

Operations on our EBT

Pete and Jane Clarke

ORBISONIA, PA. Dawn on the East Broad Top Railroad finds numbers 12 and 15 fired up and ready to go. Twelve backs out of the roundhouse and slowly backs onto the turntable. After turning, she stops over the ash pit for some last minute adjustments and lubrication and proceeds to the sand house and water column. She passes the locomotive and car shops on the way to the coal tipple.

With a full tender she couples to a waiting consist of empty coal hoppers, a combine and a coach and backs to Orbisonia station. Once the passengers, mostly miners and other company employees, are aboard, number 12 whistles and pulls away from the station toward Robertsdale.

As number 12 leaves the Orby yard, number 15 is assembling her consist of a boxcar to be delivered to the Robertsdale freight house, hoppers for both mine number 1 and number 5 (#5 is the biggest producer) and a load of blasting powder for the mines. Strictly



Numbers 12 and 15 ready to depart Orbisonia

freight, this train is slow and ends with a caboose.

Number 12 stops in Saltillo and Kimmel to pick up more workers. After dropping off her passengers at the Robertsdale station, she turns on the wye along with the combine and coach. Her empty hoppers are dropped off at mine number 5 and she gets water from the water tank. She picks up full hoppers and her combine. The coach is left on a siding until evening comes and the miners are ready to go

home. Each hopper is weighed on the way out of Robertsdale and a few passengers embark at the station. Sometimes there is milk to be picked up at the farmhouse on the way out of town.

As Engine number 12 is switching, number 15 arrives with its variety of cars. It starts its chores by going to the freight house to drop off the boxcar of supplies. A trip out on the wye gets it turned to continue its chores. It shoves a long string of

Continued on page 4

MER LOCAL

*Official Publication of the
Mid-Eastern Region, NMRA
A Tax-Exempt Organization*

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

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

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

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

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

Contributing Editors

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

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

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

LOCAL Advertising Manager

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

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.

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

Editor's comments

I have received some nice comments recently on the newsletter. I appreciate that, but want all of you to realize there is a team producing the LOCAL. When I have assembled the material for the issue and edited it as required, I send it to Judy Foley who puts the issue into the newsletter format and arranges the page layout using a publishing program.

Judy's husband Dick is our advertising manager and seeks out vendor and modeler advertising to help off-set our costs.

Robert L. Cason tracks down model railroad manufacturers located in the Mid-Eastern Region to produce Made in The MER each issue.

Ron Baile has been our photographer (as well as writing some articles) and helps with convention model contest photos.

Charlie Potter works with the printer to assure the newsletter moves through the printing and mailing process quickly and smoothly.

Ron Schmidt maintains the mailing list and prints and sends labels each month to the printer.

John Teichmoeller has been supplying articles and convention commentary.

This team is responsible for your bi-monthly newsletter.

If you have some information you think would be of interest to the Region members, feel free to drop me a note or email me at srknotts@erols.com. This does not need to be a complete article but could be a modeling hint, a note about a recent train watching experience, a layout design concept, an interesting rail served industry you found, or any similar tidbit. We are always looking for fillers for the newsletter. Photos are welcome also.

—Stan Knotts

Notice of Director Elections

The next issue of the LOCAL will include the ballot. Three at-large directors serve on the MER Board of Directors for two year terms commencing at the fall annual meeting. Our bylaws allow nominations until April 15 and petitions until July 15.

Nominating Chair Alex Pope provided the slate of nominees as follows:

Jim Atkinson
Charles G. Hladik
Jim Kellow
Robert G. Minnis
Wm. Terry Nesbit
Paul Rivers
Donald G. Yingling

Candidate statements and photographs will be published in the July August LOCAL along with the ballot.

—Eric Dervinis, *MER Secretary*

MIDEASTERN REGION ROSTER

Questions or comments can be sent directly to the person responsible. Save this roster as it will only be repeated once a year, allowing for the maximum in model railroading information.

<u>TITLE</u>	<u>NAME</u>	<u>ADDRESS/CITY</u>	<u>STATE</u>	<u>ZIP</u>
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Secretary	Eric Dervinis	632 Bob White Rd., Wayne	PA	19087-2305
Treasurer	Ron Schmidt	7110 Riverdale Rd, Lanham	MD	20706-1130
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Director	W. Terry Nesbit	5760 Union Deposit Rd , Harrisburg	PA	17111-4708
Director	Jim Atkinson	120 Colebrook Rd , Elizabethtown	PA	17022-9318
Director	Paul Rivers	7927 Rainbow Dr, Charlotte	NC	28227-3125
Trustee	Monroe Stewart	4908 Woodland Blvd, Oxon Hill	MD	20745-3746
DIVISION SUPERINDENTS:				
1. New Jersey	Mike McNamara	128 Banwell Ln , Mt Laurel	NJ	08054-3340
2. Potomac	Robert Minnis	3016 Dower House Dr , Herndon	VA	20171-2236
3. Philadelphia	Jim Hart	417 Wedgewood Ln, Lima	PA	19063
4. Tidewater	Pat Mahoney	3929 Regal Ct, Virginia Beach	VA	23452
5. James River	Ken Montero	524 Lancey Dr , Midlothian	VA	23113
9. Mount Clare	John WS Foster, Jr	12407 Garrison Forest Rd, Owings Mills	MD	21117-1109
10. South Mountain	Frank A. Foight, III	PO Box 340, Harpers Ferry	WV	25425-9802
11. Susquehanna W.	Terry Nesbit	5760 Union Deposit Rd , Harrisburg	PA	17111-4708
12. Carolina Southern	Paul Rivers	7927 Rainbow Dr , Charlotte	NC	28227-3125
13. Carolina Piedmont	Rick Allen	PO Box 4321, Cary	NC	27519
COMMITTEE CHAIRS:				
LOCAL Editor	Stan Knotts	19808 Falling Spring Ct , Laytonsville	MD	20882-1226
Associate Editor	Roger Cason	1125 Grinnell Rd , Wilmington	DE	19803
Advertising Mgr	Richard Foley	2021 Wallace St, Philadelphia	PA	19130-3221
Photographer	Ronald H. Baile	24 Hampton Rd, Westmont	NJ	08108-2202
Convention	Charlie Potter, MMR	43 N. West St , York	PA	17404-3350
Auction	E. Winfield Gross	121 Biddle Rd, Paoli	PA	19301-1103
Clinic Coordinator	VACANT			
General Contest	John Johnson	22398 Scojo Dr , Franklin	VA	23851-2819
Model Contest	Ray Bilodeau	9 Roosevelt Ave, Wilmington	DE	19804-3044
Photo Contest	Jim Atkinson	120 Colebrook Rd, Elizabethtown	PA	17022-9318
Arts and Crafts	Rita M. Lynam	9 Roosevelt Ave, Wilmington	DE	19804-3044
Ballot	Dennis Masters	15 Harvard Rd, Hagerstown	MD	21742-6510
Nominations	Alex Pope, Jr.	5401 Temple Hills Rd , Temple Hills	MD	20748
Budget	Dick Higgins	6513 Tower Dr Apt 3T, Alexandria	VA	22306-6543
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Achievement	Allan Phillips, MMR	103 Cloverbrook Ct , Jamestown	NC	27282-9615
Membership	VACANT			
Estate Counseling	Bill Hammer	PO Box 9, Centreville	VA	20122-0009

Note: Applicants for the vacant positions should contact MER President Bill Gruber



Numbers 12 and 15 meet in Robertsdale.

empties to mine number 5, fills the tender at the tank and moves on to switch mine 1 and drop off that blasting powder. Now it will pick up loads, weigh them and head North, down the mountain.

After a brief stop at Coles, number 12 rolls downgrade through Sideling Hill, back into Saltillo and over the Pogue bridge. A stop is made in Orbisonia for passengers and more water. She cruises northbound to Mount Union via Shirleysburg then over the Aughwick again on the 4-arch concrete bridge.

Mount Union is bustling with activity at the brick plant, the coal processing plant

and businesses in town. After passengers disembark, the engine and combine are turned on the turntable. The loaded hoppers are

pushed into the processing plant and empties are picked up. A consist of empties is assembled

Continued next page



Below, Number 12 departing from and Number 15 switching on the arrival track at Robertsdale

Our EBT

Continued

and the train heads South. On the way it will pause in Shirleysburg for a meet with number 15 and the freight on their way North. Then it heads back to Orbisonia.

This is a typical weekend morning's operation on the EBT in our basement. It is a close match to the EBT's schedule of primary trains during the 20's. We are able to replicate the EBT's schedule due to a mixture of planning and good luck.

We have three major towns on our EBT, Mount Union, Orbisonia and Robertsdale. Two of them work well; one of them does not. Orbisonia and Robertsdale work, Mount Union does not. When we say that they work, we mean that a train can arrive, do its switching chores and depart in an efficient manner. Furthermore, a second train can arrive shortly after the first and the two can go about their business. If the arrival of the second causes gridlock, then you have a town that does not work.

This is vital to us because, like most model railroads, the distance between our towns is way too short. If gridlock happens in any town then in short order we will have all four trains stuck in one town.

Robertsdale works. A more

combine/passenger car is clear and then drops it. Pulling forward to clear the switch, it then backs up the arrival track until the hoppers are all clear of the switch. The engine then pulls forward, a brakeman throws the switch and it backs to the combine. Coupled



Number 15 removing a hopper from mine #1 in Robertsdale.

detailed look at train movements will demonstrate. When a combine train (freight with a combine and/or a coach) arrives, it stops at the station to drop off passengers. It then pulls a short distance forward to clear the wye switch. It backs until the


to the combine, it backs down to the tail of the wye. The switch is thrown, and it pulls forward to the main line. Now it backs to its hoppers and continues to push them to the empties track of mine #5. From the moment it begins

Continued on next page

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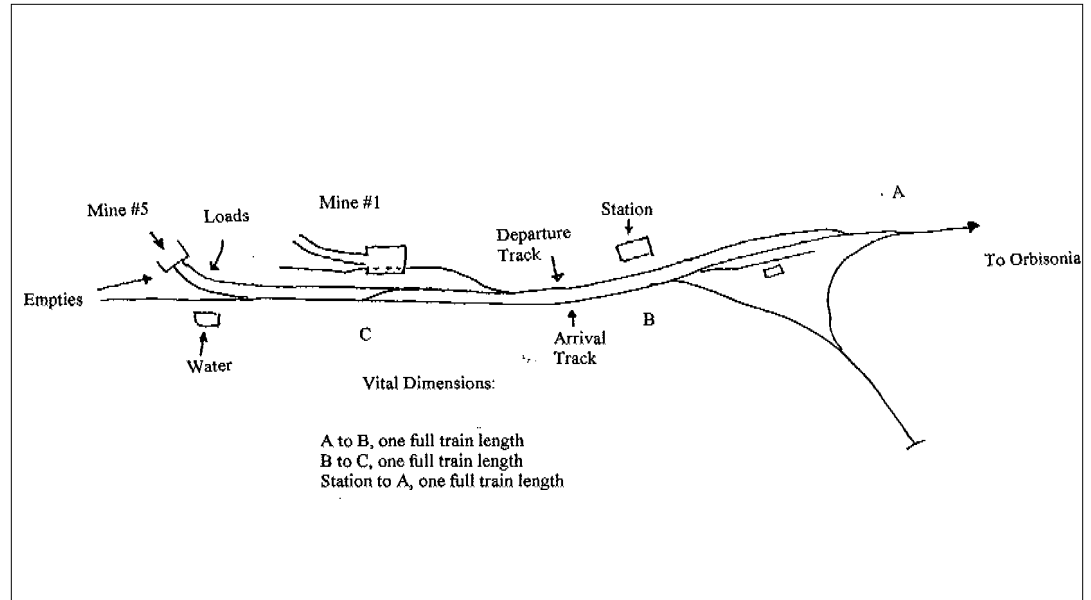
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Operations on Our EBT

Continued

this last backing move along the main line, Robertsdale is clear to receive another train. Turning the engine and combine only took seven moves (I'm counting moves as *Model Railroader* does in its switching puzzles). From now on, all of this train's movement in Robertsdale will be a) well beyond the portion of the arrival track that an arriving train uses or b) on the departure track.

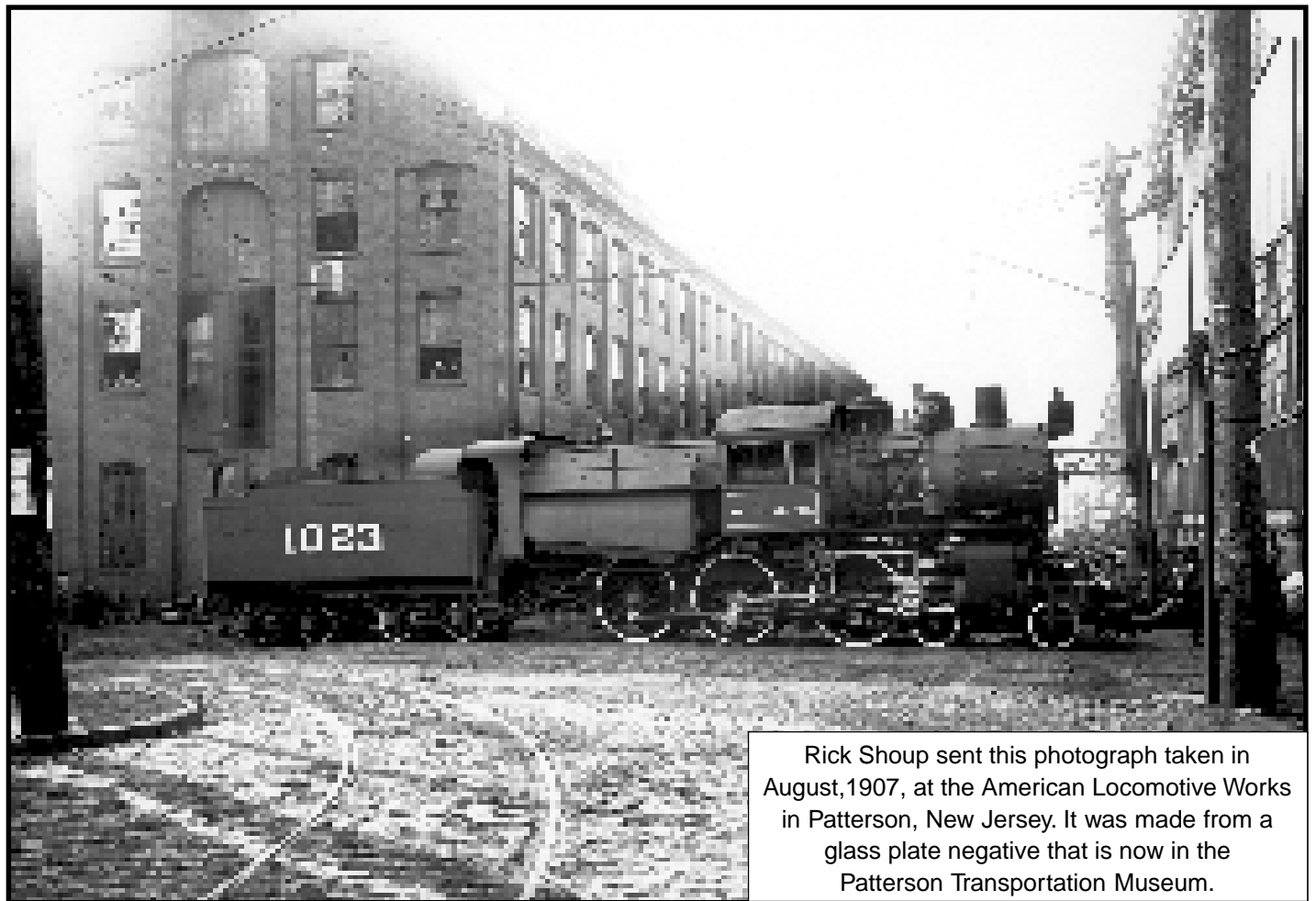
This efficiency is essential because the schedule calls for the



freight train to be coming into town shortly after

the combine. The remainder of the combine

train's movements: It *Continued next page*



Rick Shoup sent this photograph taken in August, 1907, at the American Locomotive Works in Patterson, New Jersey. It was made from a glass plate negative that is now in the Patterson Transportation Museum.

continues backing to shove the empty hoppers into mine #5. It will leave the combine on the mine empties track while it pulls forward and then backs to the water tank. Once full, it pulls forward and takes the crossover to the departure track. Backing to the mine, it picks up loaded hoppers. Pulling forward of the crossover, it will then back to the combine. Once coupled it pulls forward to the station. Here the hoppers are weighed, the mail and passengers are picked up. This is only another eight moves, but it is not its speed that is important. What matters is that while the combine train is doing its thing, the freight can arrive and start switching at the freight house and turn the engine on the wye because the necessary tracks are free. The arrival of a second train does not cause gridlock. By the time the freight completes its arrival chores, the combine train will be out of its way.

That Robertsdale 'works' is not due to any intelligence on the part of the design of our model railroad. Rather, it is the result of following the prototype. When designing our model, we were able to fit in most of the prototype of this town. We also kept the relative positions true to prototype. Our Robertsdale works because the real Robertsdale worked.

Our model of Mount Union does not work well at all. It is almost impossible for a second train to be in town and not create gridlock. Think of a Rubik's cube, if I need to move to here, you must move there. This is what life is like with two trains in our Mount Union. Why? When we built it we worked from a set of parameters (loads in empties out

connection to Robertsdale, space available). We then fit the other elements in as best we could. What thought was given to train movement was only to think of the actions of a single

So, we will be rebuilding our Mount Union. We will still have the same limitations. We will not change the loads in empties out arrangement with Robertsdale. We have no more space. In Mount Union we face problems closer to what standard gauge modelers face at every town. We cannot fit in the prototype. We must build it freelance. We now know that multiple train operation is a vital concern to us. We have seen the importance of separate arrival/departure tracks. We know that we must be aware of the length of train that we run and account for this in our design. And still, we must capture the feel and sights of the prototype as much as possible.

In planning a model railroad, remember this: The prototype had to figure it out and they made it work. Take their advice, use the actual plans. If you cannot, then we suggest that you spend a lot of

So, come and visit our EBT — we'll be open as part of the Hub City Limited November 11th — 14th this year. When you get here, maybe we will have had time to redo Mount Union. Even if we haven't, we think you will still like our EBT.

Jane and Pete Clarke have been working on their EBT layout since 1991. It is fully scenicked but still has much detailing to be done. Pete says that the best decision he has made (other than to model the EBT) was the decision to go with a command control system. This changed Jane from a scenery and model maker into an operator of the railroad.

Add a LOT FOR SALE to your layout

I don't know where I got the idea. I probably saw it on someone's railroad on a tour or in a magazine or, perhaps, it just dawned on me as I drove past a similar scene on my way to or from work. I was laying out the community of Cream Ridge on my D&SP Railroad when I discovered that I really didn't have enough structures to quite finish the town. I had a deadline to meet for an open house and I just didn't have enough time to build a suitable building to fit a certain spot.

My solution was to erect an old style board fence across the front of the property. I used wooden coffee stir sticks. They are a bit wider than they should be, but they didn't look out of scale. I weathered it with some ink wash and applied some dry transfers to read "Lot for sale" along with a phone number.

I added a couple of advertising signs, too. I scattered some debris, an old tire or two and planted a few scruffy looking trees. You could add some kids playing or a few dogs or other wildlife. In about half an hour I built a very quick and inexpensive mini scene.

Now, when the right structure comes along, I have a place for it all picked out. The trouble is that I like my vacant lot so much that now I don't really want to do away with it.

Ron Baile

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WEAVER MODELS

In the model railroad business, a large oak almost always originates with a very small acorn. In the case of Weaver Models, the small acorn was planted back in 1965. Bob Weaver, who was in the insurance business, gave in to his interest in O-gauge 2-rail model railroading, and to his natural inclination as a tinkerer. He started assembling wood and metal craftsman kits in his basement from parts largely purchased elsewhere. Sales were good, and in due course he was offering kits in all scales from N through O. From the beginning, the business headquarters has been in Northumberland, PA. Joseph Hayter, Bob's son-in-law and the owner since 1994, has been actively involved since 1970.

In the thirty-plus years since Weaver Models was founded, it has been transformed in many ways. From a part-time business in someone's basement, it quickly grew into more than a full time job. By the middle 1980's, there were ten employees. Twenty-five people are now employed full time. And the business now occupies a 15,000 square foot facility that is very attractive and relatively new. It is also very tidy. Joseph Hayter is a self acknowledged "neatnick." About once a month, as needed, manufacturing activity stops

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

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

briefly for a special "cleanup period."

The product line transformation has been no less dramatic. Starting in 1980, all offerings were O-scale. Responding to business reality and market demand, craftsman kits gave way to ready-to-run, O-scale cars and locomotives. The first plastic freight car, a two bay hopper car, was marketed in 1980. The first set of dies for molding plastic locomotives cars was purchased in 1983, and the second set in 1986. The year 1990 saw the introduction of the first brass O-scale steam locomotive—a PRR M1a mountain 4-8-2.

The 1999 catalog includes five plastic diesel locomotives, four brass steam locomotives, at least seventeen freight cars, and six passenger cars. All are available in a variety of paint schemes—in some cases, as many as twelve. Maximum track curvature varies from O-27 to O-42 for the diesels, and from O-54 to O-72 for the steam locomotives. With one exception, all locomotives are offered in 2-Rail, 3-Rail with sound, or 3-Rail without sound. About eighty percent of Weaver's business is 3-Rail. They are able to offer 2-Rail only because the higher-volume 3-Rail design can easily be modified at the factory to accommodate 2-Rail operation.

At one time, ready-to-run O-

scale models were a curiosity. Now there are numerous manufacturers, and new offerings are expected rather than being the subject of automatic special interest. A sign of the times: at the recent East Coast Hobby Show in Ft. Washington, the number of O and G-gauge items displayed probably exceeded the number of HO items.

Manufacture for the model railroad market has always been labor-intensive. Despite this, two-thirds of Weaver's manufacturing effort is in the U.S. As a result, they have the unique ability to take small and medium size special orders from customer such as clubs, companies, stores, and historical societies. Where possible, most operations are performed in-house. This is particularly true of painting and graphics. For example, Weaver personnel do all the photography and graphic design needed to produce their attractive color catalog. About 150 photos (some digital, some conventional) were needed for the current issue.

Weaver exhibits at the Train Collectors Association annual show in York, PA, plus the East Coast Hobby Show in Ft. Washington and the annual hobby show in Chicago. Actual sales are almost always through hobby shops. Catalogs can be obtained by writing to Weaver Models, PO Box 231, RR1, Northumberland, PA 17857. Interested parties can contact them via phone (570-473-9434), FAX (570-473-3293) or e-mail (qcweaver@ptd.net). All service is performed at that same location. Weaver employs two full-time technicians, and takes great pride in the 1-3 day turnaround they can almost always offer on items sent in for repair.

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• with John Amadio, Jr., Tony Kasper,
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• Model Contest
• Train Contest
• Non-Rail Craft Contest
• Paper Plate Drawing
• "Cherry Pie" Drawing



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Visit our website at <http://www.fred.net/richardb/smd.html>

LAST RUN—WILLIAM M. RICHARDSON, JR.

Bill Richardson passed away April 9, 1999. He had been in poor health for some time. Bill was a mechanical engineer who designed and developed instruments and systems to measure, analyze and predict weather patterns. He worked for more than 30 years for what is now the National Oceanographic and Atmospheric Administration (NOAA) principally designing weather stations at airports. After retirement from NOAA in 1978 he continued in the same line of work for Belfort Industries in Baltimore. One of the side benefits of this job was watching the switching of railroad cars in the streets near his office. In one assignment for Belfort he was sent to Saudi Arabia where he built a weather station for the royal family's private airport.

Bill's passion though was model railroading. His HO layout filled a 20 by 30 foot room, was fully scened and operated on a scale clock schedule. His operating crew was a Tuesday night group that rotated between each others layouts to build, maintain and operate their scale empires.

Some years ago, Bill became infatuated with the Colorado narrow gauge. He tore up his long time HO layout and within a short time had an Sn3 layout replacing it. With this new layout, Bill added PFM sound. Bill had also become adept at use of the Macintosh computer to use CAD for his track diagrams and structure plans.

Bill had been an active volunteer in the MER and served on the budget committee for many years.

Bill is survived by his wife, Virginia "Ginny" Richardson and two sons, William M. Richardson

III and Clifford A. Richardson, a brother and two grandchildren.
Stan Knotts

CALLBOARD

Coming Events

Notices must be typed and have complete addresses. Use the style shown below and be brief as possible. Be sure to include a contact telephone number. Send items for CALLBOARD to Stan Knotts, 19808 Falling Spring Court, Laytonsville, MD 20882-1226. E-Mail to Srknotts@erols.com

Mid-Atlantic Narrow Gauge Guild Annual Module Meet, Kimberton, PA, May 21-23, 1999. Weekend \$15, daily \$10. For information call Bob Beebe (610-666-6711).

Southern Junction Model Train Show, September 11-12, 1999, Raleigh, NC Sponsored by Carolina Piedmont Division 13 Inc., MER, NMRA and North Raleigh Model Railroad Club, NTRAK. Eastern North Carolina's largest display of model train layouts. Features at least 7 model railroad layouts, including a large NTRAK layout. Approximately 120 dealer tables are available. NTRAK modules are most welcome in the NTRAK layout. To participate with a NTRAK module, contact Chuck Dopler at (919) 838-9772 or e-mail: doplerc@bellsouth.net. Location: NC State Fairgrounds, Dorton

Arena, 1025 Blue Ridge Road, Raleigh, NC Times: Saturday: 9 a.m. to 5 p.m. Sunday: 11 a.m. to 4 p.m. Admission: \$4 for adults, children under 12 free with paid adult. Contact: For more information, contact Rick Allen, P.O. Box 5183, Cary, NC 27512. Telephone: (919) 467-8105, email: trainnut@mindspring.com or visit our web site at <http://www.trainweb.org/nrmrc/southern.html>

Tenth Annual Tidewater Model Train Show and Sale, Virginia Beach VA, sponsored by the Tidewater Division of the N.M.R.A., October 23-24, 1999, at the Virginia Beach Pavilion, 1000 19th Street, Virginia Beach, VA. Hours, 10 a.m. to 4 p.m. each day. Featuring dealer tables, hourly door prizes, HO, N-Scale, O-Gauge (Lionel), and G Scale operating modular layouts, and free on-site parking. Located adjacent to Norfolk-Virginia Beach Expressway (I-264). Admission \$4.00 for adults; children under 12 free (with an adult). For information, contact: Steve Prescott, 1748 Nanneys Creek Road, Virginia Beach, VA 23457. Phone (757) 426-2811.

Contest and Achievement Chairmen

General Contest

John Johnson, 22398 Scojo Dr, Franklin, VA 23851-2819 • 757-562-5917

Model Contest

Ray Bilodeau, 9 Roosevelt Ave, Wilmington, DE 19804-3044 • 302-636-0888

Photo Contest

Jim Atkinson, 120 Colebrook Rd, Elizabethtown, PA 17022-9318
• 717-367-5626 • atkinson17022@juno.com

Achievement

Allan Phillips, MMR, 103 Cloverbrook Ct, Jamestown, NC 27282-9615
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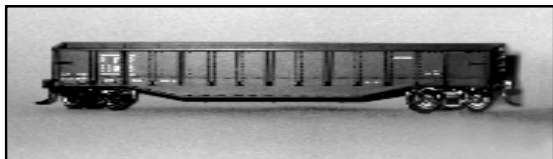
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 q 1 year: \$32.00 q 2 years: \$64.00 \$ _____
 Life membership cost is based on your age.
 Send your Birth Date to the NMRA for a quotation.

Region Dues: q New q Renewal _____
 q 1 year: \$8.00 q 2 years: \$16.00 \$ _____
 Life membership cost is based on your age.
 Send your Birth Date to the MER for a quotation.

Lapel Pin/Tie Tack @ \$6 each \$ _____
 Region Cloth Patch @ \$3 each \$ _____
 Donation \$ _____
TOTAL ENCLOSED \$ _____