

## Industry Tours at the Hagerstown Convention, November 1999

*by John Teichmoeller*

In days gone by one of the highlights of Regional Conventions was the opportunity to visit railroad facilities. Back in the Golden Years, e.g. the 1950s, the railroads would even trot out and freshly paint equipment just for enthusiasts. One of the more memorable ones (by photo only; I was not there) was, I believe, the 1958 NMRA National when a number of railroads created a wonderful display for the attendees at the PRR's North Avenue Yard in Baltimore. Well, times have changed. There are a lot fewer facilities, railroads are afraid of stockholder disapproval at the expense of accommodating non-investing enthusiasts, public relations is an almost extinct concept and, probably most importantly, the railroads are afraid of lawsuits by our HMOs if we get injured on their property. Of course WE wouldn't sue—but if we told our doctor where we sprained our ankle, the HMO would sue for recovery.

So more and more Regional and National Conventions have been including tours of local industries. This is just as relevant as visiting the railroads' servicing facilities, as it is the industries that keep the railroads in business. And more

and more, as industries disappear, some of us like myself feel driven to visit these sites while they're still in operation. I belong to the Railroad Industry Special Interest Group as well as the Society for Industrial Archeology and attend every meet of the former and some meets of the latter for the opportunity to visit railroad-served industries. The Hagerstown Convention in November 1999 offered a number of such interest industry tours.

### Independent Cement

The morning tour on Friday, November 12 was to the plant actually called St. Lawrence Cement. This company is part of a Dutch-owned holding company called Holnam. The plant has changed names over the years since opening in 1903 so I won't quibble about what it's now called. The cement industry, unlike some other industries, has taken the strategy of pursuing a very active and aggressive public relations policy because more and more old cement plants

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**A two-photo panorama showing most of the plant. Loading silos are behind the photographer.  
The plant's 45-ton diesel is in the left-center of the photo.**

## MER LOCAL

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## President's Column

### Bill Gruber

With the customary "changing of the guard" at this Falls' Annual meeting, the newly elected President will once again re-appoint or select new committee chairs for the various jobs within the Region. This affords each and every one of you the chance to become involved either as chairman of a standing committee or as a member of one. Several of our present Committee Chairs play a vital role in the success of this Region for it is them who truly carry the burden of keeping the Region moving in a forward direction.

Several years ago, one of my first columns expressed the need for someone to step forward and host a web site for the MER. Many of our members have asked that we post information concerning our Conventions, membership applications and links to our Divisions on such a page. Unfortunately, no has stepped to the plate and volunteered at the Region level even though many of our Divisions have out-paced us in this area. If you're willing to help with a project of this nature, have the know-how and a little time and some excess web space, how about offering your help to the newly elected Officials. There are many modelers out there that just might sign up and become a part of our organization with something as simple as a web page.

Now for the bad news. Stan Knotts has stepped down as Editor of the Local. The good news is that Art Thomas has agreed to take over as Editor and has already done this. I'd like to thank Stan for his commitment over the past several years and for uplifting the Local by his tireless professionalism. I'd also like to welcome Art to his new position and am quite confident him that he'll continue to keep the Local moving in a positive direction for years to come.

We're happy to say that the CNJ freight car project is doing well with around half sold to date. So well in fact that our project chairman wants to know when to start the next freight car! The cars are available through the mail by filling out the form in the Local or by picking them up at our Convention in Altoona this fall. Since this is a Tri-Regional Convention, the cars are expected to move well so don't get caught without one (of each number!).

Speaking of Conventions, don't forget to register as Juniata Junction promises to be the "East Coast National". I've even gotten calls from people in Tennessee and Britain! Our Convention Committee and the many volunteers expect to do a great job in making this another success for the MER. If you'd like to lend a hand at the Convention, just ask someone at the registration table. I'm sure they will put you to some enjoyable work!

This is the voting issue of the Local. Even though the cast of characters is short, your vote is still needed and will convey the message that, yes, you really are interested in the future of the organization.

As always, if you have any concerns or issues, please contact one of the BOD members or write the Home Office. Look forward to seeing you in Altoona!

## MER Upcoming Conventions

Altoona, PA Tri-Regional  
Oct. 5-8, 2000

Frazer, PA  
March 29-Apr 1, 2001

Lancaster, PA  
Oct. 5-7, 2001

## Editor's Column

*Art Thomas*

### An Introduction from Your New Editor

As with any similar hobby group, its newsletter is its lifeblood. And so the editorial wand has once again been handed off in this brotherhood of railroad advocates and modelers known as the Mid-Eastern Region, NMRA. With barely a ripple of interruption the effort now continues without delay.

Hi. My name is Art Thomas and I've been given the opportunity to follow in the large footsteps of Stan Knotts as Editor of your Local. This being my first issue I figured I'd use a little space to introduce myself. Few of you know me though I've been around the MER for nearly thirty-five years. This only points out that in the past I haven't been very deeply involved in Region affairs. I've decided to change that now that I'm retired.

Canadian by birth, I've spent most of my life in the U.S., much of it in New England and the Middle Atlantic. I come from a long line of real railroaders though, all of whom worked on the Canadian National Railway (CNR) out of a small town (division point) in far northwestern Ontario. My maternal grandparents had sixteen children; ten boys and six girls. Each of the boys who lived beyond the worldwide influenza epidemic of 1918 went to work on the CNR, first as call boys pedaling their "wheels" around town to roust outgoing crews (no phones in those days), then as freight car checkers copying down the registration numbers of incoming freight cars as they entered the yards, then as brakemen and later as conductors on freight trains. Only one of them ever worked passenger runs. None of them were ever firemen or engineers although some of the girls married hoggers. Only one of my six aunts ever married outside of the CN-family. My mother and father managed

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## MER Achievement & Contest Assistance Clinic

*By Charlie Flichman*

One of the clinics to be presented at Altoona will be to assist new and experienced modelers in what is required to enter a model in the model contest or to have it judged for an Achievement Merit Award. Items to be covered will be the requirements for Cars, Structure and Motive Power Achievement Awards.

There will also be a staff of volunteer Master Model Railroaders and contest judges to privately sit with you to evaluate your model without the formal paperwork for the model contest. Also as a part of the clinic, you will learn the "best" way to fill out the paperwork and the judging forms for the model contest or for the NMRA Achievement Program.

As of the 1999 NMRA National Convention all judging, whether it is for Achievement Award or regular Model Contest, is to be done using the same guidelines. This applies to both National and Regional Contest judging. We will review these guidelines in this clinic.

The model contest and the NMRA Achievement Program can be lots of fun and can provide rewarding recognition by your fellow modelers. A part of the participation in any organization is the hope of getting something worthwhile out of it. The more you put into it, the more you will get in return. What you can learn from experienced modelers will return some gain to you. And you may teach some of us a trick or two about your modeling that will benefit other modelers.

There are many nice models out there that have had a lot of time and effort put into building them. Bring them to Altoona and let us help you gain the recognition that you deserve and possibly win a contest or an Achievement Award.

Hopefully at that time we can also cover some of the concerns that were expressed in Jim Kellow's article in the last issue of the LOCAL.

*continued from page 1*

are finding themselves surrounded by encroaching town-houses. Many of these companies actively try to demonstrate that they are environmentally benign and are good neighbors.

Accordingly, the tour started with a nice “dog and pony show” in the company’s conference room. In the hallway on the way to the conference room was a fascinating gallery of historical photos and prints covering the history of the plant. For those who didn’t know or who had forgotten (I have been the recipient of some great cement plant tours as part of the Railroad Industry Special Interest Group and Anthracite Railroads Historical Society Meets in the last several years), cement is made by firing limestone in a long kiln. It’s then mixed with various ingredients including iron, gypsum and other constituents. Each limestone deposit has its own mixture of components which means more or less of the other additives must be mixed in so the formula at each plant is different. For example, at a Lafarge plant in Whitehall, PA tires are burned as fuel for the kiln, and the steel belts in the tires provide the iron content. The bus next took us to the quarry where the basic raw material, limestone, is mined. Following this several other areas of the plant were toured.

When going on excursions like this the modeler is sometimes faced with several dilemmas. The first is: If he is interested this industry, how does he attempt to model it, given its size? The second is: What on earth does he take pictures of? The first question has become easier to answer in recent years thanks to Walthers coming out with a variety of industrial structures. As for the pit itself, while at least one modeler (the late Clyde Gerald) modeled an open pit mine,

most of us could deal with this by simply modeling the embankment at the edge and have the conveyor coming from the pit.

Although I had recently seen a number of cement plants, I always learn something new. On this tour there were two unexpected treats for me. One was the fact that the kiln was shut down that morning due to wear in the firebrick lining. We got to the kiln just as the jack-hammer-equipped tracked Bobcat-like vehicle was shutting down for lunch break. Thus we actually got to see the inside of a kiln.

#### **MER Convention Registrants viewing the GE 45-ton switcher.**

The second treat was the GE 45-ton switcher that the folks were kind enough to start up for us. As an aside, I noticed that with us on the tour was Gale Smith. Gale had been my host in the fall of 1998 for the Kreat cement plant tours with the Anthracite Railroads Historical Society.

The accompanying photographs show some of the other items I found of interest. For more information about modeling the cement industry, Model Railroader had some excellent coverage in the July 1994 issue pp. 92-97.

#### **Feed Mills and Staples**

The afternoon tour was to two feed mills and the Staples Warehouse and

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**Primary crusher in the Independent Cement quarry. After being blasted out of the quarry, big chunks of material are crushed into smaller chunks. Notice the two cylindrical “hooches” on the left.**

Middle Atlantic Distribution Center. Sounds pretty humdrum, but you never know. I've seen enough tree making and backdrop painting and hopper clinics so I signed up for this one instead. As it turns out, the tour was quite interesting. The first thing I learned is that a feed mill is not the same as a grain elevator where grain is stored pending shipping. Instead, these feed mills are places where grains and feed supplements are shipped in by rail and truck and blended and packaged for consumption by animals. The two plants we visited were similar but had interesting differences.

### **Purina**

Purina's operation is similar but more limited in its variety. Purina caters pretty much to the agricultural market—e.g. the many dairy, beef, swine and poultry farms in the area. Products are shipped only in bulk. Again, modeling would be a basic Walthers exercise. I forgot to ask if you need to get a release or pay a royalty to model their logo on your layout.

### **Staples Distribution Center**

This is now one of four distribution centers serving a total of 800 U.S. Staples Office Supply Stores (1000 worldwide). Products come in by truck and rail to this 850,000 square foot building. This was basically a Pikestuff Building, but it would take a lot of Pikestuff Kits to model it. There is one-track siding that goes into the plant with a capacity of five cars. The building is basically a giant warehouse with multi-level shelves connected by conveyor systems and with a lot of forklifts scooting around. Photography was not permitted in the plant due to concern for product security and probably our safety while walking around, as it would have been easy to step somewhere and get run down by a forklift. There was only one thing I would have liked to photograph and that were the super heavy-duty railings along the edge of the floor by the track siding that was in a pit below floor level. These were like O-scale railings on an N-scale model.

As you can see, industry tours at model railroad conventions can be fascinating as well as educational. Attending them is bound to provide many ideas for structure modeling on layouts, modules, dioramas, or what have you. Believe me when I say, "If you try them you'll enjoy them and learn from them."

### **Tracked Air Hammer with view of the inside of the kiln.**

### **Blue Seal Feeds**

Blue Seal Feeds produces scores of various feeds in various forms. Do you have a pet rabbit? They make feed for it. Do you have a pet elephant? Same deal (zoos and circuses can't go to Safeway). Do you want granules, pellets, cakes, etc? They make it. Do you want it in bags or truckloads? You pick. Again, modeling this thing would be little more than an exercise through the Walthers catalog. There were a number of intriguing details at this facility including the electric powered Bobcat and the truck scale, which was incredibly accurate.

### **An overall view of Blue Seal Feeds.**

# Juniata Junction

MER Fall Convention — October 5-8, 2000  
Hosted by the MER, MCR, and NER Regions  
of the NMRA  
Altoona, PA

## LATE CONVENTION INFORMATION

As you all know, Altoona Convention information was very late getting out to the MER membership. Your Convention Committee has worked extremely hard to put together a great Convention and has not missed any deadlines. However, there have been some problems with the LOCAL which are beyond the control of the Convention Committee. One, the reduced registration date, was easily fixed and pushed back to August 1st.

The RAILFEST imposed date of June 1st for the Horseshoe Curve Excursion which we were able to get pushed back to July 1st. Acting as fast as possible, your Convention Committee contacted the MER BOD for permission to make an emergency, supplemental, Convention mailing. As soon as we received BOD approval, we made that mailing. That occurred on June 27th but, most of us didn't receive the LOCAL until after the new July 1st deadline. Because of this, we have instructed our Convention Registrar to continue to accept Horseshoe Curve excursion reservations as long as the Railfest will accept them from us. When the Railfest tells us to stop taking reservations, we will do so and will make the appropriate refund and notification to the members involved.

BOB MARTIN  
Co-Chair, MER Executive Convention Committee

## RAILFEST

Several years ago, the Railroaders Memorial Museum pulled together CONRAIL, National Park Service, several Altoona area businesses, railfan groups into a two day event centered around railroading in the Altoona area and, of course, the Pennsylvania Railroad. The event was named RAILFEST. This year, RAILFEST weekend falls during your Convention. Your Convention Committee has negotiated a special RAILFEST admission fee. Your extra fare Railfest ticket is good for both days for all Railfest events except the additional extra fare Horseshoe Curve rail excursion which is good only for the one trip for which you made reservations.

When you arrive at one of the Railfest parking lots, there will be RAILFEST shuttle buses to take you to all Railfest activities. Your Convention will provide limited shuttle service from the Ramada Hotel to the Railroaders Memorial Museum. The Convention shuttle will operate on a round trip schedule of approximately hourly. If you don't want to be tied to the Convention shuttle schedule, take your car to one of the Railfest parking lot's (free parking). Your Convention will also operate a shuttle to and from all convention hotels on Friday and Saturday. A shuttle schedule will be available at the Convention Registration Desk at the Ramada.

Some of the fabulous events included in RAILFEST is the superb interactive Railroaders Memorial Museum depicting life in the Pennsylvania Railroad town of Altoona in the mid 20th century. You'll see a typical railroader's home, hear gossip by housewives; stop at the corner newsstand and listen as the young lad actually tells you about the latest rumors; stop in the neighborhood bar and listen to the working men. You'll see an actual backhead from a K4; study for and take a test to become an engineer, fireman, brakeman, conductor; you'll visit a replica of the famous PRR test department and operate some of the test equipment. There's also an HO scale model railroad that's a pretty good representation of the Altoona PRR shop complex. There are many, many other fantastic features in the museum so plan a couple hours for your visit. This is a new, modern, interactive museum, not, the dusty and dark place you hated when you were a kid.  
**DON'T MISS IT!**



In the museum "yard" you can examine the fairly small collection of assorted rolling stock (most in not very good condition). You'll also find food stands operated by local organizations with some really good sandwiches, etc. Last year, there was also live entertainment in the "yard" throughout the day. In addition, there are now two pedestrian bridges over the main line where you can watch and photograph trains. Both of the bridges are located next to the museum "yard".

Norfolk Southern has again opened their huge locomotive erection shop and some of the auxiliary shops for you to tour. You'll probably see modern diesel electric locomotives being rebuilt and, you'll see brand new locomotives being built from the ground up. It's just like a 12 inch to the foot Hobbystown kit. As you walk through the shops, you'll see virtually every component that goes into a modern locomotive up close and personal. If the tour is like the last couple years, you'll also see the HO scale PRR/CONRAIL/NS Altoona shop/yard training room; machine shops, paint shops including huge spray booths.

In addition, there will probably be several locomotives available to go through. It's a great tour, but long. So be sure to wear comfortable shoes.

Last year, Norfolk Southern opened up the Hollidaysburg car shop for the first time. It's fascinating. Last year, they were building and rebuilding hoppers. Who knows what will be on the line this year? You'll probably see a variety of freight cars being built from the ground up, the ultimate scratch building job! The freight car shop tour is also a long tour so, again, be sure to wear comfortable shoes.

With your Railfest ticket purchased through the MER Tri-Regional Convention, you will also receive a ticket for entrance to the National Park Service World Famous Horseshoe Curve Historic Site. This is available at no extra charge only to our Conventioneers. No transportation will be provided to the Curve.

Railfest, through your Convention, is also offering a reduced fare excursion trip around the Horseshoe Curve. The trip leaves Altoona's Amtrak station at 3:00 P.M. Saturday or 9:15 A.M. Sunday. Your ticket is good only for the trip you signed up for in advance. Don't worry about which side of the car you sit on because the train will turn at Gallitzin on the helper return track at AR tower. So if you're on the inside of the curve going up, you'll be on the outside of the curve going down.

There are other railroad-related activities going on during Convention weekend. Three of those are worthy of mention here. One is a "mini railfest" at the Tunnel Park in Gallitzin. Here you'll have a head on look at trains traveling west bound as they leave one of the tunnels or the back end view of east bound trains as they disappear in the tunnel. In addition, there is a restored N5C Cabin Car (caboose to you non-PRR believers), lots of retired railroaders to bend your ear and many other activities. Another stop should be the annual street festival in Cresson. The festival is located along the mainline and offers lots of good food, a fledgling train meet, and lots of mainline action. Gallitzin and Cresson are only 15-20 minutes from Altoona. The third activity we should mention is the annual East Broadtop "Fall" Spectacular. The famous narrow gauge EBT will roll out everything that's capable of making steam. You'll see many trains including several double headers. As we go to press, we have been unable to find out where to purchase tickets or the cost of tickets. We did hear a rumor that reservations might be required for train rides. The EBT is located in Rockhill Furnace (Orbisonia) about 1 hour east of Altoona.

### **THE EBT FALL SPECTACULAR**

While the Juniata Junction 2000 Tri-Regional Convention is under way in Altoona, Pennsylvania, just an hour drive from convention headquarters, there's action in Orbisonia, Pennsylvania, where the Friends of the East Broad Top will

host its annual reunion in conjunction with the East Broad Top Railroad's Annual Fall Spectacular. While a separate event, it is open to the general public and conventioneers might want to take some time to visit the last operating 3-foot narrow gauge railroad in the east. If you love steam-powered locomotives you'll love the EBT.

The equipment, plant and structures are as they were when operations ceased in 1956. As they have done for many years, the railroad will be in full operation. This includes double-headed Mikados, the M-1 motor car, and more which will highlight an exciting weekend October 6-8. As of this writing, we understand shop tours showing how a locomotive shop worked during the heyday of steam are to be another highlight of the weekend. Note that all of the equipment was run by an overhead belt and pulley system. All the machinery is intact and tour guides will be on hand to explain the operation.

Trains will be running on a regular schedule throughout the weekend from the original station in Orbisonia to Colgate Grove and return. This trip, though short, affords passengers a chance to experience the EBT as it once was and still leave time to enjoy the many activities at Juniata Junction 2000.

For those of you who enjoy trolley car operation you'll be pleased to know that vintage trolleys will also be running at Orbisonia all weekend long.

Whether it's riding behind a hardworking steam engine in vintage varnish, aboard an old time trolley, touring the shops or just wandering about snapping photos and shooting some memorable video, take some time during the convention to visit the East Broad Top Railroad. For more information and ticket prices, contact the EBT at 814-447-3011 and ask about their Fall Spectacular.

This is a separate event and not affiliated with the Juniata Junction 2000 Convention.

### **CLINICS**

One of the finest, most informative line-ups of clinics ever presented anywhere will highlight the Juniata Junction 2000 Tri-Regional Convention October 5-8 in Altoona, Pennsylvania. These four memorable days in October will feature well-know modelers from across the nation, ready and willing to share their techniques and expertise with conventioneers. Held in the shadow of the world famous Horseshoe Curve, the convention has brought together some of the most respected names in the hobby.

Learn first hand from Tony Koester, editor of Kalmbach's annual Model Railroad Planning magazine, just why he chose to abandon his famed Allegheny Midland Railroad and what his plans are for his new Nickel Plate Railroad. Allen McClelland will cover the more than 40 year history

of the renowned Virginian and Ohio Railroad. Allen will illustrate his presentation with a host of award winning photos which I'm sure will thoroughly inspire you. Ever wonder how railroads really work? Model Railroader Editor Andy Sperandio will explain how they were run in the days of standard clocks, wire communications and written orders. Best of all, he'll show you how the same rules and regulations can be applied to model railroads. This is but one of many scheduled operation oriented clinics.

Harold Carstens, Publisher of Railroad Model Craftsman magazine, will take you on a fascinating trip over several unique narrow gauge operations in Northern Europe. Deane Mellander, noted author and authority on the East Broad Top Railroad, will show you the history of the line, the equipment it used and its operation. You'll love the vintage photos Deane uses in his presentation. Michael Tylick, a regular contributor to Model Railroader magazine, will share his techniques for construction of outstanding scenery. Learn how to use a telegraph system to operate a model railroad. Narrow gauge modeler, Andrew Dodge, is doing just that and very successfully on his On3 DSP&P railroad. He'll explain how it's done and how it works in this informative clinic.

Is your layout in the dark? Gerry Cornwell, a professional Lighting Designer, will show you how to solve those pesky lighting problems. You might say it'll be a very "enlightening" clinic. Is soldering a mystery to you? Harold Midwood, a well known Canadian modeler, will take the mystery out of soldering, discussing material, techniques and tools used in soldering. Here's your chance to ask questions and get the right answers. Bob Charles, former President of the NMRA, will take you on a whirlwind tour of some of the world's most interesting railroads, both narrow and standard gauge.

Have you always wanted to scratch build turnouts for your railroad but were afraid to try? Mark Czerwinski, noted narrow gauge modeler, will share his techniques for producing good looking, well detailed turnouts that operate flawlessly and at a fraction of the cost of commercial switches. Charlie Getz, long time columnist for the Narrow Gauge and Short-Line Gazette, wings in from California to share some techniques he's developed over the years building laser kits. Got the DCC bug? Unfortunately there's no cure. But Steve Perry will cover the whys, wherefores, dos and don'ts of DCC and hopefully make it a little more understandable.

John Glaab, noted author and modeler, will show you how to build an authentic steel mill. Believe me, there are plenty of "hot" tips in this clinic. And lest we forget, there'll be a wide variety of clinics related to the Pennsylvania Railroad by such acclaimed authorities as Doctor Neal Shorr, Kevin Feeney, Mr. William Nesbit, John Johnson and a host of others.

From painting tips by professional custom painter, Bud Shilladay to Dinner in the Diner with Betty and John Pursell, where you get to eat the clinic, Juniata Junction 2000 will have something for everyone and every taste. Juniata Junction 2000 is one convention you don't want to miss.

## NON RAIL - JOHNSTOWN

[extra fare]

On Friday morning at 8 a.m. a non rail bus trip will depart for Johnstown, PA. Johnstown is the site of the 1889 Johnstown flood that killed 2,209 people, wiped out several villages, most of the City of Johnstown and the PRR main line for 15 miles. You will visit the National Park Service Flood Memorial and Visitors Center, about 15 miles north of Johnstown, the place where the flood started, and learn what caused the flood. Then, you'll travel to the Johnstown Flood Museum in downtown Johnstown, where it all ended. Both locations feature bone chilling, award winning films, interpreting the cause of the flood and the devastation caused by it. You don't want to miss either of these films. Each location also has hundreds of artifacts and photographs from the flood, some of which you will find to be absolutely amazing. After leaving the Johnstown Flood Museum, you will stop at the World Famous Johnstown Inclined Plane, the steepest vehicular inclined plane in the world. No, the bus will not go up or down the inclined plane, but you will. The view from the top is a spectacular one of the Conemaugh Valley, the City of Johnstown, and the Norfolk Southern (formerly PRR) main line. On a clear day, you'll be able to see the Norfolk Southern mainline and the Conemaugh Creek for miles. On the way back to Altoona, the bus will stop at a local restaurant (fast food) for an on-your-own lunch.

### Publisher's note:

You'll notice that the photos continue to be grainy. I am not sure what the reason for this is—there are a number of pieces of software involved in getting a color photo printed for publication.

1. The scanner and its software.
2. An image manipulation software
3. The page-layout software.
4. The printer driver (converts page layout to Postscript for the printer).
5. The printer.

I have not figured out what I should do differently to get better performance; I am by no means a photo expert. If anyone has any ideas, I am interested in hearing them.

— clint hyde, [chyde@bbn.com](mailto:chyde@bbn.com)

# NATIONAL MODEL RAILROAD ASSOCIATION

Print names exactly as you wish them on your name badges

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Child Under 18 Names & Ages	Age
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_____	_____
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**FARE CALCULATION**

Activity Number	Activity Name	Number of Tickets	x	Cost Per Ticket	=	Total
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____

Primary Registrant . (\$30.00 pre July 1, 2000 - \$35.00 after July 1, 2000)	=	\$ _____
Spouse .....	\$10 =	\$ _____
Children.. (under 12 FREE) # _____ x	\$10 =	\$ _____
Non NMRA Fee .....	\$15 =	\$ _____
<b>Total (add all activity and registration fees)</b>		<b>\$ _____</b>

Payment in US Funds only. Sorry NO Credit Cards. Make Check Payable to "JUNIATA JUNCTION 2000"

P. J. Mattson - Registrar Information Telephone: (856)467-3385

Send completed registration form and payment to:

JUNIATA JUNCTION  
P.O. BOX 447  
SWEDESBORO, N.J. 08085

All Activities are ala cart including the Banquet.  
Parking is FREE at the Hotel.

Payment must accompany registration form. Bounced checks will not be put through twice - you will be required to pay your entire fee by money order or cashier's check through the mail or in cash at the convention. You will be responsible for all bank fees charged. DO NOT enclose hotel room reservation requests with your registration. If you pre-register and later need to cancel, a full refund will be given only if the request is received by the registrar in writing by Oct. 1, 2000. Allow 4 to 6 weeks for processing of your refund. DO NOT mail a registration after Sept. 15, 2000; register at the door. DO NOT staple your check to your registration form. Call (856)-467-3385 for a recording of current changes and updates. All activities are subject to change, substitution, addition or cancellation.

**EXTRA FARE CONVENTION TOURS**

- 601 - RAILFEST with Horseshoe Curve Rail Excursion - \$25.00** Saturday 10-7-2000 3:00 PM  
(Register by June 1st to guarantee spot)
- 602 - RAILFEST with Horseshoe Curve Rail Excursion - \$25.00** Sunday 10-8-2000 9:15 AM  
(Register by June 1st to guarantee spot)
- 603 - RAILFEST without Horseshoe Curve Rail Excursion - \$15.00**

**JOHNSTOWN TOUR**

Friday 10-7-2000 8:00 AM      604 - Adults \$21.00      605 - Children (6-16) \$17.00

**BANQUET**      Saturday Night

151 - Roast Top Round of Beef	\$20.00
152 - Grilled Chicken Breast Dijon	\$20.00

# JUNIATA JUNCTION MODEL CONTESTS

By Ray Bilodeau  
MER General Contest Chairman

The Tri-Region convention in Altoona, October 5-8, 2000, will have the following contests. Any current NMRA and MER, MCR or NER members can bring models, photos, and arts and crafts to these events.

## MODELS

Models entered in the contest will be placed into one of the following categories: Steam and Diesel Locomotives; Traction; Freight Cars; Cabin Cars or Caboose; Passenger Cars; Non-Revenue Cars; Structures on-line; Structures off-line; Dioramas; and Modules.

The Model Contest will be a judged event using the most recent guidelines specified by the NMRA.

Should you not want to enter a model in the contest but still show it, there will be an area where they can be displayed.

If a model has won a Second or Third Place award in a previous contest at a convention, that model can again be entered and judged for an award.

If you are thinking of entering a model in the contest, and especially if you are hoping to earn a merit award in the AP program, please submit more than just basic information on the description form with your model. If you describe how you went about constructing your model and if you can submit scale plans, photographs, and lists of detail parts, the judges can better analyze your work. Models receiving a score of 87.5 points or higher will be awarded an AP certificate. First Place models receive a plaque besides a certificate and ribbon.

If you are a first time modeler, don't be afraid to enter the contest. Remember that this is a learning experience. Your participation will not only show you ways to improve your modeling skills but by seeing what your fellow modelers do will also help you in your modeling. You certainly should come away from the experience confident in your ability to improve your workmanship.

Remember too, the personnel who administer the contests and the judges are there to help you become a better modeler. They will answer your questions and assist you in any way they can. The model contest should always be a positive experience.

The MER will present the following Special Awards at this convention:

**President's Award**—will be given to the best model of a locomotive that could have been built or serviced at the Juniata Locomotive Shops. Examples could be, but are not limited to Pennsylvania Railroad locomotives (both steam and diesel) and Penn Central or Conrail diesels. (Please be sure to fully document other entries in fairness to those judging the contest!)

**Favorite Train**—this contest is decided by popular vote and is sponsored by the Tidewater Division. Trains should be but need not be displayed on sections of track.

**Blue Lantern Award**—this award is given to a model that contains at least 40% commercial parts and represents a piece of equipment that would run on a branch line, narrow gauge or old time railroad.

**Best In Show Award**—this award is given to the entry with the highest score in the model contest. Note: At the time this article was submitted we



had not received any information from the other participating regions concerning their contests and awards.

## PHOTO

We will have a judged photo contest at Juniata Junction. The rules are: photos must be of railroad or model railroad subject matter-black & white or color-size 5x7 to 8x12 mounted on a rigid board (no frames). You may enter up to five photographs. Sorry, professional photographers are not allowed to compete. We have abolished the separation of color and black and white categories due to the low number of black and white entries. They are now judged together-the two categories are now model and prototype.

We will also have a judged slide contest including slides of either models or prototypes.

## ARTS & CRAFTS

There will be an Arts & Crafts contest at Altoona. The categories are rail and non-rail and will be judged by popular vote. We urge you to bring crafts for display or for the contest. If you are working on a craft project now, please bring it to the convention.

## CONTEST MISCELLANY:

These are the hours the Contest Room will be open to accept all entries.

Thursday October 5th from 7 PM to 10 PM  
Friday, October 6th from 9 AM to 10 PM  
Saturday, October 7th from 8 AM to 9 AM  
with judging beginning by 9:30 AM

The contest room will be open during the judging of the models and slides. After 9 AM, when you cast your ballot for the photos, arts & crafts, and favorite train, please do so as quietly as possible.

The model contest judges will be available to answer questions after the banquet Saturday evening until around 11 PM. All contest entries can be picked up after the banquet or Sunday morning October 8 before 10 AM.

Perhaps you noticed that the last issue of the LOCAL had no photos of winning models from the MER Rails to Sails Convention last spring in Portsmouth. If anyone is interested in taking photos of the models in Altoona, please contact Art Thomas, the new editor of the LOCAL, or myself. If you have access to a digital camera and would like to use this in photographing the models, we are certainly willing to try this format.

If anyone has any questions about the Altoona contests or the contest process in general, please feel free to contact me. My e-mail address is [rayrita@2nd-source.com](mailto:rayrita@2nd-source.com) or my home phone number is (302) 636-0888.

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*continued from page 3*

CNR restaurants at depots throughout Canada. Almost all of my uncles' sons (obviously, my cousins) also worked on the CNR as do many of their sons now. I was a steam hostler on the CN during WWII shortly before I came to the U.S. and joined the military. There were so many Carrolls (my mother's maiden name) working on the CN they named a junction after them about 200 miles east of Winnipeg. Maybe this will help to explain my abiding interest in modeling the Lakehead District of the Eastern Prairie Region of the CNR.. There were no diesels where I lived so, although I worked on the CN in the early '40's, I moved my modeling date to September 1, 1955, a more representative steam/diesel transition era as many other modelers similarly use. Actually my layout is a blend of scale prototype and freelance because it also includes mining and lumbering operations that were somewhat fictional in my locale.

So why this interest in the Mid-Eastern Region of the NMRA? Well, all together, I've now lived on the U.S. east coast for forty-two years including Massachusetts, Pennsylvania, and Maryland. It seemed logical to associate myself with the NMRA region in which I lived even though I was never very active in its efforts. So I became a Life Member of the MER. Thanks to the MER, my interest in modeling was re-kindled and my decision of what and where to model was re-awakened. Logically, I settled on the CNR because of what was previously mentioned.

Then, in 1988 another fellow and I jointly organized the Canadian National Railways Special Interest Group of the NMRA. My partner became the first General Chairman/Editor and I was the Secretary/Treasurer and Promotions/-Membership Person. The effort blossomed and before long we had over 500 members throughout the U.S., Canada, and about five foreign countries. In mid-1992 I took over as Chairman of the group and Editor of the CN SIG's quarterly magazine called CN Lines. The newsletter (magazine would be more like it) has gradually grown

in size to 48 fully illustrated pages per issue with the tenth anniversary issue being 72 pages in length. Since 1996 it has been produced in full color. It has never contained advertising. Also, the group has had three major conventions and a large number of mini-meets at various locations across the 5,000 mile breadth of Canada that was CNR territory. Now the administration and editorial responsibilities of the SIG have now been taken over by members in Canada and the group has grown to nearly a thousand members.

Why am I mentioning these things? There are a number of reasons. One is in the way of an introduction so you'll have a better idea of who and why I am. Another is so you'll be able to see another perspective of what other enthusiastic railroad laymen like you and me can accomplish in relatively short periods of time. Still another is to hopefully encourage and inspire you in your railroading hobby whether it's modeling, collecting, documenting, writing, or just a pure and simple abiding interest in the industry and its present or historical activities.

Along with the officers and staff of the MER, I look forward to serving you in any way I can. My name and address should be appearing on the masthead of this issue. I want every member to feel free to contact me with any questions, ideas, criticisms, suggestions or editorial problems you may have for or with the Local. In addition to my mailing address my e-mail address is **athomas@bedford.net** and my phone number is 814-276-3104. I'm here most of the time. I'm hoping to hear from you.

**Publisher's note: *If you're preparing a logo like "Rails Meet Sails" or an ad, please make it into an EPS drawing with text outlines before you send it to me (ask for help if you aren't sure what this is). This means I don't have to scan a picture, which results in much more readable printing and better looking pictures — clint hyde, publisher***

# ELECTIONS!

**Four positions (of seven) on the Mid-Eastern Region Board of Directors are up for election: President, Vice President, Secretary and Treasurer. The term of office is two years, beginning at the Business Meeting in the fall. The results of the election will be announced at the business meeting and printed in the November-December LOCAL. The election ballots are enclosed in this issue and must be received by the Ballot Chairman on or before September 5, in order to be valid. Please take the time to read the statements of the candidates and vote!**

**(Editor's Note: The statements on the next two pages are verbatim copies of those presented by the candidates. No editorial changes were made.)**

## 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 Art Thomas, 228 Lovely Rd, Alum Bank, PA 15521 E-Mail to [athomas@bedford.net](mailto:athomas@bedford.net)

**Northern Virginia Model Railroaders, Inc. Open House.** September 16 and October 14, 2000. Washington & Old Dominion Railroad Station, 231 Dominion Road (at Ayr Hill Road), Vienna, VA 22180. 1:00 pm to 5:00 pm each day. Club meets on Tuesday evenings. For more information call (703) 938-5157 or web site: <http://www.geocities.com/Heartland/Plains/6120>

**Winslow Junction Scale Train and Railroadiana Meet. Winslow, New Jersey.** September 10, 2000 at the Winslow Fire Hall, Hall and Hay streets, 10 AM until 3 PM. Adults \$3.00, children under 12 free with an adult. Contact Bill Powell, 306 Broad St., Williamstown, New Jersey 08094. 609-728-1327 until 9 PM.

**Garden State Central Model Railroad Club, Inc. 38th Annual Model Railroad Show.** Asbury Park, New Jersey. October 20, 21, 22 and 27, 28, 29, 2000. Fridays 7 to 9 PM, Saturdays & Sundays Noon till 5 PM. Donations – adults \$3, children and seniors \$2. Operating HO gauge layout depicts trains running from Scranton, Pennsylvania to Jersey City, New Jersey. Information: GSC, P.O. Box 121, Oakhurst, NJ 07753, (732) 775-0881 (machine).

**Southern Junction Model Train Show,** September 9-10, 2000, 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 6 model railroad layouts, including a large NTRAK layout. Approximately 100 dealer tables are available. NTRAK modules are most welcome in the NTRAK layout. To participate with a NTRAK module, contact Don Cariss at (919) 781-3359 or e-mail: ????. Location: NC State Fairgrounds, Dorton Arena, 1025 Blue Ridge Road, Raleigh, NC Times: Saturday: 10 a.m. to 5 p.m. Sunday: 10 a.m. to 4 p.m. Admission: \$4 for adults, children under 12 free with paid adult Contact: For more information, contact Tom Staley, c/o Carolina Piedmont Division 13, P.O. Box 5183, Cary, NC 27512. Telephone: (919) 388-7246, e-mail: [tomstrains@mindspring.com](mailto:tomstrains@mindspring.com) or visit our web site at <http://www.trainweb.org/nrmrc/southern.html>

### **Southbound Model Railroaders Train Feast 2000 Show**

Dixie Classic Fairgrounds, November 18 - 10 AM until 4 PM. Adults \$5.00. Under 12 - free with adult Contact Blair Murray - Show Chairman, Box 25332, Winston-Salem, NC 27114, Phone: 1-336-760-6924



## **Jim Kellow, Vice President**

## **Norm Garner, President**

I am a member of the National Model Railroad Association, the Mid-Eastern Region and Tidewater Division, MER. I served as Superintendent of the Tidewater Division 1991, 1992 and 1995 and manager of the 1992 Hampton Convention. My local duties have included managing the division's train show. For the last two years, I have been the MER Vice President. I hold AP certificates in Dispatching and Volunteering, and have won awards at national, regional and local levels for modeling and photography.

If elected as your president I will improve communication with the Division boards and the "grass root members". I want to address their concerns and issues and highlight their achievements with the other divisions. I maintain an open door policy and want members to write or call me at any time. I want the MER Board to be more responsive to the needs of the members. Communication works both ways.

I want members (new, potential and guest) to be welcomed at our division/region meetings and conventions. We cannot afford to ignore anyone, no matter what the gauge. The Achievement Program can be a great way to keep new members involved. I solicit your vote for President.

I have been a model railroader for 50 years. I am a life member of the NMRA and of the Mid-Eastern Region. In addition to the NMRA Gold Spike Award for my railroad, I have completed the requirements for Master Model Railroader.

I am currently a member of the Board of Directors of Tidewater Division, the MER Achievement Program Chairman and Registrar for the Spring 2000 MER Convention.

My formal education includes BBA and MA degrees in Economics and Finance. Now retired, I am looking forward to spending more time modeling and becoming involved in the programs of the MER.

I believe that my modeling involvement as well as my formal education and practical experience will enable me to make sound decisions as the MER Vice President. I believe there are programs that need our attention. In addition to efforts to retain and increase our membership, I believe in expanding programs designed to provide model railroad experiences to young people, and educational opportunities for all of our members. I also believe the MER must make greater use of the internet and rapidly expanding computer capabilities. I look forward to being a part of developing these programs for our organization.

### **Bill Roman, Secretary**

I am seeking election to the position of Secretary in order to become more involved with the business and administrative functions so necessary for effective operation of the MER. Recently retired, I now have more time to devote to another aspect of model railroading than the one slowly taking shape in the basement. Although active in model railroading for over 25 years I have not held an office at any level and now feel that it is about time to get more involved in the organization. Outside of model railroading, I have held various administrative posts in a church, so I have at least some familiarity with business processes and activities of a volunteer-based organization. As a Washington, DC native, I have been a member of the NMRA, MER and Potomac Division since the early 1970's, have attended various National and Regional conventions, and am also a member of the NRHS and Western Maryland RHS. If elected to this position, I expect to do the best job I can to provide information, support and assistance to the organization.

### **Ron Schmidt, Treasurer**

I have been involved with model railroading since 1952, have been a member and President of the Northern Virginia Model Railroaders and am currently a member of the Chesapeake Trainmasters Club, an operations oriented group. I have earned Achievement Certificates for Chief Dispatcher, Model Railroad Engineer-Electrical, Association Volunteer and Association Official.

I served as Chairman of the MER Budget Committee for 16 years and worked very closely with three different Treasurers during that period. I presented the annual operating budget to the Board of Directors every year and have attended most of the Board meetings where I contributed to the discussion of fiscal matters. I was elected to the position of Treasurer in 1996. I have set up an accounting system which is used to record all income and expenses with the ability to provide frequent financial reports to the Board of Directors. I have a thorough knowledge of the policy actions taken by the Board of Directors in past years.

I believe that my sixteen years service as Budget Committee Chairman and my experience dealing with the financial matters of the MER indicate that I am uniquely qualified to continue as the Treasurer of the Mid-Eastern Region.

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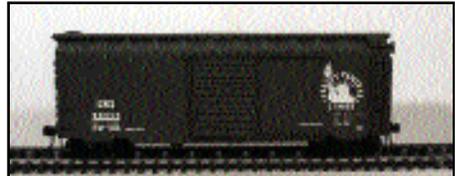
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**Region Dues:**  New  Renewal \_\_\_\_\_ \$ \_\_\_\_\_  
 1 year: \$8.00  2 years: \$16.00  
*Life membership cost is based on your age. Send your Birth Date to the MER for a  
 quotation. Only NMRA Life Members qualify for MER Life Membership*

MER Lapel Pin/Tie Tack @ \$6 each \_\_\_\_\_ \$ \_\_\_\_\_  
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