nowhere, along what had been the old Milwaukee Road. We saw several old tunnels and many miles of roadbed that still had many line poles standing. A memorial to the mighty Milwaukee Road.

We passed through Helena, the state capitol of Montana. It didn't look very big. The yard was busy and several trains were waiting for us to clear so they could get back to work. As we travelled across the plains of Montana, the deer and the antelope were definitely playing. So were the ground squirrels which seemed to be everywhere. We crossed several tall steel trestles and passed through Mullan Tunnel. Shortly after that, we crossed the Continental Divide and were enjoying a nice downhill ride when we were put on a siding just outside some one-horse town and were forced to wait about half an hour for a long uphill freight. The dispatcher didn't want to take any chances with him. Most meets were painless though. We seldom had to wait more than a few minutes in a siding before the meet took place.

**Next issue: On to Zane Greyland**

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### Election Results

## Three elected to MER Board of Directors

Three new Directors for the Mid-Eastern Region of Directiors for the 1997-99 season were chosen by ballots cast after they were printed in the June-July issue of *The Local*.

The elected Directors are Terry Nesbit, Jim Atkinson, and Eric Dervinis.

Results of the vote tally were as follows: Terry Nesbit, 211; Jim Atkinson, 207; Eric Dervinis, 184; Paul Rivers, 160; Nick Kalis, 116; Mike Garber, 2 write-ins; Ronald Baile, 1 write-in; John Nawn, 1 write-in.

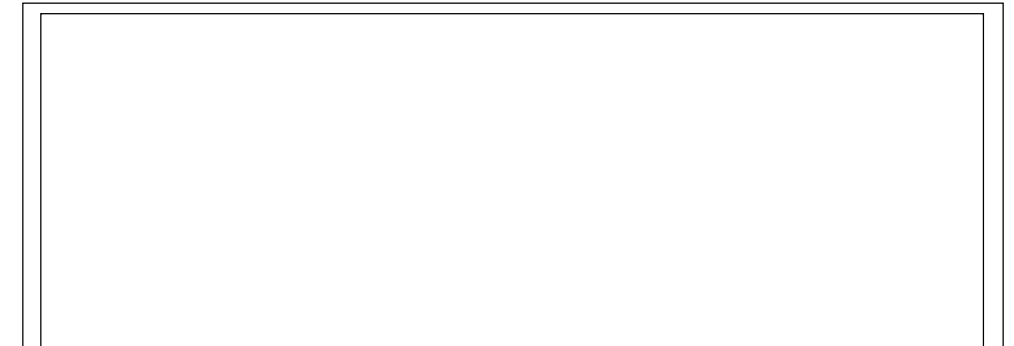
Nelson D. Garber, Business Manager, reported to Dennis Masters, Ballot Committee Chairman, that 294 MER members voted; two ballots were disqualified because they contained votes for five candidates instead of three.

### How I spent my summervacation

## By Amtrak to Billings, Bozeman & Back

*by Ron Baile*

My wife Gwen told me early in the year it was my turn to select a vacation. This was a shock to me as I am usually just told where we are going. I thought for quite awhile about it and then as I was reading TRAINS magazine I saw the ad for the Isaac Walton Inn in Essex, Montana. The only person I knew who had been there was Clyde Gerald and he



## The New MER RF&P Mill Gon Has Arrived!

*54' Mill Gondola used by the RF&P*

These cars saw many years of service throughout MER territory.

- Limited custom run by Con Cor
- Build date January '52
- Two numbers available—3306 and 3310

\$8.95 for MER Members

\$9.95 for Non-Members

**See Page 7 for Order Form**

had related some interesting tales to me. While we are generally city folks, we enjoy communing with nature and being among rocks and trees and looking at wildlife. We also enjoy horseback riding, rafting and hiking.

I called the Montana bureau of tourism and they sent me a package. I called the Isaac Walton Inn and they sent me a package. Then I saw the ad in

TRAINS for the Montana Rockies Rail Tours. I called them and they sent me a package. So I studied all this stuff and had a long consultation with Gwen. It was difficult to juggle train dates with vacation dates. Then I threw a wrench into the works by announcing that I would like to take AMTRAK while they are still in business. I called AMTRAK and they sent me a package.

I called a travel agent and mentioned what I wanted to do. They said they would get right back to me. I never heard

*Continued on back page*

**MER LOCAL**

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

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The MER LOCAL welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. 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

**Presidential Pennings**

**Is the Middle Man doomed?**

by **Bill Gruber, President**

This month I'd like to present some though-provoking ideas about the future of the MER and quite possibly the NMRA. After speaking with others, I have concluded that there are only three major functions that the MER can and should provide for its members. Let me express some thoughts I have for the short-term standing of the MER and you can provide your own with regards for the long-term.

In this day and age, everyone is trying to get more "bang" for their buck by eliminating those things that provide little or no benefit and focusing on those that provide the most. Whether to join the Region is among the considerations, something that at times puts us in direct competition with the NMRA (since they get first dibs on members) and other railroading SIG's, organizations and interests. Potential members must join the NMRA before joining the region. No wonder there are more NMRA members than MER members within the Region's boundaries. The MER can be equated to the "middle man" in that we provide the liaison between the National and each Division. NMRA bylaws enable the Region to serve as a bridge between the two! In many ways, the MER tries to mirror the National in the way it conducts business, provides for the membership and the way it unfortunately over-politicizes the hobby of model railroading.

In short, the Divisions seem to feel the MER is weighted towards organizational wrangling instead of model railroading while the same can probably be said on how the MER feels toward the National! Both are right! However, starting at the Region level, there should be little room for this kind of agenda and a lot for what the organizations is all about: promoting the hobby of model railroading!

Some say we are in direct competition with the National in trying to lure their potential convention attendees by mimicking their ways. For instance, MER conventions are very much like National conventions only shorter in duration. The caliber of the clinics and layouts rival many Nationals and satisfy the needs of those not wishing to travel great distances or spend lots of cash! Some say we are also in conflict with National by soliciting higher quality articles, many of a technical nature, for publication in our *Local*. Shall we continue to solicit these kinds of articles or forward them to the *Bulletin* and just print information about our own dull politics? A better alternative is to print nothing!

To maintain the normal functions of the MER in the ways expected by the membership, I can think of only a few things that must be actively pursued to the best of our abilities and for the benefit of our members. Perhaps the National can and should do the rest, First, we must sponsor two conventions a year despite any perceived conflict. Maybe we could call them something other than conventions if need be. Like it or not, these are perhaps the greatest member benefit we as a Region can provide. Region convention clinics and layouts enable us to see some of the more well-known modelers and layouts that we may not otherwise have the chance to see. There's also a lot to be said about socializing with others who have a like interest and the MER does a great service in providing that forum. The MER tries its hardest to solicit conventions in all sections of the Region, sometimes unsuccessfully. Unfortunately, finding willing Divisions, clubs or other NMRA groups to host them is sometimes like pulling teeth.

Second, the Region must provide a top quality newsletter in the *Local*.

*Continued on page 7*

**Milt Pomelear**

NMRA and MER member Milt Pomelear passed away on September 30, 1997. He had been a member of the Tidewater Division and the New Jersey Division. He was a tireless helper at the Valley Forge National Convention.

He spent 41 years in the Army, retiring at the rank of Sergeant Major. He was inurned in Arlington National Cemetery, Virginia.

**Presidential Pennings**

Watching it dwindle down to eight pages over the last six or eight years seemed to also be a barometer of declining membership. I believe there is a relationship between the two. If the Local doesn't continue to expand in quality and quantity, the future for the MER is indeed bleak. Currently the "interim" editors are utilizing between five and six people who act behind the scenes to help produce the *Local*. With this small team of people, I think the *Local* has made great advances in providing much needed "value added" content that just might attract a few more members! If continued in this direction, 16 or 20 pages of top quality material isn't out of the question. Unfortunately, no one to date has stepped forward to take the reins as editor(s) so we're on borrowed time as both Dick Foley and Ron Baile will be stepping down after the January/February issue next year. The *Local* will most likely revert back to a one-person operation again. Is this what we want?

Finally, the Region must actively provide an annual fund-raiser to offset the cost of doing business. Just increasing dues to secure those funds would surely doom the Region. But there is good news for now! The first, and hopefully not the last, in a series of prototype-based car projects could be seen in the last issue of the *Local* (and on page 1 of this one). The funds to bankroll such a project have been available for some time but up to now, no one was willing to start the ball rolling. The return on investment on a project such as this is great enough to warrant future car projects at timely intervals. If continued, I can visualize no increases in MER dues and quite possibly even a needed reduction! And if someone is willing to head this car project, it will continue.

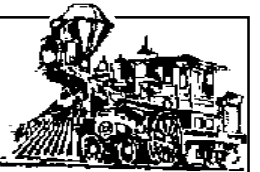
Are there too many choices outside the confines of the MER to warrant membership in it? Shall we start concentrating our efforts on the essentials; sponsoring two conventions a year, maintaining and improving a quality Local that's loaded with much diversity while attempting to keep costs down by providing at least one money-raising freight car project a year? Or shall we continue with blinders on, mimicking the National in unneeded committees and programs, hoping that someone behind the scenes

*Continued from page 2*

keeps providing these services by volunteering their time, money and brain power? Remember, burn-out does not happen because one does too much. Burn-out happens because one does too much without seeing any fruits of the labor!

The Region's basic purpose is to promote the hobby of model railroading within the confines of its boundaries. Many Divisions do a great job in providing these local model railroading forums. The Region needs to promote these proven Division practices on a larger scale by encouraging participating at convention sites within the Region. This not only allows the local groups to show off their talents but allows us "convention goers" to take home perhaps some new or better model railroading ideas. Please take the time to forward your comments and suggestions to the editors of the *Local* and officers of the MER. They are waiting to hear and to print your views and thoughts! Without your help and input, the middle man may not exist much longer in his present form.

**34 Years Ago in the MER**



The year was 1963. The NMRA convention was to be in Philadelphia; the Fall Regional Meet was in Alexandria, Va. David E. (Gene) Colborn (later to become NMRA president) was president. The *Local* was still looking for an editor as George Johnson of Northern Virginia was retiring after a considerable run at it. (*See Presidential Pennings to left.*)

This issue was typed with some photos and cartoons inserted. It cost 4 cents to mail it, but the next one must have had a bulk mail permit as it only cost 2.5 cents to mail.

A new TV show featuring an old train was recommended. It was "Petticoat Junction" aired on Tuesdays at 9 pm. The editor hadn't seen it yet as that was club night. I can relate to that as there have been entire TV series that have come and gone on Tuesday nights that I have never seen. Nor do I miss them.

—Ron Baile

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GON	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#3306	_____	\$8.95	\$9.95	\$_____
#3310	_____	\$8.95	\$9.95	\$_____
			TOTAL	\$_____
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SHIPPING: _____ CARS @ \$2.50 PER CAR				\$_____
<b>TOTAL AMOUNT ENCLOSED</b>				<b>\$_____</b>

\* My MER # is \_\_\_\_\_

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# The MER Welcomes New Members

From the Business Office . . . by Nelson D. Garber

John Ross Walker, Ft. Meade, MD; Gale W. Smith, Kempton, PA; Allan Laird III, Vineland, NJ; Peter S. Pennington, Pen Argyl, PA; Larry Kendrick, Sherwood Forest, MD; Richard S. Werner, Pottstown, PA; John R. Ott, Pine Valley, NJ; Thomas Tomasello, Egg Harbor, NJ; Hank Primas, Columbia, MD; Douglas S. Horne, Chadds Ford, PA; Greg

Judkowski, Alexandria, VA; Michael S. McNamara, Westmont, NJ; Art Wilinson, Phoenixville, PA; Richard A. Perry, W. Collingswood, NJ; and Alfred H. Dembeck, Ellicott City, MD.

George Kahmer, Pennsauken, NJ; Jerome Grant, Norristown, PA; David Metal, Commack, NY; P. Milligan, Midland Park, NJ; Robert J. Parsons, Germantown, MD; Donald Blannertz, Newtown Square, PA; Galen P. Plunkett, Jr., Manassas, VA; Larry Nowack, Parkton, MD; William White, Chesapeake Beach, MD; Stanley W. Coryell, Haddonfield, NJ; Mertain Gardner, Magnolia, NJ; Richard F. Nagle, Paoli, PA; Bruce Leslie, Philadelphia, PA;

Harry A. Michael, Frostburg, MD; and Larry Snook, Hagerstown, MD.

James R. Andrews, Rome, PA; Knorad M. Richter, Jr., Marlton Lakes, NJ; Tony Segro, Columbia, PA; Richard Collier, Falls Church, VA; Geoffrey D. Cullison, Arlington, VA; James Law, Arlington, VA; Alexandria Shearer, Falls Church, VA; R. L. Chamberlain, Fairfax, VA; Neil J. Longfield, Newtown, PA; Alan W. Bibb, Standford, VA; Steven P. Berwick, Bellmawr, NJ; Alton R. Hesson, New Windsor, MD; William R. Houser, Towson, MD; Jeremy S. Griffith, Terre Hill, PA; and Donald M. Loomis, Baltimore, MD.



PREPARED BY ROBERT L. CASON

## Bachmann Industries, Inc.

Don't forget that behind every company and company name there are people. This is particularly true of a large firm like Bachmann Industries. The data for this article came largely from an interview with Lee Riley, Bachmann's high energy Director of Product Development and one of Bachmann's key managers. Lee determines what's developed, what's made, where it's made, and when. Needless to say, this isn't a nine-to-five job. He has worked in the model railroad business for over 30 years, the last 10 with Bachmann. Other model railroaders in Lee's family include his brother, father, grandfather, father-in-law, and two sons. The holder of many model railroad patents, Lee is particularly enthusiastic in his support for the NMRA, and was NMRA Man of the Year in 1990. He is on the Board of Directors of the new Hal Day Scale Model Railroad Museum at Chattanooga. He reminds us that the museum is seeking donations of models that illustrate the growth and development of the hobby over the years. Such donations are tax-deductible (for more information on deductibility, contact Greg Ames at NMRA Headquarters, 423-892-2846). Ideally, all eras, manufacturers, scales, gauges, and viewpoints will eventually be covered. Watch your *NMRA Bulletin* for updates on museum progress. Lee has some comforting words for those of us who occasionally have to defend our hobby against non-believers. In the 1970's, the Museum of Modern Art in New York City had an exhibition of model railroad dioramas and scenes as three-dimensional art forms. So there!! We're *not* "playing with toy trains." We're creating three-dimensional art. Although it's not the most important thing, the *first* thing to note

A feature profiling model railroad manufacturers located in the Mid-Eastern Region. To be included in a future issue, contact:

Roger L. Cason  
1125 Grinnell Road  
Wilmington, DE 19803  
(302) 478-2550

about Bachmann is that it's spelled with two "n's." Spelled with one "n," it means you make pretzels, instead of railroad models. More significantly, Bachmann Industries, Inc. was founded in Philadelphia in 1833, and is the third-oldest continuously operating business in the U.S. Original products included cane handles, opera glasses, and fancy combs for upper-upper income folks. Even back then, their technology emphasis was on forming and modeling things. Management was by the Bachmann family and eventually by their sons-in-law.

Injunction molding became a commercial reality in the early 1900's in Europe. Bachmann imported the first injection modeling machine into the U.S. The original raw materials was cellulose and other early types of plastic; the products made included eyeglass frames. During both World Wars, Bachmann made countless items for the military, and received an "E" award for efficiency in the early 1940's. The end of World War II saw a commercial explosion in plastics use and technology. Bachmann was an active participant, becoming one of the largest U.S. manufacturers of party favors such as blue and pink plastic "Happy Birthday" signs, candy baskets, and candle holders. In the late 1950's and early 1960's, Bachmann made the well-known Solarex® sunglasses.

Movement toward railroad models began after World War II with the marketing of a Platform Fence designed to be part of the display around the typical Christmas tree. This line, still being marketed today (see page 54 of the 1997 Bachmann catalog), was the beginning of the Plasticville U.S.A. series of building models in O gauge. Now—exactly 50 years later—Bachmann has molds for almost 500 Plasticville building kits in N, HO, and O scale. Almost 100 of these are

illustrated in the current catalog and product line. The molds for the rest are in good condition and are used on a regular basis for manufacture.

Bachmann began making and marketing N scale train models in the mid-1960's, followed in the late 1960's by HO scale trains. In today's terms, these were all intended for the hobby industry. By the early 1980's, Bachmann had dropped most products not associated with model railroading.

In the early 1980's, Kader Industrial Company, Ltd., a Hong Kong company, acquired Bachmann. Kader is one of the largest independent toy and hobby manufacturers in the world. In 1986, another major change in direction occurred. Bachmann initiated the Spectrum® line of products to offer the serious modeler high quality at an affordable price. Extensive research precedes all design and manufacture. Starting with a model for the GE 44-ton diesel switcher, the line has expanded to include a variety of locomotives in N, HO, and large scale as well as an extensive line of HO passenger cars. In the near future, freight cars will be added to the Spectrum line. To the delight of free-lance private label railroaders (like myself), an increasing number of items are available painted but unlettered.

Bachmann does not make sales volume or employment figures public. However, it is clearly one of the largest firms in the model railroad business, with a broad product line, television advertising, and operations in Germany, the United Kingdom, and the U.S. Little or no manufacturing is subcontracted out. Particularly notable new products and features include the patented E-Z™ Track track and roadbed system, patented E-Z Mate™ couplers (now being shipped on all cars and locomotives), E-Z Lube™ lubricants, lifetime limited warranties, and several locomotives that are DCC-ready out of the box. Patented E-Z Mate II™ couplers are scheduled for 1998 delivery, and many other new products are in the pipeline.

All sales are through wholesalers. However, interested model railroaders can obtain a regular Bachmann catalog plus a Spectrum® Catalog from Bachmann Industries, Inc., 1400 East Erie Avenue, Philadelphia, PA 19124. Enclose \$5.00 to cover shipping and handling.

## CALLBOARD

### Coming Events

Notices must be typed and have complete addresses. Use the style shown below and be brief as possible. Be sure to include a contact telephone number. Send items for CALLBOARD to Ron Baile, 24 Hampton Rd, Westmont, NJ 08108-2202. E-Mail to rbaile@aol.com

#### NOVEMBER

Deptford, NJ., **New Jersey Division Meet**, Nov. 15, 9 am to 12 pm at Deptford Municipal Bldg, Rte 47 & Cooper Sts. Layouts, Clincis on RR Operation Software, Members' Slides, and Lake Junction Review. Contest is Best Slide/Favorite Slide. Contact Mert Gardner, 110 Otter Branch Dr., Magnolia, NJ 08049 or call Carl Haslett at 609-546-9230.

Vienna, VA, **Northern Virginia Model Railroaders, Inc Open House**, Nov. 15, Dec. 13, Jan. 19, Feb. 14, Washington & Old Dominion Railroad Station, 231 Dominion Rd (at Ayr Hill Road), 22180. 1 pm to 5 pm each day. For information,

call 703-938-5157 or http://www.geocities.com/heartland/plains/6120

North Carolina, Southern Pines, **Sand Hills Central Model Railroad Club Annual Train Show**, Nov. 22, 23. The Campbell House, 482 East Connecticut Ave., 12 to 5 pm, both days. Adults \$2. Contact: Jim Brown, 910-295-3700, days, 910-295-6694, eves.

Bordentown, NJ, **Northern Burlington Model Railroad Club Open House**, Nov. 22, 23, 10 am to 5 pm, both days; \$2 admission, 28 Van Drive. Contact: Bob Liberman, 609-298-7337, or John Adams, 215-757-1937.

York, PA, **Miniature Railroad Club of York 54th Annual Open House and Model Railroad Show**, Nov. 30, Dec. 7, 14, 21, 28, 1 pm to 5 pm., 381 Wheatfield St., York, PA 17404. Adm. \$2.00 Adults; 50 cents, Children 6-12. Information: Ivan E. FRantz, 1126 Hanover Rd., York, PA 17404-6218. Phone (717) 225-5470.

#### DECEMBER

Baltimore, MD, **Triangle & Western Model Railroad Club Annual Open House**, Dec. 13, 14, 20, 21, 27, 28, 1997, Jan. 3, 4, 10 & 11, 1998, 12 pm to 5 pm, 8622 Belair Rd, Perry Hall, Md. No Admission; donations accepted. For information, Ed Hess, 8622 Belair Road, Baltimore, Md 21236. Information: (410) 256-9037, Tuesday & Thursday, 7-10 pm.

Baltimore, MD, **Baltimore Society of Model Engineers Annual Show**, HO, HOn3, HO Traction, O Scale, O Traction, 1:00 pm to 5 pm, Dec. 28, 1997, and Jan 1, 4, 11, 18, 25, and Feb. 1, 1998, 1998. Wayne Castle Rd at PA Route 16. Donations Gratefully Accepted. For information contact, Don Florwick, (717) 352-8159.

#### JANUARY, 1998

Zullinger, Pa, **Waynesboro Model RR Club Open House**, HO, O and N Gauge Layouts, 1 pm - 5 pm, Jan. 4, 11, 18, 25 and Feb. 1, 1998, 1998. Wayne Castle Rd at PA Route 16. Donations Gratefully Accepted. For information contact, Don Florwick, (717) 352-8159.

## MEMBERSHIP APPLICATION

### ONLY NMRA Members Qualify for MER Membership

Remittance Enclosed for:

**NMRA Dues:** q New q Renewal  
q 1 year: \$32.00 q 2 years: \$64.00 \$ \_\_\_\_\_  
For NMRA Life Member quote, send your request to the NMRA.

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ONLY NMRA Life Members qualify for MER Life Membership  
Send your Birth Date to the MER Business Manager for a quote.

**Products:**  
MER Blue Golf Shirt (2XL, XL, L, M) @ \$17.00 ea \$ \_\_\_\_\_  
(Buy the 2nd blue shirt for \$14.00.)  
MER Cloth Patch @ \$3 each \$ \_\_\_\_\_  
50th Anniversary Cloth Patch @ \$2.00 each \$ \_\_\_\_\_  
MER Lapel Pin @ \$6 each \$ \_\_\_\_\_  
(The prices above include postage and handling.)  
Donation \$ \_\_\_\_\_  
**TOTAL ENCLOSED** \$ \_\_\_\_\_

The Mid-Eastern Region Inc., NMRA  
Business Manager  
13212 Bellevue Street  
Silver Spring MD 20904-1703

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

NMRA # \_\_\_\_\_ Expire Date \_\_\_\_\_

MER # \_\_\_\_\_ Expire Date \_\_\_\_\_

Scale \_\_\_\_\_ Birthdate \_\_\_\_\_ Tel # \_\_\_\_\_

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# SPECIAL FIRST CLASS SERVICE TO CAROLINA JUNCTION '98

MID-EASTERN REGION CONVENTION • SPRING, 1998

**Arrive in style**, PAMPERED all the way, from New York City to Charlotte. Ride the Pine Tree State from Penn Station South. Leave at 6:15 am and arrive at 8:28 pm. Complete cooked-to-order breakfast, lunch, and dinner service will be provided along with snacks and cold drinks throughout the day. All meals will be served on china with glassware and flatware.

Reserve your seat now. Due to the special nature of this trip, please make your ticket purchases now as only 32 seats are available on the car. Get your choice of lounge or bedroom seating. The Pine Tree State is a six-bedroom, buffet and lounge private car of the Piedmont Carolinas Chapter of the National Railway Historical Society. It specializes in outstanding hospitality to make passengers feel at home.

A picture of the lightweight, streamlined car, both inside and out, and a Welcome Aboard fact sheet and diagram will be provided as a remembrance of your trip. The Pine Tree State will travel as the last car of AMTRAK's train #79, the Carolinian.

Two members of the Carolina Junction '98 staff will be your hosts on the car and will answer questions about the convention



and point out areas of interest as you ride. You may board at any station stop with prior reservations and tickets purchased from the Carolina Junction '98 Registrar only! For full impact of the trip, we suggest that you board at Penn Station in New York.

Tickets are \$200 each and include transportation to Charlotte, all meals on the car and snacks, and transportation to the convention hotel. The Sheraton buses will meet you upon arrival in Charlotte and upon arrival at the hotel, the registration desk will be open for your convenience.

**Be pampered** BY THE Carolina Southern Division-Division Twelve of the Mid-Eastern Region of the National Model Railroad Association during our April 23rd to April 26th convention. Stay at the Sheraton



Airport Plaza Hotel at an extra low rate for an outstanding facility. Leave your car at home! All tours, including layout tours will be by modern, comfortable tour buses with bathroom facilities on board. No need to get lost trying to find layouts you wish to visit. All layout tours will be \$10 for a four-hour trip covering four or five layouts.

**Exciting events** AWAIT YOU at Carolina Junction '98: rail and non-rail tours, clinics, train show, social, banquet, breakfast, auction, silent auction. You may pan for gold and visit one of the largest operating Stamp Mills in the country, ride Amtrak to Salisbury and tour Salisbury Historic Station, visit Spencer Shops and see steam power including the operating Shay, bring your cameras and video cameras and rolls and rolls of film and tapes, enjoy a Carolina B-B-Q under a

station canopy on the mainline, visit a Duke Power coal fired steam plant with a rotary dumper, tour Charlotte by bus, visit and ride trolleys at Charlotte Trolley Museum, visit a real gem—the Lancaster and Chester Museum with a layout of the complete shortline railroad in HO and some surprises, have lunch in the dinner at the South Carolina Railroad Museum, visit McCabes Restaurant for a non-rail lunch and shop Cannon Village with discount coupons, and much, much more, including the Company Store, door prizes and contest.

**To register** FOR THE Convention, the Pine Tree State trip, and the food functions at the Sheraton, please return the form to the right with your check or money order to the Registrar. Please register directly with the Sheraton for the special rate mentioning the Carolina Junction '98 Regional Convention and the dates you wish. The special rates are available from April 22nd to April 27th.

For information, contact:  
Carolina Junction '98  
Dave Chance, Registrar  
P. O. Box 3193  
Concord, NC 28025  
E-mail: mchance@ctc.net

The Convention Hotel  
Sheraton Airport Plaza Hotel  
3315 South I-85  
at Billy Graham Parkway  
Charlotte, NC 28208  
Phone: 704-392-1200  
Fax: 704-393-2207

Single or Double Occupancy per night, plus taxes, fees and incidentals—\$65.00

Please advise Registrar how you are arriving—Amtrak, or by air—for pickup service.

## CAROLINA JUNCTION '98 April 23 to April 26, 1997 Charlotte, N. C. Mid-Eastern Region Spring Convention

### REGISTRATON FORM

MNRA # \_\_\_\_\_ MER # \_\_\_\_\_  
Phone: ( ) \_\_\_\_\_ work ( ) \_\_\_\_\_  
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_  
Fax # \_\_\_\_\_ E-mail \_\_\_\_\_

NMRA Member	\$35 x _____	Total \$ _____
Spouse	\$15	Total \$ _____
Youth	\$10 x _____	Total \$ _____
Non-NMRA	\$40 x _____	Total \$ _____
Friday Night Social	\$10 x _____	Total \$ _____
Saturday Banquet	\$25 x _____	Total \$ _____
Entrees: q _____beef q _____chicken		
Sunday Breakfast	\$12 x _____	Total \$ _____
Pine Tree State Trip	\$200 x _____	Total \$ _____
<b>Total Amount Enclosed</b>		<b>\$ _____</b>

Mail to: Carolina Junction '98/ Dave Chance, Registrar  
P. O. Box 3193  
Concord, NC 28025

Complete tour registration form and Convention information will be mailed to you by return mail. Please print name of each person registering to be used for name badges. Use space below or another piece of paper.

- 1) \_\_\_\_\_
- 2) \_\_\_\_\_
- 3) \_\_\_\_\_
- 4) \_\_\_\_\_
- 5) \_\_\_\_\_

**Register Early! Only 222 rooms available.**