

**INSIDE THIS ISSUE**

Presidential Pennings *page 2*  
 Proposed Bylaw Changes *page 4*  
 Brandywine Junction *Special Insert*  
*page 5*  
 MADE IN THE MER *page 9*  
 Call for Photos! *page 10*

**Congrats to All!**

**Achievement Certificate Award Winners**

**Association Official**  
 CHARLES R. POTTER III  
 43 North West Street  
 York, Pa 17404

**Association Volunteers**  
 ERIC DERVINIS  
 632 Bob White Road  
 Wayne, PA 19087

CHUCK LIND  
 1774 Moncure-Pittsburg Road  
 Moncure, NC 25759

FRANK WINNER, JR.  
 283 Oak Court  
 Severna, MD 21146

STEVE SALOTTI  
 46 Meadow Road  
 Colledgeville, PA 19426

**Ashville  
 Model Contest Winners**

CHARLES FLICHMAN  
 On3 box car

NORMAN GARNER  
 Hon3 Bridge

**Blue Lantern Award**

SAMUEL SWANSON  
 HO model of a sawmill

**PRESIDENT'S AWARD  
 BRANDYWINE  
 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.

**Calling all Reading & Pennsylvanians!**

(Were there other RR's in Southeastern Pennsylvania?)

**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  
 Gold silk screened MER Logo  
 Sizes: 2XL, XL, L, and M (includes postage)

REGION LAPEL PIN.....\$ 6.00 each

REGION CLOTH PATCH.....\$ 3.00 each

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
 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.

**Operations on the Pennsylvania Railroad Central Region, Northern Division**

by Ken McCorry

**BACKGROUND**  
 Model Railroaders today can enjoy a Golden Era in the hobby. The endless stream of locomotives, cards, industrial buildings, details, parts and electronics of excellent quality coming onto the market are mind boggling. Years ago a modeler would spend years assembling a locomotive and car roster in order to be able to run some trains, now it takes a fraction of the time. We now have locomotives ready for Digital Command Control (DCC) decoders, Kadee and similar couplers in multiple numbers. Car kits offer box, hopper, gondola, flat and tank cars of specific prototypes, not "generic" types. These are also offered in multiple numbers. Now why would someone worry about different numbers on locomotives and freight cars? Because they're trying to duplicate what did and does exist on real railroads: Operations.

Before discovering prototype operations, I had built and operated three or four HO-scale railroads. Each of them included what I thought was important, usually a passenger terminal or freight yard or an interesting interlocking. I would build it, run trains for about six months, and then start to get bored. They all seemed to be missing something, but I couldn't

Ken McCorry will give a clinic, and his Pennsylvania Railroad will be one of the layout tours featured at the BRANDYWINE JUNCTION Convention (see page 5).

put my finger on what it was. I began reading about other modelers who had built their layouts for operations. Whit Towers' Alturas & Long Pine was the first of these I remember. In January 1977, a series of articles in *Railroad Model Craftsman* on Allen McClelland's Virginian & Ohio added more information but what I really needed was to see one operating in person. Enter a model railroad open house in the fall of 1978, and for me the hobby has not been the same since!

My first exposure was an open house at Charlie Carangi's PRR layout in Newark, Delaware, a multi-layered, multiple track 1952 era operation of the PRR from Washington, D.C., to Wilmington,

Delaware. Tower operators wearing headsets relayed information to each other on traffic movements while road crews ran their trains with their eyes on individual cab signals to determine conditions ahead. While all this was going on, yard crews classified inbound trains into outbounds. I had a million questions to ask, but didn't know where to begin. Operation experience since that first encounter has answered most of these questions, but now I find myself being asked the same questions by others interested in operations. This article is an attempt to answer some of them and introduce others to the fun and enjoyment of prototype operations on a model railroad.

*Continued on page 3*

**BOARD OF DIRECTORS REPORT: HANDBOOKS, CHANGES**

The BOD met on Friday night during the joint convention in Asheville. It was noted that several changes in the contest rules are in the works and they should take effect at Madison this Summer. John Johnson explains these briefly elsewhere in this issue. Several bylaws changes are also published here. Changes are being made to the convention handbook. Many

people are surprised to find that we even have a convention handbook, but everything that takes place at a convention is documented in the book. Timelines are provided for convention sponsors to plan their advertising and trip schedules. All the requirements are spelled out as far as who is responsible for what and when. If you are thinking about

*Continued on page 10*

## MER LOCAL

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

The MER LOCAL is published six times a year. The opinions expressed in the LOCAL do not necessarily reflect those of MER elected officials or the editorial staff. Commercial suppliers, supplies and materials addressed in the LOCAL in noway constitute an endorsement by the MER. Copyright material that appears in the LOCAL is used for educational and historical benefit only, and does not constitute infringement of the copyright holder.

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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

## Presidential Pennings

### John C. Long climbs aboard the J. C. Express by Bill Gruber, President

The world—and the world of modeling—lost a true gentleman and friend with the passing of John Long of Camp Hill, Pennsylvania, in May.

John Long was a true model, a true prototype for the kind of person we should all strive to be: easygoing, cheerful, always even tempered, a joy to work with. Always generous with his advice, John managed somehow to rise above the fray to bring a clear perspective on this hobby we all love.

This letter from his wife Virginia says it well:

"Thank you for the beautiful flowers you sent in memory of John. He truly enjoyed being a part of your organization.

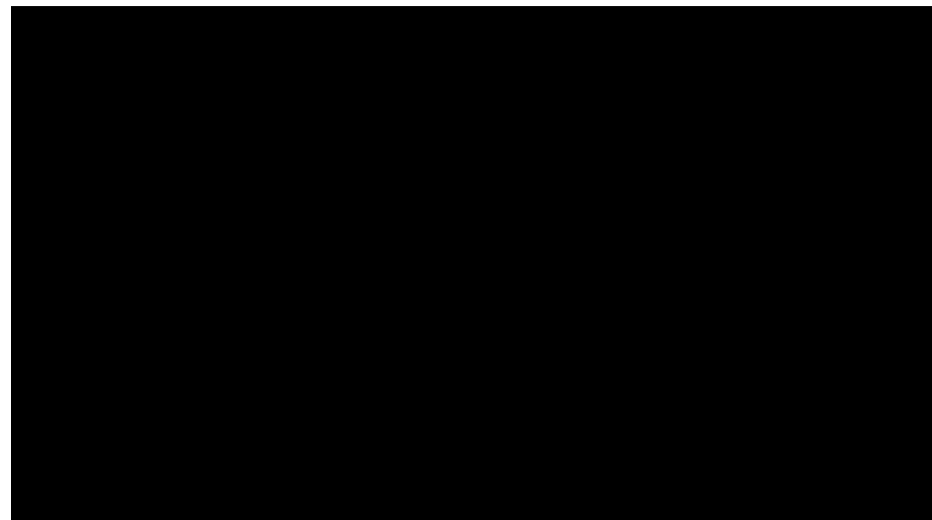
"True to his love of model railroading, the first image that comes up on his computer is the NMRA emblem. This week his NMRA address labels arrived in the mail. He certainly would have been proud to use them.

"After he stopped working, he took great pleasure in working on his own model railroad, travelling by train, and getting involved in the NMRA. He was thrilled that he was able to serve as secretary. Most of all, though, he enjoyed meeting new people, making new friends, and the fellowship that came along with being part of a group which shared his passion for trains.

"At his memorial service the pastor said, "I would imagine John sitting in heaven, working on a new model railroad that will usher family and friends from heaven's Gate into eternity. Perhaps's he's named the line the 'J. C. Express.'

"Our thoughts were that when he arrived in heaven, he would have said, 'Pardon me, Lord, is this the Cattanooga Choo Choo?'

"Thank you all for making the last years so happy and memorable."



John's railroad, the Swatara and Western is a freelance located in the coal regions of Pennsylvania in the 50-60's era. It is in 3/16 scale and includes many converted American Flyer cars and an American Flyer Alco PA/B. The shot shown above is of Belle Junction. The track to the lower right goes to the yard lead. The upper level is looking at the entrance to the Johnnton yards.

*Ginny Long, Clerk/Paymaster, will continue to run the railroad with help from her children and grandchildren.*

## Proposed Bylaw Changes

Continued from page 7

**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.**

Section 2: delete . . . five of whom shall constitute a quorum, . . . [move to policy] and change the rest of Section 2 to read:

**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. They shall establish a yearly budget in concert with necessary committee chairmen in order to direct the Treasurer's payments.** The Board of Directors shall act in all matters except as hereinafter provided.

Section 3: Eliminate Special Meeting:

**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 or *Special* 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.

ARTICLE VII Business Manager - make the following changes:

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**

B. He shall keep a roster of MER members. *in conjunction with the Membership Chairman and see that a member is advised when his 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.

C. He shall submit a budget to operate the office prior to *the Annual Meeting 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.

**E. This position will not be considered for purposes of a quorum, succession, or asset trust of the MER.**

**F. The Business Manager shall receive no compensation or gratuities for his services. At the discretion of the Board of Directors, reimbursements for transporta-**

**tion, lodging and incidentals when incurred on official Mid-eastern Region business may be authorized.**

Article VIII Standing Committees:

Change "Chairman" to "Chairs" in every instance of Article VIII

Section 1: Standing Committees are changed as follows:  
Change D. *Audit* to **Non Rail, M. Publications** to **LOCAL Editor** and Delete N. *Raillettes*

Add: **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 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.**

Section 2. Add:

**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.**

Article IX Special Committees : Add the following section:

**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.**

Article X Divisions - make the following changes:

**Section 1.** This Region may be subdivided into Divisions **to facilitate the execution of the objectives of the Region with boundaries as provided by the Board of Directors.** 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.

**Section 2. Divisions shall provide themselves with a set of Bylaws consistent with that of the Mid-Eastern Region.** *The 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* *The 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.*

**Section 5.** All Officers and members of the Division *must shall* be members of the National Model Railroad Association and the Mid-Eastern Region. *Divisional membership*

*may include those with no affiliation to either organization*

ARTICLE XIII Dissolution [ add this new article ]

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 Division 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).

## MAKING TRACKS ON THE INTERNET

NMRA

www.nmra.org

### SEE THE WEBVILLE RR

www.he.tdl.com/-coleman/webville.html

### RUN A TRAIN ON CYBER RR

www.mcs.net/-dsdawdy/cyberoad.html

### DCC HOME PAGE

www.mcs.net/-dsdawdy/NMRA/doc.html

### OTHER DCC INFO

www.tttrains.com

Filched from SouthEmeR

## Get on Board Quick Notice!

The Spring '98 MER Convention, the "Carolina Junction '98" is sponsoring  
**A PRIVATE RAIL CAR TRIP**  
on April 23, 1998.

Travel from New York City's Penn Station to Charlotte, NC, on the New Haven "Pine Tree State," a 6-bedroom, buffet, lounge, streamlined car. Enjoy three catered meals and snacks.  
Limited to 30 riders. \$200 each.

For information, please write, fax or E-mail the persons below.

You will have an enjoyable, memorable trip and convention.

Registrar Dave Chance Fax (704) 788-4375  
Treasurer Michele Chance E-mail: mchance@ctc.net  
Caroline Junction '98 Box 3193, Concord, NC 28025

## BOARD OF DIRECTORS REPORT

*Continued from page 1*

putting on a convention, contact Jim Cope and he will introduce you to the book.

All these changes are, to me, a good thing. It shows that we are keeping up with the times. We have been talking about producing a freight car. It would be used as a fund-raiser. Ideas are needed for this project. Contact a director or officer if you have anything positive to contribute.

The LOCAL still needs an editor. AP points are available in several areas while working on this publication. All that's needed is the gift of gab and basic

literacy requirements. Hey, if we can do it ...

Sam Natal is heading a committee that is studying the possibility of expanding the BOD by seating the division supers (or their designates) on the board. Much discussion ensued. The board would like to know what members think. Deluge a board member with letters and e-mail today—make them earn their keep. If nothing else, your BOD is progressive and thinking toward the future. If you have ideas about how the MER is operated, please share them with a board member.

—RON BAILE

## CALL FOR PHOTOS

The MER needs photographs for the contest in Paoli this Fall. Worried about your abilities? Don't! You won't know until you try and meet the competition. At Mt. Laurel we had only one model photo entry. If you had entered a photograph you would have won with it! Of course, the more entries, the stiffer the competition, and the more you've earned that win. Come on, try it.

The rules are simple. You must be a MER member and the photograph(s) from negative or slide must be of a model or prototype railroad subject from 5x7" to 8x12" size mounted on cardboard. See your MER handbook for complete rules or contest me for a copy at (717) 367-5626.

I want to see your camera art in the Paoli contest. Show your fellow MER-NMRA members what you can do!

—JIM ATKINSON  
Photo Contest Chairman

## Pennsylvania Railroad

*Continued from page 1*

### Planning

One question that comes up from visitors during an open house or operating session is where does the information come from? The answer is that no one source of information is sufficient. You should use as many sources as you can find because each fills in a missing piece of the operations puzzle. The more information, the more realistic your operations. In finding parts of my puzzle I have used many sources. Typical sources include: railroad and local historical societies, train shows, USGS maps, Sanborn insurance maps, local libraries, the NMRA library, NRHS, etc.

The first was a magazine called *Rails Northeast*, in print from July 1973 until July 1984. An article on the Northumberland yard gave me my first look at operations at this facility from the late 50's to the startup of Penn Central. Find a 1965 track plan of the line from Rockville to Renovo was the next piece. With these two items I had an idea what the physical plant looked like and what the operations of the main yard on my railroad would be. A major find was a 1956 PRR freight schedule book which contained system-wide data on train symbols, blocking, and where they worked. Additional sources are *The Keystone*, a quarterly publication of the PRRT&HS, *Pennsy Diesel Years*, Vol. 1-6 and, of course, *Pennsy Power* Vol. 1 & 2.

Now I had the information needed to start planning the railroad's physical plant. The track plan was modified to fit available space; operations information helped determine the number of A&D (arrival and departure) tracks needed in the yards as well as the number of classification tracks needed for all destinations served by each yard. The PRR publication called *C.T. 1000* which lists all the sidings and customers on the railroad in 1945 supplied all the information needed for local industries. The PRR diesel yearbooks supported motive power information. Now I needed to know how to move traffic around the railroad in a prototypical manner—information from a car card or waybill.

### Car Cards/Operations

Because some of the staging yards are hidden, and we use a DCC control


system, the crew will need to know the power and address of the units in order to be able to operate them. A header card is used to show the crew the train symbol, origin and destination. The back of the header card lists locations where the trains will work. A work sheet gives the crew the train symbol, origin and destination locomotive numbers, DCC address and work locations. The crew now has all the information needed to operate the train safely on the railroad.

The card system used is one from Carangi's operating sessions which have been featured in *Rail Model Journal*, December 1990, December 1991, April and August 1993 issues. Carangi models the PRR's operation between Potomac yard in Washington, D.C., and Wilmington, Delaware. The year modeled is 1952 and he runs a full passenger and freight schedule, about 40 trains per session. The car routing system he uses is a one card system. Because all information is on that one card, no separate waybills are used. The nine lines vertically give nine different car routings. All you have to make sure is that the last line's destination would logically get the car back to the first line. I originally filled these out one at a time when putting a new car in operation, but later came up with 22 different car routings preprinted which made life easier. The numbers one through six on the right of the card give six potential locations at any of the local industrial destinations. This way when the car shows up at Williamsport for a local setout you can send it up to six different locations or one location, as you wish.


Different color cards are used to designate specific car routings. A yellow card tells you that it's a multi car block—usually hoppers, coal, grain or reefers. It tells the number of cars and their destination, but not the individual car numbers. A red card is assigned to tank cars containing hazardous materials. These must be spaced away from the loco's and cabin cars by at least three cars if possible. Red is also used for oversized loads also called Baobabs by the PRR. These usually have special restrictions on where the car can go or pass other traffic. Blue cards designate company cars, covered hoppers of sand for engine terminals, tank cars of diesel fuel and cars containing company supplies. Maintenance of way cards also falls in this category.

Two varieties of car card routing are shown. The first is a 40' PRR xm box in general freight service. This car is in through service. The only time it comes out of the through freight pool is a shop destination at Northumberland and local service in Williamsport. When the car reaches Newberry yard it will be classed to the local track. It's next move will be on a local freight to the industry that matches with the number at the top of the column where the half check is located. Column 3 is the one currently marked so the car will be set out at the team track. The next car is a 40' LV airslide covered hopper in interchange service between the PRR and the NYC. The car does see local service at Williamsport and is delivered to Keystone Foods only.

**Next Issue:**  
**Part II, Dispatching and Physical Plant**

THE PENNSYLVANIA RAILROAD NORTHERN DIVISION								
Car Type	Rept Mks	Car Number	1	2	3	4	5	6
40' Box car	PRR	47005	X	X	X			
Buffalo			X	X	X			
Wilkes Barre			X	X	X			
Altoona			X	X	X			
Wilkes Barre			X	X	X			
Northumberland Shop			X	X	X			
Buffalo			X	X	X			
Enola			X	X	X			
Williamsport LOCAL			X	X	X			

THE PENNSYLVANIA RAILROAD NORTHERN DIVISION								
Car Type	Rept Mks	Car Number	1	2	3	4	5	6
40' LO	LV	55016	X	X	X			
Enola			X	X	X			
Buffalo			X	X	X			
Port Allegheny (Shop)			X	X	X			
Corning (NYC)			X	X	X			
Enola			X	X	X			
Wilkes Barre			X	X	X			
Syracuse (NYC)			X	X	X			
Williamsport LOCAL			X	X	X			

**Williamsport**  
1-2 Davis Mfg.  
3-4 Team Track  
5-6 Grit Publishing

**Williamsport**  
1-6 Keystone Foods

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 \_\_\_\_\_ Birthday \_\_\_\_\_ Tel # \_\_\_\_\_  
Make checks payable to the Mid-Eastern Region

### MEMBERSHIP APPLICATION

YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION TO BE A MEMBER OF THE MID-EASTERN REGION

#### Remittance Enclosed for:

**National Dues:** q New q Renewal \_\_\_\_\_  
q 1 year: \$30.00 q 2 years: \$60.00 \$ \_\_\_\_\_  
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** \$ \_\_\_\_\_



## Notice to all Mid-Eastern Region, NMRA Inc. members From: Mid-Eastern Region Secretary Re: Proposed Bylaws

The following Bylaw Changes will be voted on at the Annual Meeting, November 9, 1997. This change will be a revision to the existing Bylaws, as the changes involve most of the articles. If you need a copy of the current MER Bylaws, please send a SASE to the MER Secretary, 632 Bob White Rd, Wayne PA 19087.

KEY: Text in italics has been deleted. Text in Bold face is new.

Article II Section 3 delete the following:

*E. Subscriptions to the LOCAL may be obtained by payment of the equivalent amount of dues as outlined in Section 3., A., B., C., and D., above. Regional Membership will be in force as long as National Model Railroad Association Membership is maintained. (9/85)*

Article III Replace Sections 3, 4, 5 with new sections 3, 4, 5 and change Section 6:

**Section 3.** Any meeting other than the Annual Meeting or a Special Meeting shall be an additional meeting. They will be called by the Board of Directors and any regular business may be transacted.

**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.**

**Section 4.** Notice of the Annual Meeting, and any Special Meeting or additional meetings, shall be as published in the regional publication which, shall be deemed sufficient notice when sent post paid to the last address given to the Office of the Region by the member.

**Section 4. At the Annual Meeting and at any Special or additional meetings twenty five (25) such members constitute a quorum for the transaction of business.**

**Section 5.** Notices of Special Meetings shall be mailed by the Secretary to the members (or printed in the regional publication) at least thirty (30) days before the date of such meeting and shall state the purpose for which such Special Meeting is called.

**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.**

**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

Move nomination and election schedule to Policy :

ARTICLE IV Elections, Nominations and Ballots - as revised:

### Section 1.

A. All Officers and Directors and the NMRA Trustee 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 and the NMRA Trustee elected on the EVEN numbered years. They shall take 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. (10/92)

### 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. The committee shall report to the President in time to publish the nominations in the January/ February regional publication. Nominations shall be closed as of March 15. (9/87)

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. Nominations shall be closed as of March 15. (9/87)

C. Balloting shall be by mail. Ballots shall be mailed to all members on or before May 15 of each year. All ballots must be in the hands of the Ballot Committee Chairman by July 5 to be valid. (1/90)

D. Nothing shall prevent any National Model Railroad Association member in this region from voting for NMRA Trustee if he so desires. (1/90)

D. The Ballot Committee shall report the results of the election to the President. by July 10.

**E. A schedule for nominations, petitions, ballot and election results may be found in Policies, Article VI**

Add new section to conform with the national NMRA: **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**

**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.

**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.**

Article V: add to Section 3:

**He [the secretary] shall also be responsible for the maintenance, updating and distribution of the change pages of the Executive Handbook.**

Article V: Move Section 6 and 7 to Article VI Board of Directors

Article VI Section 1, Replace old C with new C:

*C. The NMRA Trustee shall serve as a non-voting member of the Board of Directors. This office will not be considered for purposes of a quorum, succession, or asset trust of the MER. (1/90)*

*Continued on page 11*



COMPILED BY ROBERT L. CASON

## The Bethlehem Car Works, Inc., Souderton, PA

Infectious smile, generous shock of white hair, loves railroad passenger cars, answers to the call of "Green-eeen!" from his business partner-wife.

The foregoing verbal snapshot is of John Greene, the genial owner of The Bethlehem Car Works, Inc. Like many of us, John has been active in model railroading since childhood. Early influences included his father's Lionel equipment, and a Mantua 0-4-0 set he was given in 1947. At that time, "set" meant a set of kits to be assembled to form a complete train. Fortunately, no one attempted to perform the assembly feat on Christmas Eve! After brief excursions into other hobbies as a high school student, he has been active in model railroading ever since.

The Bethlehem Car Works began as an active business in 1984 when John commissioned the creation of injection molding dies for seven Reading passenger cars based on plans in *Model Railroader*. Since then, the product line has grown in several directions. Most important is the line of "fine HO scale craftsman kits for the serious modeler." These are replicas of 1940- and 1950-vintage passenger and baggage cars. Railroads covered include the Pennsylvania, Reading, CNJ, Lehigh Valley, Western Maryland, Erie, and Soo.

Some kits feature injection molded styrene, while other use photo-etched brass sides with

*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

plastic parts. Kits come with a variety of add-on details, and diaphragms, and appropriate decals. Modelers can easily substitute their own road name for those provided. On occasion, Bethlehem Car Works has produced private label kits for organization such as historical societies. One or more products are usually under serious consideration at any given time. Non-passenger rolling stock is one of the many current possibilities.

Bethlehem's Kitbits Division sells a wide variety of parts for scratch building passenger and baggage cars. For example, battery boxes, ice bunkers, roof vents, brake parts, and steam traps. A third part of the business involves cooperative manufacturing/marketing ventures with other people. John calls this the "Sparrows Point Division" (think Baltimore!) These frequently begin as informal conversations in which others seek John's advice on proposed model railroad business ideas.

After retiring as a purchasing agent, John now works as a toll collector for the Pennsylvania Turnpike Commission, with the Bethlehem Car Works occupying more than 20 hours per week. John does the significant design on most products; he and his wife Janey do all the kit assembly and marketing. Manufacture is by others on a contract basis. One of Bethlehem's business realities stems from the nature of actual passenger car manufacture during the 1930's and 1940's. Most cars were made to order for specific railroads in very small quantities—as few as eight or ten. Fast forward to 1997. Except for a few huge lines like the Pennsylvania, the current market for a particular passenger care model may be quite small. This conflicts with an unfortunate feature of styrene model manufacture because a set of injection molding dies costs many thousands of dollars and the cost must be recovered over sales of many kits if they are to be reasonably priced.

The Bethlehem Car Works has a booth at the NMRA annual train show and at most scale meets in the Northeast such as Timonium, Ft. Washington, and West Springfield, MA. In practice, most sales are made through hobby shops and wholesalers. However, people wanting to buy direct can obtain a catalog by sending a stamped self-addressed #10 (business size) envelope to:

The Bethlehem Car Works  
263 Parkview Drive  
Souderton PA 18964

Lehigh Valley 68' Coach  
Kit #710

Photo by Chuck Davis

brandywine  
junction 4

brandywine  
junction 1

brandywine  
junction 2

brandywine  
junction 3