

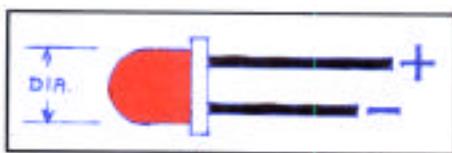
# LEDs—Little Marvels, Part 1

by Jim Atkinson

Like most model railroaders, I am intimidated by most of the electronic articles in our model magazines today. They seem to be aimed at a higher level of knowledge in electronics than most of us will ever attain. I've even had some thorough military electronics training and received basic electrical knowledge from my father, a life long maintenance electrician. Yet modern electronics, despite its wonderment to perform, still baffles me as to how it works.

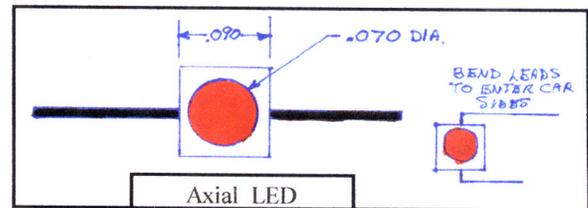
Despite my lack of understanding, I yearned for some form of signaling on my Baltimore & Western layout. Then about two years ago I purchased a manual by Len Brazis entitled "SIGNALS MADE EASY". Len does a nice job of keeping his text aimed at the electronically challenged and I recommend his book and signaling system to any modeler interested in simple but effective signals. This is how I learned about a little known item - the LED or Light Emitting Diode.

Most, if not all of us know about the grain-of-wheat and smaller grain-of-rice light bulbs and we probably have some on our layout. These are available in voltages ranging from 1.5 to 16 volts and work okay, but they have some drawbacks as well. First of all they only burn with proper brightness at or near their rated voltage; second, they won't take much higher than their rated voltage and; third, they are prone to burning out. In variable voltage applications, such as for headlights and marker lights, they require special electronic circuits to maintain reasonable brightness at low voltages. Enter the LED.



Normal LED

LEDs are little marvels that have several advantages over bulbs. They are available in a multitude of colors useful to us including white, red, green, yellow, blue, and others. They are available in diffused (standard brightness), point source (aimed light), ultra bright, and flashing. They maintain nearly full brightness from well below their rated voltage to well above it and are a lot less likely to burn out if over-powered. They last virtually forever. They also draw very little power. And my favorite, they are polarity sensitive, making them automatically directional with our DC power sources. The standard sizes available are the T1<sup>3/4</sup> (5mm or .190" in diameter), the T1 (3mm or .120" in diameter), and the Axial with a .090" square body and a .070-inch diameter "bulb". The T1<sup>3/4</sup>s are good panel indicators and would work well in some O scale applications. The 1s are great for signal lights, headlights, and building lights in HO. The Axials are



Axial LED

perfect for HO marker lamps by painting the square body black and having the "bulb" face to the rear. One major warning though. They all work on low voltages! To overcome this, simply put a 680-ohm resistor in series with each LED on the LED's positive side. They work on DC only (there are a few exceptions to this rule). The positive side is the longer of the two hard leads extending from the body of the LED. Used in conjunction with a resistor your LEDs will take anything your locomotives will.

*continued on page 6*

## MER LOCAL

Official Publication of the  
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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.

## Keeping In Touch... by Rita Lynam MER Business Manager

In this issue I want to discuss one of the items that has caused a lot of confusion among our members — the numbers on the first line of our membership cards and address labels. Let me try to clarify them.

Example: 7841 3003 0105 or 105

7841 is the member's MER number. The 3003 breaks down this way — 30 is our Mid-Eastern Region number assigned by the NMRA and 03 is the division in which the member is listed on our roster. The 0105 or 105 is the date the membership expires. This is the part that causes the most confusion. This date is reversed from the way you're used to looking at it. Generally you are used to seeing the month then the year. The number on our roster had the year first then the month. So 0105 indicates that this membership runs out on May 1, 2001.

For the past few months I've started writing the membership renewal date the way we are used to seeing it — 05/01 etc. From now on the membership cards will have the date written in the conventional form, i.e., month then the last two digits of the year. I hope this helps clarify the entries on the first line of your membership card and the label of the LOCALs you receive. If you have any questions my phone number, address, and email address are listed on the masthead.

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## President's Column

Norm Garner

*(Editor's Note: In accordance with the President's request the following text is an unedited, unexpurgated, unmodified verbatim copy of his column for this July - August 2001 issue.)*

When I became President of the MER I made a promise to visit every division in the MER as soon as feasible. Since January 1 of this year I have traveled 2,125 miles, visited four divisions in the MER and two model railroad clubs. I have two other divisions scheduled before the year is over. I find that almost all divisions have the same problems. Not enough volunteers to fill the positions and the same ten percent stepping up to the plate all the time. No active program to recruit new members especially in their own local area. A lack of knowledge on how the MER/NMRA support model railroading even though that is our goal. And in some cases a lack of knowledge of their own by-laws in relationship to the by-laws of the MER/NMRA.

In 1942 the NMRA created the MER and gave the MER the authority to charter new divisions in the territory outlined by the NMRA. The by-laws of the NMRA state that if you are a member of a chartered division you must also be a member of the MER and NMRA. In the last 6 to 8 years this has been a problem in the MER. There are 17 regions in the NMRA and 5 of them are out of step and the MER is one of them. I have known about this problem as far back as 1996, as a division member and as Superintendent of the Tidewater Division. Various methods are used to go around the by-laws such as creating a subscriber member or a member that could belong to the division without being able to hold office in the division but yet they would still have the same privileges as a MER/NMRA member. No program was ever put into place to recruit these people. The MER/NMRA does not want to run people away, we want to recruit people and at the same time abide by the by-laws that we have chosen to follow for almost 60 years. When I became President of the MER last October I talked with the new NMRA President, Alan Pollock. I asked him point blank did he want me to clear up this problem or to continue with the status quo. Alan told me to enforce the by-laws as they are written. I had Jim Kellow, MER Vice-President, review the by-laws of all the divisions in the MER. Jim reported that 5 divisions were not in compliance with the MER/NMRA by-laws concerning membership. Jim contacted all divisions concerned and relayed to them that we wanted this problem corrected by the end of this year. I can happily report at this time that four of the five are in the process of correcting their by-laws or have already done so.

This does not mean that the MER/NMRA wants to discourage new people from visiting your divisions and that we are so stringent that we don't want new model railroaders to associate with us. What we do want is that you have made the efforts to recruit any visitor after they have been to 5-6 of your meets.

If you have not recruited them then you will not be in support of the MER/NMRA or your own division by-laws.

In this issue of the Bulletin there are several important articles that I hope you as a MER/NMRA will read and take seriously. One is to consider the candidates nominated to fill Director positions on your Board of Directors. This responsibility shouldn't be taken lightly as only seven people at a time can get elected to serve the MER and you. The MER is a corporation with over sixty thousand dollars in funds and assets. This is a business and the people you elect should reflect the best we can get to fill those positions. As your President I want to serve with motivated people who love this hobby and not because they are a "good old boy".

The second thing is the changes to the by-laws that were long over due in the MER. I hope you will support these changes when we vote on them at the October convention.

The MER recently had a CPA audit our books and accounting practices. I am happy to report that financially we are in fine condition. Based on his recommendations our accounting practices will be changed to reflect modern accounting standards so that the members will know exactly where the funds are being used both now and in the future.

Since the March meeting in Chattanooga of the NMRA Board of Directors (BOD) and Trustees there have been numerous rumors about the possible changes in the NMRA policies and the dues structure. Your voice to the NMRA is the MER Trustee, Eric Dervinis. The next Board of Trustee (BOT) meeting will be held in July at the national convention in St. Louis. The 17 members who make up the BOT of the NMRA are the voting members who impact all the changes within the NMRA. The elected members such, as the President and Vice-President, do not have a vote nor does the MER BOD. You as a member of the MER/NMRA should express your feelings on any NMRA issues to Eric. His e-mail address is MERT@HQ.NMRA.ORG or he can be reached by phone at 610-688-6113 or by mail at 6320 Bob White Rd., Wayne PA 19087.

I hope all of you have a fun and safe summer. See you in Lancaster.

I can be contacted on line at [Nwgrail@aol.com](mailto:Nwgrail@aol.com), by phone at 757-484-0772 or by mail at 3408 Wilshire Rd., Portsmouth, VA 23703.

In this issue I'd like to discuss a topic that has, in the past, generated a lot of flak among the members. It pertains to delays encountered by some of you in receiving your Local in a timely manner — or what is perceived as a timely manner. Many members don't understand why it is that their friends invariably seem to get their issues of the Local before they do. Let me try to explain what can happen, and usually does.

Normally, near the first of the month immediately preceding the two month's period of an issue, editing is completed and the issue is forwarded to the publisher, Clint Hyde. For example, the edited material for this issue (Jul - Aug) leaves me on or about June 1. Clint then integrates all the graphics such as photos, tables, graphs, depictions, etc. and does the page layout for the issue. As publisher, he does a lot more than that but we won't go into those details at this time since they have little bearing on this information.

Depending on circumstances (e.g., Clint Hyde is an MER volunteer who works full time at his chosen avocation while raising a family), Clint attempts to have the publishable copy ready within a week after he receives it. He lives in Chantilly, Virginia and earnestly tries to get each formatted issue forwarded to the printer in York, Pennsylvania as quickly as he can. Coincidental with his shipment of the finished copy, Clint notifies Charlie Potter that it's on its way to the printer. Hereafter are the words of Charlie Potter as he explains what happens at his end of the line where he serves as the contact with the printer.

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*The printer takes about 5 working days from the time he gets the copy to press. When it arrives it goes to the bottom of the job pile as every job does and waits for press time. We are never treated as an orphan. That's the time it takes for every job. If I am given advance notice from Clint, our job will be scheduled for press time from the time I call them instead of when the copy actually arrives in the mail or by UPS, etc.. However, if the copy doesn't arrive before the job gets to the top of the printer's job list it goes to the bottom when it does get there. The mail service gives us a 1 or 2 day turn around provided they have the labels printed ahead of time, which they usually do thanks to the MER Business Manager.*

*The printer delivers the finished product to the Post Office. Now the real delays begin. Using non-profit bulk mailing, each Post Office the Local goes through can let it sit for **FIVE** working days (that's **5** folks). Stick a weekend and/or a holiday in there and you have a 1 - 3 day additional delay. When we traced it, it took up to 4 weeks to get to some of our members. It takes 1 to 2 days for me to get mine in the same town where the printer is. So you could be talking as much as **SIX** weeks from the time it is shipped to the printer and all the members finally get their copy. This has been the case long before we moved the Local to York.*

*When we moved the printing to York, we were able to go from eight pages to sixteen pages and still reduce the cost by about half. This is why the MER has money in its account and is not talking about a dues increase.*  
*Charlie Potter.*

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We are reluctant to push the editing and publishing back any further than one month prior to the issue dates because it would often mean the omission of essential information on conventions, elections, and so on. So then, that's the whole story. Let's hope it puts to rest most of the complaints and criticisms that have been aired about delays in receipt of the Local. We sincerely try to get it to you as quickly as we can but oftentimes there are delays introduced over which we have little or no control.



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

Edwin C. Kuser  
184 Popodickon Drive  
Boyertown, PA 19512  
Telephone 1-610-367-8368  
ECKRY184@aol.com

## MAY WE TELL YOUR STORY?

“Made in the MER” seems to be a popular series in *The Local*. It provides MER members with information about model railroading products and the people who live in their division of the NMRA who make those products available. As a model railroader, I find it interesting to learn about the people who produce the products, how they go about producing the items, and why they decided to become producers of modeling products. While this is not a series featuring product reviews, certainly the publicity will be a plus for these local entrepreneurs by making members of the MER aware of their products.

If you are in the business of producing model railroad products and you do so within the MER, may we write about you? It doesn't matter whether you are a full-time manufacturer or you work at it part-time as part of an expanded hobby. It doesn't matter if you've got an expansive product line, such as International Hobby Corporation, or if your specialty is simply custom decorating railroad cars manufactured by others, like the specialty of Bruin Harbor Corporation—the subject of last month's article. It doesn't matter what scale your product targets. It doesn't matter whether you do the production work

yourself or contract with another company to produce the products you are making available. The only requirements for inclusion is that you are creating products for the model railroad market, that you do so within the boundaries of the MER\*, and that you are willing to share your model railroad “manufacturing” story with readers of *The Local*.

By far the most difficult part of writing these articles is finding those who are willing to share their story and then getting together for an interview. Help us help you. If you are willing to have an article written about you and your business please contact me. If you have a friend who meets the criteria, but will not contact us, why not contact us on his behalf? You can reach me by phone at (610) 367-8368, e-mail at [ECKRY184@aol.com](mailto:ECKRY184@aol.com), or via USPS addressed to: 184 Popodickon Drive, Boyertown, PA 19512. All that's needed is about an hour of your time so you can provide the information needed to do an article. You'll find we are as user friendly as your products and may be able to enhance your involvement in this great hobby.

*(\* Even this isn't cast in concrete. If you're within reasonable proximity of the MER get in touch with me and we'll see what we can work out. Ed Kuser.)*

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### Retraction      By Art Thomas - Editor

Please refer to P. 11, Line 3 of the May - Jun Local. Delete the parenthetical statement, "(the Region will pay for film and developing)" and substitute: The Region may pay for film and developing.

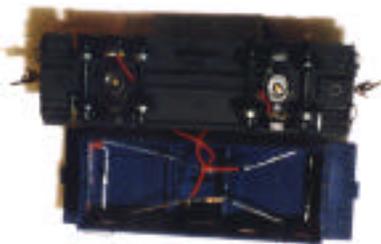
The only person authorized to approve disbursement of funds in the MER is the Treasurer. Volunteers who have determined in advance that Ron Baile and Ray Fischer (Official Photographers) do not plan to attend a particular convention, and who are willing to take photographs for publication in the Local, must get approval in advance from the Treasurer for their expenditures for film and processing. This policy is consistent with MER procedures and will help avoid having too many people seek reimbursement for photographing the same convention.

## LEDs

With the use of LEDs it's quite easy to make and wire a two color block signal (green & red) that is sensitive to track voltage. Again see Len Brazis' "SIGNALS MADE EASY". I do understand how relays work so I modified the two color system to include yellow (indicating no track power). If you power your switch machines with a 9 to 16 volt fixed power supply, making working turnout signals is easy with LEDs. They can be bridge, mast, or dwarf signals. Simply wire the LED with its resistor across the switch machine power connections. I used green and yellow LEDs facing the front of the points to indicate whether the turnout is lined up for the primary or secondary route. I used green and red LEDs on the rear side to indicate an open or closed turnout. A number of these block and turnout signals on a layout really illuminate it.

In the process of building my signals, I figured an easy way to get working markers and interior lights in my cabooses and passenger cars. Because the LEDs are directional they make great marker lights for both ends of a caboose and, at a given time, they only light to the rear (by track voltage) and not the front. Reversing the voltage polarity obviously reverses which markers are lighted. By adding a small bridge rectifier to the circuit, it is also simple to add one or two working interior lights to the car as well.

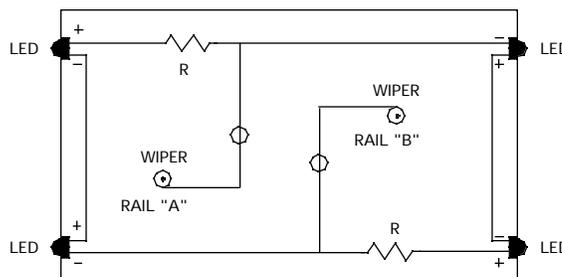
To light a car, you need metal wheels for power pick-up. Add a wiper to a pair of wheels on each truck. I like .003 inch brass shim stock to make my wipers, cut in a 1/16<sup>th</sup> inch-wide strip maybe 3/4 of an inch long so that it reaches both wheels. I've found it's better to have the wiper run on the wheels rather than the axles. There are less dirt problems that way. I glue (super glue) the wipers to the truck bolsters. Carefully solder a small



Caboose with Marker Lights/Internal & Underside View

very flexible wire to each wiper and thread it through a hole in the car bottom to inside the car. Allow maybe 3 inches of lead inside the car and also some slack at the truck so that it rotates freely. Drill the necessary holes in your car sides or ends to mount the marker LEDs. Inside the car (making sure you know which leads are positive and which are negative) solder the leads as shown in the diagram with the necessary 680 ohm resistors in series. Now solder the leads from the trucks to the LEDs. Temporarily assemble the body to the frame and test on your

layout. If the markers light to the rear according to the locomotive travel, you have it right. If they light forward, you have the leads on the trucks backwards and need to reverse them. It may take a little cleaning and run-in of your car to get the lights to work steadily. The comments you will receive on having work-



LED Marker Light Wiring Diagram for Caboose

ing

markers on your caboose or Pullman are well worth the few hours work. Try it on an inexpensive Athearn caboose first. I'll bet you will want to light your entire caboose fleet before you're finished. I did on every one in which I could get inside.

One note on soldering. I like a small 30 watt pencil iron (available from Radio Shack) for such small wire projects. Let the iron get hot so that your solder flows freely and quickly. It should only take a second or two to get the solder to flow onto your wires in a smooth shiny pattern. Heating any electronic item for too long a time can possibly damage it. Hence a hot iron used quickly is better than a warm iron that heats the item but does not melt the solder properly. Cold solder joints are rough and dull looking and probably weak. Good joints are smooth, shiny, and strong. Be sure to prepare the areas to be soldered with a light touch of flux. The physical signal masts and heads that you need are available from a number of sources. I prefer AHM items personally. They have a wide variety of types and they have been on sale direct from AHM a lot lately. I estimate my entire signaling efforts cost about \$3.30 per signal head. That's not a lot today.

You can get a limited supply of LEDs from Mini-Tronics, sold by many hobby shops. They cost about the same as bulbs this way. There are several mail order houses that have a wider variety of LEDs and other items I've used at much cheaper prices. For example, ALL ELECTRONICS at 1-800-826-5432 or <http://www.allelectronics.com> has standard diffused or source point (which I used for my signals) TI LEDs for \$.08 to \$.10 apiece, red axials for \$.08 a piece and 680 ohm resistors for \$.05 a piece. A multi-meter (discussed in a previous article in this series) is handy for determining voltage and polarity. It helps in searching for and isolating all kinds of electrical problems on a layout as well. I wanted to keep this article simple but if you want to go beyond this level without a lot of fuss you can add interior lights to that caboose. Use a bridge rectifier (1amp 100

PIV #WB-10, 3 for \$1). To add the yellow signal to the block signal system use a relay (9V SPDT #RI Y-264 \$1.25) and a 9 volt power supply (wall transformer 9V 1.2A #DCTX-9120 \$6). There are bi-color LEDs available in red/green and yellow/green as well but they are a little more complicated to wire. These can be used in one light mast signals and dwarf signals. I even added blue maintenance lights to my shop tracks that are operated by the switch machines to the corresponding track.

As you can see the LED has a variety of low cost applications and can add life to our layouts. The caboose project is fairly easy so go get a caboose and give it a try. You'll like it.

Part 2 of this section on LEDs will follow in the Sep - Oct 2001 Local with more details on signaling and car lighting.

<p style="text-align: center;"><b>MER Upcoming Conventions</b></p> <p style="text-align: center;">Lancaster, PA October. 5-7, 2001</p> <p style="text-align: center;">Richmond, VA (tentative) Spring, 2002</p> <p style="text-align: center;">Washington, DC (tentative) Fall, 2002</p>
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**Graham K. Harvey, MMR, Appointed New Achievement Program Chairman**

By Jim Kellow - MER Vice President

**Flash.** Hot off the E-mail wire dated May 14, 2001.

"It is my pleasure to announce the new AP Chair for the Mid-Eastern Region. Graham has extensive experience in the organization having served as President of the NER for four years as well as in many other NMRA Regional positions. He brings all of the necessary experience to the position. "

Graham can be contacted at:

Graham K. Harvey, MMR  
12207 Meadowstream Court  
Herndon, VA 20170  
Ph. 1-703-742-3368

**Letters to the Editor**

Dear Editor:

The May-June LOCAL is very well done; lots of good information about the AP Program and contest judging. Dick Landt's piece on Learning to Judge was a pleasant surprise. I'm glad he enjoyed the experience as much as I did and took the time to write about it. Have you his e-mail or address handy so that I might contact him about his article and future judging? We spent a fine day together but I didn't come away with either. - David Renard - [drenard@erols.com](mailto:drenard@erols.com).

(Ed. I don't have Dick Landt's address. Could someone else provide it to David?)

Dear Editor:

I, for one, would certainly like to see more articles about layouts but my interests would be toward the construction aspects. Seeing pictures is nice but I'd also like to know how the individual built the layout, engine, car, etc.. Kitbashing is always interesting to me also. Many times there are interesting photos but the details are lacking or are obscured by insufficient light. Maybe some or most of that is the fault of the photographer.

Since you asked for opinions in your last editorial I wanted to share mine. I had been an NMRA member back in the '70s but gave up my membership due to the nature of the material back then. The magazine has come a long way since then and is now very professional. The MER Local fills in nicely with local stories and articles of interest. Joel Holubec -Bernville, PA. MER #7613.

# Modeling with the Masters at Keystone Junction

## KEYSTONE JUNCTION CONVENTION CONTEST WINNERS

By Ray Bilodeau, MER General Contest Chairman

### MODEL CONTEST

Quality was definitely evident here at Keystone Junction. Eighteen modelers brought thirty-eight entries to the model contest. Of these four were first-time entrants. Nineteen Achievement Program awards were presented to regional modelers.

I want to thank our judges who labored long and hard in a claustrophobic contest room. Thanks to Dave Messer, MI, Bob Charles, Charlie Flichman, Chuck Hladik, Terry Nesbit, Alan Mende, Dick Landt and Alan Frame; along with two apprentice judges, Roger Cason and Dick Genthner.

Thanks too for our contest paperwork guru and MER Business Manager, Rita Lynam, who set up her office in the contest room so she could work on both MER and contest business for 24 hours a day over a three day working holiday. Rita was ably assisted by Dick and Brenda Landt, Carl Haslett, Charlie Flichman, past NMRA President Bob Charles and members of the judging staff. The winners are:

#### Diesel

1st	Bob Malberti	HO	PRR GP-7 No. 8574*
2nd	Bob Malberti	HO	PRR GP-7 No. 8508*
3rd	Bob Malberti	HO	PRR FA-1 9605, FB-1 9605B*



Diesel 1st



Diesel 2nd

#### Freight Cars

1st	Chris Lasher	HO	CR 86 ft Hi-Cube Box Car*
2nd	Bob Malberti	HO	PRR K-11 Stock Car
3rd	Noll Horan	HOn3	EBT Covered Hopper



Freight 1st



Freight 2nd

### ARTS AND CRAFTS CONTEST

#### Rail

1st	Gale W Smith	Steam Engine Wall Hanging
2nd	Pauline Shatswell	Train Cookie

#### Non-Rail

1st	Sean Latham	House Book Landscape
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### PHOTO CONTEST

#### Model

1st	Steve Salotti	RS-1 236 West at Mid-Day
2nd	Fred Miller	Factory Street
3rd	David Skinner	Rail Fan RDC

#### Prototype

1st	Roger Cason	Resting and Waiting.....
2nd	Roger Cason	Around the Curve & Up the Hill
3rd	Roger Cason	Room with a View

Caboosees and Cabin Cars

1st	Leonard Beck	O	PRR Cabin Car ND*
2nd	Robert Cook	HO	PRR Cabin Car N8
			(1 <sup>st</sup> Time Entrant)
3rd	Noll Horan	Nn3	EBT Caboose #27



Caboose 1st



Caboose 2nd



Passenger 1st

Passenger Cars

1st	Leonard Beck	HO	Freelance Spirit of Sierra RR*
2nd	Jim Dalberg	HO	DLW RPO Car
3rd	Noll Horan	Nn3	EBT Passenger Coach #6



Passenger 2nd

Non-Revenue Cars

1st	John M. Johnson	HO	PRR Tank Car #498651*
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Structure off-line

1st	John M. Johnson	HO	Nansemond County Court House*
2nd	Stanley Dworak	HO	Scale Office Out-Building*

Structure on-line

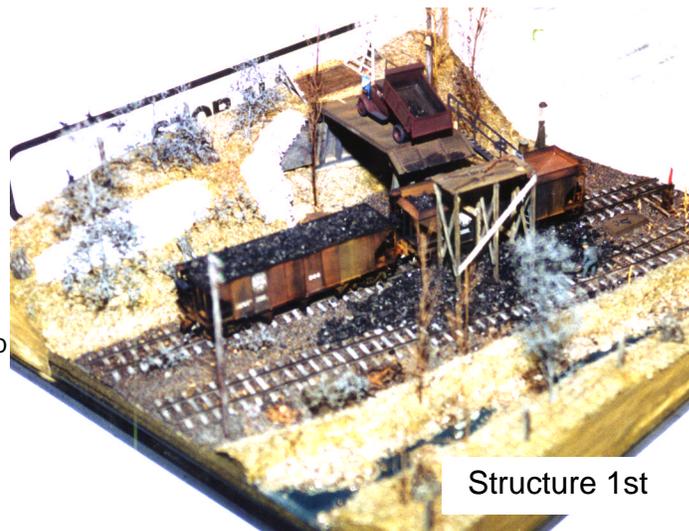
1st	Noll Horan	HO	EBT Coal Truck Dump*
2nd	Stanley Dworak	HO	Fox Run Milling Company*
3rd	Robert Minnis	HO	Elevated Crossing Tower*
	Dale Latham	HO	Anitasdale Farmers Supply*
	Tom Lane	HO	Dbl. Trk. 59' Thru Plate Girder Bridge*
	Fred Miller	HO	Straining Beam Pony Truss Bridge*
	Fred Willis	HO	Yard Shack* (1 <sup>st</sup> Time Entrant)

Structure 3rd



The following modeler submitted entries for AP merit award judging only and received merit awards:

Roger Cason	Freight Car HO	ATW Evans Gondola
	Freight Car HO	N&W Stock Car
	Freight Car HO	40' Flat Car/Chemical Reactor Load



Structure 1st

### Diorama

1st	Noll Horan	HO/HOn3	EBT Coal Truck Dump
2nd	Stanley Dworak	HO	Fox Run Milling Company

(\*denotes AP Merit Award - scoring a minimum of 87.5 points)



Structure 2nd

### **SPECIAL AWARDS**

The President's Award: given to the best model of a bridge or trestle.

Tom Lane	HO	Double Track 59' Thru Plate Girder Bridge
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The Blue Lantern Award: given to a model that contains at least 40% commercial parts which best represents Branch, Narrow Gauge or Private Line operating equipment and/or facilities. This award is sponsored by the Narrow Gauge Car Shop.

Fred Willis	HO	Gladeck Pickle Car	<i>(1<sup>st</sup> Time Entrant)</i>
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The Clyde Gerald Award: given to the kit-bashed model that scores highest in the model contest.

Chris Lasher	HO	CRR 86ft Hi-Cube Box Car
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The Philadelphia New Modeler Award: given to the first-time entrant in the model contest with the highest point score. (A cash prize as well as a plaque from the Division.)

Fred Willis	HO	Structure on-line	Yard Shack
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Best-in-Show: given to the entry with the highest point score in the model contest.

Noll Horan	HO/HOn3	Diorama	EBT Coal Truck Dump
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# WHO'S WHO IN THE MER?

Born in 1943, like most of us Jim Atkinson got his first electric train (a Lionel of course) when he was about 7 years old. Not long afterwards his dad picked up some kits put out by Varney, including their famous Little Joe. This was understandable because he was living in Baltimore at the time, home of the B&O's two 0-4-0Ts. Jim's father motivated his involvement in building and operating. The family lived in the north end of Baltimore about a quarter mile from Pennsy's main line. Jim would often sit for hours and watch the trains shunting back and forth. He well remembers the GGLs and the P5a's and m's. He was just a tad too old for steam but he vividly remembers the first generation diesels. He was also fortunate to have grandparents living in Martinsburg, Pennsylvania, only about 20 miles from Horseshoe Curve. He had a loveable granddad who would take him to the curve at the slightest suggestion that they do so.

It was at about this time that Varney introduced their version of the Mantua loop-hook couplers. Jim remembers using them on his locomotive and cars. As his father's interest in trains waned, his increased proportionately and he got his first brass engine for his 16th birthday. It was a PFM United Ma & Pa 2-8-0 costing about thirty dollars. At about this same time he converted to the first non-magnetic version of the new Kadee couplers and adopted the name of Baltimore & Western R.R. for his pike. He devised the blue, orange, and silver paint scheme that he still uses to this day. Upon graduation from high school he was gifted with a PFM/United Sierra 2-6-6-2 that cost a whopping \$42 in those days. This locomotive still runs great on his present home layout.

Jim's initial involvement with the NMRA started in 1960 but it lapsed some years later when his change of address was overlooked by National. Nonetheless, his interest in model railroading remained strong. He began adding many early, low-priced brass locomotives (primarily diesels) to his collection and scratchbuilt his first structures from basswood. A few of these still exist on his present B&W.

In addition to his modeling endeavors, Jim also became an avid rail photographer. He began shooting all sorts of railroad subjects from locomotives and cabooses to maintenance of way equip-

ment and structures. His resultant photo collection now exceeds 40,000 images. Some have been published.

During the early years Jim, his wife, and two children lived in a small home so it wasn't possible to have a large layout. However, even then he continued to purchase and build equipment, always looking to the future when he'd be able to "spread out". In 1990 that day arrived when he and his family moved into their present home in Elizabethtown, Pennsylvania. Jim specifically reserved half of his basement, a 21' X 24' room, for a better layout along with a roomy 14' X 20' room for his workshop.

As a journeyman machinist he enjoys working with his hands so his new workshop gives him plenty of space for projects. The workshop contains a small area there for model work and a regular bench for larger projects.

While building the current B&W Jim re-joined the NMRA, the MER, and Division 11. After attending a Pittsburgh Convention he volunteered to run for an MER office. Though he's been a model railroader for 46 years and enjoys every aspect of modeling it's only been relatively recently that he began attending conventions and directly helping the organization. This has introduced him to another aspect of the hobby he never realized existed before. Making new friends and meeting old friends at conven-

tions and talking with them has opened new vistas of modeling enjoyment for him. As Jim says, "There is always a lot to do at any convention but just meeting and talking to other modelers and even manufacturers is at the top of the list for me."

Jim has served in several positions with Division 11 and continues to do so. Besides the enjoyment he's personally derived from helping in these positions he's also earned the AP Certificates for Association Volunteer Official. He's now working on Author AP and needs to finish some trackwork for the AP's Civil Engineering Certificate. He next intends to work on the Structures or Cars AP Certificates (or both). His goal, besides having fun in the hobby, is to earn his MMR title. Jim has now served two terms on the MER Board of Directors and has been closely involved with publication of the LOCAL. He considers the Local to be an excellent publication primarily due to its dedicated staff, both past and present.



**JIM ATKINSON**

**DUTCH STATION 2001**  
**Mid-Eastern Region,**  
**NMRA Fall Convention**  
**October 5 - 7, 2001**  
**Lancaster, PA**  
**Hosted by Susquehanna**  
**Division 11**



**EXTRA FARE ACTIVITIES**

**#101 Walking tour of Lancaster.** A guided tour of downtown Lancaster, including a visit to Central Market, one of the oldest continuing markets in the USA. This weekend has The Harvest Days at the Market, with tastes of the area. Other activities will be at the Market also.

**#102 Railfanning.** You will be taken to an area nearby where you can take photos of the Harrisburg line near Hershey. There is always some action there. Also the switcher for the chocolate plant may be operating.

**#103 Craft Clinic.** Keychain and wreath. Make a Southwestern keychain and a wreath for your wall or door. For both the children and adults. Room to be announced.

**#104 Choo-Choo Barn.** A behind the scenes visit to the Choo-Choo Barn, a completely detailed and animated Lionel display. They will open up the control area for us to look over. Also there will be some of the people that build and maintain the display available for questions. There is a limit of 30 people.

**#105 Roller Skating.** This is for the young and the young at heart. Bring the kids or grandkids and show them what you can do. This one's for the whole family.

**#201 Strasburg.** We will have admission to all of the attractions at Strasburg: Toy train Museum, Choo-Choo Barn, Railroad Museum of Pennsylvania, with a tour of the Restoration Shop, Strasburg Railroad, ride, with a tour of their shops. This is a selfguided tour. The tickets for the ride and other attractions are good for the entire weekend but the tours of the

Museum and the Shops are for Saturday only. Times will be announced for the tours.

**#202 Shopping at Rockvale Square.** Ladies, if you wish to shop, this is the place. Many outlet stores in one place. They will have some coupons for you to use. While there, they have a shuttle to take you around the area. We will provide transportation to and from Rockvale Square only.

**#203 Landis Valley Museum.** Tour of Landis Valley Farm Museum. Trip includes transportation and admission to the Museum. This weekend is also the Museum's Harvest Days. There will be many additional exhibits open. The Museum has one of the finest collections of early Pennsylvania Dutch farming equipment. Also restored and replica buildings of a farming town.

**#204 Railfanning.** To Be announced.

**#205 Craft Clinic.** A repeat of Friday night's clinic: southwestern keychain, and wreath.

**#206 Bowling.** A function for the youth or the family. Three games of bowling and transportation.

**#207 Banquet.** Pennsylvania Dutch Buffet: macaroni salad, coleslaw, apple butter, applesauce, chowchow, peach/pear salad, chicken corn soup, chicken pot pie, beef pot roast, ham with green beans, succotash, whipped potatoes. Desserts: chocolate cake, shoo-fly pie, apple pie, rice pudding. Rolls and butter, coffee, tea, milk. In other words, leave the diet at home.

**#208 Swimming Pool Open.** Pool open for all attendees wishing to relax after the banquet. Snacks and soft drinks will be available.

# REGISTRATION - DUTCH STATION - OCTOBER 5 - 7, 2001

Print names and offices (past and present) exactly as you wish them to appear on your name badges.

Primary Registrant's Name: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_

Children Under 18  
Name:

Age:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_ Phone #: \_\_\_\_\_

NMRA No.: \_\_\_\_\_ Region & No.: \_\_\_\_\_ DIVISION No.: \_\_\_\_\_

## FARE CALCULATION PER ACTIVITY

Number	Title	Tickets	X	Cost/Ticket	=	Total
207	Banquet		X	28	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____
_____	_____	_____	X	_____	= \$	_____

Primary Registrant (\$30.00 pre-August 1, 2001 - \$35.00 after August 1, 2001) = \$ \_\_\_\_\_

Spouse	\$10.00	= \$	_____
Children (under 5 FREE)	\$10.00	= \$	_____
Non-NMRA Fee	\$15.00	= \$	_____
Total (add all activity and registration fees)		\$	_____

Payment in U. S. funds only. No Credit Cards. Make Check Payable to "Dutch Station".

Send completed registration form and payment to:

DUTCH STATION CONVENTION (All activities are a la carte, including the banquet.)  
P. O. BOX 344 (Parking is free at the hotel.)  
BAUSMAN, PA. 17504-( )344

John D. Mellinger III - Registrar Information Telephone 717-392-0510 after 5:00 P.M. and before 10:00 P.M.

Payment must accompany registration form. Returned 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 October 1, 2001. Allow four to six weeks for processing of your refund. DO NOT mail a registration after September 15, 2001. Register at the door. DO NOT staple your check to your registration form. Call 717-32-0510 or 717-581-0647 for all current changes and updates. All activities are subject to change, substitution, addition or cancellation. e-mail [trains@redrose.net](mailto:trains@redrose.net)

# DUTCH STATION 2001

October 5 - 7, 2001 - Lancaster, PA

Mid-Eastern Region, NMRA Fall\_Convention

Hosted by Susquehanna Division 11

## EXTRA FARE ACTIVITIES ORDER FORM

<u>NUMBER</u>	<u>DAY</u>	<u>DESCRIPTION</u>	<u>TIME</u>	<u>COST</u>	<u>NUMBER</u>	<u>TOTAL</u>
101	FRIDAY	WALKING TOUR LANCASTER	9:00 A.M.	\$10.00	_____	\$_____
102	FRIDAY	RAILFANNING	9:00 A.M.	\$10.00	_____	\$_____
103	FRIDAY	CRAFT-KEYCHAIN/WREATH	7:30 P.M.	\$10.00	_____	\$_____
104	FRIDAY	CHOO-CHOO BARN	4:00 P.M.	\$11.00	_____	\$_____
105	FRIDAY	ROLLER SKATING	6:30 P.M.	\$13.00	_____	\$_____
201	SATURDAY	STRASBURG	on your own	\$20.00	_____	\$_____
202	SATURDAY	SHOPPING ROCKVALE	9:00 A.M.	\$10.00	_____	\$_____
203	SATURDAY	LANDIS VALLEY MUSEUM	9:30 A.M.	\$15.00	_____	\$_____
204	SATURDAY	RAILFANNING	9:00 A.M.	\$10.00	_____	\$_____
205	SATURDAY	CRAFT-WREATH	1:30 P.M.	\$10.00	_____	\$_____
206	SATURDAY	BOWLING	11:00 A.M.	\$10.00	_____	\$_____
207	SATURDAY	BANQUET	6:00 P.M.	\$28.00	_____	\$_____
208	SATURDAY	POOL PARTY	8:00 P.M.	\$5.00	_____	\$_____
300	ADVANCE	CONVENTION SHIRTS	MED, LG, XLG	\$15.00	_____	\$_____
		BLUE, GREEN, PURPLE	XXLG	\$18.00	_____	\$_____

NAME: \_\_\_\_\_ TOTAL \$ \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP \_\_\_\_\_ - \_\_\_\_\_

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## DUTCH STATION CONTESTS AND AWARDS

By Ray Bilodeau, General Contest Chairman

The Fall Convention in Lancaster, Pennsylvania on October 5-7, 2001 will have a judged Model Contest and popular vote Photo and Arts and Crafts Contests. Current NMRA and MER members are eligible to enter these events.

The following special awards will be presented at this convention:

**\*The Dutch Station Special Award:** this popular vote award will be given to the model which best depicts the manufacture, distribution and transportation of manure produced in Lancaster County.

**\*The Marv Kershner Memorial Award:** this award will be given to the model which best demonstrates creativity in modeling. This award will be presented at fall conventions and chosen by members of the South Mountain Division in memory of Marv Kershner, one of their charter members.

**Favorite Train:** this contest is held at the Fall Convention and is decided by popular vote. Trains can but need not be displayed on sections of track. This award is sponsored by the Tidewater Division.

**The Philadelphia Division New Modeler Award:** this award is given to the first-time entrant in the model contest with the highest point score. A cash prize and plaque is presented from the Philadelphia Division.

**The Blue Lantern Award:** this award is for a judged contest model containing not more than 40% commercial parts, which

DUTCH STATION - OCTOBER 5 - 7, 2001      REGISTRATION (Continued)

For room reservations at the convention hotel call them or return this portion of the form to:  
Eden Resort Inn, 222 Eden Road, Lancaster, PA 17601  
(Telephone Number 717-569-6444. or FAX it to 717-569-4208 at the hotel)

Group Name: Dutch Station, October 4 - 7, 2001. Room cost \$79.00 per night plus tax.

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

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

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ - \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_

Arrival Date: \_\_\_\_\_ Departure Date: \_\_\_\_\_

(Reservations must be received by Monday, August 27,2001)

Single Room \_\_\_\_\_ Double Room \_\_\_\_\_ Smoking \_\_\_\_\_ Non-Smoking \_\_\_\_\_

Number of Rooms \_\_\_\_\_ Number of Adults \_\_\_\_\_ Number of Children \_\_\_\_\_

MC\_\_\_ VIS\_\_\_ AMX\_\_\_ DIS\_\_\_ DC\_\_\_ Card Number\_\_\_\_\_ Exp:\_\_\_\_\_

Check In after 3:00 P M - Check out before 12:00 P.M. or Noon.  
Arrivals after 4:00 P.M. must be guaranteed by credit card or pre-payment.

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best represents Branch Line or Private Line operating equipment and/or facilities. This award is sponsored by the Narrow Gauge Car Shop.

**The President's Award:** President Garner would like modelers to build, kit bash, construct by any means, any kind of **tank car** they can think of in any scale, standard or narrow gauge, depicting any road name.

**Modelers**—I can envision scenarios by which you could win the following awards by building a tank car; earn a first, second or third place in Freight Cars; win an AP merit award in Freight Cars; win a first, second or third place in Non-Revenue Cars; win an AP merit award in Non-Revenue Cars; win the Blue Lantern Award; win the Philadelphia New Modeler Award; win the Dutch Station special category award; win the Favorite Train award—here you would have to have a whole consist of tank cars; win the Marv Kershner Memorial Award; win Best-In-Show; and win the President's Award...all this for modeling a tank car... in the twilight zone.

\*Denotes two awards waiting Board of Directors approval for inclusion at the Fall Convention

If anyone has any questions about these contests in particular or contests in general, please contact me at 302-636-0888 or online at [RayBilodeauJr@aol.com](mailto:RayBilodeauJr@aol.com).

# 2001 Mid-Eastern Region By-law Revisions by Eric Dervinis - MER Trustee

Five years ago the MER President appointed a board committee to review the Bylaws of the Mid-Eastern Region. This committee presented a list of revisions to the board in early 1997. The revisions were approved by the board and brought before the membership at the annual meeting in 1997. The membership approved the changes and they went into effect November 9, 1997.

Time passes, things change and the board was prompted to undertake another review of the bylaws. A board committee comprised of Past Trustee Monroe Stewart, Secretary Bill Roman and Past Secretary Eric Dervinis prepared a list of proposed revisions. This document was distributed for further review and discussion. The end result is a list of revisions which the board approved at its meeting on March 29, 2001. To become effective, these changes must be approved by the membership. The MER board recommends a vote FOR these changes.

For reference, the current bylaws are posted on our web site (accessible via NMRA.org) or a hard copy can be obtained via SASE to Bylaws, PO Box 124, Southeastern, PA 19399-0124.

## Article I

Section 3 will be eliminated. It lists the MER boundaries that are defined by the NMRA. Only action by the national board can change Regional boundaries. For clarity, a new section has been added:

Section 4. The territory encompassed by this Region shall be as designated in the National Model Railroad Association Constitution and Bylaws. Changes to the Region's boundaries can be made only by the NMRA's Board of Trustees.

A list of the MER Division boundaries will be added to MER Policy.

## Article II.

In Section 3, delete the sentence: "Life Membership dues in this Region may be made in five equal annual payments and such membership becomes effective upon receipt of the final payment." Most Life Memberships are sold via the national office. They offer credit card and installment plans. This provision is no longer necessary.

## Article IV

The current bylaws provide for succession if a board member is elected to another position before the end of his term. The Bylaws did not provide for succession in case of death, resignation or incapacity. The following changes have been made.

In Section 1, Part B, delete the sentence: "If a member of the Board is elected to another position and still has an unexpired term, he shall resign his former position and the President shall appoint a successor to fill the unexpired term, subject to the consent of a majority of the remaining Board of Directors.

Add a new Part G to Section 1:

G. If an officer resigns, dies or becomes incapacitated before the end of his term, the President shall appoint a successor to fill the unexpired term, subject to the consent of a majority of the remaining Board of Directors.

In Section I, Part B term limits are stated for all board members except the treasurer. To bring the MER into line with the NMRA bylaws and recommended practices, the treasurer will be limited to five terms. The reference to the NMRA Trustee is eliminated.

In section 2 a number of changes were made for clarity. Candidates will be required to provide a statement of no more than 200 words (formerly resume). We have added a sentence that reads: "The ballot will be designed to deter fraudulent duplication." The board and the editor will endeavor to make future ballots difficult to duplicate, thus minimizing any attempt to 'stuff the ballot box'.

Section 3. Trustee Election procedures will be completely eliminated with the exception of the first sentence. It was a copy of the section from the national bylaws. Since the Trustee's position is a national office and the NMRA board makes all changes to this procedure, it is not necessary for the MER to duplicate NMRA's bylaws.

## Section V

The requirement for the Trustee to have served on the MER board has been removed. Again, the national bylaws set the requirements for election of Trustees. The President appoints all Committee Chairmen with the exception of the Achievement Program (AP) Chairman. This is a clarification. The Trustee appoints the AP Chairman. The current bylaws require that the Secretary report to the board six times a year. In this email world, this was changed to 'as necessary'. The Treasurer was required to report to the President on a quarterly basis. The new bylaws change this to a report at every board meeting, reflecting current practice. The MER board generally

meets four times a year.

#### Section VI.

From Section 2, eliminate this sentence: "The Board of Directors shall act in all matters except as hereinafter provided". A new Section 6 was added: "No officer or director shall chair a standing committee except as may be required on a temporary basis." The members of the board should concentrate on setting policy and finding volunteers to fill the positions.

#### Section VII.

A minor change was made in Section 1, Part B. Eliminate the sentence "He shall accept and record new memberships and renewals. He shall also turn collected dues over to the Treasurer at periodic intervals with information covering same." Add: "Funds received will be turned over to the Treasurer at periodic intervals".

#### Section VIII.

The list of Standing Committees will be removed from the Bylaws and be placed in Policy. This list is always in flux. When placed in Policy, the board has the flexibility to change this as needed. In Section 2, the reference to the President appointing the Committee Chairmen is eliminated. This is a duplication of Article V.

#### Article X

The Divisions are required to have a set of Bylaws consistent with those of the MER. This change will note that Division bylaws must also be consistent with the bylaws of the NMRA. For sake of clarity in Section 6, the Division Superintendents are required to provide a written activities and financial report to the Vice President. The reference to 'written' report was vague.

Throughout the current Bylaws are many gender specific references. The new bylaws will be gender neutral. The everyday business of the region is conducted by the Business Manager from the Business Office. All references to both are consistent in the new set of bylaws.

Any questions should be directed to the Secretary Bill Roman or the Past Secretary Eric Dervinis. The MER Board encourages all members to review these changes and vote on the enclosed ballot.

## 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)

**July 7 - 6<sup>th</sup> Annual Model Train Show** and Sale. Merchandise Mart - 9 A.M. to 4 P.M.. Contact: Carolina Piedmont Division, Inc., 311 Highland Bluffs Drive, Cary, NC 27511.

**July 8 - 15 - NMRA National Convention** - St. Louis, MO. Contact: Registrar, Gateway 2001, P.O. Box 6846, Chesterfield, MO 63006. Web Page: [www.gatewaynmra.org](http://www.gatewaynmra.org)

**July 24 - 28 - NASG (Natl. Assn. Of S-Gaugers) Annual Convention** - Radisson Lackawanna Station Hotel, Scranton (Steamtown), PA - Contact: Jim LaRoche at 570-622-3413; or John Foley at 570-622-3413 or [foley164@ptd.net](mailto:foley164@ptd.net). Info. available at <http://www.trainweb.org/steamtown2001/>

**July 29 - All Gauge Train Show - CANCELLED**

**August 24 - 26. Ellicot City Scale Model Railroad Assn/Great Scale Model Train Show.** Gettysburg, PA. Contact: Howard Zane - 410-730-1036 or <http://www.gsmts.com>.

**September 9 - The Great Winslow Junction Scale Train and Railroadiana Meet** - Winslow Fire Hall, Winslow, NJ - 10 A.M. to 3 P.M.. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094-1122. Phone 856-728-1327 'til 9 P.M.

**September 9 - Hamburg Dutch Train Meet.** Hamburg, (?). Contact: Ralph Maurer at 610-372-2364.

**September 23 - Lehigh Valley Chapter/ Railroadiana and Model Railroad Show and Sale.** Allentown, PA. Contact: Paul Kuehner at 610-261-1033.

**October 5 - 7 - MER Fall Convention**, Lancaster, PA - Contact: Brian Brandt, 337 Bracken Drive, Lancaster, PA at [trains@redrose.net](mailto:trains@redrose.net) or 717-560-9542.

**October 13 - 14. Ellicot City Scale Model Railroad Assn./Great Scale Model Train Show.** Timonium, MD. Contact - Howard Zane - 410-730-1036 or <http://www.gsmts.com>.

(Thanks to James Ingram [[JamesIngram@track2.com](mailto:JamesIngram@track2.com)] for providing much of the information above.)



**Bob Minnis**

Bob resides in Fairfax County, Virginia. He is married with two grown daughters. He joined the NMRA in 1968 while serving in the US Army. Upon retirement, he joined the Mid-Eastern Region and eventually became a Life Member in both organizations. For the past twelve years Bob has been an active member of the Potomac Division's HO Module Crew. He has set-up/displayed these modules close to one hundred times including the national convention at Valley Forge. He has earned a Golden Spike Award and Achievement Program Certificates for Association Volunteer and Scenery. Requirements for Structures and Cars are almost complete.

Bob has served the Potomac Division as Paymaster and Module Coordinator for five years and as Superintendent for an additional three years. Currently he is a member of the Mid-Eastern Region's Budget Committee and has served as a volunteer at numerous MER conventions. Additionally, while on active duty, he served in positions of president, vice president secretary and treasurer at both the Fort Devens Model Railroad Club (Ft Devens, MA) and the Northern Lights Model Railroad Club (Anchorage, AK).

The hobby of model railroading has many facets, each of which could be considered as a hobby in its own right. Cooperation among these special interests is essential if we want the hobby to grow. Membership needs to be expanded to include younger men and women. We will all benefit from a stronger, more affordable and responsive organization.

Thank you for your support as a candidate for Director.



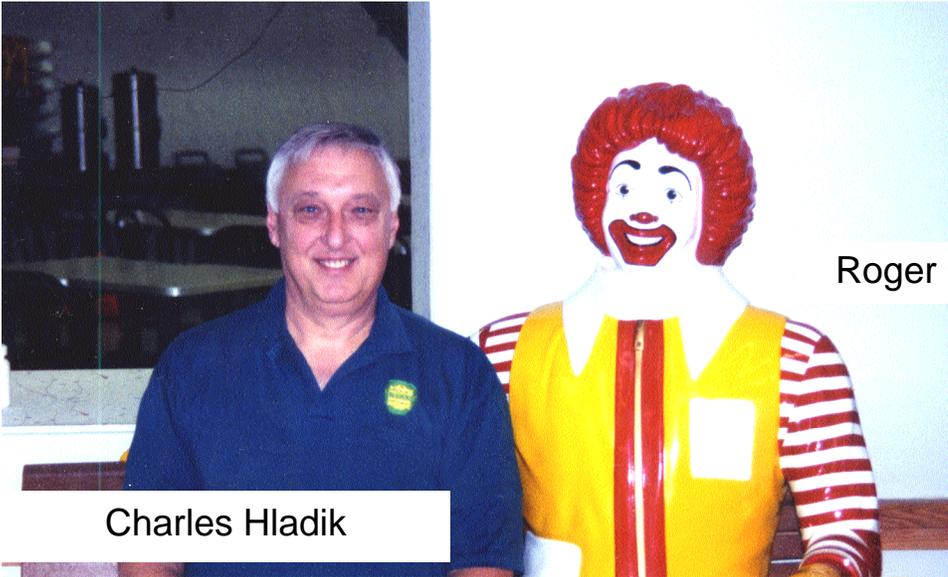
**Noll Horan**

I have been involved with model railroading since the mid-60s. But the seed was planted in 1949, my first Christmas, when my father purchased a Lionel train set. I chose N Scale in 1971 due to space limitations but modeled in HO as well. I modeled in N Scale off and on for years before getting serious and back into the hobby in 1996. At that time I joined Northern Virginia Ntrak (NVNtrak). I was elected to their Board of Directors in 1998 as a Member-at-Large, became Secretary in 1999, and am currently President of NVNtrak.

I joined the NMRA, MER, and the Potomac Division in 1999 after the Fall Convention in Hagerstown. Since joining, I have attended all Conventions, being active with the modular layouts and the Contest Programs at each affair. I was appointed to the MER Board of Directors as Member-at-Large in January 2001, filling out the term of the position. I am very much involved in the Achievement Program. I currently hold the Golden Spike Award and have earned Achievement Certificates for Master Builder - Scenery and Structures. I am well on my way for Master Builder - Motive Power and Cars. I was appointed AP Program Representative for NVNtrak in February 2001. I feel strongly about the AP Program as it helps all of us to become better modelers through participation and sharing our skills. I have won some 30-plus awards including the Blue Lantern Award and, most recently, Best in Show at the Spring 2001 Convention.

I am on the Conventions Committees for the upcoming Spring and Fall Conventions 2002, working with the James River and Potomac Divisions respectively. Also, I am one of the core members planning the Ntrak East Convention, The Capitol Limited 2004.

I feel the MER can become one of the premier Regions of the NMRA through better involvement with the community, in and outside of the model railroading groups. I look forward to being a part of that development of the Mid-Eastern Region.



Charles Hladik

Roger Cason

*Publisher's note:  
Roger forgot to send  
a photo, so we used  
this joint photo taken  
with Charles Hladik.*

Having been involved in the model railroad hobby since about 1960, and having worked at two different model railroad related hobby shops and done some pilot model work for model railroad manufacturers, I feel that I have a fair insight into what the average modeler might like. That is why I support the NMRA and its Regions but feel that the "real" NMRA is at the division level, as most folks feel that that is where they get the most for their dollars. The Regions must work both up and down in regards to members wishes.

I feel that I can bring the working stiff's views to the Region's Board of Directors and will definitely bring forward other's thoughts that have been passed on to me. I'm not one for flowery speech and speaking my mind is both my biggest asset and liability. I would be pleased to serve as your chosen Director.

in The Local, managing the Company Store, arranging the purchase of the MER for-sale car, and presenting two different clinics.

In connection with another hobby (sailing), I have been active in the Wilmington Power Squadron for twenty-five years. I have held most of that organization's leadership positions including serving as Commander twice. Since retiring from DuPont in 1992, I have served as a consultant with nonprofit organizations - both for pay (through La Salle University) and as a volunteer (through the Executive Service Corps). My consulting areas include strategic planning, board training, and financial management.

I have benefited tremendously from membership in the NMRA and the MER and I am submitting my name as a nominee for Director as part of the process of "giving back". If elected, I hope to build on the excellent work done by those who have gone before. I believe my experience with other non-profit organizations will be a plus to the MER.

(Clip and mail)

## **BALLOT**

One position for Mid-Eastern Region Director is up for election. The candidates' resumes' appear on the preceding pages. Please vote for one (1) only.

Roger Cason  Chuck Hladik  Noll Horan  Bob Minnis

Write-in \_\_\_\_\_

Please clip and mail with a postmark not later than August 18, 2001.  
Send to: MER Ballot Chairman Dennis Masters - 15 Harvard Road - Hagerstown, MD - 21742-6510

(This ballot is being printed on the bottom of the next to the last page of your Local in order to minimize damage to your issue when you cut it out.)

**MID-EASTERN REGION, NMRA, INC.**  
**9 Roosevelt Ave.**  
**Wilmington, DE 19804-3044**

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**MER Special Box Car Order Form**

Car	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#23506 _____		\$8.95	\$10.95	\$ _____
#23515 _____		\$8.95	\$10.95	

MARYLAND RESIDENTS ADD 5% SALES TAX

SHIPPING: \_\_\_\_\_

\* M \_\_\_\_\_ \$ \_\_\_\_\_

Ship \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

**YOU MISSED THIS ONE. THE NEXT ONE WILL BE AVAILABLE A COUPLE OF ISSUES FROM NOW—KEEP YOUR EYE ON THIS SPACE!**

MAKE CHECKS PAYABLE TO  
 MID EASTERN REGION.

MAIL TO:  
 THE MID-EASTERN REGION INC.  
 Business Manager  
 9 Roosevelt Ave.  
 Wilmington, DE 19804-3044

The Mid-Eastern Region Inc., NMRA  
 An IRS Tax Exempt Organization  
 Business Manager  
 9 Roosevelt Ave.  
 Wilmington, DE 19804-3044

**MEMBERSHIP APPLICATION/DUES RENEWAL NOTICE**  
 YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION  
 TO BE A MEMBER OF THE MID-EASTERN REGION

**Remittance Enclosed for:**

**NMRA Dues:**  New  Renewal \_\_\_\_\_ \$ \_\_\_\_\_  
 1 year: \$34.00  2 years: \$68.00  
*Life membership cost is based on your age.  
 Send your Birth Date to the NMRA for a quotation.*

**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 \_\_\_\_\_ \$ \_\_\_\_\_  
 MER Cloth Patch @ \$3 each \_\_\_\_\_ \$ \_\_\_\_\_  
 Donation \_\_\_\_\_ \$ \_\_\_\_\_  
**TOTAL ENCLOSED** \_\_\_\_\_ \$ \_\_\_\_\_

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip (+4) \_\_\_\_\_  
 email \_\_\_\_\_  
 NMRA # \_\_\_\_\_ Expire Date \_\_\_\_\_  
 MER # \_\_\_\_\_ Expire Date \_\_\_\_\_  
 Scale \_\_\_\_\_ Birth date \_\_\_\_\_  
 Tel # \_\_\_\_\_

**Make checks payable to the Mid-Eastern Region**