

## Lynchburg Convention Update

As with the layout tours, non rail will also be self guided thereby allowing one to see more of what they really want to see and still be with friends. Lynchburg and it's surrounds offer several manufacturer shoe outlets, the Mayer Museum of Art located at Randolph Macon College which also has a planetarium. The Walton's Mountain Museum located about 45 minutes North of the city in Schuyler, about an hour North is Charlottesville, home of the University of Virginia, Monticello, Thomas Jefferson's home and a gazillion shopping centers and malls. Between Lynchburg and these locations are several wineries and a lot of Antique shops.

To our west is Roanoke with many shopping centers and malls and the Virginia Museum of Transportation where the N&W J 611 resides along with

*Continued on page 8*



### Eureka! *See page 4*

The Eureka, a Mason Bogie, is on the head-end of train #265, which is a westbound freight destined for Leadville. The locomotive is an Overland model of the heavier type 2-6-6T bogies that operated on the South Park in the early 1880s and later on the Union Pacific's subsidiary line, Utah and Northern. Positioning the track to crossover this scratch built bridge and next to a cliff obscures the transition between the scenic portions of the layout and the staging yard at Denver.

## MER LOCAL

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The MER LOCAL welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space.

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## Presidential Pennings

### New approaches to recruitment

by *Bill Gruber*

In a previous column in the LOCAL, I mentioned some thought-provoking opinions that gave three reasons for the existence of the Mid Eastern Region. Those were: 1) the continued sponsoring of Regional Conventions held within the boundaries of the Region; 2) the publication of a Regional "mouth piece" called the Local for the primary purpose of conveying Region business to the membership and secondary purpose of providing entertainment in the form of modeling related articles, etc. and; 3) provide for sound fund raising in order to defray the costs of running the Region.

In order to help meet these and a few other short term goals, the MER Board of Directors has recently approved some new approaches towards the recruitment of new members by promoting our Conventions and rewarding our veteran members in their recruitment efforts.

The first and perhaps most important item approved by the BOD is the first phase of production of a public relations video tape outlining all the activities associated with a Mid Eastern Region Conventions. The tape will be professionally produced by members of the Region and be geared towards those members on the Divisional level who do not attend Regional Conventions. Vice President Norm Garner will be spearheading the efforts and Brad Bowers of Digital Image Works has agreed to help on the professional level.

Director Paul Rivers, while acting as Membership Chair until a permanent replacement can be found, will be drawing up the guidelines for a new member recruitment contest. This contest will reward those present members who sign up new members. See Paul's article on page 6. Let's launch this project ASAP!

Overall, the Mid Eastern Region is in excellent financial shape as we head towards the next millennium. Conventions are booked through the Fall of 2000 with the Tidewater Division hosting the Spring 2000 Convention in Portsmouth, VA. and the Region sponsoring the Fall 2000 Convention in Altoona, PA. Other groups have expressed interest in the years following.

Don't forget the MER Spring Convention hosted by the James River Division will be held April 23-25 in Lynchburg, VA. From what I've read and heard, they have an excellent slate of clinics and other activities. Let's show them the support they deserve and send in the registrations forms now! Also, the South Mountain Division has been working hard to bring us our Fall Convention scheduled for November 12-14 in Hagerstown, MD.

It's still not too late to think about filling one of three Director seats this Fall at our Annual meeting in Hagerstown. Directors are part of the MER Board of Directors who help set Region policies, convey ideas from the membership to the Board and vote on all issues concerning the running of the Region. Deadline for getting your name to the Nominating Committee is April 15. After that, you'll need a petition signed by 25 members and filed by July 15. All you need is a photo of yourself, a small statement not exceeding 200 words and the desire to help make the Region a strong and beneficial organization for the membership. Please contact Alex Pope, Nominating Chair, at 5401 Temple Hills Rd., Temple Hills, MD 20748 or call him at (301) 894-4400. Let's have a full slate of candidates this year!

## NORMAN B. BLACKWOOD, MMR

On Monday January 18, 1999 Norman B. Blackwood left us. He was a well known modeler in the 1960/70 era, earned MMR in December of 1973 and had two extremely well thought out and functional layouts. He worked for PEPCO as a Senior Circuit Tester and was responsible for the acceptance of all power transformers that the power

company purchased for almost 10 years.

Norm was a perfectionist and would go to any length to be sure his model railroad, The Mason Dixon Lines, ran as well as he could make it. On the first layout that I saw, he had a rather small basement but was not willing to reduce the curve radius to under 30 inches, nor was he willing to have an S curve around a support column. There were brick load-bearing support columns built into the sides of his house that

held up a steel beam that ran across the basement. One of the support columns protruded into the right-of-way. He solved the problem by having a steel shop weld a tunnel of 1/4"

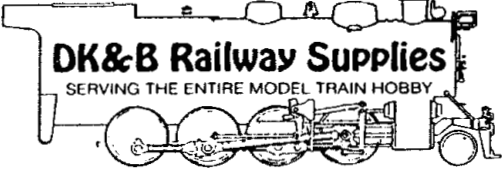
steel safety tread plates that was two HO tracks wide. He put a temporary support under that end of the house beam and chiseled out the protruding brick exactly enough to slide in the steel tunnel. He then cemented it in place and took down the temporary support. When he moved, the tunnel was still there. That layout was a wonder to behold.

He modeled the Penny and made operating 5 light block signals. Incredible for the 1970's. His blocks were controlled by stepper switches which were part of a very complicated Progressive Cab System that he designed and built. The under track wiring was just as impressive as the rest of the layout. Norm scratch built several brass locos, including a GS-4 SP Daylight 4-8-4. The Daylight paint job was as accurate as that on the prototype. He also built a scratch built Southern PS-4 Pacific 4-6-2. Both of these engines were the subject of painting articles in the Model Railroader.

The second layout is most notable for the absolutely perfect double slip switches that he and friend Capt. Pliny G. Holt, MMR designed and built together. Norm wanted to back a 15 car passenger train through the yard from the main through the double track slips into the passenger station without the normal S curves seen on other layouts (and the prototype!). He and Pliny worked over a year making the slips work and fit right. The final product was about seven feet long.

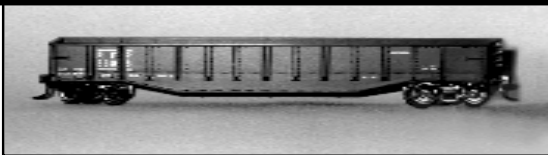
Norm was a master of many trades. Auto painter, restorer, 1/4 mile drag car builder and driver, superb cabinet maker, Still and Video movie producer, able to fix literally everything both mechanical and electronic - and one very nice family man too. He is survived by his wife, Betty Lou Blackwood, daughter Linda A. Terry, sons Bruce B. Blackwood and Bradley B. Blackwood. Bruce Blackwood owns Burrett Hobbies, a Model Trains and Hobby shop in College Park, Maryland.

*—Rick Shoup, MMR*



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# Building and Operating a Model of a Prototype Railroad

By Andrew Dodge

One of the most fascinating and romanticized railroads in the United States is the Denver South Park and Pacific Railroad. Traversing the Rocky Mountains in central Colorado, it operated under several corporate structures from the mid-1870s until just prior to World War II. I was introduced

Grande and the performance of such small steam locomotives. My real love was still the South Park. When Overland Models introduced a series of On3 models of the South Park's most famous engines, I saw my opportunity and made the switch. These Overland narrow gauge locomotives were of the Mason

With books and photographs at hand, I set about deciding which area of the line to model. Since I was going to follow the historical railroad, I felt that I had to be true to the scenic elements and the sequence of stations. I had determined that I had to forego modeling every town and station, but I would adhere to the order. Staying with the proper succession of depots was an important decision when it would come time to operate the layout.

Designing a layout is as important as all the other effort and time spent in building a model empire. I had a good sized area, 28 x 28 plus 18 x 13, to construct my layout. Even with the biggest room, space is always an issue, so I decided to have the two ends of the railroad, Denver and Gunnison, serve as staging areas. Since these two terminals were 200 miles apart, that left a large area to consider for my modeling efforts. The South Park operated through river gorges, passed over the continental divide three times, and across some very flat terrain. The economic base and traffic density on the line also varied from area to area and changed over time. During the early 1880s hard-rock mining was the driving force that determined where the line was going to be built. However, in the declining years of operation, ice became one of the most important commodities moved.

I wanted a model layout with prototypical and dramatic scenery and also with sufficient industries to keep train crews interested and busy during an operating session. I also desired to include a canyon scene so typical of Colorado narrow gauge railroads, a division point, and a high pass requiring grades and service facilities. After setting these criteria, choosing the areas to model was easy. All the

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**“I wanted a model layout with prototypical and dramatic scenery and also with sufficient industries to keep train crews interested and busy during an operating session.”**

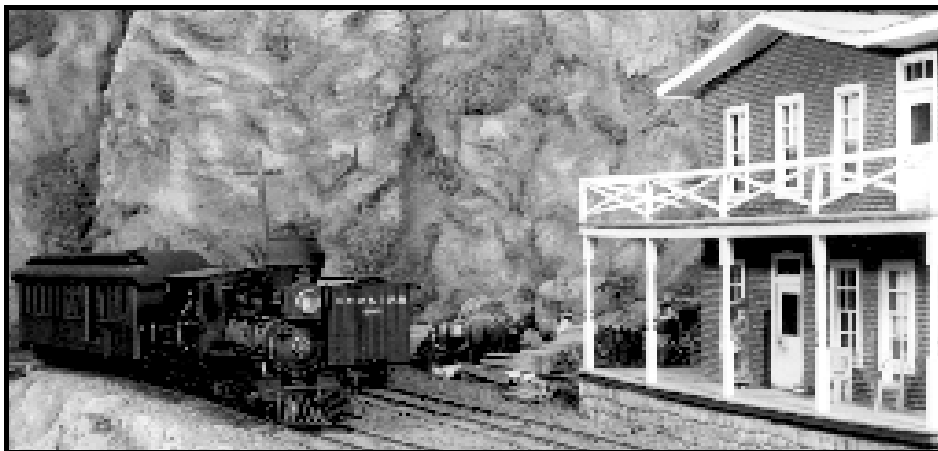
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to the railroad when I discovered my father's copy of *Pictorial Supplement to Denver South Park and Pacific*. Having traveled to Colorado and already being a model railroader, it was easy to visualize a “dream layout” and see myself running a railroad that was unfortunately consigned to history books and old pictures.

I began my modeling career in HO and moved on to HOn3 in the late 1960s where I stayed for the next 15 years. After building a rather typical large layout, I became disenchanted with modeling the Denver and Rio

Bogie 2-6-6T. They were small 22-25 ton tank type engines with a rigid frame. The drivers and lead truck swiveled under a center shank fitting, which carried steam to the pistons, and a three-axle truck under the tender supported the rear portion of the locomotive.

Now that I had the engines, I had to confront the real challenges of building an entire layout based on a 110-year-old prototype. All my preceding layouts were variations on the simple loop. This time I wanted to build and operate a point-to-point system.



The railroad's first bogie, the Oro City has just arrived at the Deansbury hotel in the Platte Canyon with several intrepid travelers who want to try their luck at trout fishing. The hotel is a compressed, scratch built model. I included this location on the layout because it offered two important sources of traffic: passengers and railroad ties, which furnished a necessary building material for the construction gangs working at the end-of-track at Gunnison and Breckenridge.

## BUILDING AND OPERATING *Continued*

traffic generated on the line or being shipped west had to go through the Platte Canyon, which is southwest of Denver. This gave me a good volume of thru traffic plus local freight and passenger business generated at several points. As the line headed further west it passed over Kenosha Pass at just under 10,000 feet, which provided the transition from the canyon area to the South Park and the railroad's division point at Como. Modeling the Platte Canyon and Kenosha Pass occupied one wall of the larger room as well as all of the smaller room and provided ample separations between each town and the various elements modeled in the canyon.

The town of Como is located in the South Park, which is a broad basin with a low rolling landscape between high mountains. In 1882, it was a

railroad town and a division point with a six-stall stone engine house, depot, and a large brick hotel as the main structures. By including this division point in the design, I would increase the interests for operating crews during sessions by incorporating switching, meets, and engine servicing into one area coupled with the added appeal of moving freight to supply the town and to keep the railroad functioning.

The placement of this railroad element in the room was predetermined by the fact that it took the full length of one side of the room. The flat terrain made constructing and modeling the scene easier and precluded scenic distractions. At Como, I wanted the scenery to be a background to the railroad facilities, while on other portions of the layout, I wanted the trains and structures to be seen as part of the landscape.

Since Como was a division point, I had to decide how to

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After passing through the town of Webster, the line begins its long climb to Kenosha Pass. The cars were scratch built from wood with fittings by Grant Line and hardware and trucks from Coronado Scale Models. The rocks in the retaining wall and the dirt and other rocks were taken from the actual locations in Colorado that are represented on the layout. I used plaster over screen wire and stained the scenery with a thin wash of colors matching the prototype locations.

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**“While the construction of the layout followed rather traditional carpentry and plaster on screen-wire techniques, building a prototype of an 1882 railroad presented a whole series of new challenges.”**



Train #265 is crossing the railroad's namesake, the South Park, and about to enter the line's division point at Como. While the area is relatively flat, construction engineers had to utilize several short, low trestles to traverse the Park. To achieve the feeling of a huge natural amphitheater surrounded by mountains several miles away, I scaled and painted the backdrop from historical photos of the area and photos I had taken. Although not apparent in this photo, I also painted heavy cloud formations that further “crushed” the mountains, which enhanced the impression of looking at an immense area.

## BUILDING, OPERATING

*Continued*

utilize the central area of the main layout room and what portion of the railroad could best be represented. In 1882, the line was still expanding west toward Gunnison and building a new branch from Como to Breckenridge. The right-of-way to Breckenridge would give me one of the railroad's most interesting passes, but I would have to fit an O scale wye into the available space. The route west was not as interesting and had limited industries to generate traffic unless I jumped even further west, too far for my modeling tastes to be believable, to the east side of Alpine Pass.

After several design sessions, I determined that I would create a reverse, balloon-loop for staging and to represent the western areas of the line and that I could incorporate a wye where Breckenridge would be located. The real modeling effort would go into the Breckenridge branch, which included Boreas Pass with its stone engine house containing a turntable, coal, and water facilities inside the building, and Breckenridge, which was the end-of-track during the time I am modeling. I felt that Breckenridge was a wise choice because it would give me a major source of traffic associated with hard rock mining and the feeling of a railroad under construction with an end-of-track scene.

While the construction of the layout followed rather traditional carpentry and plaster on screen-wire techniques, building a prototype of an 1882 railroad presented a whole series of new challenges. On all my previous layouts, I had used flex track and manufactured switches. Now I would have to hand-lay track and build stub-switches. I salvaged all the code 70 rail from my Hon3 layout and reconditioned it. Being



The Breckenridge mixed #279 has arrived for a water stop at Halfway, which as its name implies is halfway between Como and Boreas Pass. The water tank is a kit bashed On3 model with a redesigned enclosed base that was common in the early days of the railroad. The station/section house is scratch built of wood siding over a Plexiglas base with individual wood roof shingles.

a Scot, I hate buying the same thing twice. Code 70 rail in As" scale is equivalent to 35 pound rails, which is what the railroad used. There was a learning curve

to building stub-switches, but they are as easy or easier than point-switches. I even became comfortable enough to overcome the intimidating task of

*Continued on next page*

## RECRUITING CONTEST

Your Board of Directors approved a recruiting contest at the February 6th BoD meeting. The purpose of this contest is to enroll more MER members. At present only 47% of the NMRA members residing within the Mid Eastern Region, are members of the MER. This leaves quite a few NMRA members in our territory, who are not enjoying MER membership.

The awards for the best recruiters are as follows.

The best recruiter will receive a one-year membership renewal for both MER and NMRA. Second best recruiter will receive a one year renewal of their NMRA membership. The third fourth and fifth best recruiters will each receive one year MER membership renewals.

How to participate...

Take the MER Membership Application (located on the back cover of The LOCAL.) then write "referred by: (Your MER membership number)" on the bottom left corner. Make copies of the application and distribute them to fellow model railroaders. Be certain to tell them about the upcoming MER conventions, the camaraderie of MER membership, and the enjoyment that comes with being involved.

The contest will conclude in November, at which time all referrals will be tallied up and the winners notified.

See ya in Lynchburg,

—Paul R. Rivers

## BUILDING AND OPERATING *Continued*

constructing prototype, operational 3-way stubs.

Creating a prototype also requires that structures represent those in existence on the line at the time one is modeling. Today, most of the original roadbed can be found but there are only five known stations in existence, one roundhouse, and a few assorted remains of other buildings. Scratch building for me was a prerequisite and required extensive photo analysis. While I knew the general, footprint dimensions of major buildings, that was only a starting point. I had to size windows and their placement within the facade to known dimensions, such as the height of people. For the steel truss bridge needed to carry the tracks over the Platte River, I utilized the lengths of freight cars to make an approximation of the bridge's dimensions.

Compression of structures to fit an area is always an issue for

model railroaders. During the design phase, I had to take that into consideration for the Como area and the Deansbury Hotel in the Platte Canyon. Como's roundhouse, currently being reconditioned, is a six stall stone structure that could not be selectively compressed. This,

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**“Compression of structures to fit an area is always an issue for model railroaders.”**

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therefore, eliminated the compressibility of the other major railroad buildings at Como in order to keep everything in proportional balance. In one way, this made building the structures easier because it eliminated all the calculation necessary to reduce the mass of a building while

striving to retain its general appearance and flavor.

When I designed the Deansbury area of the layout, I had to face the issue from another perspective. If I built the hotel to full size, the layout would be at least five feet deep at that point, which would consume an inordinate amount of space desired for other features I wanted to incorporate into the layout. Fortunately, the hotel stands by itself and compression was possible. Building the hotel first required a series of mock-ups to ensure good proportionality and to give the impression of the full size building. I have come to the conclusion that not including

*Continued on next page*

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## SPECIAL AWARD OFFERED

The “Clyde L. Gerald” award will be presented at the Lynchburg Convention to the person that has the best kit-bashed model in the model contest. The kit instructions should be submitted with the paperwork when the model is entered in the contest.

One example of a kit-bashed model would be a structure that has had the walls and/or the windows re-arranged. Another example would be a box car that was built with the body shell from one manufacturer and the roof and other details from another manufacturer.

Several years ago, Life-Like sponsored a contest for kit-bashing a 50 foot Mather stock car from two of its 40 foot stock cars kits. Jim Teese won this contest with his NKP 50 foot stock car. Jim won a free trip to the NMRA national convention, and also won the special AP Kit-bashing Award at the NMRA model contest in Madison, WI.

I hope to see lots of kit-bashed models in the contest room at Lynchburg.

*—John Johnson*



On its return trip to Denver on the head-end of train #268, Eureka is drifting down a 1% grade next to the Platte River. The Overland engine is painted with a Russian iron boiler jacket, walnut cab and pilot, Tucson accents, black tender and smokebox, and gold and brass trim. The plaster is formed from rock molds made from local quartzite that closely resembles the granite rock formations in this area of Colorado. Plant life also has an interesting diversity of colors and textures varying from silver gray grasses to the greens of the pine and willow trees.

the placement and sizing of structures in the design phase can lead to some disappointing results.

Tunnels are a design feature incorporated in many model railroads for obvious and necessary reasons. On model narrow gauge lines, they are expected and considered "standard." Actually, tunnels are a rarity on narrow gauge lines. To be faithful to the prototype, I could not utilize tunnels, or I had to strive to eliminate the appearance of tunnels. The DSP&PRR had only one, and I was not modeling that location. I had to devise ways to create the illusion that I was not using tunnels. The transition between the Platte Canyon area and the staging yard at Denver was solved by the track passing over a bridge to the near side of the river and blocking the remaining view by a cliff and a few trees.

Another location that posed a problem was Kenosha Pass. My layout design necessitated passing the track through a wall in an area that was visible to visitors and operators. To overcome this situation, I utilized snowsheds that appeared to curve around a hill. In the middle of the shed, I installed a multi-layered "curtain" made out of strips of matte black plastic from a garbage bag. This allowed equipment to freely pass through the shed while eliminating being able to see the curtain and into the next room. In two other areas where tunnels would normally be used, I created the impression of the tracks going into a valley with the help of hills, cliffs, and some well-placed trees. These techniques along with many others, are effective ways to create visual blocks to ease and make believable changes from scene to scene.

Once the building phase was "finished," I had to confront the question of how to operate a

prototype 1882 railroad. In that time period, the telegraph was the only form of long distance communication. Radios and telephones were too modern and would have detracted from the feeling I wanted to create. Once I decided to use a telegraph system, I also had to confront the problem of operators, including myself, who did not know Morse Code. Since each station on the Denver South Park & Pacific had a two-letter call designation, I used that as a basis and applied the same principle to all call signs. Each train crew would be given a copy of these call signals as a quick and easy reference during an operating session.

As for the telegraphs, I was able to locate a store that sold small keypads that electronically reproduced the sounds of a telegraph. I installed one at each of my nine stations and wired them to a central key at the main telegraph office, where the telegraph operator would oversee and approve train movements. The system has been a huge success with the crews since our first operating session last September. Adding a personal note, I can not express the thrill I had watching crews handling freight and passenger trains that first session. It felt like the heyday of the old South Park line.

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many other steam and diesel locomotives. Heading back to Lynchburg on your roughly one hour drive you will want to stop at the Peaks of Otter a very famous scenic area run by the US Park Service. A little closer to town is Thomas Jefferson's "Poplar Forest", his summer home.

In town and within walking distance of the host hotel are the City Museum which is just full of all sorts of stuff and "Point of Honor" an early 1800's Federal style mansion that sits on a hilltop and overlooks the James River. There is the Community Market, similar to a "farmers market" but with year round booths inside and various types of merchandise. Along Main street are several fine jewelry, clothing and antique shops. Most of the Museums do have an admission fee that is to be handled by the convention-goer.





**COMPILED BY ROGER L. CASON**

**W.S. ATARAS  
ENGINEERING, INC.**

Active . . . energetic. . . . these are two of the many adjectives that can be applied to Bill Ataras, the principal owner of W.S. Ataras Engineering, Inc. While this is the formal company name, he does business in the model railroad hobby as The Signaling Solution.

By his own admission, Bill works close to forty hours a week on his model railroad-related business. He also has a significant forensic engineering consulting practice (forensic engineering gives technical support to legal proceedings such as patent and product liability disputes). He's also an active model railroader, husband, father of three grown children, grandfather of three and a fraction . . . . you get the idea.

Bill's model railroad activities began when he was not quite four years old. The day after Christmas, he was finally able to get past all the adults to operate his new American Flyer S-gauge train set. As he grew older, he learned to save his allowance money to buy Model Railroader. By the time he was in seventh grade, he had a fully scened 5' X 9' layout. Over the years, the strong interest continued. He now has a 16' X 16' HO layout of his own, and regularly participates in operating sessions on friends' layouts. He has earned five NMRA Achievement Certificates, and has given clinics on signaling and on hand-laid turnouts at regional and national NMRA

*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

gatherings. In other words, as a model railroad businessman, he "walks the talk."

Bill's professional engineering career received early encouragement when, at a very young age, he inserted a knife blade into an electrical receptacle. Wow!! What was this stuff that threw you across the room even though you couldn't see it? His technical activities quickly progressed toward the more sophisticated and less hazardous. He built early block detection circuits using Lynn Wescott's Twin-T (two-transistor) design. While in junior high school, he ran his 5' X 9' layout with a paper tape-driven computer. And he pursued amateur radio.

Bill graduated with a degree in electrical engineering from Rose Polytechnic Institute in Terra Haute, IN. He then went to work for General Electric in Louisville, KY testing stoves and other appliances. This led to similar work with GE in the DC area, aerospace work with GE, and finally aerospace work with Lockheed and other employers. When limited to appliance testing work for GE, he remembers driving up the Washington-Baltimore Parkway and passing the entrance to the Goddard Space Flight Center. At that exact time, Apollo 11 was on the pad awaiting launch. "Wouldn't it be great to be doing that kind of work?" he said to himself. Some five years later, he found himself doing exactly that. . . and much of it at Goddard.

He struck out on his own as an independent consultant in 1987. About four years ago, he became interested in installing block detection on his layout. He discovered that there were devices available, but none with what he considered a reasonable cost per block, if all the necessary factors were considered. This led Bill to develop and market the BD16, a sixteen-block occupancy detector package. This was followed by products such as the BD16H high current block detector, the BD8 eight-block detector, the TC4 three-color signal controller, the MSC master signal controller, and the GCC grade crossing controller. Products that will be offered in the near future include an expander for the grade crossing controller (for crossings with 2 to 8 tracks) and an eight-block detector with Digitrax LocoNet compatibility. His only heartburn issue here is that "I can't get the stuff developed fast enough."

Bill does all the design and marketing, while contracting out the manufacture. He also distributes a number of related product lines, such as Tomar, Oregon Rail Supply and Sunrise Industry signals, and Digitrax DCC systems. Potential customers who are somewhat electrically-challenged will be relieved to hear that he frequently spends more time writing the instruction manual than he does designing the circuit. Almost all sales are direct from the address listed below, although he is considering trying a booth at an appropriate nearby train show. Curiously, Bill has more customers in Australia than in Maryland.

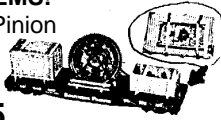
For orders and technical information, you can reach Ataras Engineering at 40 Laughton Street, Upper Marlboro, MD 20774; phone 301-249-5184; FAX 301-249-8362; e-mail [bataras@wsaeng.com](mailto:bataras@wsaeng.com); web site: [www.wsaeng.com/Signaling\\_Solution](http://www.wsaeng.com/Signaling_Solution).

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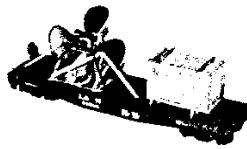
### NEWEST ITEMS!

Bull Gear & Pinion  
10 Ft. Dia.



**\$9.95**

Ships Propeller



11 Ft Dia. **\$9.95**

- 22 Link Per Inch Chain
- 5" wide Nylon Tie Down Strap
- Ladders • Steps • Squaring Tools • Labels



**10" Cinderblock Stacks**  
4 Stacks- 87 Blocks ea.  
plus 12 individual Blocks  
(no assembly required)  
**\$6.95**



**Shipping Crates**  
• All Basswood  
• Kit Makes  
4 to 10 Crates  
**\$7.95**

### 2 - 40' Flatbed Truck Loads

Roof Truss & Walls  
(Truck Bed Included)

**\$7.95**



**Water Pipes**  
20" x 55' Cast Iron  
Water Pipes  
16 Pipe Load  
**\$7.95**



**20,000 lb. Stainless Steel Coils**  
4 pcs. includes Chains,  
Chocks & Truck Bed  
**\$6.95**



**Electric Cable Reels**  
6 Pcs. 8' Reels  
5" Cable  
**\$8.95**

### ROCKY MOUNTAIN RAILS

5703 Heritage Hill Court, Alexandria, VA 22310 (703) 960-6539

Dealers & Distributors Welcome • VA res. add 4.5% tax.  
Complete Catalog \$1.50 (refundable) with SASE  
• S&H Add \$1.50 per each 2 items • \$3.00 Max  
All kits available built up. Call for details.

## 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

### Chesapeake Bay Model

**Railroaders Open House** and Flea Market. April 3, 1999, 10 am to 4 pm, Grafton, VA. (5 miles south of Yorktown on Rt. 17). Directions on our web site

### Northern Virginia Model

**Railroaders, Inc. Open House**, March 13, April 17, May 30, July 17. Washington & Old Dominion railroad station, 231 Dominion Road (at Ayr Hill Road), Vienna, VA 22180. 1:00 pm to 5:00 pm each day. Information call (703) 938-5157 or call George Downer (757) 868-7505.

**LOCAL Deadlines:** The deadline for material to go in the May/June issue of the LOCAL is April 16th.



# Make the Connection

# Your Product & Our Readers



**ADVERTISE IN THE LOCAL • CONNECT TO DEDICATED HOBBYISTS**

AD SIZE	1 ISSUE	2 ISSUES	4 ISSUES	6 ISSUES (One Year)
Full page	\$120	\$210	\$360	\$500
Half page	\$ 60	\$105	\$180	\$256
Quarter page	\$ 30	\$ 55	\$ 90	\$125
Eighth page	\$ 15	\$ 28	\$ 45	\$ 62.50
<b>Pike Registry</b> (for Clubs and Individuals)			2.5" x 1.5"	\$15 for the year
<b>Classifieds</b> (Text Only)		5 lines	\$5 per issue	
<b>Retailers' Listings</b> (Business Card Size)		3.65" x 2"	\$60 for 6 issues	

SUBMIT ADS TO:

Dick Foley, 2017 Fairmount Avenue, Philadelphia, PA 19130

Ads must be prepaid. Include check or money order payable to MID-Eastern Region/NMRA  
Help with design and layout is available at no extra charge.  
Send SASE for return of materials. We can't answer calls, but send your ad. We'll get back to you.

## Blue Ridge Crescent 99 Registration Form — April 23, 1999

(PRINT NAMES EXACTLY AS YOU WISH THEM ON YOUR NAMETAGS.)

Primary Registrant Name: \_\_\_\_\_

Spouse Name: \_\_\_\_\_

Children's Names: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State & Zip: \_\_\_\_\_

NMRA#: \_\_\_\_\_

Primary Registrant (\$30 pre - Feb.1, 1999, \$35.00 after January 31, 1999) = \$ \_\_\_\_\_

Spouse ..... \$10.00 = \$ \_\_\_\_\_

Children (under 18) ..... # \_\_\_\_\_ X \$ 5.00 = \$ \_\_\_\_\_

Children (18 and over) ..... # \_\_\_\_\_ X \$10.00 = \$ \_\_\_\_\_

Non-NMRA Fee (In addition to Primary Registrant Fee) ..... \$16.00 = \$ \_\_\_\_\_

### **Banquet — April 24, 1999**

Meal #1: Roast Strip Sirloin of Beef with Madeira Sauce

Meal #2: Chicken Cordon Bleu (Breast of Chicken stuffed with Ham & Swiss cheese)

Both Meals also include:

Fresh Fruit Cup	Brandied Carrots	Assorted Bread and Rolls
Tossed Garden Salad	Home Baked Apple Pie	Coffee or Tea

Number of meal #1's ordered \_\_\_\_\_ X \$25.00 = \$ \_\_\_\_\_

Number of meal #2's ordered \_\_\_\_\_ X \$25.00 = \$ \_\_\_\_\_

**Total Amount Enclosed (Registration and Meals) ..... \$ \_\_\_\_\_**

Convention cancellations must be received by 4/9/99 for a full refund of registration/banquet fees.

***Mail the top portion of this form with check payable to Blue Ridge Crescent 99 to:***

Linda D. Sanders, NMRA-MER, P. O. Box 11313, Lynchburg, VA 24506 -1313

**CUT HERE**

### **Hotel Registration Form — Mid-Eastern Region of the National Model Railroad Association**

Send this portion of form to:

Holiday Inn Select  
601 Main St., Lynchburg, VA 24504  
Phone (804) 528-2500 or Fax (804) 528-0062

Special Group Rates:

\$65.00 single occupancy

\$65.00 double occupancy

\$75.00 triple occupancy

\$85.00 quadruple occupancy

10% state and local tax not included.

Standard Accommodations — Circle One:

King Bed

King Bed

or

Two Double Beds

Two Double Beds

Two Double Beds

**Please Note: If sharing rooms, only one (1) reservation form is required.**

Reservation Name:

(First) \_\_\_\_\_ (Last) \_\_\_\_\_

Sharing with (First) \_\_\_\_\_ (Last) \_\_\_\_\_

Total number of persons to occupy room \_\_\_\_\_ Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

Address: \_\_\_\_\_

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

Telephone Number: Day ( ) \_\_\_\_\_ Evening ( ) \_\_\_\_\_

Guarantee: I have enclosed a check in the amount of \_\_\_\_\_

Credit Card # \_\_\_\_\_ Exp. \_\_\_\_\_

Special requests: (i.e., smoking, non-smoking) \_\_\_\_\_

