

MID-EASTERN REGION, NMRA, INC.
13212 Bellevue Street
Silver Spring MD 20904-1703

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Host a Convention

Continued from page 1

feeling if they have never attempted to present a convention. But HELP is there. The Board of Directors of the Mid-Eastern region has considerable experience with conventions, and is ready to help a local group in hosting a convention. The MER board has a vested interest in these conventions. The best source of information and assistance is the Mid-Eastern Region's Executive Convention chairman. The sole purpose of this position on the MER board is to secure a convention bid, assist the host group in convention preparations, to guarantee that the MER requirements for a convention are met, and to ensure that the convention is conducted as efficiently as possible. The Executive Convention Chairman is not going to conduct or interfere with the local group's convention planning, but is available and ready to answer all questions and assist.

Another source of information available is *The Mid-Eastern Regional Executive Handbook* which contains a complete section on conventions. This is available to any interested group. The Division Superintendent's Handbooks also contain a brief section on convention planning and execution.

Successful conventions help defray membership dues increases. Convention proceeds that return to the host groups are also a financial benefit to the group.

The Mid-Eastern Region has always been the Most Enthusiastic Region. We should become a More Energetic Region to regain our most enthusiastic status.

So why not host an MER Convention? Other MER members would certainly enjoy sharing your local model railroading interests.

Jim Cope is MER Executive Convention Chairman, and served as convention manager for The Valley Forge Express. He can be reached at 609-468-6027.

MER COLLECTIBLES

50TH ANNIVERSARY WHITE GOLF SHIRT.....	\$13.00 each
Red, gold, and blue embroidered 50th Anniversary Sizes: XL, L, M, and S (includes postage)	
MULTI-COLOR MER 50TH ANNIVERSARY PATCH.....	\$ 2.00 each
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Make checks payable to the Mid-Eastern Region and send to:
MER Business Manager, 13212 Bellevue Street, Silver Spring, MD 20904-1703.

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 Ron Baile, 24 Hampton Rd, Westmont, NJ 08108-2202. E-Mail to rbaile@aol.com

JANUARY & FEBRUARY

Baltimore, MD, **Triangle & Western Model Railroad Club Annual Open House**, Jan. 10 & 11, 12 pm to 5 pm, 8622 Belair Rd, Perry Hall, Md. No Admission; donations accepted. For information, Ed Hess, 8622 Belair Road, Baltimore, Md 21236. Information: (410) 256-9037, Tuesday & Thursday, 7-10 pm.

Baltimore, MD, **Baltimore Society of Model Engineers Annual Show**, HO, HO N3, HO Traction, O Scale, O Traction, 1:00 pm to 5 pm, Jan 11, 18, 25, and Feb. 1. Contact: Joe Foehrkolb, BSME, 410-837-BSME.

Zullinger, Pa, **Waynesboro Model RR Club Open House**, HO, O and N Gauge Layouts, 1 pm - 5 pm, Jan 11, 18, 25 and Feb. 1, 1998, 1998. Wayne Castle Rd at PA Route 16. Donations Gratefully Accepted. For information contact, Don Florwick, (717) 352-8159.

Vienna, VA, **Northern Virginia Model Railroaders, Inc Open House**, Jan. 17, Feb. 14, Mar. 14, Apr. 18, May 25, Washington & Old Dominion Railroad Station, 231 Dominion Rd (at Ayr Hill Road), 22180. 1 pm to 5 pm each day. For information, call 703-938-5157 or <http://www.geocities.com/heartland/plains/6120>

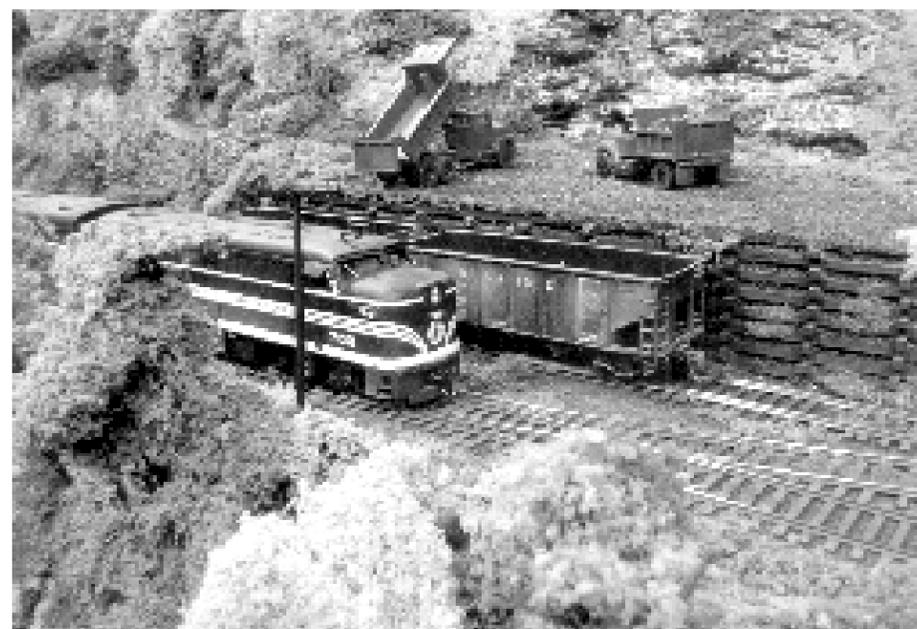
MARCH

New Bern, N.C., **Third Annual Train Show**, March 21-22, 12,000 square feet sponsored by the Carolina Coastal Railroaders, 10 am to 5 pm both days. Adults, \$3; Children under 12 with adult, free. Contact Tommie L. Phelps, 509 River Road, New Bern, NC 28562 (919) 637-4026.

Volume 53

JANUARY - FEBRUARY 1998

Number 1



Back from Brandywine, On to Charlotte...

What you see above in black and white is Jim Hertzog's winning photo which took Best of Show and also First Place Color Model Photo at the MER Brandywine Junction '98 Convention, November 7-9, Chadds Ford, PA., hosted by the Philadelphia Division, MER. It's a scene from Jim's now defunct Lehigh & New England HO layout.

**See page 4 for other contest winners
and pages 10 and 11 for Brandywine Junction report.**

u u u

**Now it's on to Charlotte for
CAROLINA JUNCTION '98, APRIL 23 TO 26
Information and Registration form on pages 5, 6, 7, 8.**

u u u

**See also a Special Bylaws Pull-Out
in the center which includes a roster of all MER contacts.**

PLUS a Call for Candidates, page 4

Why host an MER Convention?

by Jim Cope

Recently a number of members and groups have displayed a disinterest in hosting a Mid-Eastern Region convention. Probably the most common complaint is why should the host group do all the work and the region benefit from all the profits? This is not true. Regional conventions are a means by which the Mid-Eastern Region raises operating funds for the organization, but they are also a source of income for the local host group.

Although much planning and volunteer hard work go into the preparation and execution of the convention, it is rewarding. This is a great opportunity to show off local talents and points of local interest. The fellowship that develops from a committee working together and striving to present a great convention is also rewarding. During the convention there is the chance to meet and get to know fellow model railroaders from other areas within the region. At a convention, the amount of model railroading talent concentrated in one location at one time is also a benefit to all convention attendees. Regional conventions traditionally are planned around the family as well as the model railroader. Here is an opportunity for spouses to make new friendships among other model railroad spouses and to share experiences.

Probably the second most commonly heard statement is "we have no idea how to prepare and present a convention." It's easy to understand why a potential host group would have this

Continued on back page

MER LOCAL

Official Publication of the
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A Tax-Exempt Organization

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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. Materials will be returned only when a self-addressed, stamped envelope of ample size is included with submission. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space. Aware of how much enjoyment readers get by discovering someone else's mistakes, the editors will include at least one in each issue!

DUES: \$8 per year; \$16 - 2 years

LIFE MEMBERSHIP

Life Membership in the MER is ONLY available to NMRA Life Members. For quotation, apply to the Business Manager with your date of birth.

Send all dues and membership inquiries to:
Nelson D. Garber, Business Manager
Mid-Eastern Region, NMRA
13212 Bellevue Street
Silver Spring, MD 20904-1703

Presidential Pennings

Back to the Basement for 1998

by Bill Gruber, President

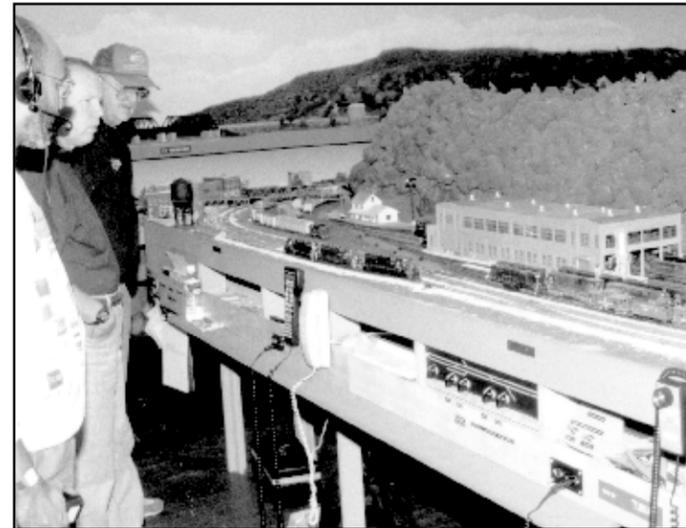
With the start of the new year and the long winter ahead, it is once again time to wrap up the last of the holiday festivities and get a little model railroading done. What better place can there be than a warm basement where you can either start that once-in-a-lifetime dream layout, finish a portion of your existing layout or just do a little freight car or structure modeling at the workbench. For those who seem to procrastinate from year to year, I'd like to extend the challenge to steam head on into that long thought-out modeling project or layout in the next several months. After all, you only have less than two years before the next century, and who knows? You might even get it done in time for Charlotte!

Speaking of the new year, it is once again time to think about vacations. Please consider spending an April weekend in Charlotte at our Spring Convention. I understand the Carolina Southern Division has a wonderful weekend planned that has all the ingredients needed to advance your modeling skills or make new friendships with others who share a common interest. There's no excuse for staying at home.

This month's LOCAL contains a special pull-out section that includes the roster of current Mid Eastern Region Officers, Committee heads and Division Superintendents. Please take the time to scan the list of these people and make contact with those who might have an effect on your model railroading or other interests. Of course, feel free to make suggestions and contribute ideas. Most of all, thank them for showing an interest in making the Region and Division beneficial to all of us, for without them, the NMRA wouldn't exist.

Also in the special section are the MER bylaws in their entirety. As most of you know there are several proposed changes that were accepted by the general membership at the Annual Meeting in Chadds Ford. It is important that you read and understand them, not only for now but for the future.

The Region still has plenty of RF&P gondolas for sale. If you haven't done so already, why not fill out the order form below and support the Region by ordering one or more? Don't forget, there are two different numbers.



Doug Watts operating at Ken McCorry's.

MER clinics often rival those found at the national conventions, and these were no exception. My probably is that I want to go to two clinics which are running at the same time. We really need to try to run the more popular ones several times.

Saturday morning's hearty breakfast propelled us through a morning at the PECO plant in Essington Township, right at the end of the Philadelphia Airport runway. Conrail had recently dropped off 85 cars of coal to feed the plant. With hardhats and safety glasses in place, we visited the guy who was in charge of railroad operations that day. This gentleman and his crew were incredible. They gave us the run of the place; took us to the top of the coal conveyor where we overlooked the huge pile waiting to be carried into the furnaces.

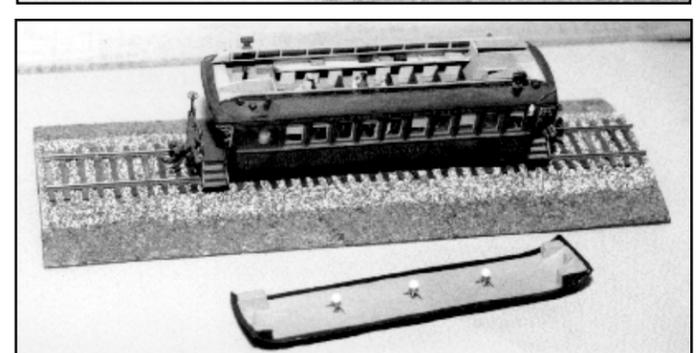
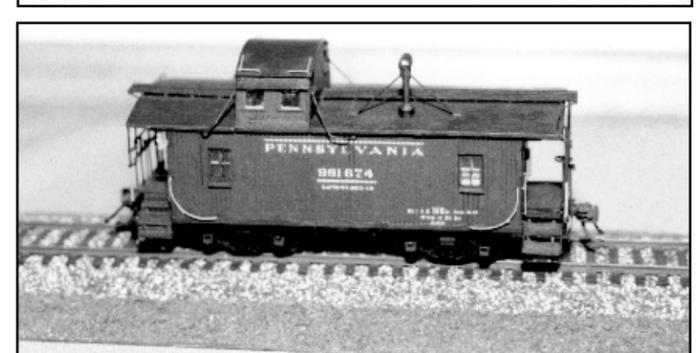
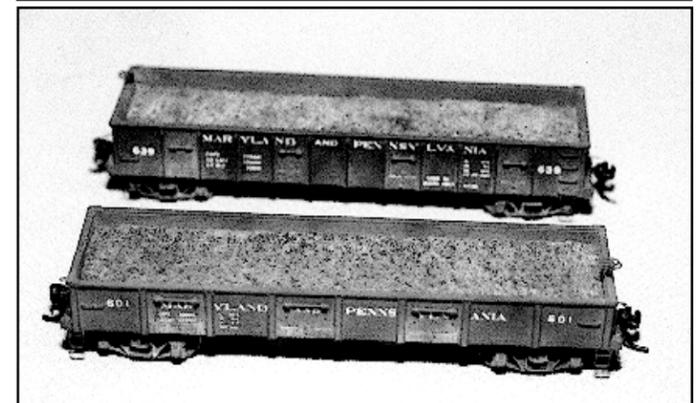
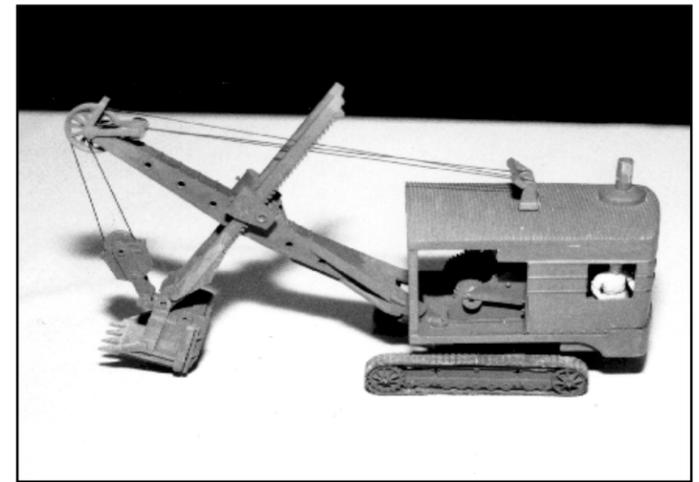
When they asked what we really wanted to see and we mentioned the rotary car dumper, we rode the locomotives around the plant, six or seven people crowded into the cab of a GE 65 tonner. We could listen to them talking on their radios: "Big lokie to little lokie" . . . no numbers, just names.

Dick Foley took the trip on the Wilmington & Western's doodlebug and we enjoyed the Taste of Philly dinner and the auction afterwards. I ran into many old friends and I think I met a few new ones. We even managed a trip to Victory brew pub.

At the layout visits we got to hear everything we ever wanted to know about modeling steel mills from Mike Rabbit who has some really neat ideas that will appeal to the average (cheap) modeler. We hope to hear more from him in a later issue.

Always a joy was a visit to Ken McCorry's barn. Ken is modeling the PRR in a very big way. If you ever get a chance to visit this railroad, go! Paul Backenstose is modeling the PRR, too. His railroad is coming along nicely. Bill Gruber mentioned that it seemed like everyone in the area models the PRR, not that there's anything wrong with that.

I have been going to MER conventions for 26 years. I have met many people whom I call my friends. I was also quite active in MER politics for 10 years. I have also met many great people through various committees and at different meetings. I suppose what I am getting at is this. GET INVOLVED! Go out and do something. Join in with some other people and share your hobby. Don't be a lone wolf. Get out of the house and howl a little. Help us continue to be the Most Enthusiastic Region.



TOP TO BOTTOM:
Structures Off Line, 1st prize, O, Steam Shovel, Bill O' Sullivan.

Non Revenue Cars 1st and 2nd Prizes, HO, Ma & Pa, Ash Gons, Joe Bower.

Cabooses, 1st Prize, HO, PRR N6b, Leonard Beck.

Passenger Car, 1st Prize, HO Shorty, Leonard Beck.

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#3310	_____	\$8.95	\$9.95	\$_____
			TOTAL	\$_____
MARYLAND RESIDENTS ADD 5% SALES TAX				\$_____
SHIPPING: _____ CARS @ \$2.50 PER CAR				\$_____
TOTAL AMOUNT ENCLOSED				\$_____
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Brandywine Junction '97

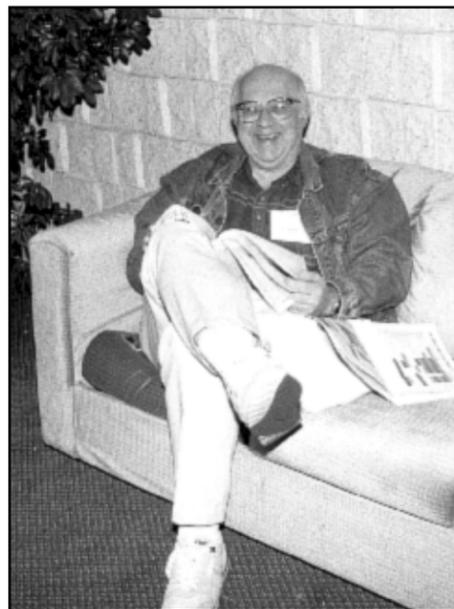
by Ron Baile

The Brandywine Junction Convention is over and my head is spinning. There wasn't enough time to do all the things I would have liked to do. Superintendent John Nawn of the Philadelphia Division and crew did a bang-up job.

I arrived a bit later than I would have liked, but found no line at the convention registration desk. Shortly after I got my packet, I found myself sitting in a motorcoach heading for Coatesville, Pa., home of Lukens Steel, a model railroader's delight. The Brandywine Valley Railroad switches the mill and everywhere one looked there was a train moving. There was an interesting array of freight cars used to haul steel plates. Perhaps the highlight was the opportunity to see a hot pour—molten steel was poured into a giant ladle which was toted away by an overhead crane to be poured into a huge mold. Since all Lukens steel is made from recycled materials, there were some interesting gondola loads in evidence. These cars take a severe beating. I saw one that was actually oval instead of rectangular.

We got a tour of the Brandywine Valley Railroad led by its president who showed us his Car Shop, including three tracks with concrete paving around them—a great inspiration for modelers who haven't got the space to build a huge facility.

Continued next page



Dave Spritke relaxing at Brandywine.



MMR Bill Miller, left, and President Bill Gruber



Chowing down at Taste of Philadelphia



1st Prize, Best in Show, Structures on Line: HO New Egypt Depot Leonard Beck



Editor's Award: HO Birdsboro Castings Bob Hubbard

How I spent my summer vacation, PART II

On to Essex

by Ron Baile

[When last we left Ron and Gwen in the previous issue they had just crossed the Continental Divide on were on their way to Missoula, Montana.]

The names of some of the places we passed through caused one to remember towns that we read about in Zane Grey westerns or of stories we saw on the old Death Valley Days. I'm fascinated by place names and some of these were more than apt. We went through Belgrade, Trident, Skyline, Phosphate, and Bonner. We went through Kootenai, Clark Fork, Trout Creek, Superior and Paradise. Paradise isn't—or rather wasn't—quite the place the name instills. It was originally a gambling town called "Pair of dice." We passed through Gold Creek, the site of Montana's first gold discovery and also the place where President U.S. Grant drove the gold spike for the Northern Pacific Railroad in 1883. We sighted many wild animals but didn't see any bears.

We spent a lovely evening in Missoula. They bussed us from what was left of the station to a Holiday Inn several blocks away. We signed in and immediately walked back the several blocks toward the tracks looking for a restaurant that we had looked up on the internet. We found it, but it was closed. We went to the next best one we could find which was actually in the old freight station or Railway Express Agency building. I'm not sure which it was, but it was

trackside. The food and service were good. However, they didn't have any windows so we took points off for that. Walking back to the hotel after dinner, I spotted the prototype for Downtown Deco's "Labor Temple." We got a shot of that as well as another old brick building with the COCA COLA signs painted all over the sides. We had a good night's sleep and ate a hearty breakfast to prepare ourselves for another tough day of train riding.

Leaving Missoula we had two choices of routes. Actually we didn't have much of a choice—the railroad told us which way to go. We took the alternate route over mostly 85 pound rail. One of the trainmen told me that this was the old NP passenger route. They contracted with farmers in the area to grow produce and the trains of the NP used to stop at trackside loading docks and take on fresh produce for the dining cars. There were many acres dedicated to this service during the early part of the century. Occasionally we would make a stop in the middle of nowhere. Not on a siding. Just on the main track. I discovered that they were making brake tests. That usually meant there would be an interesting ride ahead.

When we crossed the border into Idaho we had to reset the watches as we were not on pacific time. We crossed the 1174-foot-long Clark Fork Bridge. Soon the tracks girded the shores of Lake Pend Oreille, one of the nation's deepest lakes. Our trip terminated in the tourist town of Sandpoint, Idaho. We were bussed the several miles to our hotel. I was originally told that our train used the AMTRAK depot but there was some problem with this, probably because it's located on the very busy BNSF mainline. The UP also runs through Sandpoint and I would imagine that a railfan with wheels would have an enjoyable day here.

We got up at 0:dark thirty (as Al Phillips would say) and schlepped our bags 1/4 mile up a dusty dirt road to the AMTRAK station. This place was manned by the BNSF as an office of some sort but the public waiting area and rest rooms were opened by someone under contract to AMTRAK 1/2 hour before train time and was due to be locked up again after the last train (#8) had departed. There was much freight traffic here. We had spent an hour or so watching the sun set and the trains cross the quite long trestle over part of the Lake. Train 7, the Westbound Empire Builder, was running about four hours late. They stopped and discharged one or two people and picked up another couple.

Rock slide ahead

Finally after several freights in both directions, our Eastbound Train 8 showed up. They stopped on a dime and the conductor directed us to some empty coach seats. It was about 03:05. We headed East and tried to sleep. When we got to Bonner's Ferry, Idaho, we stopped. For maybe two hours. The only thing worse than trying to sleep on a moving train is trying to sleep on a standing train. I turned on the scanner, but all was quiet. Finally I hunted down a crew member as I was one of the few people on board who wasn't asleep. I asked what the delay was. He told me that the BNSF had a rock slide ahead. As soon as they got it cleared they would send through a freight and if all was well then we could go. We waited close to three hours. I saw the sun rise over Bonner's Ferry. Not a pretty picture unless you like paper mills.

We continued on our way finally. The BNSF runs along a river and the

Continued on page 4

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Business Manager
13212 Bellevue Street

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Scale _____ Birthdate _____ Tel # _____

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NMRA Dues: q New q Renewal
q 1 year: \$32.00 q 2 years: \$64.00 \$ _____
For NMRA Life Member quote, send your request to the NMRA.

Region Dues: q New q Renewal _____
q 1 year: \$8.00 q 2 years: \$16.00 \$ _____

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Products:

MER Blue Golf Shirt (2XL, XL, L, M) @ \$17.00 ea \$ _____
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MER Cloth Patch @ \$3 each \$ _____

50th Anniversary Cloth Patch @ \$2.00 each \$ _____

MER Lapel Pin @ \$6 each \$ _____

(The prices above include postage and handling.)

Donation \$ _____

On to Essex

Continued from page 3

scenery is spectacular. This is also a single track railroad with long passing sidings. Everywhere we went on BNSF they were either lengthening sidings or building new ones. Business is apparently good. We followed the Flat Head River through Whitefish and on into Essex. We were three hours late into Essex. However, the staff of the Isacc Walton Inn all gathered on the porch to wave at the train. The AMTRACK "Station" was a piece of raised dirt along the main line. It used to be in front of the inn, but BNSF didn't like people walking over several yard tracks to get to and from the train and the inn.

Train-watching on the veranda

We got out on the Station platform and the conductor asked the engineer to blow the horn a few times for the van to come and get us. One passenger asked if we were sure this is where we wanted to get off. Essex consists of about 16 houses and the Inn and a BNSF shop. The Inn is also the U.S. Post Office. And the town restaurant, there being very few commercial places in the area. A few campgrounds along the main road (Rt. 2) sold bread and soda and such. The Inn was a very cozy, homey place. You were immediately made to feel at home. We enjoyed train-watching on the veranda, drinking the beverage of our choice and even waving at the AMTRAK trains as they rolled into the station.

Essex is situated about halfway between the North and South gates of Glacier National Park. At one time there were plans to create another gate here but they never came about. AMTRAK has stations at each of the gates to the park and there are marvellous old lodges situated there.

This entire trip was truly an adventure. We took a jammer ride over the "Going to the Sun Road," a treacherous mountain road over 200 miles long open only three to four months of the year because of snow. The jammer is a 1910 White truck frame with 18 seats and a canvas roof. The day we went it started out hazy, but by noon we rolled the top down. By 5 pm, we had blankets on our legs because the temperature had dropped. Another day, the people at the Inn booked us on a white water rafting trip down the Flat Head River. The glacial melt that fed the river was about 38°. We were numb from the waist down most of the trip. This was the only day it rained, but it didn't matter because we were wet anyway.

The BNSF has five Jordan spreaders stationed at the shop in Essex. Several sets of helpers are also stationed there. It was glorious waking up to the sounds of SD-40s cranking up each morning. Several work trains originated at this shop too. There was much track work going on. I suppose it is a constant effort to keep up with things but Summer is traditionally the time the railroads redo their track work. The winters can be brutal out there. Just a hint of this was the fact that they stationed a broom at every switch for snow removal. The proprietress told us they had 5' of snow in 24 hours one day last winter.

A curious lack of toasters

Finally the day came when we had to leave the Isaac Walton. The van took us down to the raised piece of dirt. The train was only 30 minutes late (we took to betting on what time the AMTRAK would show each day.) The car attendant stepped out on the "platform" and called us by name. He had a very nice compartment for us. It was built to accommodate handicapped passengers so there was more than enough room for us aboard the Empire Builder. The ride was magnificent. Montana is so huge that words alone are not adequate to describe it. The train ride was great. The food in the diner was adequate. We are used to dining out in some pretty fancy places, so perhaps we are hypercritical when it comes to food. The service seemed spotty. Sometimes you got good, efficient service, other times it seemed you were an inconvenience to the crew. The funny thing about both trains that we rode was that toast was on each breakfast menu but neither train had a toaster.

Another time we were on the Lake Shore Limited having breakfast around Rochester when I ordered apple juice. It

was on the menu. I was told I would have orange juice. I did. It amazed me that our car had an ample supply of apple juice (two cars away), but the diner didn't have any. Sleeping on the train was good. The welded rail made for a smooth ride and the bunks were comfortable enough to get a good night's sleep. The Lake Shore was made up of the new sleepers. These were very clean, but poorly designed. They let us get on with two suitcases and two carry-on bags. Once aboard, we discovered there was no place to put them. Our suitcases spent the trip in a vestibule between cars. These compartments were, as the Vaudevillians used to say, "so small that you had to go outside to change your mind." My advice to those traveling AMTRAK is to ask for the handicapped room.

We took the Lake Shore into New York City where we found a porter who wanted to help us with our bags. I was trying to figure out our next move and he became impatient. Finally I said to him just to take the bags to the next Philadelphia-bound train. He led us to an up escalator, flipped the switch and then it started down. We rode to a lower level and he took us right in to another train. He found us two seats and within five minutes we were enroute to Philadelphia. Once we got to 30th Street Station, I tried to call taxi that would take us back to New Jersey. The number I had was no good. I located a schedule for N.J. Transit and a train was due to leave in a short time. We bought two tickets and grabbed some fast food. Within 30 minutes we were on the N.J. Transit train bound for Cherry Hill. Gwen made a quick cell phone call to the next door neighbor and when the train arrived, he was waiting there for us. We were home again at the end of a wonderful adventure.



THOUGHTS AT A GRADE CROSSING...

(Dedicated to all those who have been tempted to cross the tracks when the lights are flashing.)

Train wrecks few, reasons clear,
Fireman never hugs engineer.

He tried to cross as fast train neared,
Death didn't draft him, he volunteered.

(From Lawson Little, with acknowledgements to "Bluma Shave")

The envelope please... Contest Winners at Brandywine Junction

by John Johnson

Congratulations and thanks to all contest entrants at Brandywine Junction. There were 37 model entered, with 13 of them earning merit awards, indicated below with an asterisk.

The winners are:

Steam

- 1st Deane Mellander, HO n3 2-6-2
- 2nd W. Terry Nesbit HO 25 ton Shay*
- 3rd William S. O'Sullivan On3 D&RGW 2-8-0

Diesel

- 1st William S. O'Sullivan On3 23 ton switcher
- 2nd William J. Fraley S Reading Baldwin

Freight Cars

- 1st Leonard R. Beck HO D&RGW box car*
- 2nd Joe Bower HO Ma & Pa box car*
- 3rd Leonard R. Beck Ho (tie) PFE reefer & B&O M-15D box car

Passenger Cars

- 1st Leonard R. Beck HO Shorty Passenger car*
- 2nd Jim Dalberg HO LV Parlor-Observation car
- 3rd Jim Dalberg HO LV Diner-lounge car

Caboose

- 1st Leonard R. Beck HO PRR N6b*
- 2nd William S. O'Sullivan On3 DR&RGW long caboose
- 3rd Bruce Barrett HO boom car*

Non-revenue Cars

- 1st Joe Bower HO Ma & Pa ash gondola#601*
- 2nd Joe Bower HO Ma & Pa ash gondola#639*
- 3rd Bruce Barrett HO boom car*

Structures-offline

- 1st William S. O'Sullivan O steam shovel

Structures-online

- 1st Leonard R. Beck HO New Egypt depot*
- 2nd Robert O. Beecher HO skewed stone arch bridge*
- 3rd J. David Spanagel HO C&O Std.#3 station*

Diorama

- 1st Leonard R. Beck HO NYC hand car bridge*

Module

- 1st Edward Kapuscinski HO Mimis Jct., FL

Presidents Award

- Joe Bower HO Ma & Pa ash gondola#601

Blue Lantern Award

- Deane Mellander HO n3 2-6-2 steam loco

Best-in-Show

- Leonard R. Beck HO New Egypt depot

Favorite Train

- Paul F. Tice HO RDG/CNJ Passenger train
(Received a plaque sponsored by Tidewater Division)

The Photo Contest chaired by Jim Atkinson, had 31 entries from 10 photographers. Winners are:

Color-Prototype

- 1st Robert Shepard
- 2nd Robert Shepard

- 3rd Robert Shepard

Color-Model

- 1st Jim Hertzog
- 2nd Paul Backenstose
- 3rd Thomas Lowry

Black and White-model

- 1st Richard Bradley
- 2nd Richard Bradley
- 3rd Richard Bradley

Craft Contest

- 1st Tony Segro Woodburning, PRR Loco

The first place winner of the Module Contest, Edward Kapuscinski, also received a Badger air brush. Edward is 15 years old and has been a model railroader for several years.

I want to thank Ray Bilodeau, Norman Garner, Brian Kampschroer, Lawton Maner, David Messer, and W. Terry Nesbit for their help in judging. A special thanks to Don Yingling for serving as model contest chairman for many years, and I want to welcome aboard our new model contest chairman, Ray Bilodeau.

TRAVEL ADVISORY

If you don't like the sound of trains, don't move to Wichita. The merger of the Union Pacific and Southern Pacific railroads sends a dozen freight trains rumbling through the Kansas prairie town every day.

1998 MER ELECTIONS Candidates Wanted

Election procedures were revised by a board committee and adopted by the membership at the November 9, 1997 Annual Meeting. Nominations are solicited for the offices of President, Vice President, Secretary and Treasurer.

Members interested in running for any of the available positions must supply a statement of not more than 200 words, a list of qualifications and a photo to be published in the LOCAL. This information is to be mailed to Nominations Chair Alex Pope Jr. 5401 Temple Hills Rd Temple Hills MD 20748 by April 10. After that date all nominations are by petition until the closing date of July 15.

The statements of the slate of candidates will be published in the May/June LOCAL. Ballots will be included in the July/August LOCAL. The newly elected officers will begin their two year terms at the annual meeting.

—Eric Dervinis

CAROLINA JUNCTION '98, REGISTRATION

MID-EASTERN REGION SPRING CONVENTION, CHARLOTTE, NORTH CAROLINA, APRIL 23-26, 1998

NMRA# _____	MER# _____	Registration# _____
Name _____	Registration includes unlimited entry to the train show and all clinics during the convention.	
Address _____		
City/State/Zip _____		
phone# _____	Fax# _____	E-mail _____

Convention Registration:	Fare	X number	Total
NMRA member, name _____	\$35 each _____	_____	_____
Spouse, name _____	\$15 each _____	_____	_____
Youth, name _____	\$10 each _____	_____	_____
NonNMRA, name _____	\$40 each _____	_____	_____
List additional attendees on a separate sheet and total fare for those so listed here			

Social Activities:

Friday night social _____	\$10 each _____	_____
Saturday banquet, Chicken _____	\$25 each _____	_____
Saturday banquet, Beef _____	\$25 each _____	_____
Sunday breakfast _____	\$12 each _____	_____

Rail Tours:

#100 Pine Tree State Private Car _____	\$200 each _____	_____
#200 Salisbury-Spencer, B-B-Q Chicken _____	\$45 each _____	_____
#200 Salisbury-Spencer, B-B-Q Pork _____	\$45 each _____	_____
#300 Duke Power Rotary Dumper _____	\$10 each _____	_____
#302 Charlotte Trolley, Charlotte Electric Train _____	\$12 each _____	_____
#306 L&C, SC rail museum, lunch, fried chicken _____	\$28 each _____	_____
#306 L&C, SC rail museum, lunch, baked ham _____	\$28 each _____	_____
#400 Charlotte Trolley _____	\$12 each _____	_____

Non Rail Tours:

#201 Reeds Gold Mine, Cannon Village, McCabes, <u>steak</u> _____	\$25 each _____	_____
#201 Reeds Gold Mine, Cannon Village, McCabes, <u>chicken</u> _____	\$25 each _____	_____
#201 Reeds Gold Mine, Cannon Village, McCabes, <u>pasta</u> _____	\$25 each _____	_____
#202 Reeds Gold Mine _____	\$12 each _____	_____
#203 McCabes, lunch, <u>steak</u> _____	\$20 each _____	_____
#203 McCabes, lunch, <u>chicken</u> _____	\$20 each _____	_____
#203 McCabes, lunch, <u>pasta</u> _____	\$20 each _____	_____
#204 Cannon Village Coupon Shopping _____	\$10 each _____	_____
#301 Charlotte City Tour _____	\$10 each _____	_____
#303 Stowe Botanical Gardens _____	\$10 each _____	_____
#307 Speedway, Hickory house, Auto Museum _____	\$32 each _____	_____
#308 Charlotte Motor Speedway _____	\$15 each _____	_____
#309 Old Hickory House BBQ _____	\$20 each _____	_____
#310 Auto Museum, Ready to Run Hobby _____	\$15 each _____	_____

Layout Tours:

#205 Friday 8-12 noon _____	\$10 each _____	_____
#206 Friday 1-5 pm _____	\$10 each _____	_____
#207 Friday 7-11 pm _____	\$10 each _____	_____
#304 Saturday 8-12 noon _____	\$10 each _____	_____
#305 Saturday 1-5 pm _____	\$10 each _____	_____
#401 Sunday 1-5 pm _____	\$10 each _____	_____

Layout Operation Raffle:

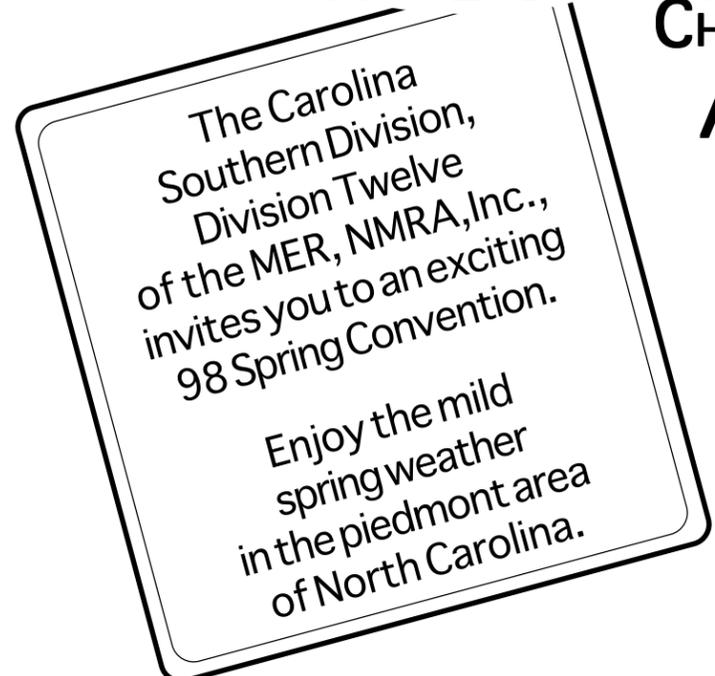
#311 Saturday, 8:00am-12:00noon _____	\$15 each _____	_____
#312 Saturday, 1:00pm-5:00pm _____	\$15 each _____	_____
#313 Saturday, 8:00am-12:00noon _____	\$15 each _____	_____
#314 Saturday, 1:00pm-5:00pm _____	\$15 each _____	_____

Grand Total _____

Carolina Junction '98

**MID-EASTERN REGION SPRING CONVENTION
CHARLOTTE, NORTH CAROLINA**

April 23rd-26th, 1998



**Register Today
for Special Fares and Rates!**

See Registration Form, page 8

LEAVE YOUR CAR AT HOME!
Modern busses that feature comfortable seats, VCR equipment, heat or air as needed, P.A. systems, and restrooms will take you on model and prototype railroad tours. No need to drive in an unfamiliar area, experienced drivers and tour guides will take you on many adventures that will fill your head with modeling projects for years to come.

ENJOY TOURS, both rail and non-rail, clinics, train show, auction, silent auction, social, banquet, breakfast ... all while staying at the Sheraton Airport Plaza Hotel in comfort with a special low convention rate.

YOU CAN RIDE THE TRAIN to the convention. A special rate is available to and from Charlotte from April 22nd to April 27th on

Amtrak's Carolinian. Enjoy a 15% discount off Amtrak's everyday low price only on the Carolinian and only for your convention. Use special fares order **x44p/948** and identify yourself as headed for Carolina Junction '98. Sheraton busses will take you from the train station or airport to the hotel with no charge, notification is needed. No matter how you arrive, no need for a car to enjoy your convention!

BRING THE FAMILY and stay, in comfort, at the Sheraton Airport Plaza Hotel with special low rate from April 22nd to April 27th, 1998. Arrive early for the convention and leave late. Register early, there are only 222 rooms at the Sheraton and the special rate is available only if reservations are made **before April 2, 1998.**

SPECIAL CONVENTION ROOM RATE
\$65.00 a night plus taxes, fees and incidentals single or double occupancy. Please mention the Carolina Junction '98 convention when making your reservation.

For convention hotel reservations contact the hotel directly.

Sheraton Airport Plaza Hotel
3315 South I-85 at Billy Graham Parkway
Charlotte, North Carolina 28208
phone: 704-392-1200
fax: 704-393-2207

For convention and tour registrations contact registrars as below:

Dave Chance-Registrar
PO Box 3193
Concord, North Carolina 28025
e-mail: mchance@ctc.net
fax: 704-795-6410

Carolina Junction '98

Come meet your fellow modelers. Don't forget the company store, at which you may purchase a **convention car**, pack of three cars, patches, and more. Ask about bringing your division's merchandise. A **Train Show** with 120 tables will run also.

Clinics will be presented Thursday evening, all day Friday and Saturday, and Sunday afternoon. We thank all who are giving clinics and the list is long but a few favorites are Chuck Yungkurth, Monroe Stewart, Bob Charles, Connie Rudder, Harold Carstens, Jim Cope, Bill Gruber, Johnny Johnston, Rick Allen, Terry Nesbit, Jim Teese, and Fred Voelcker.

Model contests and Photo contests will be open for NMRA members. Judging will take place on Saturday afternoon.

A **banquet** will be held Saturday evening followed by awards. Doug Riddell is guest speaker for the banquet. He is an Amtrak engineer, published author, and lecturer. He writes "From the Cab", a feature article in former *Passenger Train Journal* and now in *Rail News*. He will share stories about early Southern diesels and the ACL diesel at Spencer Shops. **The Live Auction** will take place after the guest speaker and all are invited to bring goods for the live auction and silent auction, for instructions ask to be put in touch with the Auction chairman.

A buffet Breakfast will include a seminar on Sunday morning. Clinics and **layout tours** will be held Sunday afternoon. One last chance to go to the Charlotte Trolley will be Sunday afternoon.

Attention! Last minute addition. A special drawing will be held at the social Friday night. Thirty six names will be drawn, 28 people for operating Jack Parker's HO Piedmont and Western layout and 8 people for Wes Brown's HO Boston & Norther. To enter register for tours 311 and 312 at Jack Parkers and tours 313 and 314 at Wes Browns, 3 hours on Saturday morning or Saturday afternoon.

Tour 100, the **Pine Tree** rail excursion will run from New York, Penn Station to Charlotte, N.C. You can board anywhere the Amtrak Carolinian usually stops. Tickets need to be purchased now from the registrar to ensure our lease of the

car. Amtrak will pull the Pine Tree. Transportation from the depot to the Sheraton plus 3 meals and snacks are included in this tour.

Tour 200, **Spencer Shops**, now the North Carolina Transportation Museum, site of the original Southern shops was one of the largest in the east. It is the halfway point from Atlanta to Washington, D.C. Many restored passenger cars and engines are on display and rides are available with steam and diesel power. The round house is filled with trains, you can ride the turn table, an operating shay is on display, and the N gauge display was done by NMRA members. **This is our premier tour.** Lunch will be at Salisbury depot with catered BBQ while watching moving freight on the rail. The **Little Choo Choo Hobby Shop** is across the street from Spencer Shops. Travel to Salisbury and Spencer will be by Amtrak and bus. **A guided tour of historic Salisbury station** will be given upon arrival. Note: this tour is Handicap accessible.

Tour 306, **Lancaster & Chester**, a currently running short line for Spring Mill, has a fine museum with an operating HO layout depicting the 29 miles of operation and sidings of the L & C. The

Carolina Junction '98

museum has pictures of short lines, historical documents, and models on display.

You can visit and view two private cars, engine house, and equipment on the sidings. This tour will also take you to the **South Carolina RR Museum** which has 60 pieces of equipment being restored and a working diner, were you will eat. You will enjoy a ride on C&N commuter cars a behind diesel. Note: this new museum has grass or gravel walkways.

Tour 300, **Duke Power's Marshal Steam Plant**, a coal fired electric generator plant will have a **rotary dumper**, dumping if a train is in. There is a reversing loop with a yard on the grounds. Much walking with many stairs.

Tour 302 and tour 400, the **Charlotte Trolley** is restoring original trolleys and has a ride over existing rail. A historic carousel can be viewed. This tour includes a visit to **Charlotte Electric Trains Hobby Shop** on Saturday only. Handicap accessible.

Tour 301 will tour by bus the **City of Charlotte**, North Carolina.

Tour 202, **Reeds Gold Mine** is a North Carolina historic site with a working stamp mill. You will see the mill, pan for gold, and tour the mine. This is one of the largest working stamp mills still in existence. This tour requires much walking.

Tour 203, fine dining at **McCabes**.

Tour 204, **Cannon Village** is a collection of discount shops with a visitors center and museum of textile. Discount coupons will be provided at visitor center. Open street walking will move you on tree lined streets with handicap curbs. Each of these leave the Sheraton and return to Sheraton or you can go tour 201, and attend all three. This allows meeting with companions on long tour and short tours.

Tour 307, the **Charlotte Motor Speedway** and **Backing Up Classics Auto Museum** have historic cars, souvenirs, and a view of the world 600 stock car race track. A lap around the track in the speedway's van will be given. Lunch will be at **Old Hickory House**. A trip by **Ready to Run Hobby store** is included.

The **short tours** leaving from Sheraton and returning to Sheraton are tour 308, **Charlotte Motor Speedway**.

Tour 309 is to **Old Hickory House**.

Tour 310, going to **auto museum** and **Ready to Run Hobby store**.

Tour 303, the **Stowe Botanical Garden** will be in its spring colors. The gardens will have a spring plant sale and guided tours.

Layout tours will be offered three days with morning, afternoon, or evening choices with each visiting 4 or 5 sites. Gauges represented are N, HO, HO3, HO, O, and G. Layout tours are 205, 206, 207, 304, 305, 401.

Just to name a few, Gordon Miller's Pittsburgh Northern, Tom Peterson's Southern Pacific, Jim Teese's Tyger Mountain, Bob Kelley's Stump Town Branch, Jack Parker's Piedmont & Western, Roger Stoffler's garden RhBCLT Branch, and Wes Brown's Boston & Northern.

See Registration Form next page

MER ROSTER BY COMMITTEE

TITLE	NAME	ADDRESS	PHONE	EMAIL	GROUP
Board of Directors					
President	C. William Gruber	79 Quaker Rd	609-423-4169	Reading_Lines@compuserve.com	(AC= Advisory Council)
Vice President	John Johnson	22398 Scojo Dr	757-562-5917	none	BOD
Secretary	Eric Dervinis	632 Bob White Rd	610-688-6113	ericdlw@aol.com	BOD
Treasurer	Ron Schmidt	7110 Riverdale Rd	301-577-7899	rgschmidt@juno.com	BOD
Director	W. Terry Nesbit	5760 Union Deposit Rd	717-657-9476	none	BOD
Director	Jim Atkinson	120 Colebrook Rd	717-367-5626	none	BOD
Past President	Paul Rivers	7927 Rainbow Dr	704-563-8185	paulriver@vnet.net	BOD
Trustee	Gary Quale	3116 Landon St	804-384-6308	gquale@aol.com	AC
	Monroe Stewart	4908 Woodland Blvd	301-630-7565		MER Trustee
Division Superintendents					
1. New Jersey	Mert Gardner	110 Otterbrand Dr	609-784-4263		Div. Supt./AC
2. Potomac	Robert Minnis	3016 Dower House Dr	703-391-0675	KahluaLab@aol.com	Div. Supt./AC
3. Philadelphia	John Nawn	144 Laurel Rd	610-461-8644	jbijnawn@juno.com	Div. Supt./AC
4. Tidewater	Richard Hughes	4929 Brandywine Dr	757-495-3470	richuc@juno.com	Div. Supt./AC
5. James River	Charles Hladik	PO Box 2822	804-821-4941		Div. Supt./AC
9. Mount Clare	Alfred Dembeck	8085 Old Montgomery Rd	410-796-8908		Div. Supt./AC
10. South Mountain	Richard Benjamin	7124 Autumn Leaf Ln	301-695-7496	richardb@fred.net	Div. Supt./AC
11. Susquehanna	W. Terry Nesbit	5760 Union Deposit Rd	717-657-9476		Div. Supt./AC
12. Carolina Southern	Gerard Adelman	6135 Ferncliff Dr	704-784-8559		Div. Supt./AC
Reporting to Directors					
Atkinson, Nesbit, Rivers					
LOCAL Editor	Ronald H. Baile	24 Hampton Rd	609-858-6644	RBAILE@aol.com	Atkinson/AC
LOCAL Editor	Richard Foley	2021 Wallace St	215-232-4926	richard.foley@lmco.com	Atkinson/AC
Associate Editor	Roger Cason	1125 Grinnell Rd	19803		Atkinson/AC
Associate Editors	Vacant				Atkinson
Division Editor	VACANT				Atkinson
Advertising Manager	VACANT				Atkinson/AC
Printer Liason	Charlie Potter, MMR	43 N. West St	17404-3350	potterelec@aol.com	Atkinson/AC
Convention	Jim Cope	436 University Blvd	08090-1358	jimc@mail.snip.net	Nesbit/AC
Auction	E. Winfield Gross	121 Biddle Rd	19301-1103		Nesbit/AC
Clinic Coordinator	VACANT				Nesbit/AC
General Contest	John Johnson	22398 Scojo Dr	757-562-5917		Nesbit/AC
Model Contest	Ray Blodeau	9 Roosevelt Ave	302-636-0888		Nesbit/AC
Photo Contest	Jim Atkinson	120 Colebrook Rd	717-367-5626		Nesbit/AC
Non-Rail Contest	VACANT				Nesbit/AC
Ballot	Dennis Masters	15 Harvard Rd	301-739-3624		Rivers/AC
Nominations	Alex Pope, Jr.	5401 Temple Hills Rd	703-765-3159	301-894-4400	Rivers/AC
Budget	Dick Higgins	6513 Tower Dr Apt.3T	22306-6543		Rivers/AC
Business Manager	Nelson Garber	13212 Bellevue St	20904-1703	ndgarber@juno.com	Rivers/AC
Archivist	Nelson Garber	13212 Bellevue St	20904-1703	ndgarber@juno.com	Rivers/AC
Fund Raising	Vacant				Rivers
Achievement	Allan Phillips,MMR	103 Cloverbrook Ct	27282-9615		Rivers/AC
Membership	Robert Liberman	28 Van Dr	08505-1927		Rivers/AC
Division Achievement Coordinators					
1. New Jersey	Ronald Baile	24 Hampton Rd	08108-2202	RBAILE@aol.com	
2. Potomac	Ken Berthoud	4505 Hillbrook Dr	22003-5920		
3. Philadelphia	David Messer, MMR	263 Mingo Rd	19468-3112		
4. Tidewater	John Johnson	22398 Scojo Dr	23851-2819		
5. James River	Gary Quale	3116 Landon St	757-562-5917	gquale@aol.com	
9. Mount Clare	Frank Winner	283 Oak Ct	410-647-3335	n3se@aol.com	
10. South Mountain	Frank A. Fojt, III	PO Box 340	304-725-4786		
11. Susquehanna	William T. Nesbit	5760 Union Deposit Rd	717-657-9476		
12. Carolina Southern	Jim Teese, MMR	5611 Farmbrook Dr	28210-3713		

SPECIAL PULL OUT SECTION
REMOVE AND KEEP

MID-EASTERN REGION BYLAWS

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INTRODUCTION

The Mid-Eastern Region was rechartered by the State of Maryland on June 5, 1985, and received eleemosynary recognition from the Internal Revenue Service on October 17, 1985. These two dates should be used for future business purposes.

The MER Board of Directors met on March 1 and 2, 1986, and during the subsequent six months in unique planning sessions. The sessions were devoted to reviewing the past 20 years' worth of old records, board motions, policy statements and the Bylaws to determine if actions, policy or precedents set by the "old" company would no longer apply except as specifically adopted by the "new" company. The Board identified regional objectives and adopted pertinent "old" policy or stated "new" policy which will help to achieve the goals.

Also, the Board created and approved the adoption of the Executive Handbook which will contain all of the MER policy statements and a copy of the MER vital records. This publication is to be issued to the MER officers and used by them as the guidelines for the administration and operation of the region.

Further, the Board created and approved the adoption of the objectives which are listed as follows:

REGIONAL OBJECTIVES

- o Expand interest in and publicize the hobby of model railroading.
 - o Promote membership growth.
 - o Sponsor two conventions per year.
 - o Operate on a balanced budget.
- o Improve and publicize contest judging standards and procedures.
 - o Support the national Achievement Program.

All Bylaw amendment changes occurring since the October, 1985 Restatement shall contain the date the amendment change was approved by the membership and placed at the end of the amendment.

When an amendment of the Bylaws occurs, that page should be updated and circulated to the holders of this manual with the revision date on the top of that page. If this method becomes a problem, make the change and place the new issue date in the header on page one and circulate the entire Bylaws Section.

MID-EASTERN REGION BYLAWS

The Mid-Eastern Region, NMRA, Inc.
(A Maryland Corporation)

ARTICLE I: Name, Purpose and Boundaries

Section 1. This organization shall be known as the **Mid-Eastern Region, NMRA, Inc.**, and is established under the provisions of the Constitution of the National Model Railroad Association.

Section 2. The purpose of the Region is to further the objectives of the National Model Railroad Association as set forth in the Constitution of that Association.

Section 3. The territory encompassed by this Region shall be as designated by the National Model Railroad Association: the complete states of Delaware, Maryland, Virginia, plus the District of Columbia also parts of the following: New Jersey (includes the counties of Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Hunterdon, Mercer, Ocean and Salem), North Carolina (except for the counties of

Avery, Buncombe, Cherokee, Clay, Graham, Haywood, Henderson, Jackson, McDowell, Macon, Madison, Mitchell, Polk, Rutherford, Swain, Transylvania, and Yancy), Pennsylvania (except for the counties of Allegheny, Armstrong, Beaver, Bradford, Butler, Cameron, Clarion, Clearfield, Crawford, Elk, Erie, Fayette, Forest, Greene, Indiana, Jefferson, Lawrence, McKean, Mercer, Potter, Tioga, Venango, Warren, Washington and Westmoreland) and West Virginia (includes the counties of Berkeley, Hampshire, Hardy, Jefferson, Mineral, Morgan and Pendleton). (8/93)

ARTICLE II Membership and Dues

Section 1.

A. Only members of the National Model Railroad Association shall be eligible for Regular Membership in this Region. (8/93)

B. Only Life Members of the National Model Railroad Association shall be eligible for Life Membership in this Region. (8/93)

C. Any person so designated by the Board of Directors shall be an Honorary Life Member. (9/87)

Section 2.

A. Membership in this Region shall include the following privileges: The right to hold office (if residing within Regional bounds), to vote on public questions, to the receipt of all regional publications, and the right to attend all public meetings.

B. Honorary Life Membership in the Mid-Eastern Region is limited to the right to receipt of all Regional publications and the right to attend all public meetings. (9/87)

Section 3.

A. Regional dues will be as determined by the Board of Directors. Dues may be changed by a two-thirds (2/3) affirmative vote of the Board of Directors at any two meetings at least six (6) months apart.

B. A Two Year Membership shall be at the rate of two (2) times the single year rate, provided however, upon expiration of the required National Model Railroad Association Membership, any unexpired time shall apply as a subscription to the LOCAL. (8/93)

C. (Deleted) (8/93)

D. Dues for Life Membership in this Region shall be determined actuarially for each individual applicant. Life Membership dues in this Region may be made in five (5) equal annual payments and such membership is effective upon receipt of the final payment. (8/93)

E. (Deleted) (11/97)

ARTICLE III: Membership Meetings

Section 1. The Annual Meeting of the Region shall be at the Fall Convention unless otherwise designated by the Board of Directors.

Section 2. A Special Meeting shall be any meeting called as hereinafter provided for the purpose of considering any particular or special business. Only such particular or special business may be considered at a Special Meeting. Upon their own motion, or upon the petition of ten percent (10%) of the members of this Region, but not less than twenty five (25) such members, directed to them, the Board of Directors may call such Special Meetings as may appear necessary.

Section 3. Notices of the Annual Meeting or Special Meetings shall be mailed by the Secretary to the members (or printed in the regional publication) at least 30 days prior to the date of such meeting. Announcement will be deemed sufficient notice when sent postpaid to the last address given to the office of the Region by the member. (11/97)

Section 4. At the Annual Meeting and at any Special meeting twenty five (25) such members constitute a quorum for the transaction of business. (11/97)

Section 5. The rules contained in Robert's Rules of Order Revised shall govern the meetings in all cases to which they are applicable, and in which they are not inconsistent with the Bylaws of this Region. (11/97)

Section 6. No individual, club, division or organization other than the Mid-Eastern Region, NMRA Inc., shall bear any loss from any event except when such event is held in conjunction with a National Meeting or held jointly with another National Model Railroad Association Region, providing that the event is properly contracted in accordance with the Mid-Eastern Region Handbook. (11/97)

ARTICLE IV: Elections, Nominations and Ballots

Section 1.

A. All Officers and Directors of this Region shall be elected for a two (2) year term. Elections shall be held annually with the three (3) Directors-at-Large elected on the **ODD** numbered years and the four (4) Officers elected on the **EVEN** numbered years. They shall take

giving the proxy at least ten (10) days prior to such meeting.

Section 4. A majority of the votes cast shall be necessary for the adoption of any amendment.

ARTICLE XIII: Dissolution (11/97)

Dissolution of this Region shall occur whenever one of the following events occur:

1. A motion for dissolution is adopted in the same manner as is provided for the establishment of a Region as stated in the NMRA Constitution.

2. Whenever a twelve month period has elapsed and no meetings of the Region Board of Directors, or Annual or Special Meeting has been held.

3. The NMRA withdraws the rights of the Region to function.

Upon dissolution of this Region, the last elected officers and directors shall wind up the affairs of the Corporation within one month of the dissolution and shall promptly make payment of all liabilities of the Region and forward the remaining assets of the Corporation exclusively to the NMRA. Disposition of the assets shall be such so that no member of the Region shall receive any of the assets. However, if the named recipient is not then in existence or is no longer a qualified distributee, or is unwilling or unable to accept the distribution, then the assets of the Corporation shall be distributed to a fund, foundation or Corporation organized and operated exclusively for the purposes specified in Section 501(c)(3) of the Internal Revenue Code of 1954 (or the corresponding provision of any future United States Internal Revenue Law).

The End

operation of the Region. Each Officer and Director shall be responsible for turning over the MER Executive Handbook to their elective successor to that office. (11/97)

Section 2.

A. The President will appoint the chairs of these committees and designate an elected official to whom the chairs will report. A written report of the yearly activities will be filed by the chairs with the official prior to the Annual Meeting so that the designated official can report to the membership. The President may change committee chairs if he feels it to be in the best interests of the Region. (11/97)

B. Annually, the Budget Committee will be responsible for receiving operating budget requests and requests for special projects They shall evaluate the requests and develop a sensible operating budget proposal and present it to the Board of Directors at their annual budget meeting. (11/97)

ARTICLE IX: Special Committees

Section 1. Any committee may be created by the President as the need arises, and will be known as a Special Committee.

Section 2. The appointed chairman will report directly to the President as necessary.

Section 3. A Special Committee will be disbanded upon completion of it's duties or sooner at the direction of the President.

Section 4. The President shall appoint a Special Audit Committee for the purpose of auditing the Treasurer's books every two years or when there is a personnel change in the Office of the Treasurer. (11/97)

ARTICLE X: Divisions

Section 1. This Region may be subdivided into Divisions to facilitate the execution of the objectives of the Region. All members residing beyond the geographical boundaries of the Region shall be known as members of the Foreign Division. Divisions will be assigned numbers and boundaries, when chartered, without regard for geographical location. (11/97)

Section 2. Divisions shall provide themselves with a set of Bylaws consistent with that of the Mid-Eastern Region. Divisions shall be free to conduct their own business in conformance with the purpose of this Region (Article I, Section 2) and be subject to the regulations set forth by the Board of Directors of the Mid-Eastern Region. Divisions may not perform in conflict with any action or principles of this Region, and any question regarding same will be determined by the Mid-Eastern Region Board of Directors. (11/97)

Section 3. A Division Superintendent shall be in charge of each division, with other officers being elected as required. The Superintendent and other Officers shall be elected by the members of the Division in which they reside, pursuant to the Constitution and/or Bylaws of the Division.

Section 4. Division Superintendents are not voting members of the Board of Directors.

Section 5. All Officers and members of the Division shall be members of the National Model Railroad Association and the Mid-Eastern Region. (11/97)

Section 6. The Division Superintendent shall submit a written report and financial report of the Divisional activities for the Annual Meeting and shall keep the LOCAL Editor informed of Divisional activities as they transpire.

ARTICLE XI: Advisory Council

Section 1.

A. An Advisory Council to the Board of Directors shall consist of the immediate Past President, the Standing Committee chairs and other committee chairs as may be appointed by the President, the Business Manager and the Division Superintendents.

B. The Advisory Council may be called to meet in conjunction with the mandatory meetings of the Board of Directors at the direction of the President and at such other times as ordered by the Board of Directors.

ARTICLE XII: Amendments

Section 1. Amendments to these Bylaws may be made at the Annual Meeting, at a Special Meeting called for such purpose, or by mail ballot authorized by the Board of Directors but any proposed amendments shall be submitted to the members with notice at least thirty (30) days before for such vote.

Section 2. Any notice to a member shall be deemed sufficient if sent postpaid to the last address given to the Office of this Region by such member.

Section 3. Voting may be by proxy provided, however, that such proxy notice shall be mailed directly to the Secretary by the person

office at the close of old business at the Annual Meeting following their election and shall hold the office for two (2) years, or until their successors are elected and qualified. (11/97)

B. No two Offices listed in Article VI, Section 1., A., may be held by the same person, nor may the President, Vice President, Secretary or Treasurer hold the position of Business Manager, except as may be required on a temporary basis. If a member of the Board is elected to another position and still have 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.

C. No Officer or Director may hold the same office for more than two consecutive terms, except for the Office of Treasurer and the NMRA Trustee. (1/90)

D. Any elected Officer may be removed from Office by a two-thirds (2/3) vote of the members present at the Annual Meeting or a Special Meeting called for that purpose, upon written complaint to any Director of ten (10) or more regional members expressing misfeasance, malfeasance or nonfeasance of Office.

E. The holder of any office listed in Article VI, Section 1., who, at the role call of a meeting, is absent for the third consecutive time shall be considered as having resigned the office. If a valid written reason is on hand at this time, such action may be held in abeyance by a unanimous vote of the Board of Directors at this third consecutive meeting. Multiple meetings held on the same day or at the same conference shall, for attendance purposes, be considered one meeting. (9/87)

F. Any officer may be excused from attending a scheduled meeting by submitting reasons in writing to the President two (2) weeks prior to the meeting. Any combination of excused and unexcused absences resulting in three consecutive missed meetings shall be treated under ARTICLE IV, Section 1, E. (9/87)

Section 2.

A. A Nominating Committee consisting of a chairman and two (2) members shall be appointed by the President to examine and nominate candidates for Officers and Directors of the Mid-Eastern Region, NMRA, Inc., and in conformance with policy, the nominations must have the approval of the nominee and be accompanied with a photograph and a resume. (11/97)

B. Nominations may also be made by petition, signed by at least twenty five (25) members. Each petitioner must supply proof of membership. Such petition must include a signed statement from the nominee indicating his approval and listing his qualifications. Also included shall be a statement of not more than 200 words and a photograph to be printed in the Ballot Issue of the LOCAL regional publication. (11/97)

C. Balloting shall be by mail. (11/97)

D. The Ballot Committee shall report the results of the election to the President. (11/97)

E. Candidates receiving a simple plurality of votes shall be declared elected.

F. A schedule for nominations, petitions, ballot and election results may be found in Policies, Article VI. (11/97)

G. The Ballot Committee shall also mail and tabulate any special mail ballots as authorized by the Board of Directors.

Section 3. Trustee

Commencing June 1, 1995, the election, balloting, and counting for the NMRA Trustee of this Region shall be controlled by the National Model Railroad Association. The NMRA Trustee shall be elected in the Spring of the even numbered years by the members of the National Model Railroad Association. The term of office shall run for a duration of two years or until the election of a successor and shall begin September 30 of the even numbered years. The NMRA Trustee shall be determined by popular vote election of NMRA members residing within the Mid-Eastern Region. The Mid-Eastern Region shall be responsible for establishing and explaining the following uniform biannual election procedure for the NMRA Trustee.

A. The Region Nominating Committee Chairperson shall be responsible for sending to the NMRA Secretary, for publication in the NMRA Bulletin, a notice that the Region Nominating Committee has been established, the name and address of the Chairperson and the nominating deadline by June 1 in the odd numbered year, for printing in the October NMRA Bulletin. (11/97)

B. Candidates for Region Trustee shall submit to the Region Committee Nominating Chair, the following:

- a). a statement of qualification prepared by the candidate,
- b). a personal platform statement prepared by the candidate, and
- c). a photograph of the candidate.

d). The combined length of the statement of qualification and the personal platform statement shall not exceed 250 words. If they

exceed 250 words, the NMRA Secretary shall edit them. (11/97)

C. The Region President shall send to the NMRA Secretary, the slate of candidates, together with the Candidate Personal Information. This data shall be submitted no later than November 15 of the odd numbered year preceding election.

Applications shall be submitted to the Region Nominating Committee Chair no later than May 1 of the odd numbered year preceding elections.

Petitions must be signed by 10 NMRA members residing within the Region. Next to each member's signature shall be the member's name and NMRA number, both clearly printed. Petitions shall be sent to the National Nominating Committee Chair no later than April 15, of the even numbered year of the election. (11/97)

ARTICLE V: Officers

General: All Officers must be at least twenty one (21) years of age and be eligible for bonding as may be required by the Board of Directors. In addition, the President and the NMRA Trustee must have served at least one full term in some ELECTED office of the Region Board of Directors, previously. (1/90)

Section 1. The President shall perform the usual duties of President and shall preside at all meetings. He shall appoint or change the Chairs of all committees as needed. The President shall submit a report of the Region's activities for the year at the Annual Meeting. The President shall attend the National Model Railroad Association Board of Trustees meetings in the absence of the Region's NMRA Trustee; provided, however, if the President is unable to attend, the President shall designate a Mid-Eastern Officer or Director by normal order of succession as the Trustee's proxy. (1/90)

Section 2. The Vice President shall be aide and assistant to the President in any way possible and shall assume the duties of the Office of the President during his absence or upon his request. He shall represent the Divisions at the Board of Directors meetings.

Section 3. The Secretary shall keep the minutes of all official meetings, shall sign, countersign or attest all official papers of the Region, and perform the usual duties of a Secretary. He shall be responsible for the records and legal documents of the Region except for the membership and financial records. He shall also be responsible for the maintenance, updating and distribution of the change pages of the Executive Handbook. He shall be responsible for general communications and correspondence for the Region and shall see that proper notice is given of meetings as directed by the President. He shall provide for general communication for the Board of Directors and Advisory Council to be sent at least six (6) times per year. (11/97)

Section 4. Treasurer

A. Shall keep a record of all funds received and paid out by the Region. Shall submit a Quarterly Financial report to the President and other reports as requested. He shall balance his books prior to the Annual Meeting and present a Financial Statement therefrom in writing at the Annual Meeting.

B. Shall deposit all money promptly in accounts maintained for that purpose in convenient banks, all accounts shall be joint requiring a single signature of the Treasurer or President.

C. Shall see that the proper signatures are placed on all accounts with each change in administration promptly.

D. Shall pay immediately all vouchers from the various committee chairmen up to the budgeted amount. All vouchers beyond this must have approval of the Board of Directors.

Section 5. Director

A. Shall be responsible for the activities of the Standing Committees assigned to him by the President and shall present a consolidated report of their activities in writing at the Annual Meeting.

B. Shall assume whatever other duties as may be assigned to each by the President.

ARTICLE VI: Board of Directors

Section 1.

A. The Board of Directors of the Mid-Eastern Region, NMRA, Inc., shall consist of the four (4) Officers: President, Vice President, Secretary, Treasurer, three (3) Directors at Large plus the NMRA Trustee. (1/90)

B. The order of presidential succession shall follow the order as set forth in Section 1., A. in this article. The directors succession order shall be based on their plurality in the last election.

C. The NMRA Trustee will serve as the elected representative of the MER on the Board of Trustees of the National Model Railroad Association. He shall sit on the MER Board of Directors as a non-voting member and shall receive and dispense counsel on all matters relating

to the National Model Railroad Association. This office will not be considered for purposes of a quorum, succession, or asset trust of the MER. (11/97)

Section 2. The Board of Directors shall hold the legal title of all property and monies of the Mid-Eastern Region, NMRA, Inc., in trust for its members. Each member shall be required to submit an annual budget by collaborating with the committees they are managing in order to regulate future Treasurer's payments. They shall forward their requests to the Budget Committee Chair by a date decided by the Treasurer. The Board of Directors shall act in all matters except as hereinafter provided. (11/97)

Section 3. There shall be at least two (2) meetings per year of the Board of Directors of the Region. These meetings shall be held at such time and place as directed by the President. Upon petition of any three (3) members of the Board of Directors, additional meetings of the Board may be called as necessary, or to fix the date and time of a meeting in the event the President fails to do so. (11/97)

Section 4. With the exception of the NMRA Trustee, only those listed in Article VI, Section 1., A., shall vote on actions taken by the Board of Directors. (1/90)

Section 5. No Officer, Director, or the NMRA Trustee, shall receive any compensation or gratuities for his services. At the discretion of the Board of Directors, reimbursements for transportation, lodging and incidentals when incurred on official Mid-Eastern Region business may be authorized. (11/97)

ARTICLE VII: Business Manager

Section 1.

A. A Business Manager shall be appointed by the President with the concurrence of a majority of the Board of Directors. He shall sit on the MER Board of Directors as a non-voting member and shall receive and dispense counsel on all matters relating to the operation of the business office. (11/97)

B. He shall keep a roster of MER members and inform the MER member when their Membership is about to expire. He shall accept and record new memberships and renewals and turn over such funds to the Treasurer at periodic intervals with information covering same. (11/97)

C. He shall submit a budget to operate the office prior to a date established by the Treasurer. A Financial Statement of income and expenses shall be submitted to the Treasurer and the President in writing at the Annual Meeting. (11/97)

D. He shall perform other duties as may be directed by the President.

E. This position will not be considered for purposes of a quorum, succession, or asset trust of the MER. (11/97)

F. The Business Manager shall receive no compensation or gratuities for his services. At the discretion of the Board of Directors, reimbursements for transportation, lodging and incidentals when incurred on official Mid-eastern Region business may be authorized. (11/97)

ARTICLE VIII: Standing Committees

Section 1. Standing Committees are those permanent committees that carry out the normal operations of the Region. They are:

A. Achievement	B. Archives	C. Auction	D. Non-rail
E. Ballot	F. Budget	G. Business Manager	H. Clinics
I. Contests	J. Convention	K. Estate Counseling	L. Nominations
M. LOCAL Editor	(11/97)		

A. There shall be an official bulletin of the Region to be known as "The LOCAL", publication of which shall be at least four (4) times annually.

B. The LOCAL shall carry notice of all Region meetings and other items of interest to the membership. Publication of notices in "The LOCAL" shall constitute official notice to the membership as required by the Bylaws.

C. There shall be an official publication of the Region known as the "MER Executive Handbook" which will contain a copy of the MER vital records, the Internal Revenue Service 501(c)(3) statement, operating procedures, and all MER policy statements. The MER Executive Handbook shall be issued to each Officer and Director and is to be used by them as the guidelines for the administration and