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Announcing a new MER Car Series!! Get This Gon While You Can

The Mid-Eastern Region is starting a Series of Prototype Cars
that ran in our Region

This 54' Mill Gondola is the first and will be available in
two road numbers with end markings.

Available for the first time at the
Brandywine Junction Fall '97 MER Convention @ \$8.95.

Custom painted by CON-COR International.

Our Thanks and Two Free Cars go out to Bill Roman of Waldorf, Maryland, for the idea and research.
Also to William Griffin for his cooperation and the use of the picture from his book, "RF&P: Capital Cities Route."

Don't Miss Your Chance to Get in Early on a Good Deal!

O DEM GOLDEN SPIKES **Achievement Program rules changed**

by Allen Phillips

The AP is changing to reflect a new emphasis on prototype modeling

The NMRA Achievement Program has been moving along this year with some changes. You may have seen that the AP Merit judging and the NMRA contest judging rules are changing their emphasis. You will see that now Scratchbuilding is being de-emphasized while Conformity is receiving more attention. Modelers have let us know that with the availability of good detail parts and excellent kits, they feel it is more important that models be prototypically correct than hand made.

We have listened and changed the programs accordingly. Effective March 1, 1997, the point count for Scratchbuilding was reduced from 25 to 15. The points available in a model contest are now: Construction 40, Detail 20, Conformity 25, Finish and Lettering 25, Scratchbuilding 15—for a total of 125.

Tests run for a year by two regions in their contests show that models scoring well under the old system still score well under the new scoring. This change means that models submitted for merit or contest judging need to be accompanied by prototype information such as plans or photos.

The national BOD finally approved a change to Association Volunteer at the March meeting. Now individuals and their crews who open this home or club layout for layout tours in conjunction with NMRA sponsored events earn 3 Time Units per day that the layout is available for viewing. Maximum credit is 12 units for a National event, 6 units for a

regional event, 3 units for a division event.

This credit is in addition to any credit that may be received for being on the committee that sets up the event.

Individuals who participate in modular layouts in conjunction with NMRA sponsored events earn at the same rate as for home or club layouts above.

Boy Scout Railroading Merit Badge Counselors who are NMRA members can earn 1 Time Unit per month and 1 unit per scout that qualifies. This credit is retroactive with no time limit for those who have served as counselors provided that they were NMRA members during the time of service.

In the area of achievement recognition, we have had 6 Mid-Eastern Region members qualify for certificates so far this year. These certificates were announced at the convention in Asheville, NC. Ron Baile from New Jersey finished his Scenery requirements. Monroe Stewart from Maryland qualified for Author. Charley Potter from Pennsylvania got his Association Official certificate. Eric Devinis from Pennsylvania, Frank Winner from Maryland, and Chuck Lind from North Carolina qualified as Association Volunteers. Congratulations to y'all.

In addition, Steve Salotti's certificate for Association Volunteer was received just after the convention. Steven hails from Collegeville, PA.

Continued on page 8



PRESIDENT'S AWARD BRANDY WINE JUNCTION CONVENTION

The President's Award
in the contest will be for a
model of a piece of
non-revenue equipment—
caboose, work car, etc.—
typically found in
Southeastern Pennsylvania.

W W W
**Calling all
Reading & Pennsylvans!**
(Were there other RR's in
Southeastern Pennsylvania?)

W W W
See pages 5 & 6
for
CONVENTION
REGISTRATION FORM
&
SCHEDULE OF EVENTS

MER LOCAL

Official Publication of the
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A Tax-Exempt Organization

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The MER LOCAL welcomes articles, photographs, artwork, cartoons and model railroad related material as contributions to the mutual enjoyment of the hobby for the membership. 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

A Tribute to Clyde L. Gerald

by Fred Voelcker

He was known fondly, at least by those of us who were close to him as "Uncle." Clyde L. Gerald, probably the oldest, surviving member of the Mid-Eastern Region, NMRA, died at age 79 at his family home in Upton, MA, leaving friends and associates all over the world mourning his passing.

I first met Clyde at age 18 when I became a member of the Baltimore Society of Model Engineers. At that time he was busy maintaining the Trolley portions of their large HO scale layout, complete with live overhead wire operation. I was rather impressed with him even then, as he was the voice of calm and reason in a club whose HO Division was populated by lots of us headstrong Junior members, each trying to accomplish our own goals, usually to the detriment of the good of the division.

The club would hold its Annual Open House each New Years Day, and every Sunday in January. All us kids wanted to operate trains from the operators cabs up over the layout, which was a sign of respect given to only a chosen few by the sterner Senior members. You would rarely find Clyde anywhere around the layouts during these shows. Clyde, surprising all of us, would always take his station at the street-level entrance to the club, on Saratoga Street, to greet our visitors, and hand out brochures describing the O and HO scale layouts and operations. Standing next to his home-made crossing-signal, he controlled the flow of visitors to the third floor model railroads.

After I completed a four-year tour of duty with the Air Force, I rejoined the club. A while after that, I attended my first MER convention with Clyde. This was the Easton convention, but I don't remember the date! After we checked into our room at the convention hotel, he told me the best way to find out what was going on, and to learn about the MER and its convention was to mingle and meet people. Although I remember



Clyde Gerald, left, with the late Dick Lloyd, also a founding MER member.

being rather shy, I eventually did start to learn about the MER, proving him right.

Clyde and I attended a lot of conventions together over the years, and each of us went his separate ways after check-in. As I recall, in those days (the late 60's), Clyde and I would check into the hotel, and that was the last I would see of him until it was time to close the convention and head home. When asked where he'd been, or what he'd done, he'd say with a contented smile, that he'd been catching up with his old friends.

When I became active with the MER, as the Club Liaison Committee Chairman under then president Tom Meredith, Clyde and I traveled together to many BOD meetings. It was during this period that he began teaching me how to relate to others who, although we shared a hobby, differed in purposes and/or people skills. Although I was then in my late twenties, I still had the attitudes of that earlier 18-year-old from the BSME days. He was patient, I'll give him that, and he never gave up on me (and probably others I was unaware of at the time)!

In the early 80's, after talking it over with Clyde, I decided to take a shot at editing the MER's newsletter, the *Local*. I had, on many previous occasions, helped Clyde put the finishing touches on it; helped him with his usually-late-night efforts to put it together and doing the addressing and sorting prior to taking it to the Post Office. I don't think the average member had any idea how much work goes into the *Local*, but he taught me a lot of it, and most of it was pure drudge work. Clyde never complained, he just dug in

Continued on page 10

Mid-Eastern Region 1997 Bylaw Update

by Eric Dervinis, MER Secretary

Dull, boring, sleep inducing... bylaws are not exciting, but they are absolutely essential. Every organization large or small has bylaws which become the basis of all operations. The Mid-Eastern Region (MER) is a tax exempt Maryland corporation and will be able to continue this advantageous structure as long as we base our efforts on the bylaws.

The MER board restructured the region in 1985, reincorporating and rewriting all of the bylaws. Over the past twelve years some minor updates have been made. Legal issues, social changes and modifications in national NMRA policies caused the MER board to think about reviewing all of our bylaws. Vice President Johnson appointed a committee on June 29, 1996 at the summer MER board meeting. The members (Secretary Long, Treasurer Schmidt and Business Manager Garber) met late in the year. They prepared a list of nearly 40 changes which were discussed in detail at the board meeting of February 22, 1997. The final version of the bylaws was approved by the board at the Asheville meeting, May 23, 1997. Those changes were printed in the last issue of the LOCAL and will be voted on by the membership at the annual meeting, November 9, 1997.

Legally, the MER Bylaws must include certain information as required by Maryland corporate law and by the Internal Revenue code. At the same time, a number of policy issues are not included in the Bylaws. These are stated in the MER policy book and can be changed by a vote of the board. A good example of this is the dates involved in voting for directors and officers. The entire schedule will now be moved to Policy where it belongs. The issue of quorum for board meetings has also been moved to Policy and now is set at four members (it was five before).

The NMRA board moved the voting of trustees from the region to national control starting in June of 1995. This change is recognized by a complete rewrite of Article IV, Section 3.

We also now provide for the dissolution of the corporation by adding a new article XIII. While the MER expects to exist indefinitely, we now have a legal procedure to follow. If the MER dissolves, all bills are paid and the remaining assets are turned over to the NMRA. If the NMRA no longer exists another tax exempt corporation would receive the

proceeds.

The MER has also changed how it operates and the bylaws were rewritten to reflect that. Special, Annual, and additional meetings were clarified. Subscriptions to the LOCAL have not been sold for a long time and have been dropped from the bylaws. The secretary has been maintaining the Executive Handbook for years and that is now clearly stated. The duties of the Business Manager have been clarified to match current practice. All mentions of chairman have been changed to chairs. The MER Executive Handbook is clearly defined as are the duties of the Budget committee.

The final "change" has generated more discussion than all others and needs clarification. Since the formation of regions by the NMRA, the national bylaws have required all region members to be members of the national. Also, since the regions are formed by the national, their bylaws must not be contrary to national bylaws. Regions formed divisions and thus division bylaws must not be contrary to region bylaws. When all is said and done, the result is that division members have always been required to be region and national members.

Unfortunately in a misguided attempt to bring in new members, the national allowed region or division members to come on board without national membership. Our insurance provider requires that all sponsoring organizations (division or region) be 100% NMRA. If a claim was submitted and the insurance company found that not to be true, they could deny the claim.

Belonging to the NMRA brings hundreds of benefits which are worth far

more than the amount paid. Due to the thousands of volunteers in the organization, those benefits are supplied far below market price. Think what our dues would be (\$400 ?) if we used paid staff to handle all of our work. The current rate of \$30 which includes the BULLETIN is a tremendous bargain. All Mid-Eastern Region members are NMRA members, so this change will not effect you. However you may have friends who are division "members" but not national or region members. Calmly explain the many benefits and get them to sign up. The more of us on board, the more successful we can be and the more benefits we can offer.

The MER Board thanks the Bylaws Committee for the hundreds of hours put into these revisions. Special thanks go to late secretary Long for typing, retyping and revising the entire document.

n s n

Streetcar book available

Richard Orr, an NMRA member in Omaha, Nebraska, has assembled a

book on streetcars from  horsedrawn in 1869 through cable cars, and electric streetcars to the last one in 1955.

Streetscars of Omaha & Council Bluffs, which contains 387 photographs, 16 of them in full-color, is available from Orr for \$63.25 postpaid at 6506 Western Avenue, Omaha, NE 68132.

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
REGION POCKET BLUE GOLF SHIRT.....	\$17.00 each
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REGION LAPEL PIN.....	\$ 6.00 each
REGION CLOTH PATCH.....	\$ 3.00 each

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Phone () _____

Item _____ Size _____ Quantity _____

_____ Size _____ Quantity _____

Make checks payable to the Mid-Eastern Region and send to:
MER Business Manager, 13212 Bellevue Street, Silver Spring, MD 20904-1703.

Clyde L. Gerald

Continued from page 2

and got it done!!

There were usually deadlines to be met, although some of the MER leadership, at the time, had a bad habit of invoking executive privilege and ordering a delay in publication in order that their own columns could be included in the current issue. Clyde and I held many an early morning strategy session at nearby Tony's Deli to try to figure out ways to intimidate the current crop of MER Officers into getting their material in on a more timely basis. We pushed it a little to far at one point, and I was dismissed as editor of the *Local*. C'est la Guerre, as the saying goes!

I became inactive in the MER for a time, but always stayed in touch with Clyde, visiting him often at the Baltimore Streetcar Museum. He had, by then, become a one-man track-gang, and was slowly, but surely, digging the right-of-way for the second track for the museum's streetcars. I spent one day helping with this work, and thereafter found something else to occupy my interests. He'd walk down to the museum, and his digging every Wednesday, Saturday, and Sunday. He'd continue his digging, one shovel full at a time, until he had completed his task. He kept at it, year after year, until, finally, it was completed, and ready for ties and rails. The BSM awarded him a plaque with a Tonka bulldozer attached, respectfully and fondly naming Clyde the "Human Bulldozer!"

The Baltimore Streetcar Museum awarded him a "Gold 13" for community service. I had gotten letters from the BSME, NRHS, and the Streetcar Museum, and gotten as many members of

all these organizations as possible together to be there on the day Bob Turk of WJZ TV's Channel 13 News made the presentation! Since I had known him, by then, for nearly 30 years, it felt really good to see him recognized for his efforts on behalf of his friends and on behalf of his adopted community!

I could probably write volumes on Clyde's accomplishments; they are far too numerous to mention all of them. Suffice it to say that we'll all miss him, as we should. He was a friend to all of us, and he will be remembered, often, with love!

S S S

Achievement Awards

Continued from page 1

We are off to a nice start on the next batch of certificates for MER people. We have had five applications submitted since the convention. These certificates, and other I hope, will be available by Brandywine '97.

We have been awarding Gold Spikes for those members who are new to the program. Ken Nesper, Jr., of Washington, DC, got his Gold Spike in November '96. Ken Grabert from Haddonfield, NJ, won one in January '97. The Clinton Central Club in Castanea, PA, was recognized in February. Dale Latham in Waldorf, MD, was recognized in May, and Chuck Hladik from Lynchburg, VA, won his spike in June. Keep up the good work, guys. I am sure there are lots more of you who deserve a Gold Spike for your efforts. Ask your Division AP Chairman for an application. He will help you fill out the form and send it in for you.

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

September

New Jersey Division Meet, Sept. 27, 1-4 pm at Christ Presbyterian Church, 746 Klocker Ave., Trenton, NJ. Layouts open in the AM, Clinics on layout construction & operations, favorite train contest. Contact: Mert Gardner, 110 Otter Branch Dr., Magnolia, NJ 08049. Call Carl Haslett, 609-546-9230.

October

Virginia Beach, VA, **8th Annual Tidewater Model Train Show & Sale**, MER Tidewater Div. (4), Oct. 4-5, 10 am - 4 pm each day. VA Beach Pavilion, 1000 19th St., Virginia Beach, VA. Contact: Sharon Prescott, 1748 Nanny's Creek Rd., Virginia Beach, VA 23457. Phone: 757-426-2811.

North Carolina, Southern Pines, **Sand Hills Central Model Railroad Club Annual Train Show**, Nov. 22, 23. The Campbell House, 482 East Connecticut Ave., 12 to 5 pm, both days. Adults \$2. Contact: Jim Brown, 910-295-3700, days, 910-295-6694, eves.

New Jersey, Bordentown, **Northern Burlington Model Railroad Club Open House**, Nov. 22, 23, 10 am to 5 pm, both days; \$2 admission, 28 Van Drive, Bordentown. Contact: Bob Liberman, 609-298-7337, or John Adams, 215-757-1937.

December

Baltimore, MD: **Baltimore Society of Model Engineers Annual Show**, HO, HO_{n3}, HO Traction, O Scale, O Traction, 1:00 pm to 5 pm, Dec. 28, 1997, and Jan 1, 4, 11, 18, 25, and Feb. 1, 1998. Contact: Joe Foehrkolb, BSME, 410-837-BSME.

MEMBERSHIP APPLICATION

ONLY NMRA Members Qualify for MER Membership

Remittance Enclosed for:

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 \$ _____
ONLY NMRA Life Members qualify for MER Life Membership
Send your Birth Date to the MER Business Manager for a quote.

Products:

MER Blue Golf Shirt (2XL, XL, L, M) @ \$17.00 ea \$ _____
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50th Anniversary Cloth Patch @ \$2.00 each \$ _____
MER Lapel Pin @ \$6 each \$ _____
(The prices above include postage and handling.)
Donation \$ _____
TOTAL ENCLOSED \$ _____

The Mid-Eastern Region Inc., NMRA
Business Manager
13212 Bellevue Street
Silver Spring MD 20904-1703

Name _____

Address _____

City _____ State _____ Zip _____

NMRA # _____ Expire Date _____

MER # _____ Expire Date _____

Scale _____ Birthdate _____ Tel # _____

Make checks payable to the Mid-Eastern Region

Operations on the Pennsylvania Railroad Central Region, Northern Division/ Part II

by Ken McCorry

DISPATCHING AND PHYSICAL PLANT

The railroad requires a large number of qualified people to operate a full session. There are two Dispatcher positions KASE and LYCO. KASE on the east end controls the mainline from Stoney at MP 94.0 which is located two miles west of Rockville tower in Harrisburg, Pa to Lyons at MP 247.0. Kase's territory includes Selinsgrove Jct. at MP 134.4 where the branch to Selinsgrove, Pa. heads west. The Pennsylvania Power and Light Shamokin Dam Power Plant is located at this branch and is a key source of traffic. Millersburg, Pa at MP 136.7 serves several local industries. SF MP 137.0 at the end of Sunbury, Pa. is the crossing of the Reading RR Shamokin Div. mainline and the east connection of the PRR's Shamokin branch Downtown Sunbury is served with a station at MP 138.0. Here the west connection of the Shamokin branch known as the Horn track joins the main. We pass in front of KASE tower MP 286.5 and the east and west connections to the Wilkes Barre branch. Crossing over the north branch of the Susquehanna River we enter Northumberland Pa. MP 185.0 Creek interlocking is the east access to Northumberland yard, the largest facility on the division. Passing west of the yard, the next location west is Molly interlocking MP 282.5 the west access for Northumberland. Following the river we come to Montgomery MP 264.0. The Reading Railroad's Catawissa branch crossed the PRR both of which are headed west to Williamsport. Crossing the Susquehanna River again, we come upon East Allens MP 251.0. This is the PRR's access to the Williamsport branch and the Newberry Yard, a joint facility of the PRR, Reading and the New York Central. The PRR's passenger trains #570/571 use the Williamsport branch to access the passenger station. The main line of the PRR continues west on the south bank of the river reaching Lyons MP 247.0. This is the west end of the

KASE territory. From here west, the railroad is under the direction of LYCO which is located in Williamsport.

LYCO (named after Lycoming County where the real dispatcher was located) controls the western portion of the railroad. From Lyons at MP 247.0 to Delvan NY at MP 39.0. LYCO's territory includes West Allens interlocking at MP 242.0 which is the western access for Newberry yard. Lock Haven Pa at MP 223.5 where the Bald Eagle branch to Altoona connects. Hyner MP 202.0 is located in a state park. Drocton MP 197.0 is the east connection for Renovo Yard. This is where helpers tie on westbound traffic for the climb over Keating Summit. Renovo Pa. MP 195.0 is the next location, a small yard for local operations and helpers is based here. At "Drury" MP 194.5 at the west end of Renovo, the NYC's West Branch Valley secondary branches of the PRR main on its way to the Clearfield coal district. The NYC had trackage rights on the PRR from "Drury" to "West Allens" for access to their interchange with the Reading Railroad. From Drury west on the PRR we encounter the 2.7% grade westbound to Keating Summit Pa. MP 100.0. All traffic with the exception of the passenger trains will require helpers (or SNAPPERS as the PRR calls them). A small fleet of Alco RS-3 are based at Renovo to assist trains over the summit. There is also a 2.5% eastbound grade from Turtle Point Pa. to Keating Summit so the snappers have their work cut out for them on both sides of the hill.

Midpoint on the east side of the grade is Wrights interlocking at MP 102.0. This is the east connection of the Port Alleghany branch. This line serves the Port Alleghany plant of Lehigh Steep Corp, and provides a key source of traffic and revenue for this part of the railroad.

The next location is MP 98.0 where the railroad crosses over the Alleghany River. West of here is "Turtle Point" interlocking at MP 91.9. The west access for the Port Alleghany branch enters here. The interlocking is located in front of the two 2500 ton per day blast furnaces of Lehigh Steel, Larabee at MP 88.0 is our next location. Here the double track main line narrows to one, evidence of the PRR's ongoing CTC project. Past the GE appliance plant at Eldred MP 84.8 we encounter a short stretch of 2% grade on our way to State Line at MP 79.0. Here we

cross into the state of New York on the way to Buffalo. Crossing over the five span thru truss bridge as Oswayo Creek MP 75.0 we roll downgrade into Olean NY MP 70.5 crossing over the Erie Lackawanna's mainline at X tower.

In Olean we pass the plant of American Olean Tile, a key source of traffice, Local traffic and an interchange with the Erie Lackawanna require a small yard at Hinsdale. A passing siding from Hinsdale to Machias MP 44.5 is in service, a remnant of the once double train main. At Machias MP 44.5 back to single track, then cross the B&O's Buffalo, Rochester, and Pittsburgh line, Passing Lime Lake Run at MP 42.7 running side by side with the El and B&O. West of Lime Lake Run we part company with our competitors and pass by the cliffs at Lake MP 40.0. Slide fences here protect the right of way from numerous rock slides.

The next location is Delevan MP 39.0, where an eight-track staging marks the western end of the modeled portion of LYCO's territory.

ROAD CREWS

The railroad runs with 7 to 9 road crews. Crews sign up at the call board which gives them the symbol and location of their train. When the crew is done with their initial run they then sign up for the next available train. At an extra board next to the call board, traffic that originates from the yards on the division is placed for crews when the yardmasters have the trains made up. We run anywhere from 45 to 55 trains per session; of these, 38 are scheduled with 10 to 12 extras. Crews will get to operated from 4 to 7 trains per sessions.

HELPER CREWS (SNAPPERS)

Helper crews or snappers as the PRR called them, are based out of Renovo yard, Two or three crews are on duty as the Keating grade requires helper in both east and west directions. The Driftwood branch requires helpers on loaded coal eastbound and empties westbound. The motive power assigned to the helper pool is Rs-3's. Snappers assist 18 to 22 trains per sessions.

YARDMASTERS

Sessions require four yardmasters, one at each of the yards—

Continued on page 4

Pennsylvania Railroad

Continued from page 3

Northumberland, Newberry, and Port Allegheny. Separate switch crews are located at each of these locations. When in full operation the steel plant requires four crews to handle operations.

THE STEEL PLANT

A large steel facility is located at Port Allegheny—the Allens works of the Lehigh Steel Corp. A fully integrated steel plant with a capacity of 5000 tons of iron per day. Two 2500 ton per day Paul Werth type blast furnaces supply iron to a new (built in 1965) Basic Oxygen Furnace which converts iron into steel. Here ingots are teemed then transported to the stripper building here the molds are stripped from the steel ingots. From here the ingots are sent to the soaking pits where they are kept hot until they are moved to the stands at the rolling mills.

At the rolling mills the ingots are run through the roller stands according to the product requirements. This plant has the capabilities for blooms, slabs and billets. Because of the large capacity of this mill some of the previous products are shipped to Lehigh's other mills for finishing. Once the steel leaves the semi finishing mills, it is transferred to the finishing mills to be manufactured into finished steel products. The Port Allegheny facility produces plates, sheets, strips, coils, rails, structural steel, bars, wire and wire products, pipes, tubes, and so forth.

The mill consumes about 150 to 250 cars of raw materials per day. These include iron ore, limestone, additives and coke. The mill has the capacity to produce about 175 to 250 cars of outbound products and empties per day.

Raw materials come from a variety of sources. Iron ore is imported at the PRR's per #124 at Philadelphia,

PA. It is then transported to Lehigh's Lackawanna plant located near Buffalo, NY. There it is turned from raw ore into taconite at the sintering plant. Then shipping to Lehigh Steel's Port Allegheny, Pa as well as Lehigh's other plants located in Bethlehem, Pa, Sparrows Point, Md., Steelton, Pa, and the Burns Harbor facility located in Indiana. The plant also receives some ore from the Lehigh's Grace mine in Johanna, Pa. This is delivered to the Newberry interchange via Reading Co. Coke is supplied by the Bethlehem plant and is shipped via Reading Co. to the Newberry interchange to the PRR for delivery to Port Allegheny.

Limestone is supplied by Lehigh's quarry located in Annville, Pa, and shipped via the Newberry Yard interchange. This one industry requires four or five train movements per session and is the largest carload producer on the division.

Port Allegheny also ships and receives products via the Erie Lackawanna and B&O RR's by trackage rights over the PRR from Olean, NY, and Machias, NY, respectively.

The Port Allegheny plant has its own interplant railroad to serve the transportation needs of the facility. The Turtle Point & Allegheny handles all the in-plant car movements. It also maintains a fleet of interchange cars for shipments to other plants and customers. Maintenance of plant locomotives is handled by Lehigh's own shops. These modern facilities are capable of all repairs from minor to complete rebuilds.

Lehigh Steel has one other facility on the division. The plant at Williamsport, Pa is a producer of quality steel body panels from the automotive industry. Steel coils used in production are manufactured at the Port Allegheny plant.

Following is an example of the trains run during an operating session.

The X on the coal, ore and grain train indicates Extra, for a train that is not regularly scheduled.

Scheduled Freight Service-Eastbound

B-F-4 Train operates from Delevan staging to Enola staging; has work at Port Allegheny & Northumberland

BF-6 Train operates from Delevan staging to Enola staging; has work at Renovo & Northumberland

BNY-16 Train operates from Delevan staging; has work at Northumberland; picks up EL auto parts interchange only

Scheduled Freight Service-Westbound

BNY-16 Train operates from Enola staging; works Northumberland and Port Allegheny; terminates Delevan staging

BNY-16 Train operates from Enola staging; works Northumberland Renovo and Hinsdale; terminates Delevan staging

CSB-7 Train originates Wilkes Barre staging; works Northumberland; terminates Altoona staging

Ore and Mineral Traffic-Eastbound

OREX-502/504 Lehigh Steel Lackawanna NY to Lehigh Steel Port Allegheny; Taconite from sintering plant

Ore and Mineral Traffic-Westbound

OREX-401/403 Import raw ore Pier #124 Phila. PA to Lehigh Steel sintering plant Lackawanna NY

Ken McCorry's clinic is on Friday and Saturday; his layout is open for tours. Seeschedule page 5.

All Aboard!

Reserve space now!

PRIVATE RAIL CAR TRIP

at "Carolina Junction '98"

April 23, 1998

Ride the New Haven "Pine Tree State," from New York City to Charlotte, NC. Streamlined car; 3 catered meals; \$200.

FOR INFORMATION:

Dave Chance

Fax (704) 788-4375

Michele Chance

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Steward Hobbies, Inc., Chalfont, PA

Take a long-term career teaching history, a lifetime interest in model railroading, and a large measure of business and entrepreneurial good sense. Mix and bake, and what do you get? Stewart Hobbies, Inc.—that's what!

Stewart Hobbies, Inc. is owned and actively managed by Steve Stewart, his wife Terry, and General Manager Bob Kinderdine. The Business started in Steve's basement in 1984, and now has 15 full-time employees working in a 2,000 plus square foot facility near Chalfont, PA. In 1996, Steve retired from teaching American history in the Abington school system to devote full time to Stewart Hobbies.

Steve's interest in model railroading began with a Christmas tree Marx train set which in due course was replaced by a Lionel. In turn, this was replaced by a Hobby Line HO set, supplemented by Varney and Athearn cars. Accumulation of equipment continued after his marriage, and is ongoing today. Steve's first HO layout was a 4' x 8' using a published plan by (who else!) John Armstrong. Steve enjoys assembling kits of almost any kind, and over the years has built ship, airplane, and automobile models. However, he always returned to railroads as his first priority.

While growing up in Pennsylvania, vacationing in the Poconos, and attending college at Est Stroudsburg University, Steve was heavily exposed to the Lackawanna and Erie-Lackawanna equipment and operations.

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
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Financial realities prevented much photography, but he did alot of railfan looking (and seeing!). Steve's favorite era is 1962—early mergers, shorter cars, and a still-viable business in anthracite coal.

As a visible business entity, Stewart Hobbies began in 1984 by showing its new RS-3 kit at the Dayton MIRA Show. It was immediately successful despite competition from two other established manufacturers. The Stewart RS-3 included drive parts purchased from Athearn, and plastic body parts produced by subcontractors to Steve's specification using "flat molding." Under this technique, a shall is created from a large number of small parts, facilitating the use of parts in more than one model. The original Stewart Phase I RS-3 was followed quickly by models of the Phase II and III. In turn, these were followed by models of several versions of the Baldwin AS-16 and the GE U25B.

A meeting with Japanese businessman Hiroshi Kato triggered a major change in component scoring. Starting in 1988, Kato furnished the drive units for Stewart's F unit locomotive models, starting with the various Phases of the EMD F-3, F-7, and F-9. Then Stewart followed with Kato-

powered RS-12's and re-issues of the AS-16 and the U25B. Stewart's current approach to locomotive manufacture is exemplified by the recently-released model of the EMD FT, which features a Stewart drive, reversing marker lights, and a command control receptacle. Despite some delays from now-resolved problems with subcontractors, this model has been successfully introduced and is selling well (two paint schemes are already sold out).

Freight care manufacture began in 1990, in part to offer "small-ticket" items that would sell well despite the then-current recession. The initial circa-1956 14 panel 70 ton hopper was followed by offerings such as a 55 ton fishbelly hopper, a 70 ton 14 panel hopper, and 55 ton U-channel hopper.

Stewart Hobbies tries to focus on HO scale models that haven't been done by others, or haven't been done well. Steve is proud of the research that precedes each new release. He or his associates measure a prototype of everything they modeled for sale. Except for injection molding, they now make essentially everything they sell.

All sales are through distributors in the US, Canada, Australia, and the UK. Stewart exhibits at many shows such as NMRA, MIRA, Ft. Washington, Milwaukee, Springfield, Mass., and at most Timonium shows. No sales are made at these shows. Instead, they exhibit products and discuss product ideas with existing and potential customers.

To find out more about Stewart products, see the current ads in Model Railroader and Railroad Model Craftsman, and/or check out the listing on the home page at <http://ww2.mira.org>. MIRA/companies/stewart.html

Or write Stewart Hobbies, Inc., PO Box 341, Chalfont, PA 18914.



BRANDYWINE JUNCTION '97 PRELIMINARY CONVENTION TIMETABLE

(Clinics, Tours & Selected Special Events)

FRIDAY, NOVEMBER 7, 1997

9:00 AM	Lukens Steel Tour Departs
12:00 PM	Lukens Steel Tour Returns
1:00 PM	Clinics Session I Steve Salotti - Yard Planning and Operation on the Perkiomen Valley Ken McCorry - Operations on the Central Region, Northeast Division, PRR Jim Moir - Opportunities in Operation on a Double Deck
1:30 PM	Frazer Shops Tour Departs
2:30 PM	Clinics Session II Dave Messer - Planning the PRR Northeast Division Herb Gishlick - Modern Commuter Rail Operations Rob Kuhlman - Geology for Model Railroads
4:00 PM	Frazer Shops Tour Returns
4:00 PM	Clinics Session III Bill Ataras - Signaling Practices on Prototype and Model Railroads Win Gross - A Look Back at Pennsy Diesels, Cars & Cabin Cars Jim Hertzog - Modeling the Reading Railroad, Shamokin Division
7:00 PM	Clinics Session IV Mike Rabbit - Upper Merion & Plymouth Railroad Matthew Nawn - History & Development of the Interurban Car Bill Schaumburg - Making a Scene - Part II
8:30 PM	Clinics Session V Dean Freytag - Improving Walthers Steel Mill John Johnson - Freight Cars of The Pennsylvania Railroad Jim Dalberg - Operations on the New Jersey Northern
10:00 PM	Clinics Session VI Dean Freytag - continued John Teichmoller - Car Ferries & Car Floats I Have Known Bob Charles - Town Meeting. A Conversation with the NMRA President
7:00 PM to 10:00 PM	Layout Tours

SATURDAY, NOVEMBER 8, 1997

8:30 AM	Clinics Session VII Bill Ataras - Signaling Practices on Prototype and Model Railroads Rick Malone - CTC & Signals Made Easy Terry Nesbit - Signal & Classification Lanterns & Lamps
8:30 AM	PRR Doodlebug Fantrip No. 1
9:00 AM	PECO Energy, Eddystone Generating Station Tour Departs

10:00 AM	Clinics Session VIII Dick McEvoy - Handmade Turnouts by the Dozen Jim Dalberg - Operations on the New Jersey Northern Bill Schaumburg - Making a Scene, Part II
11:00 AM	Brandywine Scenic Fantrip No. 1
11:00 AM	PECO Energy Tour Returns
11:00 AM	PRR Doodlebug Fantrip No. 2
11:30 AM	Clinics Session IX Paul Backenstose - We Dig Coal Jim Hertzog - Modeling the Reading Railroad, Shamokin Division Monroe Stewart - Scratch Building in N Scale
12:30 PM	Brandywine Scenic Fantrip No. 2
1:00 PM	Clinics Session X Matt Chibbaro - Creative Model Railroads in Small Spaces Rob Kuhlman - Geology for Model Railroads Ken McCorry - Operations on the Central Region, Northeast Division, PRR
2:00 PM	Brandywine Scenic Fantrip No. 3
2:00 PM	PRR Doodlebug Fantrip No. 3
2:30 PM	Clinics Session XI Dean Freytag - Unusual Railroad Cars Bob Jans - Real Model Railroads Don't Fear Hidden Track Stan Knotts - Oil Refineries and Their Railroad Traffic
3:30 PM	Brandywine Scenic Fantrip No. 4
4:00 PM	Clinics Session XII Dean Freytag - continued Skip Houston - Pennsylvania Railroad Prototype Operations Gene DeOreo - Industries and Railroads of The Brandywine Valley Area
5:00 PM	Taste of Philly Buffet Opens
7:00 PM	Taste of Philly Buffet Closes
7:00 PM	Awards Ceremony/Presentations
7:30 PM	Operations Callboard
8:30 PM	Live Auction
Home Layout Tours 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM	

SUNDAY, NOVEMBER 9, 1997

9:00 AM	MER Annual Meeting
9:00 AM	Clinics Session XIII Mike Rabbit - Cheap Industrial Buildings John Teichmoller - Car Ferries & Car Floats I Have Known
10:00 AM	Train Show & Sale Opens
10:30 AM	Clinics Session XIV Win Gross - A Look Back at Pennsy Diesels, Cars & Cabin Cars Paul Backenstose - We Dig Coal
4:00 PM	Train Show Closes
Home Layout Tours - 1:00 PM to 5:00 PM	