

MER Model Contest Charlotte Convention, April, 1998 “MODEL IS OUR MIDDLE NAME”

Commentary by John Teichmoeller
Data from John M. Johnson
Descriptions data by Monroe Stewart
Photos by Ron Baile

Contests at our conventions mean different things to different people. Discussion of contests often generate strong opinions, and it's not my intent to create any controversy. Suffice it to say contests have been perceived as an important part of modelers' get-togethers since the beginnings of the NMRA and they aren't going to go away. Instead, I will simply write about what contests mean to me and also provide what I like to see as a contest writeup, which is a little different from what we have been used to.

While some folks are into competitive modeling, and others utilize contests as an important venue to get points toward their MMR (both of which objectives are certainly valid) I enjoy contests as an opportunity to share, learn and get inspired. The learning part involves seeing the work of others and observing things that more often than not I had thought about doing and could see, in a finished contest model, that somebody had actually done it. Or sometimes learning is seeing that someone had done something I had done but I had not done as well. Ideally, in this situation I would like to

be able to seek out the modeler and learn from him or her. The sharing part involves bringing things I was proud of—whether or not they won a prize or got a certificate. The inspiration part—well, I think we've all felt that—you see something someone else you know has done—and you know you're just as good a modeler as that person—and it tells your brain to get that junk cleaned up on the workbench and get going.

There are some problems, though. First of all, because of the desire to create objective judging, the names of the modelers are not included in the judging materials dis-

played in the contest. So even if I am present at the convention, if I want to talk to the person who built that interesting factory building, I have to either seek out and bug the contest chairman who is busy, hang around the contest room until the modeler picks up the model or if the model wins an award, track the modeler down after the banquet or wait until the news is published and write the MER office for the address. None of the above is difficult or impossible; I have done all of the above. But what if the model is interesting to me yet doesn't rate well enough to win an award? I need to go to more work in locating the builder. So I felt it would be nice if the *Local* could have some information about ALL the models, not just the winners. Secondly, what if I wasn't able to attend the conven-

Continued on page 3



Best of Show Winner - Fred Miller

MER LOCAL

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

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Silver Spring, MD 20904-1703

OLD POINT COMFORT LINES

By Janet and Dave Spanagel
(NMRA MMR number 117)

BEFORE THERE WAS A RAILROAD

Although the concept of the Old Point Comfort Lines grew during the period 1968 to 1976, it was Allen Mc Clelland's "Virginia and Ohio" that was the primary driving force that determined how the OPC would operate. We had the privilege of touring his famous layout during the 1975 NMRA National Convention and again during the 1992 National in Columbus, OH. The layout is so designed that all parts can be reached without having to climb up onto the layout and many portions are accessible from both sides of the layout. The building of a new home in 1975 finally put our dreams of having a large operating layout within reach.

CONSTRUCTION

Construction of the OPC was started July 1976 in the OPC yards (Eastern end) The golden spike was driven in November 1978 at Balcony Falls. It was a long way from being completed, but trains were running. Track in the Allegheny yards (Western end) was laid in January 1980. During the same period, the CTC panels for the railroad were built. All railroad locations are named after either a N&W or C&O location.

Although scenery construction is finished, many years of work remain to add details, scratch build structures and improve on the scenery. The railroad now requires at least eight operators to correctly run the 24 hour time scale schedule (not being done during open houses).

OPERATIONAL CONCEPT

The OPC has some joint trackage rights with N&W as it runs from Tidewater Virginia to the Allegheny Yard in West Virginia somewhere near Princeton. The time frame modeled is the late 1950's or early 1960's, as steam is being phased out and diesels were gaining a total hold on the railroads. The majority of equipment currently on the OPC are N&W, Southern Rwy., P&WV, NKP, A&D, NF&D, or VGN. Some C&O style structures are incorporated into the OPC. The primary goal is to move freight traffic East and West and operate First Class Passenger and Mail service. The OPC connects with most North South railroads running in Virginia and the C&O at Dillwyn, VA

A TOUR OF THE ROAD

As you enter the 33' by 19' room, turn right at the top of the stairs and you will face the Old Point Comfort yards (engine, passenger and freight yards). On your left is Hawks Nest. The yards lead to Petersburg Junction. The Red Hill turn area goes under the yards and joins at Shoeburg where the C&O branch interchanges from Dillwyn. The mainline proceeds to Keysville Crossing to the Suffolk yard, then onto Iaeger. The Peach Creek branch also joins at Suffolk. After Iaeger, the OPC climbs to Hawks Nest and its branch where it crosses the James River twice. On to Horse Creek where the pulpwood is loaded, then to Glasgow Junction and Fern Glen (Division Point). The OPC then climbs out of the yard through Dillwyn, up Blue Ridge Grade to Shenandoah Junction, where the Loop Creek Branch joins and crosses the mainline. The OPC

Continued on page 5

MER Model Contest

Continued from page 1

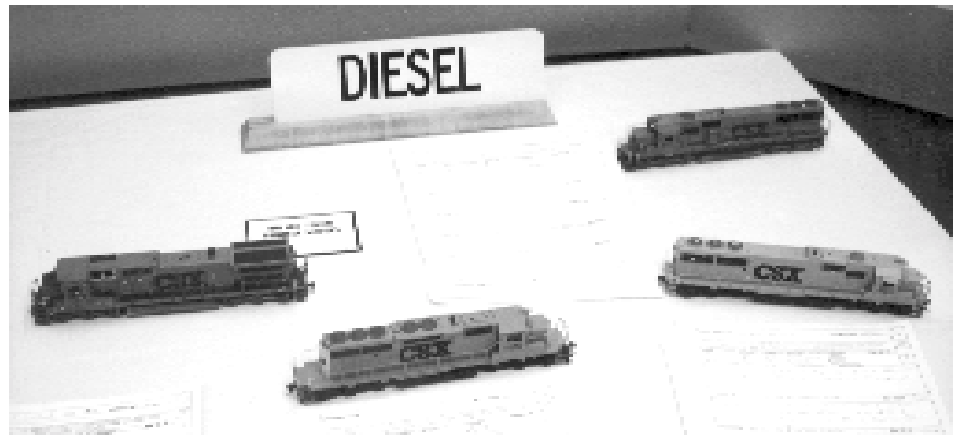
tion but perhaps there was a model in the contest that was similar to a project I was doing; I would never know about it unless the contest article in *The LOCAL* would have at least a little more information about the models beyond type, scale and prototype. After all, "model" is our middle name.

So here is at least a first attempt at providing a somewhat expanded contest coverage. While I was not able to attend the Charlotte Convention, Monroe Stewart was kind enough to offer his commentary on the models and Ron Baile was our roving photographer. What follows then is a merger of input from Contest Chair John Johnson and the descriptions offered by Monroe plus some of my editorializing. John Johnson also gave me the number of points received by each model in the judging for those of you who are interested in the competitive aspects. John's comment, by the way, was that he felt the judging was very fair, and John has seen a lot of contests. (The judges, of course, disqualified themselves from judging their own models.) The commentary on the models is intended to be just that, personal commentary and not official MER position.

Contest Chair John Johnson wrote the following: "There were 26 entries in the model contest at Charlotte. I want to thank all the judges for the outstanding jobs they did. The judges were: Jim Atkinson, Ray Bilodeau, Charles Flichman, Chuck Hladik, W. Terry Nesbit, Al Phillips, Daisy Stewart, Monroe Stewart and Jim Teese. There were no entries in the Craft Contest. I want to thank Rita Lynam for her valuable assistance in the contest room."

Steam:

1st: William T. Nesbit, Harrisburg, PA, TT 2-6-0; yes, you read right, that's TT scale. This is a model of Pittsburgh Locomotive Works builders no. 618 constructed following in-



Stephen Canfield's Diesels

formation in the 1919 Locomotive Dictionary. This scratch built 2-6-0 shows the amount of effort required to successfully construct a steam engine from scratch.

2nd: Chuck Hladik, Lynchburg, VA, HO 2-8-0. Shenandoah & Western No. 17. Many details added including operating coal bunker doors.

3rd: Stephen Canfield, Charlotte, NC, HO 2-10-2. Details added to Rivarossi loco.

Diesel:

1st: Bill Cox, Amherst, VA, HO rebuilt Southern FT. Details added, much additional work in capturing the accuracy of the prototype. GREAT looking.

2nd: Stephen Canfield, HO SD-60.

3rd: Stephen Canfield, HO (tie) CSX SD40-2s #8436 and #8420.

CSX #7514. Steven Canfield. On all of Steve's diesels the details included cab shades, cut levers, improved truck side frames and impressive looking scale-size railings.

Freight Cars:

1st: John M. Johnson, HO PRRX37a boxcar; nicely weathered with extensive brake detail. 107 points, merit award (over 87 points). John says that even though Sunshine has now come out with a kit of this car, he is not unhappy because he thinks his roof is

better (using his famous foil technique.)

2nd: Bob Bird, Parling, NJ, HO PRR R-7 outside braced reefer No. 2453. This is a well-constructed and detailed Ambroid kit including brake gear, air line hoses, grab irons and ladders.

3rd: Chuck Hladick, HO B&O Wagontop covered hopper; well weathered with some additional brake detail. Central Hobby Supply kit.

Caboose:

1st: Frank Muller, New Bern, NC, HO PRR N6b—Frank started with the well-designed but stripped down Gloor-craft kit and added marker lights, cut levers, air hoses and a nice weathering job and spent a lot less money than if he'd bought the Railworks brass unit.

2nd: Frank Muller, HO PRR ND. Same as above.

Non-Revenue

1st: Bob Bird, HO BM (private road name) wood hopper car; built from Ambroid N&W War Emergency wooden hopper kit and extensively modified including lengthening. Full brake gear, hoses, cylinders, lever, chains, grab irons, scale brake wheel and operating doors. 102 points (merit award).

2nd: Norman Garner, Portsmouth, VA, HO n3 D&RGW gondola;

Continued on page 4

MER Model Contest

Continued from page 3

scratch-built with brake lines and rigging, truss rods, cut levers and air hoses. 98 points (merit award.)

Structures-OffLine

1st Norman Garner, HO Dolbeer donkey loader engine. This is a craftsman kit with much added detail. 86 points.

Structures—OnLine

1st—HO Freight house—Chuck Hladick, Scratch built structure matches a railway passenger station. 66 points

Diorama

1st: Danny W. George, HO Loftens engine house; board-on-board construction covered with Campbell sheet metal. This craftsman kit has many extra details, siding is well weathered—etched to simulate rust. The removable roofs expose interior detail including a complete belt-driven machine shop.

2nd: Tom Salmon, Virginia Beach, VA, H. Zane Mercantile Co. and West Virginia Railway Freight buildings. Another craftsman kit constructed with hydrocal and wood. The many details and signs add life to the building. The polychrome tile pattern in the roof shingles adds a nice touch.

3rd: Danny W. George, HO Falling Springs milling building. Board-on-board craftsman kit, landscaped with real soil and including an abandoned HOn3 siding. Many loose boards, chimney bricks and broken glass on roof.

Dooley's Bar, Chuck Hladick, HO combination of Design Preservation Models kits; a good example of creativity using DPM kits and parts.

Hager Tower—Hagerstown, MD, Bill Cox HO, Scratchbuilt with styrene; this prototype structure guarded the junction of the Western

Maryland, Norfolk & Western and the Pennsylvania at Hagerstown. Model has complete interior including switch levers. Now see, this is what I mean; this is one I'd have liked to have seen. Please send in a photo of this, Bill.

Modules

1st: Fred Miller, Charlotte, NC, HO trolley scene, "Gotham City—circa 1925" (also Best In Show). All I can say is Gotham City sure went downhill in the movie.

Traction

1st: HO Four-wheel freight motor. Fred Miller, -made from zamac castings, powered by a Northwest Shortline motor and a digitrax decoder fit somewhere inside.

Photo Contest:

1st: Paul R. Rivers, Charlotte, NC: "1218 at Summit Tunnel."

There were several models in the "display" category, but we did not capture detailed information on those.

SPECIAL AWARDS RECAP:

Best in Show: Fred Miller for his HO trolley module

President's award: Bill Cox for his HO rebuilt Southern FT

Blue Lantern award: Bob Bird for his HO wood hopper car [this award is given to a model that contains at least 40% commercial parts and represents a piece of equipment that would run on a branch line, narrow gauge or old time railroad.]

Clyde L. Gerald Award: John M. Johnson for his HO PRR X37a boxcar. This is a brand new award for the Spring Convention and is given for the best kit-bashed model. The award is sponsored by the MER and the Private Road Name SIG. John felt deeply honored to have won this in memory of our late friend Clyde.

My original desire was to include

the complete address of the contest entrants, but there was some controversy about this, so we'll just leave it at city/state and if you want to contact any of them, send a reply postcard to Nelson Garber and he can give you the complete address. My goal in the above write-ups and descriptions was to inspire a few more of you to bring something to Allentown in the spirit of sharing the modeling experience with the rest of us. As the descriptions and point scores indicate, the models represented a wide range of interests and abilities and techniques (from scratch building, to kitbashing to enhanced kit assembly.) The entrants could have been any or most of us. Oh, one more thing: let me second Editor Knotts' wish in the March-April 1998 issue for contest entrants—and you don't have to be a winner—to "write up articles on their entry with such things as construction tips, prototype back-ground and other points of interest."

Unfortunately, I will not be able to attend the Allentown Convention (B&O Convention is always that Columbus Day weekend); if anyone else would like to volunteer to photograph and collect descriptive information about—as well as personal impressions of the models that I will put together for another article, please contact me at 12107 Mt. Albert Rd., Ellicott City, MD 21042.



Fred Miller's Freight Motor

proceeds to Clover Lick junction were the OPC main splits and goes either to Balcony Falls (a reverse loop) or up to Allegheny Yards.

FACTS & FIGURES

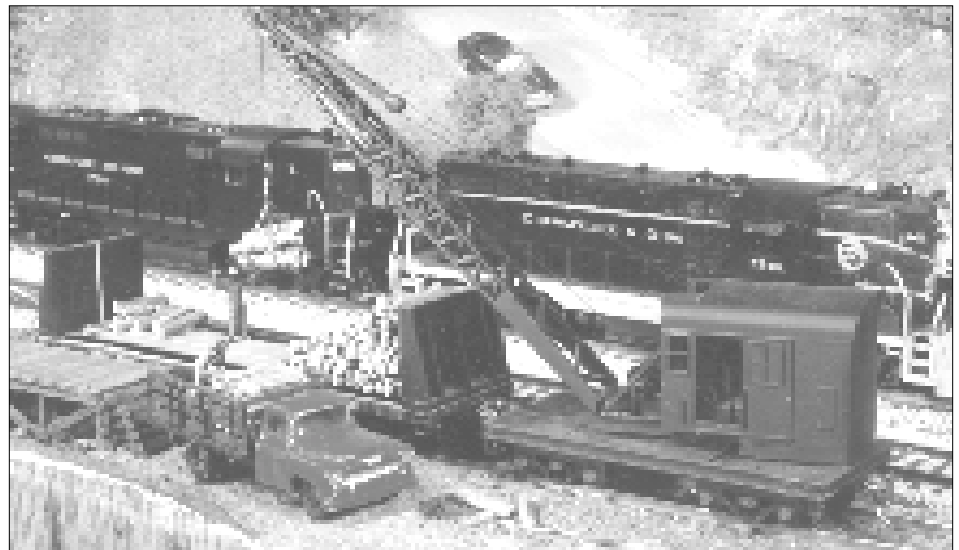
Except for the Old Point Comfort Yards, the entire railroad is hand laid Code 100 rail and is about 240 feet of double track mainline. The branch lines have another 120 feet of length. There are 73 hand laid and 63 commercial turnouts. Take a look at the curved crossing at Petersburg Junction. All mainlines and branch lines switches are controlled by the CTC panels and/or Tower Panels. The CTC panel has the capability of assigning any of six mainline or tower cabs to 43 different blocks. Signalling will eventually be installed. The maximum grade is 2 1/2% on the mainlines, 3% on branch lines. The minimum radius is 36 inches (30 inch on the branch lines). A card system developed by the FOX Valley Division of MCR is used for car movements during time schedule operations. The scenery is hydrocal and plaster on screen with a mixture of carved and molded plaster and real rock formations.

Janet did the trees. At Fern Glen the autumn trees are grain sorghum sprayed with a variety of Floquil mixes. The large trees are Oak Leaf Hydrangea whose flowers are trimmed, dried and dipped in "Modpodge" and sprinkled with Woodland Scenics ground foam. Large forests near Loop Creek are polyester fiber sprinkled with ground foam.

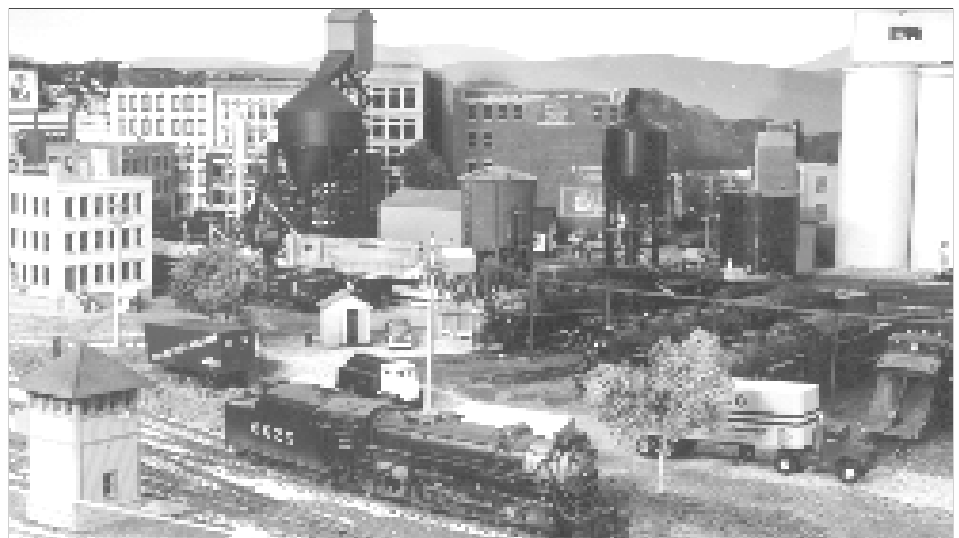
**At right:
Engine Facility at Allegheny**



Allegheny Yards-Maner Furniture - Shoe Oil & Coal



Pulpwood Loading at Horse Creek





COMPILED BY ROGER L. CASON

Structures by Frank

For most model railroaders, “disaster” means tearing down your large layout in anticipation of moving. But for Frank Sedio, Jr., of Vineland, NJ, that event has produced a different—and very happy—result. Here’s how the sequence of events went.

Frank grew up in South Philadelphia, and as a youngster he built non-railroad models of many kinds. Railroad modeling started in Frank’s 20s after he married. He has been in HO ever since. Frank’s working career includes an extensive period as a draftsman, a skill which has proven very useful in many phases of model railroading. In 1981 Frank went to work for Caesar’s casino in Atlantic City, initially in the “hard count” operation (handling and counting coins from slot machines). He quickly became a poker and blackjack dealer. Frank retired from Caesar’s early in 1998.

Anticipating moving from his home of many years, he tore down his layout in 1996. As things have worked out, the moving plans were canceled.

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

He was left with over a hundred structures from his layout (Roger’s comment: beautifully done structures!). What to do? At the suggestion of a friend, he rented two tables at the October 1996 train show at Timonium, MD. Every

1999 he is signed up for 23 train shows, including Richmond, VA; Chantilly, VA; Edison, NJ; Stony Brook, NY; and all the shows at Timonium, MD. He also takes orders at home (51 Columbia Avenue, Vineland, NJ; phone 609-696-5195; fax 609-696-5275). He has done some custom building in the past and will be happy to discuss future work of this type with potential customers. He can now take credit cards of all kinds. Frank makes structures for all scales and gauges except G. Some are scratch built, while others start as craftsman or regular kits. Most are painted and weathered, and have many

“Another sellout, and a clear message that there was a good market for Frank Sedio’s finished models.”

structure sold. He quickly finished some more structures and rented space in the January 1997 show. Another sellout, and a clear message that there was a good market for his finished models. By his own admission, Frank has always enjoyed building models more than running them. All this came together and led to the creation of Structures by Frank, a basement business that now occupies Frank nearly full time.

Typically, Frank has about thirty models at some stage of completion. Most marketing is done at train shows and he usually arrives at a show with about 80 finished models. In

details added not provided by the original kit manufacturer. Prices vary widely, of course, depending on the size of the structure and the amount of work involved. Many are priced at 2.5 times the original in-the-box kit price.

Every large oak tree started as an acorn, and Structures by Frank is one of the newer model railroad businesses in the MER. Frank’s advice for budding model railroad businessmen: don’t expect every visit to every train show to be a winner. It will take some time to figure out which shows attract a clientele that matches your specific products.

FROM THE EDITOR

Altoona Railroad Museum: "The most impressive I have ever visited."

By Stan Knotts

In this issue we have an article on the layout of Dave Spanagel, a long time MER member and Coordinator of the HO Scale Collectors Special Interest Group (SIG). Dave has done a nice job of combining a prototype concept with an operating methodology, and well executed scenery. He is ably assisted in building his layout by his wife Janet.

I visited the new Altoona Railroaders Memorial Museum recently. This is without a doubt the most impressive museum I have ever visited. It is not as large as such museums as the Smithsonian in Washington, DC but their multimedia and interactive displays are truly state of the art for a museum. The museum had opened only a week prior to my visit but appeared to

have the kinks ironed out. This museum is well worth your time if you are in the area, and there is horseshoe curve to see also.

The museum is housed in two of the Pennsylvania Railroad Altoona shops, once one of the largest locomotive and car shops in the world. The main building is three stories with displays that include a complete locomotive backhead with sound, a typical railroad workers home room, a news stand with the newsboy shouting out bits of news to attract buyers, a classification yard exhibit that allows you to try your hand at recording car classifications from a video of passing rail cars, and many steam era rail artifacts and photos.

One well done exhibit is a reconstructed railroaders bar reconstructed from a bar in Pottstown, PA. When you walk into the room you trip a sensor that sets off a sound and light show. The mirror behind the bar becomes a live scene showing railroad workers discussing their days issues with the union, management and their co-workers. There is a table with a quiz about railroad terms and the bar has typical 1930's era furnishings.

For more information contact the Altoona Railroaders Memorial Museum at 814-946-0834. The museum is open 10 a.m. to 6 p.m. daily. The Altoona Visitors Center has local information and can be reached at 1-800-842-5866, and on the web at HYPERLINK <http://www.Alleghenymountains.com>

New Jersey Division, MER—NMRA

By Mike McNamara

Following the annual election in May, three new board members were elected. At a subsequent Board Meeting, the board reorganized as follows:

Superintendent:

Mike McNamera

Asst. Superintendent

Ken O'Brien

Secretary

Carl Haslett

Treasurer

Bob Liberman

Director (Clinics)

Sam Natal

Director (Layouts)

Carl Corsi

Director (Contests)

Bill Emmons

The previous board members, Mert Gardner, Rev. Richard Kitz and Dr. Charles Patti have served many years on the board and have earned a well deserved "retirement." We are happy to report however, that each remain active in the Division's activities. Also, the New Jersey Division has established a new mailing address. All correspondence may now be sent to P.O. Box 232, Haddon Heights, NJ 08035-0232.

On March 21, 1998, the New Jersey Division MER-NMRA held a 30th Anniversary Banquet. Over 150 people attended the event to celebrate three decades of service to the NMRA and to model railroaders throughout southern

New Jersey. It was a night of good food and good times. There was a humorous retrospective compiled from the Division's extensive video collection of clinics and a music and slide presentation on railroading throughout the U.S. And there great door prizes!

It was on December 2, 1967 that a petition was signed in Cherry Hill, NJ to form a Division within the Mid-Eastern Region of the NMRA. On February 25, 1968, the MER board formally chartered Division 1, the New Jersey Division. And on May 18, 1968, the charter was presented to the Division's first superintendent, Gene Colburn, at the MER convention in Hampton, VA.

MER LEHIGH VALLEY LIMITED



Diamonds are forever! Black diamonds are not!

HOPPERAFTERHOPPER of Pennsylvania coal rolled through the Lehigh Valley on its way to New York to fuel the fires of the industrial revolution. The Lehigh Valley Limited celebrates the king of coal: anthracite. Join your fellow members in Allentown October 9, 10, and 11 and revel in the heritage of the coal roads and their associated industries.

Your base of operations is the Days Inn and Conference Center, conveniently located at routes 22 and 309 in Allentown PA. Most of their rooms feature parking right at your door. We have reserved a large block of rooms at the very attractive rate of \$55 plus tax. All inside activities will be on site. The inn has its own restaurant and lounge. A list of local eateries in all price ranges will be provided when you check in.

FOR THOSE HUNGERING FOR FIELD KNOWLEDGE OF THE COAL BUSINESS, we offer the Saturday Rail tour #202 for \$19. Departing the Days Inn Conference Center at 8:45, we will visit the Lehigh Valley Depot in Weatherly. An expert guide will narrate the visit to the station and former shop buildings. Lunch will be on your own in a local restaurant. The afternoon will feature a visit to a former anthracite mine in Lansford, now a museum. A special guided tour has been planned with many bonuses. If

time allows, the bus will stop at some of the remaining railroad sites in the area. Return will be around 4:30 PM.

An equally exciting non rail tour has been planned for Saturday: #201 at \$15.00. Departing the hotel at 10:00 we will visit the Clover Hill vineyard in the morning, have lunch in a local restaurant (on your own) and spend the afternoon at the new Crayola Museum in Easton. Return to the hotel is planned for 3:00 PM.

The contest room will be open on Friday and Saturday to accept your rail, non-rail and photo entries. The Presidential Award will go to a hopper that carried coal and Blue Lantern Award will be given to a branch, short or private line model with no more than 40% commercial parts. We have a nice large room reserved and we want to cover every table with entries.

The banquet has been very

**Come Celebrate
The King of
Anthracite
in Allentown
on
October 9, 10, 11**

reasonably priced at \$21.95. Please specify #401 for Prime Rib, #402 for Roast Pork, #403 for Swordfish and #404 for Vegetarian. As a special bonus, we will be offering chances at 25 cents each for a framed map of the Pennsylvania coalfields. After enjoying the dessert, you will be entertained by our featured guest speaker, Lance Metz, historian for the National Canal Museum of Easton. His talk will recount the glory days of the Lehigh Valley when coal was king. The awards ceremony will be the crowning touch on the evening.

Sunday morning will start with a banquet breakfast at 8:00 - number 405 for \$9.95. After getting fueled up for your third day of fun, sit in on the annual meeting at 9:00 AM. Then check out the remaining clinics, visit the model room and bid your farewells to your model railroad friends.

A full slate of clinics is planned for Friday, Saturday and Sunday morning. Win Gross will take you on an illustrated slide tour of the last days of the LV and Jersey Central Railroads; Bob Charles will answer all of your NMRA questions; Bob Hubbard will show you how to build bridges fast; and many more.

Two special hands on non rail clinics have been planned. Clinic #551 for \$10.00 will show you how to make a Halloween witch and includes all materials. Your expert instructor is Alma Makley. Clinic #552 will feature Donna Johnson demonstrating the basics of making miniatures. Again, all materials will be provided for a nominal sum of \$5.00.

Arm chair model railroaders are encouraged to get up and try your hand at our two make and take clinics. For only \$20.00 (#502), our clinic chair Bruce Makley will show you how to build a walk around throttle. You will be provided with all materials needed. Those of us operating undecorated cars, will have a chance to learn the art of decaling. In clinic #501 you will get a car, decals and the hands on

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MER LEHIGH VALLEY LIMITED

knowledge needed to make your car look like it just rolled out of the paint shop. The cost including all materials is only \$15.00.

LAYOUT TOURS will be drive yourself on Saturday and Sunday. We have twenty five diverse layouts with many featuring the coal industry. Some of the highlights include the Horseshoe Curve in HO, the Buffalo Lehigh Valley passenger station in O scale, a Great Northern layout with snow sheds, a layout featuring the NYS&W, five club layouts and many fine examples of DCC showing its flexibility.

TWO MEMENTOS of this convention will be available: a quality pin with the Lehigh Valley Limited logo which will be included in each full registration package and extras will be available for \$4.00 (#601). A large coffee mug featuring the convention logo is priced at \$7.00 (#602) and should be ordered with your registration.

To cap off your weekend, do save some money for the train show, which will be operated by the Philadelphia Division. This veteran team has put on five shows in the last three years and will have 60 tables of the best stuff from many different dealers. Admission to the show is free with your convention badge and the first hour on Saturday and Sunday is reserved for convention registrants.

The convention committee has been working hard to see that you have lots of fun. Fill out your registration form now, including the activity numbers and prices. (*See last issue.*) Mail the form to the registrar and send the hotel reservation form directly to the Days Inn.

Everything is sold first come, first served, so reserve your tickets now for the Lehigh Valley Limited. Do not miss out on THE model railroad event of the fall.

LEHIGH VALLEY LIMITED TENTATIVE CONVENTION SCHEDULE

FRIDAY - OCTOBER 9

3:00 - 5:00 PM MER Board meeting - Maple Room
4:00 - 9:00 PM Convention Registration -
4:00 - 10:00 PM Contest Registration - Room
4 / 5:30 / 7 / 8:30 / 10 Scheduled Clinics

SATURDAY - OCTOBER 10

8:30 - 9:30 AM Contest Registration - Room
8:00-12:00 & 1:00 - 5:00 Home Layout Tours
9:00 AM - 4:30 PM Rail Tour *
9 / 10:30 / 12 / 1:30 / 3 Scheduled clinics
9:30 AM Contest Judging - Open for viewing after Judging
10:00 AM - 4:00 PM Non-rail Tour *
6:00 - 7:00 PM Happy Hour
7:00 - 11:00 PM Banquet / Speaker followed by Awards
After Banquet - Midnight Contest Room open for viewing **

* Lunch is "On Your Own" on these tours - stops will be made

** Special arrangements with contest committee to pick-up models during this time can be arranged.

TRAIN SHOW

10:00 AM - 4:00 PM Open for convention registrants
11:00 AM - 4:00 PM Open to general admission

SUNDAY - OCTOBER 11

8:00 - 9:00 AM Breakfast
8:00 - 9:00 AM Contest Room open for Pick-up (closed during annual meeting)
9:00 AM - 10:00 AM MER Annual Meeting
10:00 - Noon Contest room open (after annual meeting) for pick-up
11:00 AM - 4:00 PM Home layout visits

TRAIN SHOW (SATURDAY AND SUNDAY)

10:00 AM - 4:00 PM Open for convention registrants
11:00 AM - 4:00 PM Open to general admission

THIRD ANNUAL TRAIN SHOW & SALE

In Conjunction with the 1998 Mid-East Region Fall Convention
SATURDAY & SUNDAY OCTOBER 10th & 11th, 1998

11:00 AM to 4:00 PM BOTH DAYS

OVER 60 DEALER TABLES

20 X 50 FOOT MODULAR HO LAYOUT

HOURLY DOOR PRIZES

FREE "KIDZ CORNER" RR CRAFTS FOR KIDS LOCATED AT THE DAYS INN & CONFERENCE CENTER AT ROUTES 22 AND 309 IN ALLENTOWN ONE QUARTER MILE EAST OF EXIT 33 OF THE PA TURNPIKE, I-476

ADMISSION ONLY \$3.00/PERSON, CHILDREN UNDER TWELVE FREE, \$10.00

FAMILY MAXIMUM PAY SATURDAY AND GET SUNDAY FREE

FREE ADMISSION WITH CONVENTION REGISTRATION

For More Information Contact: Train Show, P.O. Box 378, Devon, PA 19333 Visit Our Website

At: HYPERLINK <http://www.woodsite.com/trainshow> www.woodsite.com/trainshow Sponsored by the Philadelphia Division.

Mid Eastern Region, NMRA Board of Directors Election

(USE THE ENCLOSED POSTCARD TO VOTE!)



GRUBER

President:

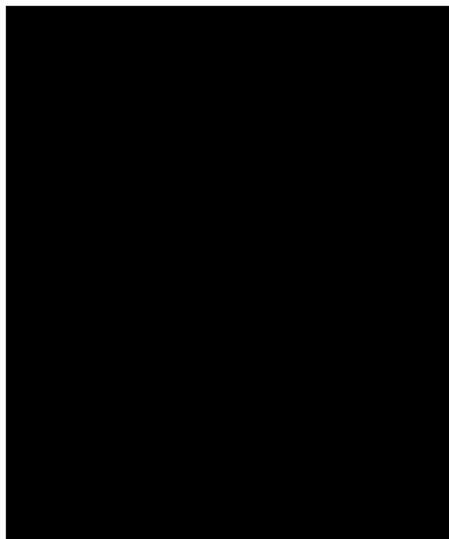
BILL GRUBER

If re-elected as President of the Mid Eastern Region, I'll continue to strive to provide tangible member benefits just as we have done in the last few years. I will continue to support the direction our voicepiece, The LOCAL, has taken and will try to encourage additional enhanced fund raising projects in order to keep the cost to membership down. In addition, the Mid Eastern Region Board of Directors must continue to support our parent organization in providing the support and forum needed to make the association truly the members' organization.

Vice President:

NORMAN GARNER

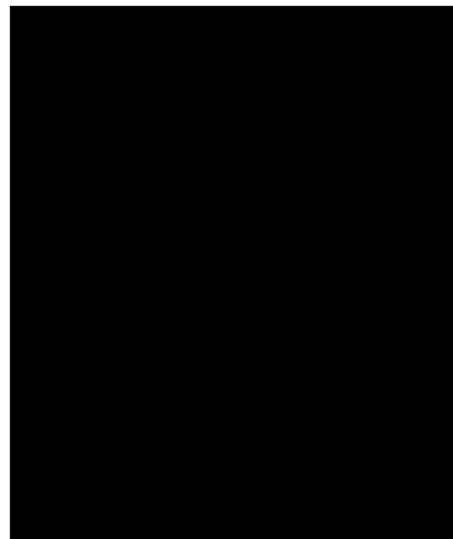
I live in Portsmouth, VA, with my wife Vikki. I retired from the US Navy in 1979. After two years of college, I was employed as a paralegal. In 1997 I finished my second career with 17 years with a law firm. Besides model railroading, I enjoy gardening and photography.



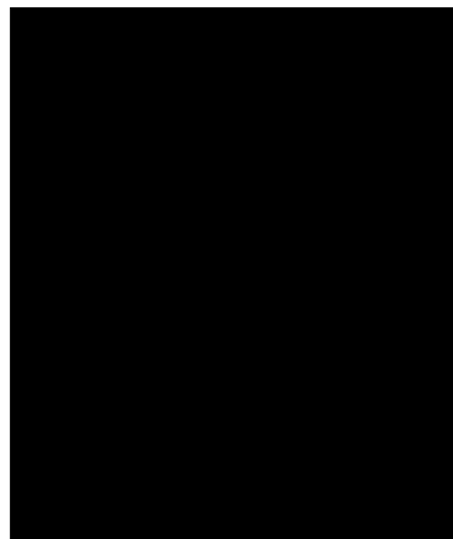
GARNER

I have been a model railroader for over 40 years. I have been an active member of the Tidewater Division since 1989. I was Superintendent of the Division in 1991, 1992, and 1995. In 1992 I also served as manager of one of the most successful Mid Eastern Region conventions that was held in Hampton, VA. I am very active with the Tidewater Division Annual Train Show and Sale. From 1990 to 1996 I was either the Chairman or Co-Chairman for the show. In addition to being a member of the Tidewater Division, I am also a member of the Mid Eastern Region and National Model Railroad Association.

I have expanded my experience in model railroading by being an active participant in the achievement program and a judge at the division and Mid Eastern levels. I hold two certificates from national, one as a volunteer and the other as Chief Dispatcher. I have won awards from the Tidewater Division, Mid Eastern Region, and National for model railroading and



DERVINIS



SCHMIDT

photography.

With my experience at the local level I feel I am qualified to support the Mid Eastern Region in the face of the many changes and challenges the future may hold. I will continue to do the fine job that JJ has done in reporting activities from the division levels to the Mid Eastern Region Board.

Secretary:

ERIC DERVINIS

The Mid-Eastern Region has undergone a quiet evolution in

the past two years. The Administrative systems have been revised and improved. The LOCAL has a professional look thanks to an excellent editorial staff. The printing and mailing have been improved—less cost and faster service. The Mid Eastern Region Bylaws were completely revised and approved.

As your secretary for the past year (filling out the late John Long's term), I have been part of your management team in making these changes. We are proud of what has been accomplished, but we know more can be done. Our continuing goals are to improve communication, increase fund raising, and help the divisions attract new members.

Over the past year, I oversaw the bylaw changes and had them printed in The LOCAL. As secretary I prepare the minutes from all meeting. To improve efficiency, I mail agendas in advance along with any proposals. To keep the staff current, I write and mail a newsletter every two months.

I solicit your vote so I can continue to serve on the Board of Directors as your secretary and see that the changes made continue to provide you with the best service possible. Do feel free to contact me at any time if you have questions.

Treasurer:

RONSCHMIDT

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

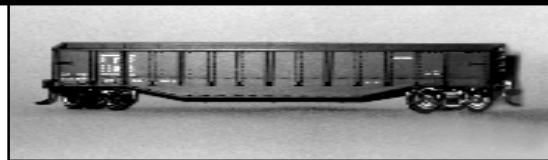
Chief Dispatcher Model Railroad Engineer-Electrical and Association volunteer.

He served as Chairman of the MER Budget Committee for 16 years and worked very closely with three different Treasurers during that period. He presented the annual operating budget to the Board of Directors every year and has attended most of the Board meetings where he contributed to the discussion on fiscal matters. He was elected to the position of Treasurer in 19967. Since becoming Treasurer, he has set up an accounting system which is used to record all income and expenses with the ability to provide frequent financial reports to the Board of Directors. 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 Business Manager, Treasurer and the Board.

Ron believes his more than 16 years as Budget Committee Chairman and his experience dealing with the financial matters of the MER indicate that he is uniquely qualified to continue as the Treasurer of the Mid-Eastern Region.



MER RF&P MILL GON ORDER FORM

GON	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#3306	_____	\$8.95	\$9.95	\$_____
#3310	_____	\$8.95	\$9.95	\$_____
			TOTAL	\$_____

MARYLAND RESIDENTS ADD 5% SALES TAX \$_____

SHIPPING: _____ CARS @ \$2.50 PER CAR \$_____

TOTAL AMOUNT ENCLOSED \$_____

* My MER # IS _____

SHIP TO:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MAKE CHECKS PAYABLE TO MID EASTERN REGION.

MAIL TO: THE MID-EASTERN REGION INC.
Business Manager
13212 Bellevue Street
Silver Spring, MD 20904-1703

MID-EASTERN REGION, NMRA, INC.

13212 Bellevue Street
Silver Spring MD 20904-1703

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INSIDETHISISSUE

- Old Point Comfort Lines *page 2*
- Made in the MER *page 6*
- New Jersey Division *page 7*
- From the Editor *page 7*
- Lehigh Valley Limited *page 8, 9*
- Vote for Board of Directors *page 10*

CALLBOARD

Coming Events

REGISTER
for the
Lehigh Valley
Limited
page 8

VOTE
for MER
Board of
Directors
page 10

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 Stan Knotts, 19808 Falling Spring Court, Laytonsville, MD 20882-1226. E-Mail to Srknotts@erols.com

Northern Virginia Model Railroaders, Inc. Open House, July 18th, September 12th, October 17th, November 14th, Washington & Old Dominion Railroad Station, 231 Dominion Road (at Ayr Hill Road), Vienna, VA 22180. 1:00 p.m. until 5:00 p.m. each day. Club meets on Tuesday evenings. More information (703) 938-5157 or HYPERLINK <http://www.geocities.com/heartland/Plains/6120> www.geocities.com/Heartland/Plains/6120.

Ninth Annual Tidewater Model Train Show and Sale, sponsored by the Tidewater Division of the NMRA. **September 26-27, 1998** at the Virginia Beach Pavilion, 1000 19th Street, Virginia Beach, VA. Hours, 10 a.m. to 4 p.m. each day. Featuring dealer tables, hourly door prizes, HO, N-Scale, O-Gauge (Lionel) and LGB operating modular layouts, and free on-site parking. Located adjacent to Norfolk-Virginia Beach Expressway (Route 44). Admission \$3.00 for adults; children under 12 free (with an adult). For information, contact: Steve Prescott, 1748 Nanneys Creek Road, Virginia Beach, VA 23457. Phone (757) 426-2811.

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
Name _____	Remittance Enclosed for: National Dues: q New q Renewal _____ q 1 year: \$30.00 q 2 years: \$60.00 \$ _____ Life membership cost is based on your age. Send your Birth Date to the NMRA for a quotation.
Address _____	Region Dues: q New q Renewal _____ q 1 year: \$8.00 q 2 years: \$16.00 \$ _____ Life membership cost is based on your age. Send your Birth Date to the MER for a quotation. Lapel Pin/Tie Tack @ \$6 each _____ \$ _____ Region Cloth Patch @ \$3 each _____ \$ _____ Donation _____ \$ _____ TOTAL ENCLOSED _____ \$ _____
City _____ State _____ Zip _____	
NMRA # _____ Expire Date _____	
MER # _____ Expire Date _____	
Scale _____ Birthday _____ Tel # _____	
Make checks payable to the Mid-Eastern Region	