

## Welcome to the Perkiomen Valley Railroad

*By Steve Salotti*

In 1886, a group of local businessmen from the Perkiomen Valley area in southeastern Pennsylvania decided to form a new railroad venture to ensure the quick delivery of their factory outputs to the Philadelphia market. The new line was surveyed and constructed from a connection with the Reading Railroad just south of Pheonixville north through the Perkiomen Creek valley towards Allentown. The Perkiomen Valley Railroad found themselves blocked by the Reading from reaching either Allentown or Philadelphia directly, and in a daring move to improve their traffic base, decided to extend the line north to Tamaqua to tap into the growing Anthracite market. This line was completed to a connection with the Pennsylvania, Poughkeepsie & Boston (a Lehigh and New England predecessor) in 1892. When the P, P & B went into receivership during the panic of 1893, the Perkiomen Valley saw a chance for expansion, and leased the line. This move allowed movement of coal to both the Philadelphia and New England markets (via the Poughkeepsie Bridge).

During 1898 & 99, the directors made a daring move by quietly buying up the shares of the prosperous New York, Susquehanna, & Western Railroad. The Susquehanna was formally leased in May of 1899. This gave the directors the one piece lacking to ensure the



A single RSL has a short local in tow as it approaches Pompton Lakes.

continued success of their venture, direct access to a major market. The resulting system resembled an inverted Y, with the tail in the coalfields and stretching south and east to deliver coal to the hungry furnaces of both homes and industries. The addition of several branches over the years completed their expansion. The most notable of these was the Bethlehem and Catasaqua branches. These branches allowed access to Bethlehem industries and connections with the Lehigh Valley and Reading Railroads, important connections for bridge traffic.

The Perkiomen Valley's prosperity declined sharply in 1929 during the throes of the great Depression, and the decline of Anthracite loading's only served to

worsen the situation. Forced into receivership in 1931, the Perkiomen Valley struggled for years to regain stability. As the Depression eased and prosperity slowly returned to the region, the railroad worked to increase their traffic base by developing bridgeline traffic and improving its harbor facilities. Attempts were also made to reduce costs by switching to diesels and cutting the number of commuter runs in the New York market. Spurred by wartime traffic, and the growth of the post war boom, the railroad was finally declared re-organized in 1948. While the preceding account is fictional in nature, many of the facts are true, and it is the historical basis for the prototype/freelanced Perkiomen Valley Railroad. Set in

*Continued on page 3*

## MER LOCAL

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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

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## Presidential Pennings

### What Have You Done for Me Lately?

by Bill Gruber, President

If you're an active NMRA, MER or Division member, you've no doubt heard this phrase from time to time. If you've read some of the editorials in the Bulletin and Local in years past, you'll find that many have attempted to answer this question only to end up giving answers the average members could care less about anyway. After all, not everyone cares to enter contests, work toward Achievement Program certificates or receive yet another magazine or newsletter. Not to mention the costs involved in attending a National or Regional Convention.

In the short 15 years or so I've been attending conventions, I've noticed that probably less than 10% of the members actually participate in these activities. For Regional conventions, there seems to be about 10 model entered in the contest for every 100 attendees. Given that several entrants have more than one model entered, more than 90% of those attendees have no interest in contest other than viewing the entries. I would assume that the AP numbers aren't too far off from these either.

The National has attempted to provide additional benefits in the last few years. Some of these have been the release of collector editions of various models, the sale of many new NMRA items such as jackets and clothing, the 1953 reprint of the ORER and other publications. Additionally, the National has tried to accommodate members model railroad questions by channeling them through the appropriate "expert" via the Member Aid program. How many members have actually made use of this as well as the free research time allotted them annual in the NMRA Library? On a smaller scale, the MER is attempting some member projects, too.

I think you see the point I'm trying to make. While there are few participants, there seem to be many more who need to belong to all levels of the NMRA. Whatever these reasons are, they are the ones we need to promote. Let us know what they are!

This also carries over into the inner workings of the Region. There are less than 20 members active in the affairs of the Region. These members range from BOD Officials to Committee Chairs to just POM's who want to contribute behind the scenes with no mention or any glory whatsoever. Occasionally we get a volunteer to help out with an active committee or even to fill a critical gap in our existing structure.

More importantly, with so few volunteers, one of the problems more frequently encountered is the lack of people willing to offer their time and talents to the official running of the organization. This year's election slate has only enough candidates to fill the requirements. While I can live with the fact that there are only so many volunteers to fill the many committees, an unhealthy situation exists for the MER when there are not at least two candidates for each open position for officer or director.

Perhaps now is the time for others to step in and learn the workings of the Region on one of several committees. This is where the future pool of officers and directors will come from.

*Continued on back page*

# Perkiomen Valley

*Continued from page 1*

1949, the combined Susquehanna and Lehigh & New England route allows me to use my favorites from both roads while freelancing allows for changing those things I do not particularly enjoy. One example of this would be with the passenger traffic. While the Susquehanna had a very busy service, it was almost exclusively commuter traffic with a small amount of express. By having a slightly longer mainline, and reaching from New York to the Bethlehem area, I am able to justify having at least one inter city passenger train. Plus even though the Susquehanna's mail contracts expired in '48, I can reasonably extend them into the '50's and the larger markets to serve allow for the inclusion of an expanded express service (this is not currently modeled, but is planned for the near future).

This moderately large double deck home layout has been under construction since early '92. At that time, I had a shift in interest from an Ulster & Delaware based layout set in the mid 30's to the current format. This was largely precipitated by Atlas's introduction of their RS-1



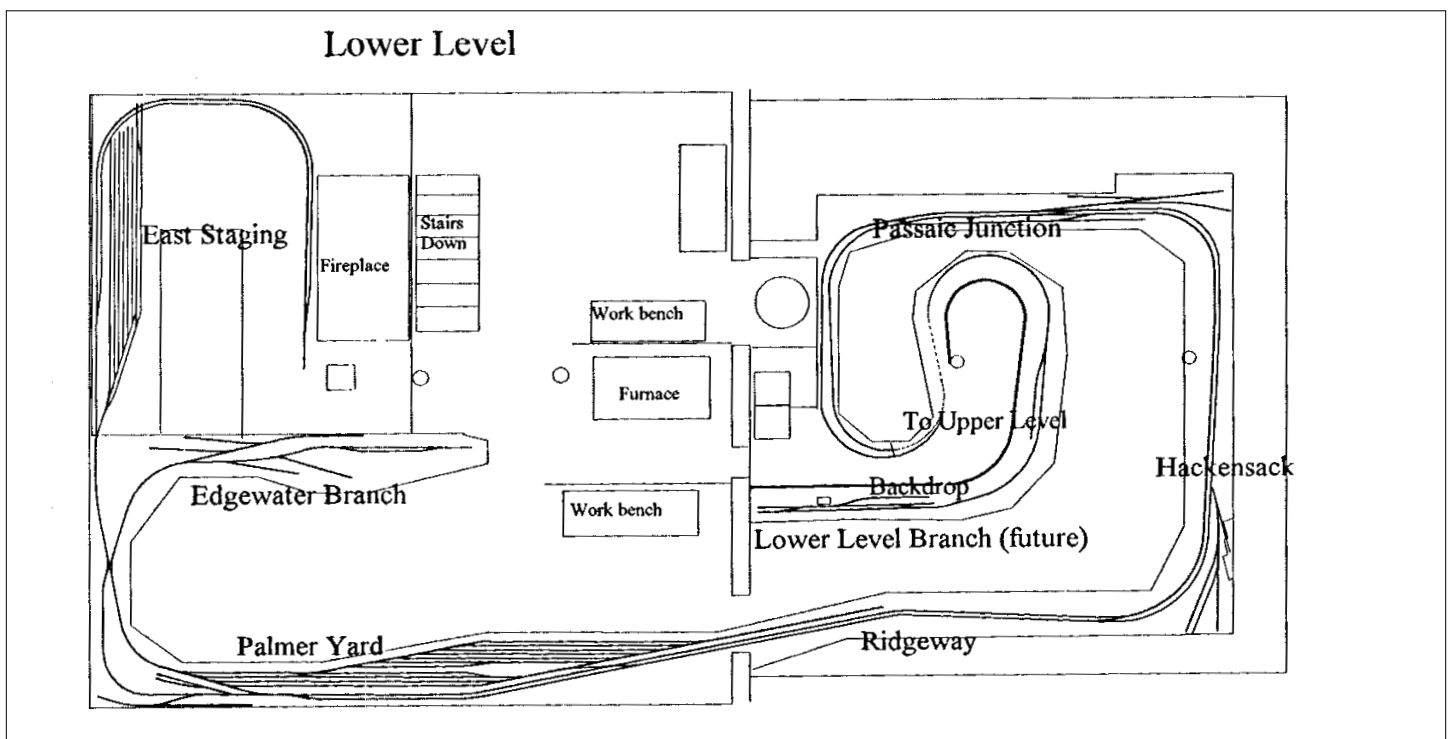
Susquehanna RSL's #230 and 238 drag a westbound freight upgrade towards Butler.

Diesel (my favorite type of locomotive) and finding a copy of John Krause and Ed Crist's book on the Susquehanna in a local hobby shop. After reading through the book, I was hooked on the road. It was small enough to get to know but large enough to warrant the volume of traffic I wanted. Another factor affecting the decision to change prototypes was the availability of a large new room that almost doubled the layout space. This expanded area allowed for the inclusion of a longer main line running through a series of

industrial towns on the lower level and climbing up grade to the second deck where the scenery becomes more rural.

The portion of the railroad modeled is from the Hudson River Terminals opposite New York City, west through industrial North Jersey to just past Sparta Junction. Many of the town names used are from the actual towns along the line, and where possible, the industries from the towns are included. Some examples are Hackensack with the Bergen County Record plant, and

*Continued on page 4*



# Perkiomen Valley

*Continued from page 3*

Edgewater, which will have the large Ford Motor Company plant included when a planned rebuilding of this area is completed. Other actual industries from the Susquehanna are included whenever possible, but have been moved to different locations for space or operational reasons. A prime example of this would be the Armour Packing Company plant. While actually located between Little Ferry and Croxton Yards on the Susquehanna main line, it was moved

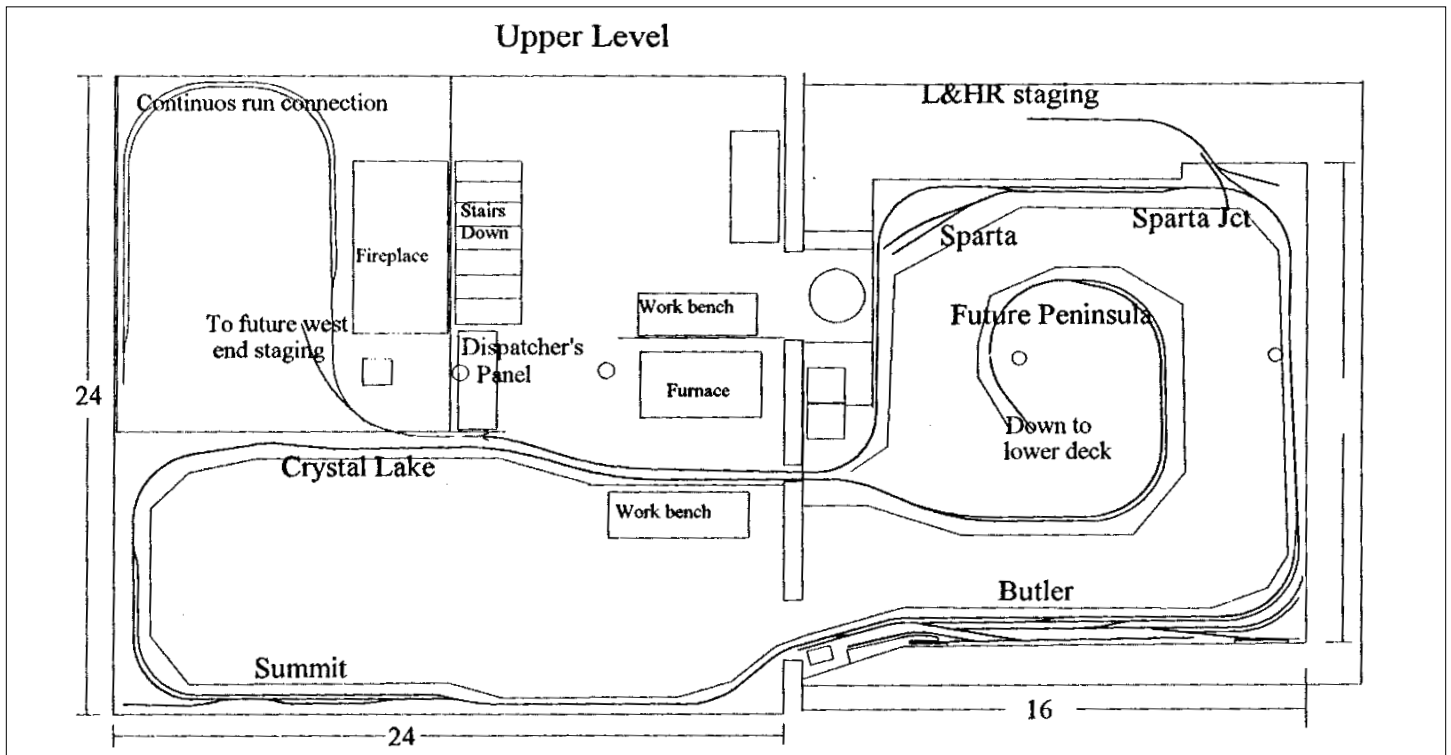
motion machines power most turnouts, and control is provided by a Digitrax Bigboy system.

As much fun as building the railroad has been, the greatest enjoyment comes from the monthly operating sessions. The railroad can handle as many as a dozen operators, but a full session can still be run with as few as four (though we often annul all the commuter traffic on light nights, much to the chagrin of one of the operators who loves passenger trains). During a typical session we will run 8 commuter runs and as many as 16 freight trains. Operations

switchlists.

When the peninsula shown on the plan as future is completed, we will add new freights to serve the added industries, plus we will add railcar service similar to that offered by the Susquehanna's Speedliners. These cars ran frequently between Paterson and Susquehanna transfer, where buses to mid-town Manhattan met the cars.

A fleet of Atlas RS1s and S2s provides motive power for the Susquehanna, with other locomotives used for the various connecting lines. Examples are the GP7 used for the



to the town of Passaic to allow for longer runs for the stock trains. These trains add operating interest, and always raise questions about their prototype fidelity, but the Susquehanna did receive stock cars from the Pennsylvania RR at least into the late sixties.

The railroad uses fairly standard construction techniques for most of the bench work and track roadbed. L-girder construction is used for most areas, with  $\Omega$  plywood and Homasote for the track. All visible track and turnouts are hand laid with code 83 rail for the main and code 70 for sidings. Switch Master slow

are controlled by a Timetable and Train Orders issued by the Dispatcher. When the planned Dispatchers panel is completed, we will begin to use the phone system currently under construction to relay train orders to crews. Information is currently communicated by verbal instructions. Also, when the Dispatchers panel is completed, we will begin work to install a short stretch of CTC similar to that used by the Susquehanna, believed to be the shortest stretch on any mainline railroad (less than 7 miles long). Freight car forwarding is accomplished by computer generated

New York Central, and RS12's for the PRR and CNJ connections. The freight car fleet is composed of various manufacturer products including Accurail, Athearn, Roundhouse, Proto 2000, Red Caboose and others. Passenger cars are Bethlehem Car Works Jersey Central coaches (sorry, I just don't like Stillwells).

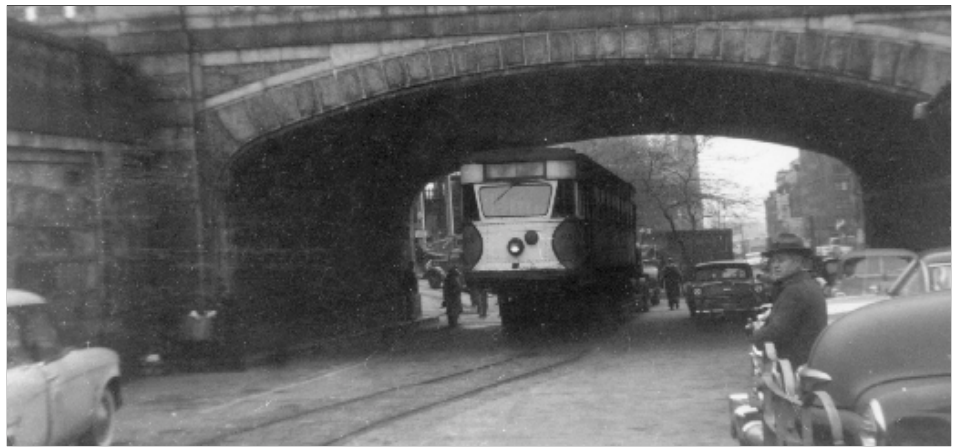
If you ever have opportunity to travel to the Philadelphia area, please feel free to contact me about visiting or attending an operating session. Visitors, both casual and operators are always welcome.

# The Trolley to Welfare Island

By Nicholas Kalis

I guess I can date my interest in railroading to when, as a three-year-old, I was photographed with a trolley car number 601. My father owned a luncheonette called “Peter’s Luncheonette” at the corner of Manhattan’s 59th Street and second Avenue. The Manhattan terminal for this trolley line was just a few feet from the threshold of my father’s shop. My family and I were known by all in the neighborhood because we operated probably the most popular eating place in the area. When a photographer came looking for a young boy to pose with New York’s last trolley, a locale undoubtedly recommended me to that emissary from *New York Daily News*. The picture that appeared that October 28th, 1958 was not relegated to some obscure corner of the paper — instead, my photo appeared in the center photo spread that was read by one and all, even to the detriment of other sections of the paper. I have even corresponded on a different matter with a rail fan, Bill Myers, who had ridden on this very same car and had worked toward its preservation. Bill was surprised to learn that I was the boy that had been photographed that day.

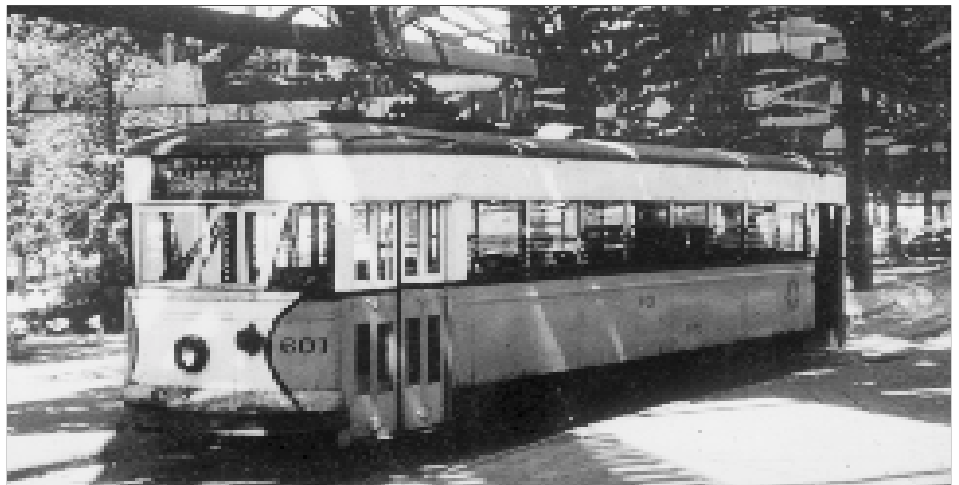
Car 601 is currently being restored, and an article will soon be published on this important part of New York transportation history. Those familiar with New York will



Moving 601 in April, 1959

know that the slightly unpleasant name of this trolley’s destination — Welfare Island — has long been changed to Roosevelt Island. I

guess I can thank Art Whittaker, the photographer that day, for my long held fascination with anything that runs on rails.



## EDITOR’S COMMENTS

I would first like to rectify an oversight in the last issue and recognize Ron Baile for taking the photos of the models from the Charlottesville convention. Ron took far more than we could use so your editor was forced to make some decisions.

If you enjoy the layout articles we have been publishing, how about sharing an article on your layout; or talk to your friend who has an interesting layout and motivate him to submit a wrote-up. The layout need not be complete to be featured. Just explain your concept and how you are progressing.

November is Model Railroad Month! How about a brief article on what you will be doing for Model Railroad Month, or what you did last year, that might be of interest to the Region. Interesting articles will be printed next issue which will be out in time to inspire others for this November.

See you in Allentown!

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# MER LEHIGH VALLEY LIMITED UPDATE

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## THE FALL MER CONVENTION OCTOBER 9-11, 1998

- Hotel reservations must be made by September 21
  - The Days Inn Allentown is only \$55 a night
- The Decaling Clinic is SOLD OUT!
- Twenty Layouts will be on tour - Fri, Sat. and Sun.
- Space is still available in both non rail clinics
  - Making a Halloween Witch \$10
  - Making Miniatures - \$5
- The Waverley tour has a few seats left, so get your registration in if you want this tour.
- The Contest Judges will select two special awards:
  - President's Award - Coal Hoppers
  - Blue Lantern Award
- Favorite Train contest, sponsored by the Tidewater Division, will be by popular vote. The first place winner will receive a plaque. The train should be displayed on track.
- The LVL registration form and the Days Inn Allentown reservation form were printed in the May June issue of the LOCAL. Additional copies can be requested from the registrar, PJ Mattson. Send a SASE to LVL, PO Box 205 Swedesboro, NJ 08085 or call (609) 467-3385.

The convention committee requests that you pre register so we can plan to provide for all who attend.

If you are traveling a distance, stay at the convention hotel. The rate is excellent and the location is very convenient. The Days Inn Registration form was printed in the May/June issue of the LOCAL. Additional copies are available from the registrar. Address below; phone on facing page.

## CLINICS

Many more clinicians have been confirmed, including these:

- Scenes from the Railroads of the Lehigh Valley - Win Gross
  - Building Birdsboro Foundry - Bob Hubbard
  - Town Talk Tunnel - Part 2 - Bill Schaumburg, Editor RMC
  - Take a Ride on the Reading - Steve Stewart
  - Detailing an Athearn Locomotive - Bill Gombosi
  - Narrow Gauge in N Scale - Ted Brandon
  - N Scale: Past, Present and Future - Ted Brandon
  - Don't Fear Hidden Track - Bob Jans
  - Handmade Turnouts by the Dozen - Dick McEvoy
  - Allen Wood Steel and the Upper Merion & Plymouth RR - Mike Rabbit
  - PCC Cars of the East, Today - Matt Nawn
  - Converting a Russell Snow Plow - Robert Browne
  - Prototype Signaling Systems - Richard Malone
  - You Can Build a Better Locomotive - George Spele
- And many more..*

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## SWITCH PARTS

*By Richard E. Bradley*

All prototype switch terminology used in this article is from "The Dictionary of Railway Track Terms" by Christopher F. Schulte, Simmons-Bordman Books, Inc. Second Edition, First Printing, 1993.

"SWITCH: The component of a Turnout consisting of Switch Rails and connecting parts providing means for making a path over which to transfer Rolling Stock and On-Track Equipment from one Track to another." That's the first entry under "switch" in Mr. Schulte's dictionary. The word "switch" then begins the following 112 terms in the book. Reflecting its significance in track work, "switch" is by far the largest and most complex section in this dictionary. Some of this verbosity can be useful in making models of switches which look and work better.

The Switch Rails in the definition of a "switch" are the

specially shaped moveable rails. The Heel end of each matches the cross section of the following Closure Rail; the other end, the Toe, is tapered into Points. It is usual in both prototype and model to call an entire Switch Rail a Point. The photograph shows a Reinforcing Bar strengthening the Point along its length. This is necessary in the prototype because of the weakening of the Point by removal of a significant amount of steel in making a Point from Rail. Our model points do not need strengthening by a reinforcing bar. Rivet heads pressed by a pounce wheel into aluminum foil or card stock which is then trimmed to fit and glued in place simulate the reinforcing bar. Some makers of cast model points include the bar and its rivet head pattern.

The photograph shows that the top of the Point snuggles against the Head of the

adjacent Stock Rail. The bottom of the Point rests atop the Foot of the Stock Rail. Neither the Head nor the Foot of the Stock Rail is cut away to accommodate the Point in this Switch. Prototype Housed Points do fit into a groove in the underside of the Stock Rail Head. For modeling it is practical to notch the foot of the stock rail to accommodate the base of the switch point. Notching the head of the model rail to accommodate a point can lead to rough running and possible derailment. In the photograph two Switch Rods join the Points. (This dictionary has 15 "Rod" terms associated with switches.) Although the name "rod" implies a round bar, these have a rectangular cross section. The bolted connection in the middle of these Switch Rods allows insertion of electrical insulation. This Switch is in signaled territory which does require the electrical isolation of the two rails to be carried through this Switch. The nearest Switch Rod is called the Head Rod and connects to the Switch Stand by means of the Operating Rod. The distant Switch Rod is the No. 2 Rod used to provide mechanical stability at the points. Further Switch Rods may be used; they are numbered in sequence. Inclusion of switch rods in models adds a bit of realism but serves no function. For electrical isolation in the model use plastic strip cut to fit at the

*Continued on page 9*



# SWITCH PARTS

*Continued from page 8*

bottom of the web of the points.

In the prototype the Switch Rods connect to the Points by Switch Clips. As seen in the photograph these clips and their Rod Bolts provide a vertical swivelling connection. This motion is necessary to accommodate the small but significant relative displacement of the Points and Switch Rods as they move. In a model the use of flexible cement holding our plastic rods allows this movement. The loose of the connection of points to throw bar in commercial model turnouts accommodates the point movement. In hand laid model turnouts use of an immovable soldered joint between point and throw bar leads to an eventual failure by the, again small but significant, stresses in that connection.

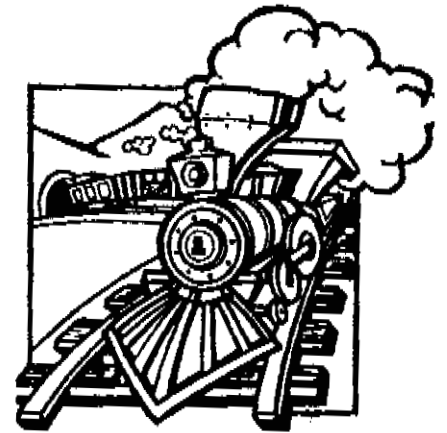
Near its center the Head Rod in the photographed Switch joins the Operating Rod through a vertical connection incorporating a coil spring. The Operating Rod then extends under the Stock Rail to the Switch Machine (automatic) or the Switch Stand (manual). For modeling the Grandt Line Plastic Rod simulates this rod very well. Springs in the Caboose Industries hand throw preform the same function as those in the prototype connection. Avoid interference with the model's throw bar by modeling the operating rod

above the throw bar extension on the field side of the stock rail. The Stock Rails and the Points rest on Switch Plates. These wide steel plates support the weight of the rails and trains, provide a base for the movement of the Points and resist forces trying to move the Stock Rails toward the field. Rail Braces on the Switch Plates on the field side of the Stock Rail throughout the length of the Point resist lateral forces. They are seen in the photograph; they are rarely modeled.

The Tie in front of the Points is covered by a Gauge Plate. This one is insulated at its center. It provides a base for Rail Braces outside the Stock Rails at the Points and offers greater tensile strength than the wooden Tie in resisting gauge spread. Plastic strip represents this well in models where there is no requirement for functional strength. Seen on each field side of the Stock Rails at the Points are steel Spacing Straps attached to the Switch Ties to maintain their positions. Operating Rod clearance requirements allow insufficient ballast here to hold Tie placement. Styrene strip with NBW details simulates this for our models. The twisted pair of insulated wires between the Switch Plates and the Spacing Straps is part of the signal system. While in earlier times this wiring would be in buried conduit, modern materials allow its exposure, a cost saving. In models exposed wiring offers another seldom

copied prototype.

Variations of Switches and their components arise from their manufacture by several companies. The one Switch photographed for this article has labeled parts from three suppliers. Examine several Switches of your prototype in your modeling era to select the styles and uses of components which best suit your layout.



## **DON'T MISS THE TRAIN SHOW AND SALE AT LEHIGH VALLEY LIMITED**

Sponsored by the Philadelphia Division, MER, in conjunction with the 1998 Mid-Eastern Region Fall Convention

**Saturday and Sunday October 10th & 11th, 11:00 AM to 4:00 PM both days.**

- Over 60 dealer tables, 20 x 50 foot modular HO layout, hourly door prizes
- Free "Kidz Corner" RR crafts for kids.

Days Inn & Conference Center at routes 22 and 309 in Allentown ½ mile east of exit 33 of the Pennsylvania Turnpike, I-476 Admission free with convention registration, \$3.00 per person non-registrants

### **For Information:**

Train Show, P.O. Box 378, Devon, PA 19333 or visit our website at [www.woodsite.com/trainshow](http://www.woodsite.com/trainshow)



COMPILED BY ROGER L. CASON

## B. K. Kases

Suppose you are an active member of a modular club, and have a large model collection, but have no layout. Also, suppose circumstances lead you to make some model railroad object for sale on a commercial basis. What might that object be? Display cases, of course!. This is exactly what happened to Bruce J. Keller, a long-term resident of historic Catasauqua, PA. Seven years ago, Bruce was temporarily laid up with a bad back. During the recovery period, his doctor told him in no uncertain terms that he couldn't go back to his normal job as a UPS driver. But he also told Bruce that he "shouldn't just sit around." So, what to do?

Bruce had done serious woodwork for many years. Not surprisingly, his thoughts turned to a display case for his collection of 60-70 Lehigh Valley Railroad locomotive models. First, he looked at six or seven types of cases available for sale, and didn't like any of them. Very gradually, he started experimenting with approaches to designing and making display cases suitable

*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

for model railroad equipment. By his own description, he created a certain amount of "accidental firewood" during the process (our big-corporation readers will call this process "R&D"). But he developed the basic approach that he still uses. His first case was made for some of his own models. Then he made a few cases for friends. The next step was to make up \$500 worth of cases and sell them on a trial basis at the scale show in York, PA in 1994. They nearly sold out, and B.K. Kases was born. The business has prospered, and now includes an extensive wood working and finishing shop housed in the basement of the four-car garage at the back of Bruce's property. Except for cutting and finishing the glass, all work is done right there by Bruce (and occasionally by his wife and his father).

All joints in Bruce's cases are dovetailed, rather than having box or bevel joints. This produces a case that is strong. REALLY strong! "If it ever comes down, the wall has to come with it!" All cases have glass doors (normally single

strength) with handles. Cases are available in pine, oak, and walnut, with a variety of hand stained and waxed finishes. Standard sizes are available for N, HO, and other model railroad scales. For example, typical HO sizes are 10" X 72", 14" X 32", and 24" X 48". Custom sized can also be furnished. Most of Bruce's business is for model railroads, but cases can be produced for almost any kind of collectible, such as golf balls, baseball cards, thimbles, and arrowheads. His largest-ever case was 60" X 80". Admittedly this pushed hard on the outer limits of his shop's working space. A possible future product addition: "single cases." These display single objects on a wooden base under a five-sided acrylic cover.

Bruce exhibits at many shows within 150 miles of home. The most frequent is Timonium, where he is usually found at the same spot (back wall, near the large loading doors). He has also exhibited at Pittsburgh, Edison NJ, and Ft. Washington. Bruce can also be contacted at his home/shop (1-888-815-2737). Most B.K. Kases sales are direct.

A visit to Catasauqua is an experience in itself. The visitor feels as if he has suddenly been dropped into the middle of a museum. Most houses are 100+ years old, and reflect the town's past as a center of iron, silk, brick, and lumber operations. The deed to Bruce's house dates back to 1850.

# 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

### Northern Virginia Model Railroaders, Inc. Open House

October 17, November 14, December 12

Washington & Old Dominion railroad station, 231 Dominion road (at Ayr Hill Road), Vienna, Virginia 22180. 1:00 PM until 5:00 PM each day.

Club meets on Tuesday evenings. More information from (703) 938-5157 or

HYPERLINK "http://www.geocities.com/Heartland/plains/6120"

www.geocities.com/Heartland/plains/6120

Bordentown, New Jersey November 21 — 22

### Northern Burlington Model railroad Club Open House/Show (28 Van Drive

Saturday 10:00 AM to 5:00 PM

Sunday 10:00 AM to 5:00 PM

Admission \$2.00

Information: Bob Lieberman — (609) 298-7337

John Adams — (215) 757-1937

November 21, 22

### Sandhills Central Model Railroad Club annual train show

Southern Pines, North Carolina

The Campbell House, 482 East

Connecticut Avenue, 12:00 — 5:00

both days.

Adults \$2.00 admission.

Information — Jim Brown (910) 295-

6694 evenings.

November 20 and 21

### Chesapeake Bay Railroaders Open House and Railroad Flea Market -

Grafton, Virginia.

Saturday 10:00AM to 4:00 PM,

Sunday 1:00 to 4:00 PM.

Grafton Middle School

The club meets every Thursday at

7:30. For information call Joe Watts,

(804) 725-0198.

Directions at <http://trainweb.com/cbw/>

### IN MEMORIAM:

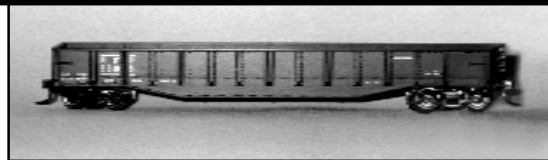
Charles Lewis Evans, Master Model Railroader #249 passed away on July 23, 1998 after a courageous battle with cancer. Charlie was not only a friend but a mentor to many of us in the Tidewater division. He tutored and directed us on his On3 Craig Valley Railroad so that we could achieve our Chief Dispatcher certificate in the NMRA's achievement program.

He will be missed not only for what he achieved but what he gave back to all of his fellow model railroaders. Charlie was buried on July 27th 1998 in his home town of Clifton Forge, Virginia. He is survived by Phyllis W. Evans and his daughters Susan C. Evans and Phyllis Diane Evans.

—Norm Garner

### AMBERVILLE WISH LIST

The Amberville Project at Give Kids the World in Kissimmee, Florida has a wish list of structures needed to be built. Contact Howard Goodwin, NMRA project coordinator, 1815 N.W. 67th Ave., Margate, FL 33063-2543 for information.



### MER RF&P MILL GON ORDER FORM

GON	QUANTITY	MEMBER PRICE *	NON-MEMBER PRICE	TOTAL
#3306	_____	\$8.95	\$9.95	\$_____
#3310	_____	\$8.95	\$9.95	\$_____
			TOTAL	\$_____

MARYLAND RESIDENTS ADD 5% SALES TAX

SHIPPING: \_\_\_\_\_ CARS @ \$2.50 PER CAR

**TOTAL AMOUNT ENCLOSED** \$\_\_\_\_\_

\* My MER # IS \_\_\_\_\_

#### SHIP TO:

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

MAKE CHECKS PAYABLE TO MID EASTERN REGION.

MAIL TO:

THE MID-EASTERN REGION INC.  
Business Manager  
13212 Bellevue Street  
Silver Spring, MD 20904-1703

**MID-EASTERN REGION, NMRA, INC.**

13212 Bellevue Street  
Silver Spring MD 20904-1703

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**INSIDE THIS ISSUE**

**Presidential Pennings** *page 2*

**Trolley to Welfare Island** *page 5*

**Editor's Comments** *page s*

**Lehigh Valley Limited Update** *page 6*

**Switch Parts** *page 8*

**Made in the MER** *page 10*

**Callboard** *page 11*

**Presidential Pennings** *from page 2*

In closing this subject, let me propose one simple challenge for each members who asks the question, "What's in it for me?" Attend the upcoming MER convention in Allentown and/or next Spring's convention in Lynchburg (preferably both!). Take in a prototype tour and visit some layouts. Sit in on some clinics and socialize with some people in the hospitality room. Walk through the contest room and perhaps buy something at the train show. I don't think you'll ask the question after you've done those things. If you do, we need to talk!

The BOD has some interesting items waiting to be played out. First, we are investigating a proposal made by National that has potential to increase both MER membership and Division membership. This can be done by reaching out to those who

belong to National but do not belong to the Region or Division. Currently, the Region has about 1,000 members with a potential of about 2,600! That's right! There are about 15600 NMRA members in the MER boundaries who do not belong to the Region. The same goes for the Divisions.

Second, the next several years are booked with Region conventions. We approved a Spring 1999 Convention in Lynchburg, VA. The last convention held there was very successful and we anticipate another good one! The Hagerstown group is well under way with planning for Fall 1999. Our Executive Convention Chairman, Charlie Potter, has been working with both groups and expects great things from each. Registration forms will be ready in Allentown for both Lynchburg and Hagerstown. Show your support and register early!

Speaking of conventions, how about one in Altoona, PA, home of

the famous PRR shops, horseshoe curve, and the many historical railroad sites of the area? Our ECC is currently talking with a convention hotel, the museum staff and a local club, all seem ready and willing to lure us in! Perhaps we could even pull off another multi-Regional convention as this seems like a prime and logical choice. More on that to come later.

Incidentally, the MER still has a number of RF&P gondolas left. These will be on sale in Allentown as well as through the home office. The BOD will be funding another car project soon. We're looking into several roads. If you have enough prototype information and can recommend a suitable model currently in production, why not submit it for review? If yours is chosen you'll receive the first car off the press as a gift!

So here's some what's-in-it-for you! Take the challenges. See you in Allentown!

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 \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

NMRA # \_\_\_\_\_ Expire Date \_\_\_\_\_

MER # \_\_\_\_\_ Expire Date \_\_\_\_\_

Scale \_\_\_\_\_ Birthday \_\_\_\_\_ Tel # \_\_\_\_\_

Make checks payable to 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**    \$ \_\_\_\_\_