

BLUERIDGE CRESCENT 99 Spring 99 Convention report

By Ron Baile

Another convention has passed. Did it pass you by? There were layout tours in several scales and various degrees of completeness. There were clinics that entertained and informed. There were some neat door prizes and some nice display layouts. One had a chance to purchase some items such as the complete selection of publications put out by the C&O Historical Society. Other vendors were there selling their wares as well. It was all capped off by a

pretty good banquet, after which, the contest awards were handed out. After a short break the notorious MER auction commenced. It was still going strong at midnight when I went to bed.

The Saturday activity was a walking tour lead by Tom Ledford, director of the Lynchburg City Museums. This was over some of the right of way of the Virginia & Tennessee RR which became part of the N&W, most of which is now abandoned with the remains now part of the Norfolk Southern. We walked along the banks of the famed Kanawha Canal and through an abandoned tunnel that was quite dark as it curved about midway through. Tom is a railfan and model railroader so he

was quite passionate about the subject at hand. This was a very different prototype tour. The area just reeks with history and there were numerous old stone and brick buildings still standing that just cry out to be modeled.

CSX gave us a pretty good show as the old C&O main line ran just about a block away from the hotel. The downside was that it was an uphill walk back to the hotel. Some people visited the three hobby shops in the area and some of the non-rail participants visited the nearby River Ridge Mall.

There were clinics and presentations to suit just about every one's taste. Some I had seen before but I still enjoy

Continued on next page

An Introduction to the West Virginia Midland

By Bob Johnson

The West Virginia Midland is one of the layouts that will be open for the Layout Tours during the fall MER convention (Hub City Limited). It is also a part of the "Operations Call Board."

The original West Virginia Midland was a narrow gauge short line located in Braxton and Webster counties of central West Virginia. It interchanged with the B&O at Holly Junction and ran southeast to Webster Springs. It ultimately reached the town of Bergoo where it interchanged with the Greenbrier, Cheat & Elk RR. (later the Western Maryland). The Webster Springs to Bergoo extension was built as a dual gauge line. After the West Virginia Midland was abandoned (1929 / 1930) the Western Maryland purchased this line giving it access to Webster Springs.

My version of the West Virginia Midland does not follow the prototype. It could be considered a vision of "what might have been" if the real Midland had survived and prospered in the period following World War II. The West Virginia Midland, as I have envisioned it, is a successful short line set in the summer of 1954. We still interchange with the B&O at Holly Junction. After the final phase of layout construction is completed we will also interchange with the Western Maryland at Bergoo. Both the B&O and the WM have trackage rights over the Midland and their presence on the Midland is highly evident. Most of the of the B&O and WM equipment used follows the prototype

Continued on page 5



Industrial scene at Diana on branch line

**Board of Directors Ballot in this issue.
See page 6 for candidates' listing**

MER LOCAL

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Stan Knotts, Editor
19808 Falling Spring Court
Laytonsville, MD 20882-1226

C. William Gruber, President
79 Quaker Road
Mickleton, NJ 08056-1306

Norman Garner, Vice President
3408 Wilshire Rd.
Portsmouth, VA 23703

Eric Dervinis, Secretary
632 Bob White Road
Wayne, PA 19087

Ron Schmidt, Treasurer
7110 Riverdale Road
Lanham, MD 20706-1130

Contributing Editors

Roger L. Cason
1125 Grinnell Road
Wilmington, DE 19803-5125
(302) 478-2550

John Teichmoeller
12107 Mt. Albert Road
Ellicott City, MD 21042

Ron Baile
24 Hampton Road
Westmont, NJ 08108-2202
(609) 858-6644

LOCAL Advertising Manager

Dick Foley
2021 Wallace Street
Philadelphia, PA 19130-3221
(215) 232-4926

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Presidential Pennings

New approaches to recruitment

by *Bill Gruber*

Even though it's mid-summer, there are two important things that members of the Mid Eastern Region should give considerable thought to at this time. The first is to submit the ballot with your choice of candidates to the Ballot Chairman. Write-ups of each candidate appear in this issue. The winners will be announced in the next issue and will assume their duties following the annual meeting in Hagerstown. Remember, this is your Region so take the opportunity to vote for those who you feel can manage the Region successfully into the next century and beyond.

Second, its time once again to plan to attend our fall Convention to be held

in Hagerstown, Md. from November 11-14. If you're a regular to Conventions, your Board of Directors looks forward to seeing you there. If you're a new member or have not attended a Convention in the past, won't you give careful consideration in taking part in the Regions greatest strength? Our Regional clinics are carefully planned and provide much useful information for the master as well as the novice. If a picture is worth a thousand words then you won't want to miss the home layout tours either!

I would also like to welcome aboard Jim Kellow as our new Achievement Chairman. For those of you who may want to participate in the AP or to answer any questions, Jim can be reached at 104 Elizabeth Page, Williamsburg, Va. 23185.

Have an enjoyable summer and see you in Hagerstown!

Convention Report

Continued from page 1

seeing the presenters and sometimes the stuff actually sinks in the second time. Probably due to the great distance to travel, I thought the attendance was kind of meager. Still, there

was great fellowship and many old friends to see and catch up with the news of their activities. We got some great shots of the Norfolk Southern coming home. Maybe they'll get entered into the photo contest in Hagerstown.



Maine Cannery - Leland James

LYNCHBURG CONTEST RESULTS

By J.M. Johnson

General Contest Chairman

The contest room was packed with models this time! There were 54 entries in the model contest and 10 entries in the photo contest. Thirteen models earned merit awards. The contest judges were: Bob Charles, Lawton Maner, Charles Flichman, Allan Phillips, Bill Gruber, William T. Nesbit, Ray Bilodeau, and Jim Kellow. I want to thank Rita Lynam for her invaluable assistance in the contest room. The winners were:

Steam Locomotive

1st. Place— Jeff Coleman H O
Shay *

2nd. Place— Alan Mende H O
CNJ USRA 0-6-0 *

3rd. Place - Jeff Coleman
Hon3 2-8-0

Diesel

1st. Place— Alan Mende H O
CNJ Alco RS-3

2nd. Place— Chuck Hladik H O
G&W CF-7

3rd. Place— Chuck Hladik
Rutland RS-3

Traction

1st. Place— Fred Miller N
Interurban combine

Freight Cars

1st. Place— Jim Teese H O
NKP 50' Mather stock car *

2nd. Place— Alan Mende H O
CNJ Composite gondola *

3rd. Place— Norman Garner
Hon3 D&RGW flat car *

Passenger Cars

1st. Place— Bill Cox H O
Southern R. baggage

Caboose

1st. Place— Chuck Davis H O
LV Wood Caboose *

2nd. Place— Leonard Beck H O
PRR N5c *

3rd. Place— Alan Mende H O
F&SB No. 50 *

Non-Revenue

1st. Place— Bob Bird H O
Pile driver *

2nd. Place— Dan George H O
Marion steam shovel

3rd. Place— Fred Miller H O
Traction Co. scrap car

Structures On-line

1st. Place— Tom Salmon H O
Virginian Ry. Enginehouse *

2nd. Place— Dan George H O
C&O depot *

3rd. Place— Robert Hazard HO
Bret's Brewery *

Merit award Charles Flichman O
scale gantry crane *

Diorama

1st. Place— Leonard Beck O
W&W depot

2nd. Place— Dan George H O
Pardee & Curtin building

3rd. place— Leland James H O
Maine cannery (waterfront)

Module

1st. Place— Bill Cox H O
Amherst drive-in

2nd. Place— Chuck Hladik H O
small town station scene

Blue Lantern Award

Fred Miller HO traction Co. scrap car.

Best in Show

Tom Salmon HO Virginian Ry. Enginehouse

Clyde L. Gerald Award

Jim Teese HONKP 50' Mather stock car

Photo Contest

Color Model

1st. Place— Samuel J. Parker
"Along the Waterfront"

2nd. Place— Samuel J. Parker
"Back to the Shop"

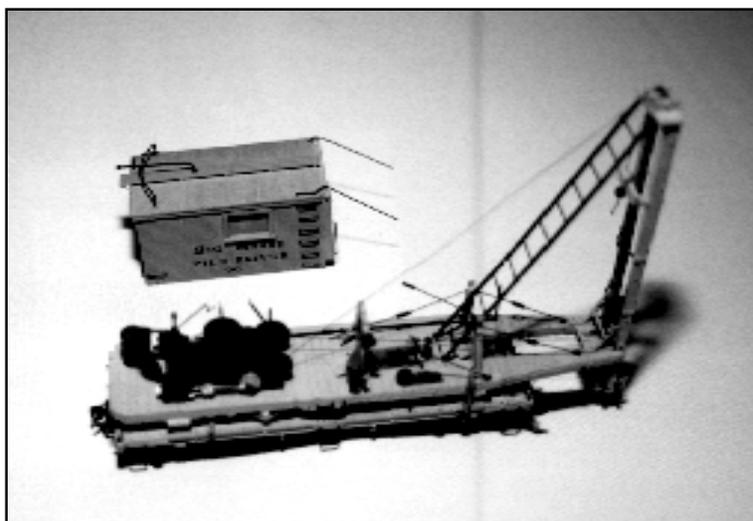
Color Prototype

1st. Place— Leonard Beck
"The Little Engine that Could"

2nd. Place— John MacGown
Ohio Southern Engine 1293 —
Front view

3rd. Place— John MacGown
Ohio Southern Engine 1293 —
Close clearance

* Denotes merit award



Pile Driver - Bob Bird

MORE CONTEST PHOTOS THROUGHOUT ISSUE

Blue Ridge Convention Model Contest Photos by Ron Baile

The staff of the Blue Ridge Crescent 99 would like thank all who attended the Spring convention here in our little corner of the world and for ya'll for making the convention a success.
Thanks, Chuck Rutland

West Virginia Midland

Continued from page 1

for the time period (always give yourself a little “wiggle” room). In typical short line fashion, the Midland’s equipment is a mix of whatever they could pick-up from other lines at a good price.

The concept for my model of the West Virginia Midland borrows from a number of actual West Virginia short lines including the original Midland, the GC&E, the Buffalo Creek and Gauley and the Nicholas, Fayette and Greenbrier. The parent company is the New Dominion Lumber Company, which still operates a large sawmill on line, but with the decline of the timber supplies in the area the hauling of coal and limestone has overtaken logs and finished lumber in importance. Following the completion of the final phase of construction there will also be a considerable amount of rail oriented commercial business in Webster Springs (much more than the real town of Webster Springs ever dreamed of).

Outside the town of Webster Springs, the model West Virginia Midland has a limited number of customers and the scenery is dominated by hills and trees (over 2500 and still growing). This was done to preserve the appearance of a rural short line. The scenery (80% completed) and track plan is designed to divide the layout into a number of discreet scenes without resorting to “view block” walls. In all, the layout



Loading logs from a B-model Mack truck to flatcars at Big Mountain for shipment to the sawmill at Doortown

features 9 scenes at this time with three more in planing and /or construction. Many of the scenes are dominated by a single large (by model standards) industry. These industries are the Midland’s primary source of revenue so I felt they needed to be large enough to be believable in their roles as rail traffic generators.

Operationally, the Midland is an overgrown switching layout. Inbound traffic is received from the B&O at Holly Junction. This interchange is supported by a small staging / fiddle yard (see the 1997 issue of *Model Railroad Planning*). A single local operates out of Holly

Junction. All other inbound traffic is blocked and forwarded directly to Webster Springs. At Webster Springs the inbound cars are sorted for further movement to the various final destinations on the line. Outbound traffic is consolidated in Webster Springs and forwarded to Holly Junction for delivery back to the B&O.

The jobs working out of Webster Springs include the Hacker Valley stone train (limestone), the Diana local (a small town with three minor industries) and the Snook mine turn (coal). The beehive coke ovens at Coketon are

Continued next page

Editor’s Column

Most of you reading this are members of the MER and the NMRA. I frequently meet model railroaders who have joined the NMRA but not the region, or perhaps have joined neither despite their active participation in the hobby. Usually they cite the cost of membership as the reason. I have been a member of both for many years. In my opinion, the greatest asset of these organizations is the fellowship that they facilitate. You can certainly meet lot’s of interesting people in you neighborhood or town who share your interests, but without the broader exposure of such organizations as the NMRA and MER and the divisions,

these folks miss meeting many more very interesting soulmates across the country. In addition to the NMRA/MER there are many other model railroad organizations that can serve a similar function such as NMRA generated Special Interest Groups (SIGs), informal organizations such as the narrow gauge fraternity, the Prototype Modelers, and other such loosely organized groups. The events sponsored by these organizations are the impetus to meet new friends and renew old acquaintances. As time goes by, these friendships seem to take on as much or greater value than the model railroading hobby that inspired them.

This is what you can tell those

reluctant joiners. The cost is no more than a subscription to a model magazine and the comradeship is far more enduring. In my opinion, it is not any of the special programs being promoted but simply the people that provide value for your money. If you are only a member and have not participated you are missing out on the true value of the organizations. You can’t meet people through reading a magazine.

So if you haven’t attended a convention, give Hagerstown a try! I guarantee you will meet some interesting model railroaders. If you take this advice, say hello to me at the convention — I will be there.

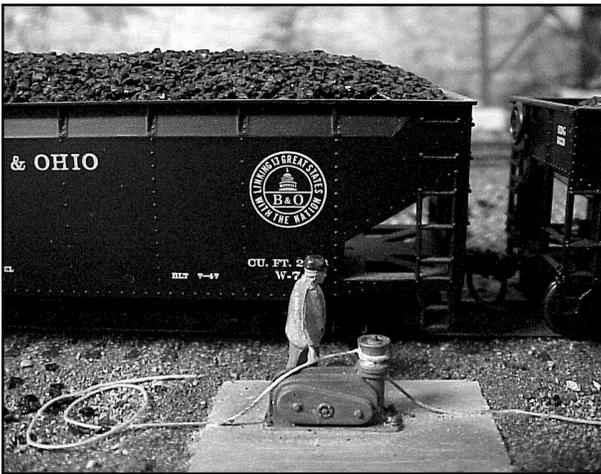
—Stan Knotts

West Virginia Midland

Continued

normally switched by either the Diana local or the stone train. Other activities include a transfer run to the Webster Springs industrial yard and (once completed) the saw mill at Dorrtown. Complicating the issue are the log trains running between the truck to rail log transfer at Big Mountain, on line coal movement between Snook and Coketon and the Webster Springs / Holly Junction passenger train (usually a gas-electric car).

Like most model layouts (specially point-to-point) I don't have enough room for a really long main line run. Therefore, in order to expand the operational size of the railroad during



Car puller operation at the Snook mine

operating sessions, we use the main line twice. Trains running from Holly Junction to Webster Springs pass the junctions for Hacker Valley, Diana and Snook. However, on the Midland route map these locations are shown as being various branches that are worked out

of Webster Springs. The trains serving these locations are made-up in Webster Springs (with different power requirements from the main line trains) and run back over the same tracks to the various junctions. After completing their switching the trains return to Webster Springs (again over the same track). The outbound cars are then switched into trains for Holly Junction and sent on their way.

This concept greatly expands the operational possibilities of the layout. It keeps the dispatcher jumping at times but otherwise works great. Several locations on the line (such as passing sidings) have two names to differentiate between main line and branch operations. Dispatching is handled by written train orders with all trains other

than the passenger train running as extras. I have been using a type of card order system to handle car distribution but I am in the process of changing over to a computer based system. Due to the large amount of time spent in switching (as opposed to running on the main) all time keeping for the passenger train is based on real time. The running times for the passenger trains are set at the start of the operating session and posted on a schedule board. All extras

must be in the clear at least two minutes (real time) prior to the scheduled running time for the passenger train. This can be a major problem for the Hacker Valley turn since they have to hold the main in order to complete their work at

Continued on page 9

Achievement Program Chairman

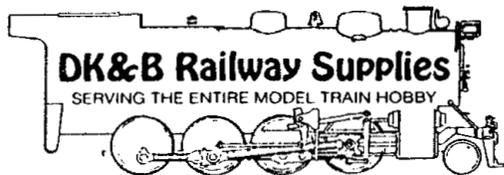
Our National Trustee, Monroe Stewart has announced the appointment of a new Achievement Program Chairman, Jim Kellow, MMR. His predecessor, Al Phillips has stepped down to devote more time to modeling and other interests.

Jim brings an impressive resume to his new responsibilities. He has completed ten of the NMRA Achievement Awards, won numerous awards in NMRA contests and served on the national AP Advisory Board. Before moving into the MER, Jim was the AP Chairman for the North Central Region.

As always, members living in a division should route all paperwork and questions to their divisional AP Coordinator. Members living outside of division boundaries and NMRA members living in the MER but not members of the region, can contact Jim at: 104 Elizabeth Page, Williamsburg, VA 23185 Tel and Fax 757-258-4973 email: jkellow@widowmaker.com

—Eric Dervinis, MER Secretary

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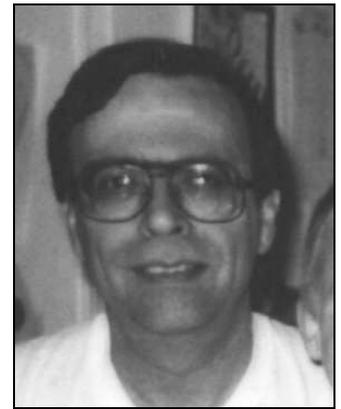
MER BOARD OF DIRECTORS ELECTION

Six candidates are running for the office of Mid-Eastern Region director. The term of office is two years, commencing at the Fall Annual Meeting. VOTE FOR NO MORE THAN THREE.

Ballot postcards addressed to Dennis Masters, 15 Harvard Rd., Hagerstown, MD 21742-6510 must be received by September 5th. The candidates statements and photos appear here.



CHARLES HLADIK



DONALD G. YINGLING

CHARLES HLADIK

As a person who works both a full and part time job and is aligned with one or more Clubs/Organizations I know that your model railroading time is precious. My organizational experience includes a recent term as Superintendent, James River.

Personally, I model the Rutland Railroad circa October 1948, at Bel lows Falls, Vermont, in HO scale. I also dabble in O scale and run G scale at trains shows. My forte is structures, but I do pretty good with rolling stock. I prefer scratchbuilding structures and some kitbashing. The rolling stock is generally newer craftsman type kits including resin. I still use analog control because I'm not "swift" enough to get the hang of the DCC that's available.

One of my favorite pastimes is picking the brains of other modelers including those into planes, ships, autos and armor, as we all learn tricks from each other. I also enjoy researching the Rutland. When I started modeling the Rutland, about 20 years ago, there was very little in print, but now we have a historical society and a slew of books.

I got into this hobby about 1958 while going to high school and working at a local hobby shop.

DONALD G. YINGLING

Don Yingling resides in York, PA with his wife Pat and son, Gregory

(an avid N scale modeler). Don models in HO scale and has a double deck layout. He is employed as an electronics technician and served active duty in the United States Air Force.

Don has been an NMRA member since 1969 and a member of the MER since 1974. He has served the MER as Model and Photo Contest Chairman and has worked on five regional convention including the Fall 2000 Convention in Altoona. Don was a member of the committee responsible for the revival of the Susquehanna Division 11 and has served as that division's superintendent and is currently editor of their newsletter.

Don says: My goal, as Director, is to have the Board work as a team, to move the region forward and to accomplish the tasks of the region in a timely manner. We need to expand the membership base and improve benefits including conventions and the LOCAL. We need to bring the divisions back into the fold, to assist them with their particular needs, and to gel into one strong and responsive organization. We must strive to make this the Most Enthusiastic Region.

JIM ATKINSON

I am running for a second term on the Board of Directors because I believe in the NMRA and want to do my part to help it flourish. I am 55

and married, with two adult sons. I served in the US Army and worked thirty years as a Journeyman Machinist. I am presently a full time Realtor in central Pennsylvania.

My modeling started in the mid 1950's and I first joined the NMRA in 1960. Family responsibilities intervened after that but I continued my modeling interests. Four years ago, I finally started my long time dream of a large layout and renewed my interests in the NMRA. Since then I have earned the Golden Spike and two AP awards.

In the past, I have served in officer positions in two fire buff organizations and my volunteer fire company. I presently assist Division 11 as Membership Chairman and the MER as Photo Contest Chairman.

I thoroughly enjoy model railroading and the camaraderie of the NMRA members. I believe in the necessity of the NMRA to help set industry standards and to unite modelers and manufacturers to a common goal and I want to help the process as much as possible.

JIM KELLOW

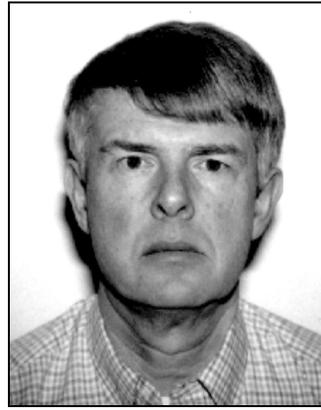
I am a Life Member of the NMRA and the Mid-Eastern Region. In addition to the NMRA Golden Spike Award, I have completed ten of the Achievement Awards, thus becoming Master Model Railroader #202.



JIM ATKINSON



JIM KELLOW



ROBERT MINNIS



WM. TERRY NESBIT

I have been a model railroader for 50 years and have built railroads in N, TT, HO and O scale and Lionel. I presently model in O scale traction. I am currently a member of the Board of Directors of the Tidewater Division of the Mid-Eastern Region and have served as the NMRA North Central Region Achievement Chairman, and on the NMRA National Achievement Program Advisory Board. My articles have appeared in many of the modeling magazines, and I am currently the "O" Scale News Contributing Editor for *Traction*, as well as the editor for the Tidewater Division's newsletter, CallBoard.

With my recent retirement and move to Virginia, I am looking forward to becoming more involved with the programs of the Mid-Eastern Region. In addition to efforts to increase our membership, I believe strongly in developing programs designed to provide model railroad experiences to young people, and educational opportunities for all of our members.

Thank you for your consideration of me for Director.

ROBERT MINNIS

In April, I retired after three years as Superintendent of the Potomac Division (#2) to devote more time to the construction of my basement layout. For five years prior to that, I

was the Division Paymaster and HO module coordinator. I am a life member of the NMRA and have earned the AP certificate for Association Volunteer.

My interest in modeling began with the traditional Lionel train set received at Christmas. I switched to HO scale in my mid teens. College and a military career restricted my modeling activities for many years. During this time, I was a founding member of two different model railroad clubs. Also, I managed to accumulate a modest collection of structures and rolling stock. I especially enjoy scratchbuilding and assembling Campbell and LaBelle wooden kits. This interest may have been inherited from my cabinet-maker grandfather.

The best part of this hobby is the talented people it attracts. Regardless of one's era, scale or gauge, we can learn from and teach each other. As a director, I will continue to support all aspects of model railroading. No one's interest is any more or less important than his fellow modelers.

WM. TERRY NESBIT

Currently, Mr. Nesbit is the Superintendent and Achievement Program Chairman of Susquehanna Division #11, Mid-Eastern Region (MER) and a board member of the MER. He is MER life member #310,

and life member #884 of the NMRA. In addition he has been awarded Master Builder Certificates in Cars and Structures in 1971; Volunteer and Author in 1996; and Scenery in 1998.

Mr. Nesbit has served as a Model Contest Judge at the National Model Contests in 1995 through 1999 for the NMRA. He is the author of an eight part series and several one evening projects to be published in future NMRA Bulletins. He has given several clinics at the national NMRA conventions.

He is a pioneer in the Model Railroad Industry and he is an inventor, developer, and manufacturer of model railroad equipment. As owner of the Narrow Gauge Car Shop, founded in 1973 and the first to produce ready to run HO n3 plastic rolling stock.

Mr. Nesbit is the sponsor of the Blue Lantern Award, given at each MER convention since Hunt Valley. He has contributed many books, etc. to the Kalmbach Library and is a contributor to the 4th edition of the BROWN BOOK.

**TO VOTE:
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included
in this issue.**

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The first-time visitor to the Bowser plant in Montoursville, PA is struck by the sight of row after row of boxes, bins, and drawers - each neatly labeled with an identifying number. This is not surprising when you learn that Bowser operations involve about ten thousand types of parts. No, that's not PARTS. That's TYPES of parts. Most but not all Bowser products are HO, and the printed HO parts price list has about 4,800 line items.

Historically, Bowser was best known for its metal HO locomotive kits. However, the overall business now has many other facets. Bowser has a line of extensively researched HO plastic freight car kits, with heavy but not exclusive focus on the Pennsylvania Railroad. These kits now represent over half of the business. Other items manufactured include turntables for all scales, HO and O trolley cars, brass detail parts, pewter detail parts, pewter track accessories, and "restoration wheels" for Lionel Standard Gauge and O-Gauge locomotives. The number of O-Gauge parts manufactured is so large that Bowser finds it productive to exhibit each year at the TCA show in York, PA.

In addition to acting as distributor for its own products, Bowser is a stocking distributor selling to dealers for over seventy

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
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model railroad-related lines. English's Model Railroad Supply, the associated hobby shop, is also part of the overall operation. Newly expanded, it would be an impressive retail operation even in the largest of cities.

The company's roots go back to Redlands, CA and to original founder Bill Bowser. Lewis and Shirlee English purchased the business from Bill Bowser in 1961. They moved it to their basement in Muncy, PA, and later, to Montoursville PA. At the time of purchase, the product line included three locomotives (two of which are still in production). Over the intervening years, the product line has been expanded by internally-originated designs, and by purchase of product lines and tooling from others. These purchases have included many of the pioneering names in the hobby: Penn Line, Pennsylvania Scale Models, Pittman, Varney, Cal Scale, Cary, Menzie, and Arbor Models. Starting as a part-time basement business, the company now has thirty-five full time employees. The Montoursville facility is an impressive 30,000 square feet on two floors. However, the business is still very much family managed, with son Lewis Jr. handling the office and wholesale portions, and son Lee managing production and product development. Lew's wife Bea is the Credit Manager.

For good reason, "manufacturing" is the company's middle

name. Quoting from the HO Reference Manual: "We now spin cast pewter, pressure die cast zinc, and investment (lost wax) cast brass. Our shop also has punch presses, screw machines, manual milling machine, CNC milling machine, CNC milling center, surface grinders, drill presses, tapping heads, kick presses, pad printing machines, computerized drafting, and desktop publishing."

Lee English welcomes inquiries for special orders-either complete items such as freight cars, or specialty parts of almost any kind.

Discussions with Bowser people quickly push a number of business policies and issues to the surface:

- Competing with low-wage overseas manufacturers is an ever-present reality. 99% of Bowser's manufacturing is in the U.S., with over 90% in their own facility or nearby Pennsylvania
- Model manufacture is inherently a batch rather than a continuous process, which leads to another question: how big do you make the batch? And, do you plan to re-run the item when the initial run is sold? As a matter of policy, Bowser does not do "limited editions." Once they put something on the market, they intend to keep it available on the market for a long time. Where applicable, this also applies to parts. Although it won't be true forever, they still have many parts available for their original Penn Line locomotives.
- Manufacture of many model railroad items involves a huge up front cost for development, research, dies, and tooling. If one were to start with nothing, it might cost \$100,000 in the U.S. to bring a new car to the market. Cost for a locomotive might easily be \$250,000. This may be reduced somewhat by reuse of tooling and

Continued on next page

West Virginia Midland

Continued from page 5

the stone quarry.

As I mentioned above, a large amount of the operating time on the layout is taken up by switching operations. Several of the switching locations are set up as switching problems. In fact, I have seen new operators take

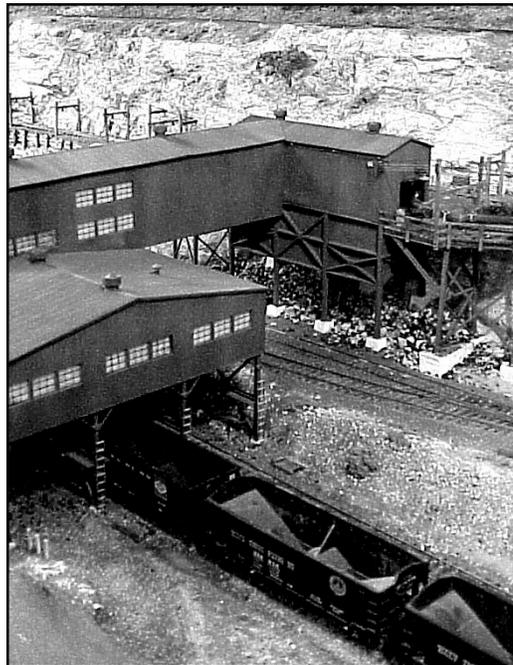
as much as an hour (real time again) to work the three set-out locations at Diana. Remember that all branch trains must return to Webster Springs. None of the branch locations have turning facilities and the management insists that the engine must be at the front of all trains (running in reverse one way) and the caboose must be at the rear on both the outbound and return runs.



Crushed limestone loader at Hacker Valley



Left: Crusher house at the Hacker Valley quarry.



Right: Highly detailed and prototypically correct coal mine at Snook

Made in the MER from page 8

partial dies, but the cost will still be enough to make the uninitiated gasp.

- As with most businesses, getting and keeping one's name in front of the people in the hobby requires continuing effort.

- And, with 10,000 types of parts, inventory management requires ongoing attention.

Bowser sells directly and through local hobby shops, and exhibits at the NMRA National Train Show, and at the TCA show at York, PA.

Extensive product information is also available on the web page (<http://bowser-trains.com>).

Reach Bowser by phone (570-368-2379) or FAX (570-368-5046).

WEST VIRGINIA MIDLAND RAILROAD

Owner — Bob Johnson

Address — 2193 Bellemonte Court
Jefferson, Maryland 21755

Scale — HO — Standard gauge

Time period — Summer of 1954

Layout size — Main area — "E" shaped
12ft. by 16ft. with a 50 foot "around the wall" shelf extension

Construction — Modified "L" girder
open frame and "itable top" (in yard areas)

Scenery — Conventional plaster over
cardboard support with extensive use
of rock castings. The scenery includes
around 2500 hand made trees (wild
hydrangea) and is approximately 80%
complete

Setting — Mountains of central West
Virginia (Webster / Braxton County)

Design — Point to point with off line
staging and a working interchange

Motive power — Combination of steam
(primarily WVM and New Dominion
Lumber Company) and first generation
diesels

Operation — The layout is designed to
accommodate up to 8 operators but
can be run by one person. The layout is
controlled by a Lenz DCC system

Hagerstown Convention

Highlights of the HUB CITY LIMITED Fall M.E.R. Convention
November 11-14, 1999
At the Ramada Convention Center
Rt 40 East-Hagerstown, Maryland

Operations Call Board

Try your hand at the throttle and experience what operation is all about! The first 60 to register for this extra fare activity will be transported by van to one of several layouts that are designed for prototype operation. These events will take place on Friday, November 12. Assignments will be to a morning or an afternoon session by random selection and where possible we will try not to create a schedule conflict with a prototype tour.

Railroad Prototype Tours

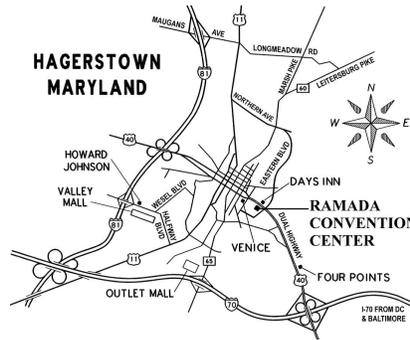
The CSX Cumberland Shop tour and the MARC Brunswick Facility tour will depart early on Saturday morning. CSX requires attendees to have their own steel-toed shoes, safety glasses and hard hats for both tours! Builder supply stores have reasonably priced hard hats and safety glasses available if you don't already have these items of equipment. Transportation for these extra fare tours will be by chartered bus. There is a limit of 47 people for the CSX tour, so register early.

Industry Tours

The cement plant tour will be on Friday morning and is limited to 30 people. The afternoon tour, also limited to 30 people, will be to the Blue Seal Feed Mill, Staples Distribution Center and Purina Mill. There is no wheelchair access on these tours!

Non-rail Activities

There will be a Tole Painting clinic Friday evening (\$15 fee-20 people limit). Materials and instruction will be provided and you will create a



decorative plaque to take home.

An historical tour of Hagerstown will be held on Saturday morning (\$5 fee-15 people limit), travelling to the Hager House (home of the founder of Hagerstown, Jonathan Hager) and to the Miller House, a typical town house of the late Federal period and headquarters of the Washington County Historical Society.

Shuttle service will also be provided for visitors to the newly built Hagerstown Prime Outlets - over 120 stores for your shopping enjoyment!

Buffet Dinner

For those who pre-register, the Saturday night food extravaganza will include top round of beef, baked scrod and teriyaki chicken on a buffet with all the usual side dishes and beverages.

Forum: "Prototype vs Freelancing"

Featuring model railroad luminaries John Armstrong, Tony Koester, Marty McGuirk, and Bill Schaumburg, moderated by Bob Charles, this promises to be a discussion you won't want to miss! Starts at 8PM Saturday, immediately following the dinner.

Also:

Model Contest, Photo Contest. Non-rail Craft Contest, and many door prizes donated by dealers and manufacturers. Buy a length of tickets and deposit them in the "Chartreuse Caboose" next to the prize you would like to win! Good luck!

CLINICS: A partial list of clinics to be given at the Hub City Limited Convention

John Armstrong, Track Planning;
Bill Ataras, title not available;
John Becker, Intermodal Modeling;
Roger Cason, Small Layout Operations;
Bob Charles, A Conversation With The NMRA President;
Matt Chibarro, title not available;
Paul Dolkos, title not available;
Phil Fairman, Bullet Proof Boxcars;
Frank Foight, How The Real Railroads Do It;
Alan Frame, Ma & Pa;
Don Graef, Open Loads;
Mike Hohn, Modeling a 19th Century Railroad;
Bob Hubbard, Building Birdsboro Foundry;
George Hughes, Installation of Digitrax Systems;
Bob Jans, Real Model Railroaders Aren't Afraid Of Hidden Track;
Stan Knotts, From Wood To Retail;
Tony Koester, title not available;
Marty McGuirk, title not available;
Bob Markle, Railfanning in the Hagerstown Area;
Bryan Memmot, Track Planning For The Prototype;
Mary Miller/Charlie Potter, Figure Painting (Hands-on extra-fare clinic);
Geren Mortensen, DCC Decoder Selection & Installation;
Bill Mosteler, HO Scale Knuckle Couplers;
William Nesbitt, Lamps & Lanterns from 1860 - 1960;
Larry Nyce, title not available;
Bob Prehoda, Toward More Realistic Operations;
Mike Rabitt, title not available;
Bill Schaumburg, The Tunnel At Towntalk II;
Monroe Stewart, title not available;
Don Talbert, Detailing Model Vehicles;
John Teichmoeller, title not available;
Frank Winner, Electronic Circuits.

LAYOUTS: We are approaching 30 layouts for your visiting pleasure. Most will be open Saturday and Sunday afternoon. Check your registration package for schedules. Here's a sampling:

- Doug Baker's HO Union Pacific-Harriman Subdivision has a western mainline theme.
- Steve Bittinger's G_n3 outdoor railroad; featured in *Garden Railways* magazine.
- Jim Brewer's HO N&W-Shenandoah Division eastern mainline style; seen in *Prototype Modeler* magazine.
- The Brunswick Railroad Museum models the B&O from Washington, DC to Brunswick, MD in HO.
- Jim Carbough models the B&O and CSX in HO
- Pete and Jane Clarke recreated the East Broad Top in HO_n3; featured in the last *Local*.

• Andrew Dodge's On₃ Denver, South Park and Pacific is western narrow gauge and was published in *Model Railroader*.

• Bob Hazard has captured the theme of eastern mining and logging on his HO Crabbit & Pitchahissee RR.

• Roy Hoffman models the Pennsylvania and New Jersey area in S finescale.

• Bob Johnson's West Virginia Midland is an HO eastern shortline that was published in *Model Railroader*.

• Marv Kershner's Sagalot Central RR is an O H_{irail} layout representing an eastern bridge line.

• Dick McEvoy's Barneytown and Scupperville HO eastern mainline railroad; featured in *Railroad Model Craftsman*.

• Bill and Mary Miller model the Colorado & Southern in On₃; pub-

lished in the *Narrow Gauge and Short Line Gazette*.

• Charles Mozingo operates and displays current and vintage Lionel trains and WW2 items.

• Harry Myers has a recently rebuilt 3-rail layout that features large motive power.

• Larry Nyce models the Rio Grande Southern and Colorado & Southern in Sn₃, and has been published in the *Narrow Gauge and Short Line Gazette*.

• Dale Ridgeway's Louisville & Ridgeway is an eastern mainline theme railroad in HO.

• Art Selby's Blue Ridge Midland is a multilevel O scale railroad designed by John Armstrong.

• Steve Sherrill's Shady Grove &

Sherrill On₃₀ railroad was featured in *Model Railroading*.

• Larry Snook models the Western Maryland and Reading railroads in HO with heavy mainline action.

• Bill Sommers recreates an eastern short line in his HO Eagle Mountain RR.

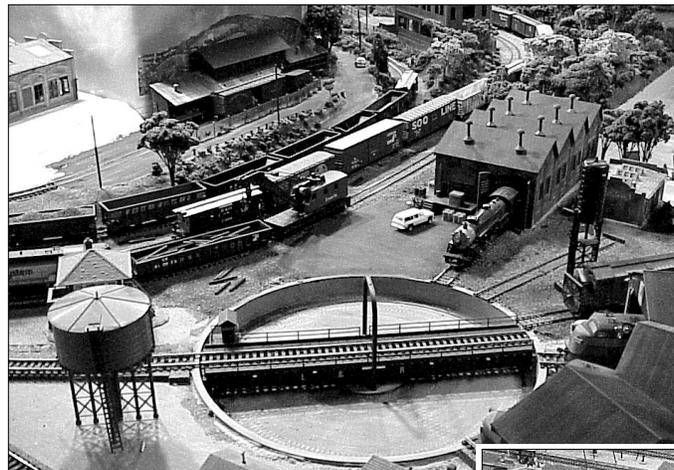
• The Waynesboro Model Railroad Club has three layouts - in HO, O and N scales; published in *Railroad Model Craftsman*.

• The Winchester Model Railroad Club has a large HO layout.

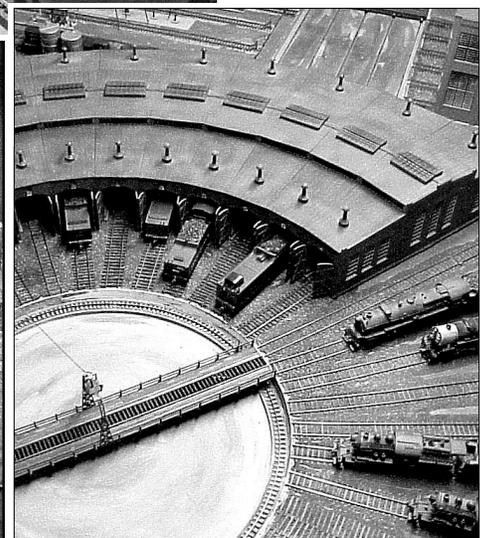
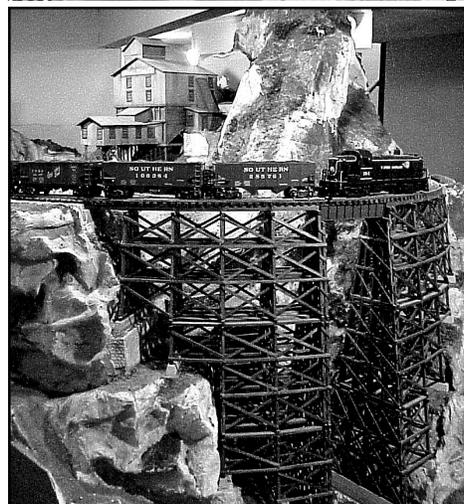
• Brian Wolfe's Western Maryland-Blue Ridge Division is an HO layout with an eastern mainline theme.

• Howard Zane's HO layout has been featured in *Model Railroader*.

A Sneak Preview of the 30 Layouts at Hagerstown...



Marv Kershner's Sagalot Central RR; Dick McEvoy's Barneytown and Scupperville; Dale Ridgeway's Louisville & Ridgeway



A Hub City Layout: The Waynesboro Model Railroad Club

Thirty layouts will be open to convention goers for the Hub City Limited in November. One of the six layouts in south central Pennsylvania that will be open for the convention is the Waynesboro Model Railroad Club. The club, located a little north of Hagerstown in the old Miller grain elevator, has about 40 active members and three operating layouts.

The club features a large operating HO scale layout on the first floor of the club house in a spacious 28 x 48 foot railroad room. An O gauge and N scale layout occupy an equally spacious area on the second floor. The HO scale layout was started in early 1992 and the main-line was completed for the holiday season open house that same year. Since then, the layout has been almost finished, with nearly all of the track operational and better than 80% of the scenery finished. The DC block controlled layout features walk around throttles with trains and power routing dispatched from a main control panel located in an adjoining room. Operating sessions are planned to begin this fall, using the Albion software program "Ship It." Last year, the HO layout was featured in an article in the June 1998 *Railroad Model Craftsman*.

Since the 1994 "Fun!Vention" in Hagerstown, the Waynesboro Model Railroad Club has renovated an equally spacious second floor area for its O and N scale activities. An around-the-wall O gauge layout is now in place and is being expanded between holiday season open house events. This operating layout features models of many local structures and a fair amount of completed scenery. In the center of the same room is a completed 6 by 20 foot N scale layout. This layout is

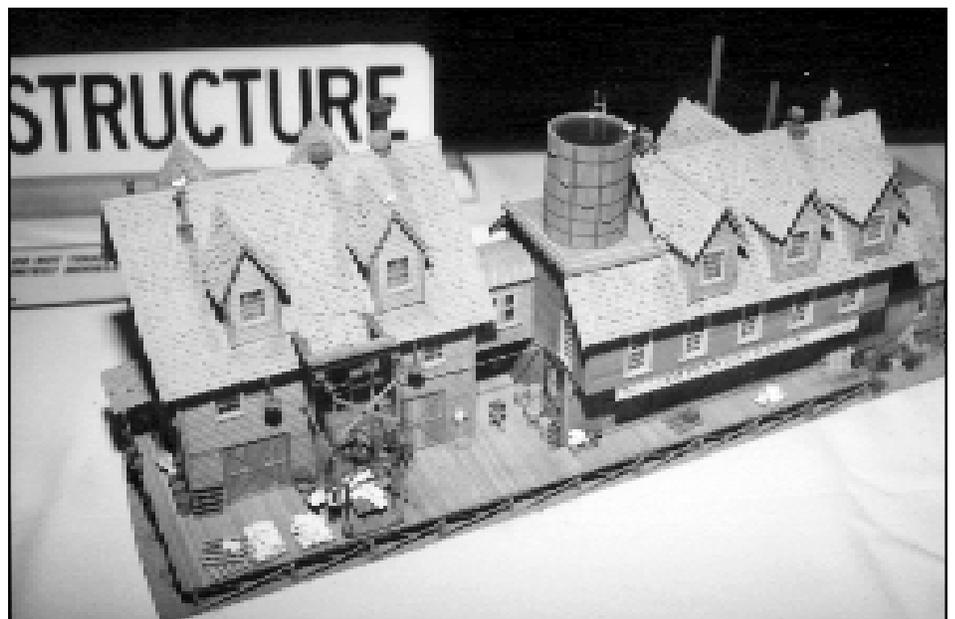
built in sections which the club takes to display sites in the area for publicity. As we enter the new millennium, a new and expanded N scale layout is to be built in a renovated space adjoining the larger second floor room.

So come to Hagerstown this fall for the MER Fall Convention and visit the Waynesboro Model Railroad Club. The club is just one

of thirty equally fine operating layouts in many scales that will be open to you. See what others have done and how they solved their modeling problems. Each layout has unique features to inspire you. Get those juices flowing with fresh ideas just before we enter the winter model railroad season. The crew in Hagerstown looks forward to seeing you at the Hub City Limited!



Blue Ridge Model Contest: Pardee & Curtin Building - Dan George



Blue Ridge Model Contest: Bret's Brewery - Robert Hazard

Registration - Hub City Limited Convention - November 11-14, 1999

Name of Primary Registrant: _____

Address: _____ NMRA Number: _____

City/State/Zip+4: _____ M.E.R. Number: _____

Early Full Registration (before 8/1/99)	\$30.00 x _____ =	\$ _____
Early (non-NMRA member)	\$45.00 x _____ =	\$ _____
Full Registration (after 8/1/99)	\$35.00 x _____ =	\$ _____
Full (non-NMRA member)	\$50.00 x _____ =	\$ _____

Name of Spouse: _____

Spouse	\$10.00	\$ _____
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Children's Names: _____

Each child 12 to 18 years old (children under 12 are free)	\$10.00 x _____ =	\$ _____
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Buffet dinners (pre-registrations only) (top round of beef, baked scrod, and teriyaki chicken)	\$15.00 x _____ =	\$ _____
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Operations Call Board	\$15.00 x _____ =	\$ _____ (limited to 60 people)
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Extra fare rail clinic (iPainting Figures?)	\$15.00 x _____ =	\$ _____
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Extra fare non-rail clinics:

Friday night Tole Painting	\$15.00 x _____ =	\$ _____ (limited to 20 people)
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Saturday morning Historical Tour	\$5.00 x _____ =	\$ _____ (limited to 15 people)
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NOTE: October 21, 1999 is the LAST date to pre-register for the Extra Fare Clinics!

CSX Cumberland Shop Tour (Sat.morning)	\$20.00 x _____ =	\$ _____ (limited to 47 people)
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MARC Brunswick, Md facility tour (Sat.)	\$20.00 x _____ =	\$ _____
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NOTE: Steel-toed shoes, safety glasses and hard hats are required for the CSX & MARC tours!

Cement Plant tour (Friday morning)	\$10.00 x _____ =	\$ _____ (limited to 30 people)
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Feed mill/warehouse tour (Fri. afternoon)	\$10.00 x _____ =	\$ _____ (limited to 30 people)
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NOTE: No wheelchair access available for the Cement Plant or Feed Mill tours!

GRAND TOTAL \$ _____

Enclose your check payable to Hub City Limited and mail this portion of the form to

Paul Rausch, 3101 Jefferson Drive, Martinsburg, WV 25401 (304-754-3716)

_____ *cut here* _____

For room reservations at the convention hotel, call them or return this portion of the form to the Ramada Inn Convention Center - 901 Dual Highway - Hagerstown, MD 21740 - 301-733-5100

Group Name: Mid-Eastern Region NMRA, November 11-14,1999 Room Cost: \$69.00 plus tax

Name: _____

Address: _____

Home Phone: _____ Work Phone: _____

Arrival Date: _____ Departure Date: _____

Reservations Must Be Received By: October 21, 1999

Single Room Double Smoking Non-Smoking

Number of Rooms _____ Number of Adults _____ Number of Children _____

MC ___ VS ___ AMX ___ DS ___ DI ___ Number _____ Exp: _____

Check In After 3 PM - Check Out 11 AM. Arrivals after 4 PM must be guaranteed by credit card or pre-payment.

Moving: A Learning Experience

Paul Locher

When I retired, we decided to move to Florida. We had visited our daughter there and read many books about retirement places. However, this meant moving a large 20' by 50' room full of railroad in the basement. However, it was done in 3 months along with the rest of the house.

I got 184 paper boxes from Staples and Office Depot and made 24 custom boxes from large mattress boxes I got from Furniture stores. I got a roll of thin foam and a bag of peanuts from a packing store and a few rolls of packing tape from Hechingers. I borrowed the Saran wrap from the pantry.

An inventory was put in each box and a sign on the outside told what was inside. I learned that I should have made sure to use a waterproof marker. Some of the outside signs ran.

I first packed all the details (cars, trucks, people, etc.), then the rolling stock. These items were packed in the paper boxes. Sometimes, items were first put in shoeboxes to keep them from bouncing around. Some details were wrapped in Saran wrap to keep them together and protect them. The wrapped items also cushioned the other items. The rolling stock was loaded in the paper boxes in rows separated by the thin foam.

Next came the structures. The smaller ones were loaded into the paper boxes with Saran wrap and/or peanuts for cushioning. The larger ones with bases were put in paper boxes or custom ones. They were screwed in the boxes to keep from shifting around. Depending on the sizes and shapes, more than one structure could fit in. The real large ones were put in custom boxes

and screwed in place.

Then the track was picked up. I used twist-em or stretch wrap material to bundle the track material. The hand laid and flex track were bundled by size and length. The switches were sorted by size and bundled up. The switches I make in jigs are all one piece frogs and points so it was easy to pick them up and sort them by sizes to bundle up.

The ballast was then scraped up and put in coffee cans. Sometimes I used a shop vacuum with part of a pair of pantyhose at the machine end of the hose to catch the ballast. The scenery was thrown out for most part but a few pieces were saved. Such as the bottom of a ravine.

Next, the benchwork was taken apart. The screws were sorted by size and put in coffee cans. The "L" girders were kept together and the adjusters were left in the bottom of legs. The wood was bundled if appropriate.

All the railroad items were loaded into a U-Haul truck along with the plants and a few other things for the move to Florida. The household things went by regular movers. The railroad boxes were stored in a commercial air conditioned unit for a couple of months while our new house was being built. The wood went in our temporary garage and moved later to our new house.

Everything arrived in good shape. There was some damage but

was repaired easily. After four and a half years, some boxes haven't been unpacked although the contents were checked for damage. The new railroad is progressing nicely but not as fast as I had hoped. There are too many other things that take my time.

From this move I learned some things about what not to do on future layouts. You never know when you will have to move the layout. The things I learned not to do are:

Don't glue down cork or other roadbed. The glued material couldn't be saved. The stapled or nailed items could be saved and were reused.

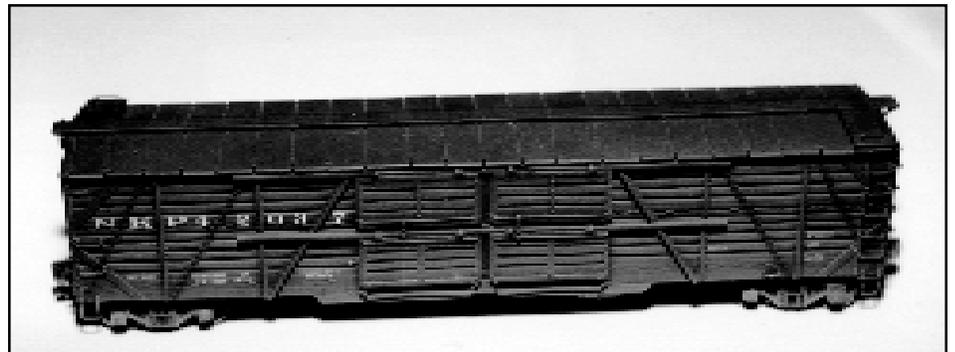
Don't glue joints unless really needed for strength. It is easier and more useable if screwed together. In fact, do not use glue anywhere on the layout to hold things together unless needed.

Put structures on bases. It was easier to get them up and pack.

Use Phillips head screws. Preferably cheap dry wall screws. The slotted screws were harder to back out with a driver unless you have a sheath adapter. Of course some of the old layout was built before dry wall screws became available.

When you build large items think about how they might be taken apart. This goes for bridges and buildings.

It takes too much time to try and recover the spikes from hand laid track. Don't even try unless you have a lot of time.



NKP Mather Stockcar - Jim Teese

LOGO CONTEST: Celebrating 50 years

The year 2000 is creating excitement across the region. Amazing developments are changing model railroading in ways never anticipated when the region was organized over fifty years ago.

To bring the new year in style, we need a logo that celebrates our past and hints of our future. In every corner of the MER, creativity lurks just bursting to get out. As you read this, your mind is racing, thinking of ideas. Start doodling now!

As an incentive the creator of the winning logo will be awarded a gift certificate for \$200 to a hobby shop of their choice. Reviewing the entries will be a diverse panel of judges including a theatrical scenery designer, a college professor and a veteran of many railroad conventions.

The rules are simple:

1. You must be a current member of the Mid-Eastern Region, NMRA.
2. The design can be camera ready artwork or in a form that can be converted to camera ready artwork.
3. You can submit the entry on a disk, but a hard copy must be supplied.
4. It should work in both B&W and color.
5. It should be scalable from lapel pin size to an embroidered patch.
6. The judges decision is final.
7. The judges reserve the right to not award the gift certificate.
8. With the exception of the judges, all members are eligible to win the prize.
9. Entries must include the members name, MER number and street address.

Entries are to be postmarked by September 20, 1999 and mailed to the Secretary at 632 Bob White Rd, Wayne PA 19087. The decision will be made by October 31, 1999.



**Virginia Ry. Enginehouse - Ted Salmon
(Best in Show at Blue Ridge Crescent)**

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

Virginia Beach VA: Tenth Annual Tidewater Model Train Show and Sale, sponsored by the Tidewater Division of the N.M.R.A., October 23-24, 1999, 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 G Scale operating modular layouts, and free on-site parking. Located adjacent to Norfolk-Virginia Beach Expressway (I-264). Admission \$4.00 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.

Southern Junction Model Train Show, September 11-12, 1999, Raleigh, NC Sponsored by Carolina Piedmont Division 13 Inc., MER, NMRA and North Raleigh Model Railroad Club, NTRAK. Eastern North Carolina's largest display of model train layouts. Features at least 7 model railroad layouts, including a large NTRAK layout. Approximately 120 dealer tables are available. NTRAK modules are most welcome in the NTRAK layout. To participate with a NTRAK module, contact Chuck Dopler at (919) 838-9772 or e-mail: doplerc@bellsouth.net Location: NC State Fairgrounds, Dorton Arena, 1025 Blue Ridge Road, Raleigh, NC Times: Saturday: 9 a.m. to 5 p.m. Sunday: 11 a.m. to 4 p.m. Admission: \$4 for adults, children under 12 free with paid adult Contact: For more information, contact Rick Allen, P.O. Box 5183, Cary, NC 27512. Telephone: (919) 467-8105, email: trainnut@mindspring.com or visit our web site at <http://www.trainweb.org/nrmrc/southern.html>

MID-EASTERN REGION, NMRA, INC.

13212 Bellevue Street
Silver Spring MD 20904-1703

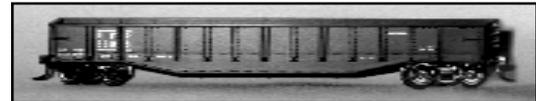
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INSIDE THIS ISSUE

Presidential Pennings *page 2*
Editor's Column *page 4*
Achievement Program Chairman *page 5*
MER Directors Election *page 6*
Made in the MER *page 8*
Hagerstown Convention *page 10*
Hub City Layout *page 12*
Hub City Registration Form *page 13*
Moving: A Learning Experience *page 14*
Logo Contest *page 15*
Callboard *page 15*

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 _____

MAKE CHECKS PAYABLE TO
MID EASTERN REGION.

SHIP TO:

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

MAIL TO:

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

The Mid-Eastern Region Inc., NMRA
Business Manager
13212 Bellevue Street

MEMBERSHIP APPLICATION

YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION TO BE A MEMBER OF THE MID-EASTERN REGION

Name _____

Address _____

City _____ State _____ Zip _____

NMRA # _____ Expire Date _____

MER # _____ Expire Date _____

Scale _____ Birth date _____ Tel # _____

Remittance Enclosed for:

National Dues: q New q Renewal _____
 q 1 year: \$32.00 q 2 years: \$64.00 \$ _____
 Life membership cost is based on your age.
 Send your Birth Date to the NMRA for a quotation.

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 \$ _____