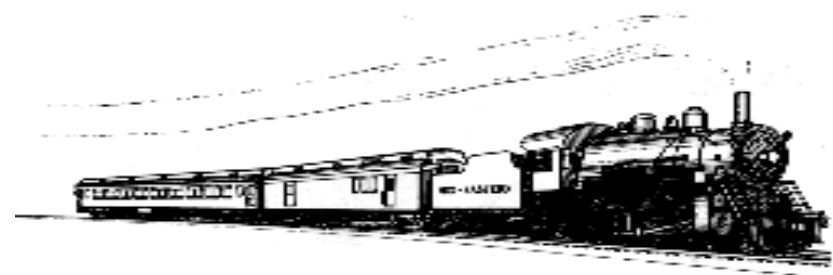


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PHILADELPHIA DIVISION ELECTION REPORT

John A. Nawn, March 30, 1998

In accordance with the Philadelphia Division Charter, Division Officer elections were conducted at the Division Annual Meeting on Saturday, March 28, 1998.

As a result of the elections, the following were selected to serve as Division Officers.

- SUPERINTENDENT: James Hart, MD
- ASST. SUPERINTENDENT: Matthew W. Nawn
- CLERK: Timothy J. Palmer, MSgt, USAF

Immediately following the elections, the new Officers appointed Samuel J. Parker, III to serve as Division Treasurer. Taking over as Editor of the Philadelphia Dispatcher will be Steve Salotti, (RD#2, 46 Meadow Road, Colledgeville, PA 19426, 610-489-1940.) Continuing as Foreman of the Division Module Team will be Thomas Cancelmo. On behalf of the current officers and myself, we wish the new officers the best of luck in the future and thank the Division and Region for the opportunity for service to the NMRA.

The term of office for the new officers will run from April 1, 1998 to March 31, 2000.

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

MAY/JUNE

Mid-Atlantic Narrow Gauge Guild Annual Module Meet
May 15-17, Kimberton, PA (BINGO hall at the Kimberton Fair grounds). Registration; Weekend \$15, daily \$10.

Great Scale Train Show
June 20-21 at the Maryland State Fairgrounds, Timonium, MD. For information, call Howard Zane 410-730-1036.

SEPTEMBER/OCTOBER

MER Fall Convention
October 9-11, 1998.

Volume 53

May - June 1998

Number 3

Winter Operations

By Bob Hubbard

During the period of 1953 through late 1955, I was a fighter pilot with the United States Air Force Air Defense Command flying jet interceptors. Since I was a graduate engineer, I was also assigned the additional duties as the Base Engineering Officer. As such, I was in charge of all new construction and maintenance of building, roads, runways, hangars, snow removal, crash rescue, fire protection, etc. Part of the etc. was the fuel storage system for aircraft fuels. The air base was Presque Isle Air Force Base, Presque Isle, Maine. If you don't know where this is, just drive north toward the top of Maine until you are about 20

miles south of the Canadian border.

Let me set the climatic conditions in the winter for you. First snow is usually mid October that covers the ground, with the last snow leaving about the first of May. Ice out on the lakes is late May. Mid-winter temperatures are regularly 30 to 40 degrees F below zero with a good wind.

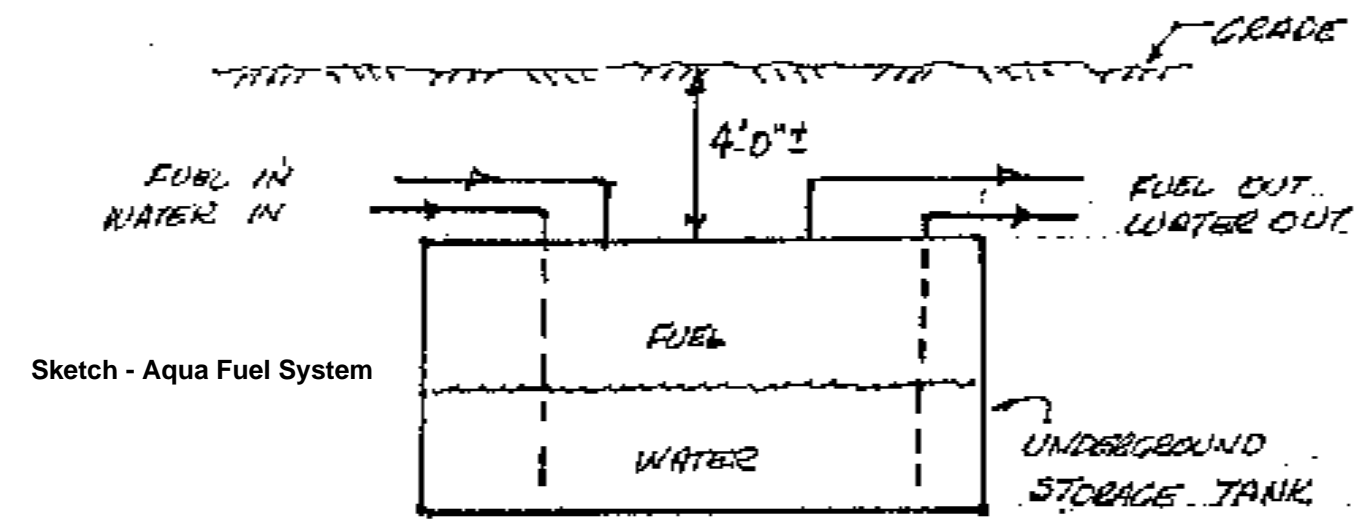
Well, how did the fuel system and the railroad operation become tied together? My first encounter with the railroad and the fuel system came one cold winter day. There was already about two feet of snow on the ground. During the previous week the temperatures at night were about 25 degrees below zero (checked with Base Weather). We had just

received our usual shipment of fuel by railroad tank car. Flying activity was picking up due to the "cold war" with numerous aircraft intercepts, thus the use of jet fuel (JP-4) as well as 130 octane aviation gasoline was increasing. This put an increased use on the fuel facility. The failure which we encountered had occurred previously, however the problem solved itself by naturally thawing out in time. The increased fuel flow through the system put the "Aqua" fuel system to the test.

The fuel facility was an "Aqua" fuel system (see sketch below) consisting of underground storage tanks and the necessary piping. Since the underground tanks were located in a very wet,

Continued on page 3

The Mid-Eastern Region Inc., NMRA Business Manager 13212 Bellevue Street Silver Spring MD 20904-1703		MEMBERSHIP APPLICATION YOU MUST BE A MEMBER OF THE NATIONAL MODEL RAILROAD ASSOCIATION TO BE A MEMBER OF THE MID-EASTERN REGION	
Name _____	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.		
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NMRA # _____ Expire Date _____	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.		
MER # _____ Expire Date _____			
Scale _____ Birthday _____ Tel # _____	Lapel Pin/Tie Tack @ \$6 each \$ _____ Region Cloth Patch @ \$3 each \$ _____ Donation \$ _____ TOTAL ENCLOSED \$ _____		
Make checks payable to the Mid-Eastern Region			



MER LOCAL

Official Publication of the
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The MER LOCAL welcomes articles, photographs and model railroad related material as contributions to members' mutual enjoyment of the hobby. Materials should have a wide appeal. Editors will exercise all due care of submissions, but contributors should not send originals without having back-up copies of both articles and photographs. Editors, by definition, reserve the right—and have the responsibility—to make corrections, deletions and changes to accommodate space.

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

Of new members, handbooks & funds, funds, funds

by **Bill Gruber, President**

Over the last several months the Mid Eastern Region has given way to the Mid West Region in the number of NMRA members within its borders. On the brighter side, MER membership has increased slightly to over 1,000. Currently, there are about 2,700 NMRA members within the boundaries of the MER which leaves about 1,700 members without MER affiliation. How can we attract these as well as new members? Why not take the time to explain the benefits of Region membership to someone over the next few months? Think about it! If each of us signed up just one new member, we could grow quickly. And don't forget to bring these new people along to a future Region Convention.

It's been many years since the MER distributed its first Division Handbook and after talking to many of the current and past Supers, some of whom never saw the Handbook, the MER Board of Directors felt it was high time to re-issue a current Handbook. The revised Handbook will reflect any changes made during the last several years and will eventually be sent to each Division Superintendent to share with Division Officers and members.

South Mountain member and former Superintendent Richard Benjamin and a small group of other MER and Division members are busy revising and updating the Division Handbook for presentation to the Board of Directors this summer. Please contact Richard if you would like to help out with this project. Once approved, the Handbook will be distributed to each Division Superintendent.

At our Spring Board meeting in Charlotte, the MER Board of Directors approved a revised Regional Convention Handbook which gives detailed procedures and requirements for hosting an MER Convention. Also, I am please to announce that Charlie Potter will assume the duties of MER Executive Convention Chairman.

Charlie is replacing Jim Cope who stepped down from this position last March. Jim is not completely out of the picture yet, as he is still acting on behalf of the MER BOD as Lehigh Valley Limited convention Chairman. Thanks for all your hard work, Jim! If your Division, club or other group is interested in hosting an MER convention, please contact Secretary Dervinis for a copy of the new Convention Handbook.

The MER Staff still has a few open roster positions. This is a great way to accumulate points toward Association Volunteer and could be a stepping stone in taking a more active role in helping steer the future of the MER. This issue, I would like to solicit a volunteer to head up the Fund Raising Committee who could oversee projects such as the freight car, shirts, etc. This is a great way to help the MER keep our dependency on dues to the absolute minimum!

Speaking of fund-raising, the MER still has RF&P gons available (see page 11). Send your orders to Office Manager Nelson Garber. He also has a supply of MER pins and patches. We'll be working on another friend car project soon as well as another golf-style shirt with an embroidered Region logo.

On a final note, I would advise all that all Divisions apply for insurance coverage for their meets for the remainder of this year as well as the coming year. Since the NMRA policy expires each November, a new application must be completed and signed by MER Trustee Monroe Stewart prior to November. A \$10 fee must be submitted with each application. All known meets can be listed on one application, thus saving additional \$10 fees. If there are another other questions, please contact myself or Trustee Stewart.

From the Editor: A mini-meet meant maxi-involvement

By Stan Knotts
srknotts@erols.com
Address 19808 Falling Spring
Ct., Laytonsville, MD 20882

My first issue was not as good as I would have liked as the photo scans did not come out well. This issue is light on photos but look for a bunch in the next issue with a report on the Spring Convention in Charlotte, North Carolina. The Fall Convention will be in Allentown, PA and I expect to be there.

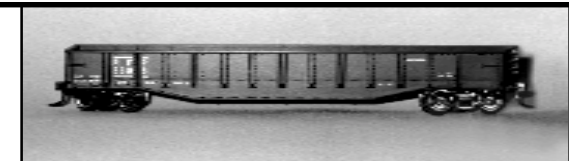
I remember my first MER convention held in Silver Spring, Maryland, a bunch of years ago. Even though it was close to my home, I did not know many of the attendees because I had been essentially a lone-wolf modeler. At that first convention, I met a number of people who have become lifelong friends. I became aware of the local MER Dixie Division (now Potomac Division) and attended a mini-meet that they held where I made more friends and volunteered for my first role as an officer of the division. These meets and the

associations I made there and in successive get-togethers greatly influenced the course of my model railroading. I found that my modeling skills improved dramatically through the interaction with experienced modelers. I entered contests and discovered ways to improve my work. It is quite possible that had I not become involved in these NMRA sponsored events that my interest in model railroading may well have lapsed through boredom. My message here is if you have not participated in the MER and NMRA conventions give it a try. I think you'll like it.

The article in this issue by Bob Hubbard is based on his own life experience with a railroad related

situation. I wonder how many other MER members have had railroad related experiences that might be of interest to us. At a recent Potomac Division meet there was a very well done module depicting a rail scene from the builders childhood. It provoked several of the on-lookers to relate past railroad related experiences from their childhood or youth.

While all of our experiences may not have been earth shaking, it would be interesting to compile brief historical sketches from the membership that would provide a glimpse into the past of our rail experiences. If you have such an experience, drop me a note or email and I will compile them into an article or series of articles.



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ELECTION NEWS FROM THE SECRETARY

The MER Nominations Chair Alex Pope announced the following ballot for the upcoming elections:

C. William Gruber, President
Nelson W. Garner, Vice President
Eric Dervinis, Secretary
Ron Schmidt, Treasurer

Further nominations must be submitted to Alex Pope by petition before June 15. The ballot will appear in the July-August issue of the LOCAL.

MADE IN THE MER

COMPILED BY ROBERT L. CASON

Dallee Electronics, Inc.

You knew that the year 1976 was the 200th anniversary of the signing of the Declaration of Independence, but that's not all. In 1976, Dallas Gutacker met Leon (Lee) Persky in Reading, PA. They discovered they had many common interests, and—Eureka!—Dallee electronics was born. Dallee became a full time company in 1987, and incorporated in 1996. With the title of president, Dallas now handles most technical development work. Lee usually handles sales and technical support.

Dallas' model railroad interests go back to boyhood. Starting about 1949, his basement was regularly filled with layouts put together from five American Flyer train sets. These layouts were assembled and disassembled with some regularity. He recalls running up to eight American Flyer locomotives simultaneously with then current "track trip" electrical controls. This proved to be a harbinger of things to come. After home study electronics courses and a variety of work experiences, Dallas worked his way through Penn State, graduating with a bachelor's degree in Electrical Design Engineering Technology. He considered becoming a sound engineer, but the lure of model railroading and hands-on electronics proved to be too strong. To this day, American Flyer remains collectible for him,

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

while scale model railroading has taken over as the major interest.

Lee also started with American Flyer as a boy, but switched to HO in 1949. In theory, he is still an HO modeler, but spends a lot of time on other people's O scale, O high rail, and G gauge layouts. His work experience included a high school job in a hobby shop, plus employment with the Pennsylvania, N&W and Illinois Central railroads. When he and Dallas met, Lee was involved with installing photo finishing machines in the Reading area.

Dallee Electronics' initial product was the Engineer throttle which was first shown at a train show in Hamburg, PA in 1977, and then at an MER convention in Reading. Then, as now, emphasis was placed on combining reliability with affordability. Over the years, the product line has been expanded to include a wide variety of model railroad electronics such as sound systems, throttles, turntable indexers, signaling equipment, detectors, lighting and power supplies. Dallas and Lee are particularly fond of their sound systems. All are the result of carefully recording actual locomotive sounds. The product line now includes ten different steam chuff/whistle combinations, thirty diesel engine/horn combinations, GG1 sounds and trolley sounds. Many of Dallee's products, in addition to working

with standard DC track power, are also DCC compatible and are usable in all gauges and scales. In different configurations, they will also operate on AC track power. In-locomotive sound systems are intended for use in HO or larger scale equipment. Dallee also supplies custom designed equipment to other manufacturers such as Atlas, Fine Art Models and Kohs and Co.

The firm is now housed in part of a cheerfully cluttered modern building that was formerly a church. The facility includes a showroom to demonstrate their products. Most manufacturing is done right there. Subcontracting is limited to components such as certain circuit boards whose production requires a large investment in highly specialized machinery. When manufacturing and subcontracting parts, there is a strong inclination to favor U.S. manufacture over imports.

Most sales are direct to users. The number of hobby shops that stock and sell Dallee products is limited because many buyers need some on-the-spot technical advice, and want to see the equipment demonstrated. Dallee exhibits (and demonstrates) at national shows such as NMRA conventions, O-scale and Train Collectors, and frequently exhibits at the national S-scale and garden railway shows. For product information, technical advice and order placement, prospective buyers are encouraged to call 1-717-392-1705 and discuss their needs with Dallas or Lee. Their showroom/factory/office facility is easily reached just off US 30 east of Lancaster, PA. Anyone planning a visit should call ahead to ensure that the people and the demonstration equipment can accommodate them (rather than being at a show or loaded for one).

Winter Operations

Continued from page 1

low area, and to prevent them from floating out of the ground if empty, the tanks were always full of either water or fuel by using an "Aqua" system. Fuel floats on water. Using water as the "pump," water was directed to the bottom of the tank and the fuel came out the top. When fuel was placed in the tank, water was removed to make room for the fuel.

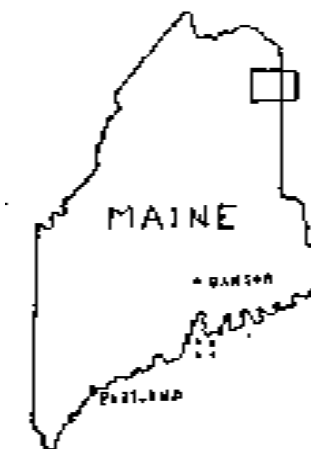
The problem arose this fine winter day when fuel could not be removed from the tank. A temperature check of the fuel recently delivered by rail revealed the temperatures of the fuel at 10 degrees F in an underground storage tank. Water still freezes at 32 degrees. The water line into the tank, used to force the fuel out of the tank, was frozen solid. There had not been enough time for the ground temperature to warm up the fuel, thus thaw out the water feed line. The line was finally thawed out by digging down to the storage tank top and placing fresh cow manure around the pipe. This problem was going to become more serious as greater amounts of fuel were used.

The air base received its fuel by railroad tank cars. The rail line that serviced the air base was a short line, the Aroostock Valley Railroad (AVR). The AVR installed a spur into the air base during World War II. Even though the Bangor and Aroostock Railroad (BAR) served all of Maine, and had a rail line into Presque Isle, there was no connection to the Aroostock Valley Railroad. Fuel was shipped in standard tank cars via Canadian Pacific (CP) in

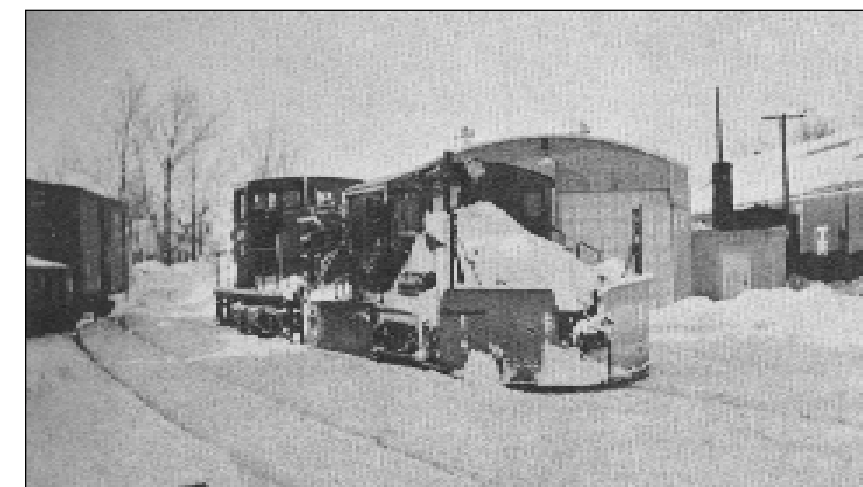
Canada, across the St. Johns River at Perth to Andover, New Brunswick, and into Presque Isle. The Aroostock Valley Railroad picked up the rail cars from the CP interchange in Presque Isle and delivered to the air base. You can imagine the fuel temperatures in the rail cars after traveling or standing for several days in that kind of cold weather.

The solution was easy—heat the fuel; both in transit,

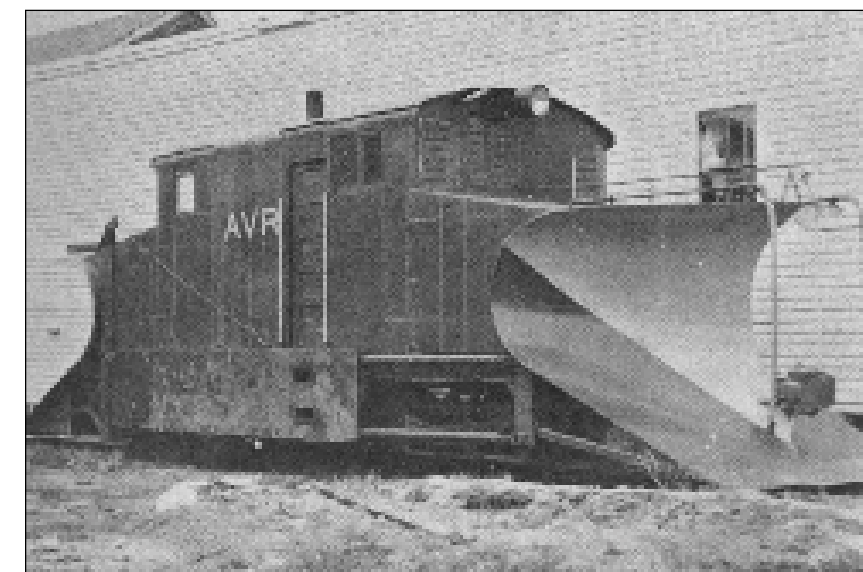
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The small square on the state map shows the location of Aroostock Valley R.R. in Maine



Plowing Snow P.I.A.F.B 195A



Snow Plow - 1954

Winter Operations

Continued from page 3

and when it arrived at the air base, prior to unloading into the underground storage tanks. The biggest problem was to convince the supplier, the railroads, and everybody else, to ship the fuel in rail cars that had tank car heaters built in the bottom of the tank. These heated tank cars usually held tar or heavy petroleum products that required heating even in warm weather. After much shouting, yelling, etc., we finally had everyone on the "same page" and the fuel started to arrive warm, at least above 32 degrees F. Steam engines were still in use some of the time. I found out that the railroad had to place the tank cars next to the engine in freight trains, to receive steam from the steam engine, or from the boiler on a passenger type diesel.

As long as the rail cars did not sit too long at the interchange in Presque Isle, and Aroostock Valley Railroad moved them promptly, no heat was required to be applied by the AVR. The AVR had no facility to heat the cars anyway. If the AVR was slow in moving the cars, we heated the rail cars with steam at the air base prior to unloading.

Now we had solved the problem, at least I thought so. Next came the heavy snows. We had 241 total inches snow fall that first year and very little melted until April. The air base received on average 18 to 20 tank cars a week. The AVR used a GE 44 ton as their main line engine, their only



Engine #12 - Presque Isle - 1985

type engine. In fact they had two of these engines. The siding into the air base was a slight up grade. The siding ran through a wooded area that drifted badly with heavy snows. Many times the two GE 44 toners did not have enough power and traction to shove the wedge plow up the grade to remove the snow. If the engine and plow did arrive at the air base, it was digging time to remove the snow in front of the plow in order to couple to the tank cars for removal. Many times the air base sent their huge truck mounted snow blowers, used to clear the runways, down the track to open the rail line. Also, Air Force personnel went into town to help dig out the switches in order that fuel was delivered. Bulldozers were used many times to keep the tracks clear. As flying increased, this operation became more critical. It became a cold, tough job in the winter to keep the rail siding open and receive the needed fuel.

Since there was no connection in Presque Isle between the Bangor and Aroostock and the Aroostock Valley Railroad, the trip north through Maine was unbelievable. Trains with the tank cars, entered Maine usually via the Boston and Maine RR, interchange at Portland to the Maine Central RR. The Maine central had an interchange with the Bangor and Aroostock at Northern Maine Junction (near Bangor), but this did not help. The Maine Central moved the rail cars to Mattawamkeag (Eastern Maine) to interchange with the Canadian Pacific which ran east and west across the central part of Maine. Then the Canadian Pacific, split at McAdam, New Brunswick, south to Saint John and Halifax, and ran north through to the Aroostock Junction and the connection with the Aroostock Valley Railroad.

After this initial encounter with the Aroostock Valley Railroad, I have read and kept

Continued on page 8

Winter Operations

Continued from page 8

connection was removed. This was a death blow to the AVR. About 1990 the Bangor and Aroostock Railroad built a connecting line from their mainline located south of the airport, around the east end of the East-West runway, and connected to the spur of the AVR. In February 1996 the Aroostock Valley Railroad announced that it is at the end of the line, and all their assets are to be sold. This ended 86 years of transportation in

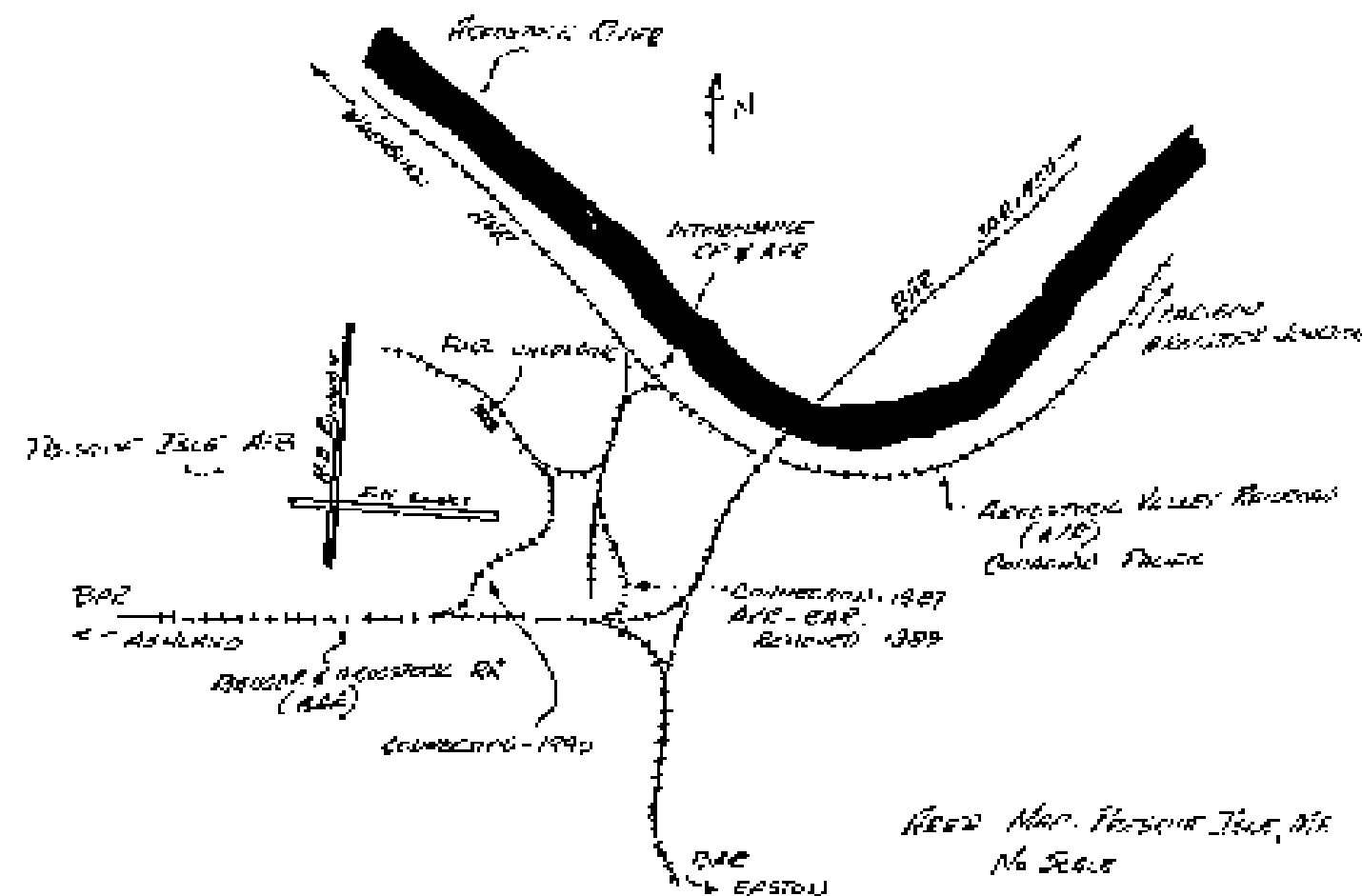
northern Maine. The future switching services in the area to be provided by the Bangor and Aroostock Railroad Company. A visit to the area in 1997 revealed some of the tracks still in place, and other right of way areas now Snowmobile trails.

A Pentrax video "Today's Maine Railroads" has a short segment on the Aroostock Valley Railroad showing the two remaining GE 44 ton units and the engine house in Presque Isle.

Reference: "Aroostock Valley Railroad, History of the Potatoland Interurban in Northern Maine" written by Charles D. Heseltine and Edwin B. Robertson, copyright 1987.

Photos used in this article are from the above listed booklet.

Sketches are by the author.



Winter Operations

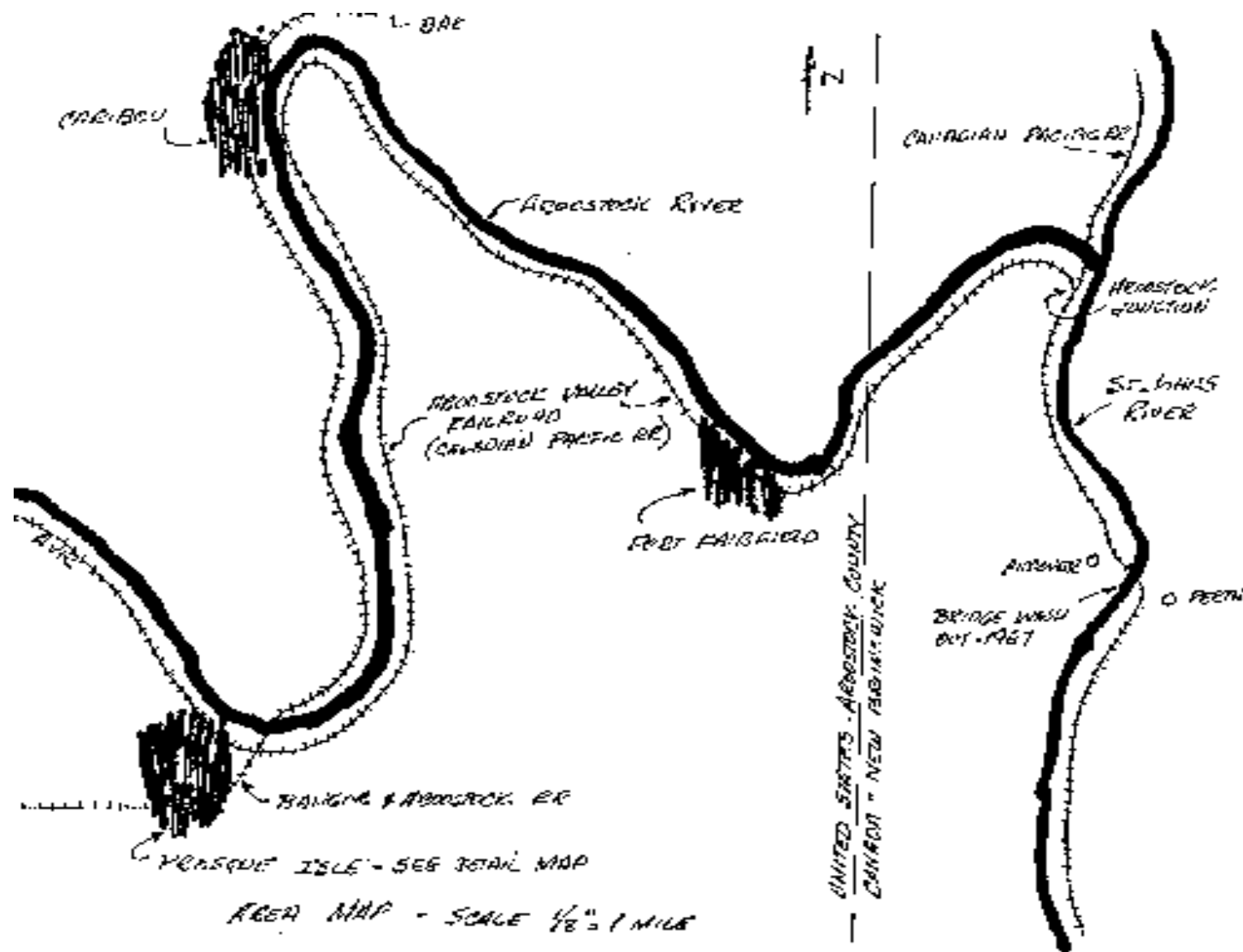
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up to date on the railroad's status during my return trips to this area each year to go fly fishing (42 years). The Aroostock Valley Railroad was started in 1875. The railroad ran in and around the Aroostock river valley serving the towns of Caribou, Washburn, Presque Isle and Fort Fairfield. In 1887 an extension was made into Canada to connect with the Canadian Pacific from Fort Fairfield to Andover, New Brunswick. In 1890 the

Canadian Pacific Railway took over the Aroostock Valley Railroad. The AVR was originally a trolley line with electric power from the hydro power plant in Fort Fairfield, on the Aroostock river. In June 1945 the first diesel arrived, a GE 44 ton unit, #10, and ended all electric operations.. In the early 1970's the Air Force closed the base and the city took over. The old fuel facility was closed. The air base became the Skyway Industrial Park. One of the old Bomarc missile ready hangars became an International Paper Corrugated

box plant, another a plywood plant, and another a starch factory, all with a fair amount of rail traffic for the AVR. In 1987 a devastating flood on the St. Johns river in New Brunswick, Canada took out the bridge between Perth and Andover and cut the CP and AVR rail connection. A new rail connection was built between the AVR and the BAR in downtown Presque Isle to help serve the Industrial park. When the city had a rebuilding program with the Aroostock Center Mall construction, this

Continued on page 9



MER LEHIGH VALLEY LIMITED



FALL OCTOBER 9-11 1998

The Fall 1998 NMRA Mid-Eastern convention in Allentown, PA plans to have layouts on tour that meet the need of every modeler. The layouts range from small home layouts to large club pikes. Traction, 1950 steam/diesel era pikes and modern systems are all represented in N, HO, and O scale. Although emphasis is slanted toward the local railroads such as the Reading, LEHIGH Valley, CNJ, LNE, and modern Conrail, other lines such as the Great Northern, NYS&W, and PRR are represented.

Numerous fictional railroads are also available for viewing. The club tours are all impressive, especially a trip to the Christmas City Hobbies club which shares space with a well stocked hobby shop. Scenery, although present on many layouts, is just getting underway on other pikes, so modelers interested in construction techniques, benchwork, and wiring will really want to see these layouts.

Hotel Reservation Request Form

Send to

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CONFERENCE CENTER
ROUTES 22 & 309
1151 BULLDOG DR.
ALLENTOWN, PA 18104

A SPECIAL RESERVATION REQUEST

Mid-Eastern Region NMRA

DATE: October 9-11, 1998

RATE: \$55.00 + tax per night

My request for accommodations are as follows:

Name: _____

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City: _____ State: _____ Zip: _____

Area Code & Phone: (_____) _____

Number of rooms with one bed	Number of rooms with 2 beds	Number of adults	Number of children

Arrival Date: _____ Departure Date: _____ Number of Nights: _____

Reservation guaranteed for a 4:00 p.m. arrival: _____ Major Credit Card: _____

Credit Card Number: _____ Exp. Date: _____

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**FALL
OCTOBER 9-11
1998**

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Parking is FREE at the Hotel.**

Payment must accompany registration form. Bounced checks will not be put through twice - you will be required to pay your entire fee by money order or cashier's check through the mail or in cash at the convention. You will be responsible for all bank fees charged. DO NOT enclose hotel room reservation requests with your registration. If you pre-register and later need to cancel, a full refund will be given only if the request is received by the registrar in writing by Oct. 1, 1998. Allow 4 to 6 weeks for processing of your refund. DO NOT mail a registration after Sept. 15, 1998; register at the door. DO NOT staple your check to your registration form. Call (609)-467-3385 for a recording of current changes and updates. All activities are subject to change, substitution, addition or cancellation.

EXTRA FARE CONVENTION SOUVENIRS

601 - LEHIGH VALLEY LIMITED Convention Pins - \$4.00

The LEHIGH VALLEY LIMITED will be offering commemorative pin for the convention. Full Registrants will receive one free.

602 - LEHIGH VALLEY LIMITED Coffee Mug - \$7.00

The LEHIGH VALLEY LIMITED is offering a Commemorative Coffee Mug. The Mug will have the convention Logo.

EXTRA FARE TOURS

201 -NONRAIL TOUR - \$15.00

Visit the Clover Hill Vineyard of Allentown in the AM, Lunch (individual statement), then to Easton. Visit the newly opened CRAYOLA museum to see crayons made and the National Canal Museum is available next door.

202 - RAIL TOUR - \$19.00

Visit the LEHIGH Valley Depot and Locomotive shops in Weatherly and learn the history of the town, Lunch (individual statements), The PM will be spent in Lansford visiting an operating mine loco, mine shafts and former LC & N buildings.

EXTRA FARE NON-RAIL CLINICS

551 - Making a Halloween Witch - by Alma Makley - \$10.00

Alma will teach you to make a witch out of house hold items and craft items. Materials will be provided.

EXTRA FARE FOOD FUNCTIONS

401 - 404 - LEHIGH VALLEY LIMITED Banquet - \$21.95

The LEHIGH VALLEY LIMITED Banquet Will have a choice of #401 Prime Rib, #402 Roast Pork, #403 Swordfish & #404 Vegetarian. The Banquet will be on Saturday Night.

405 - LEHIGH VALLEY LIMITED Breakfast - \$9.95

The LEHIGH VALLEY LIMITED will have a Breakfast on Sunday Morning.

EXTRA FARE RAIL CLINICS

501 - Decaling a Rail Car - by Sam Natal - \$15.00

Sam will take you step by step showing the techniques needed for decaling a rail car. You will receive a car and decals to do the job.

502 - Building a Walk Around Throttle - by Bruce Makley - \$20.00

Bruce will take you step by step in constructing a basic kit. Construction and soldering techniques will be learned. You will receive a soldering kit, cutting pliers, printed circuit board and electronic components.

EXTRA FARE NON-RAIL CLINICS

552 - Making Miniatures - by Donna Johnson - \$5.00

Donna will guide you along to make a miniature craft item that is the basics for most miniature craft building.

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