



PHILADELPHIA DIVISION
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

NEWSLETTER
AUGUST 1993

DIVISION MEET

The Philadelphia Division of the National Model Railroad Association is pleased to announce that we will be having a Division Meet on Saturday, September 18, 1993, at the West Chester Church of the Nazarene, at the intersection of Dean and Darlington Streets in West Chester. The site of our Meet is accessible from many routes including 202, 322, 52, 100, and Route 3, the West Chester Pike. The Meet will start at approximately 9:30 AM and will conclude at 1:00 PM for Layout Tours. Three or four area model railroaders, including some on the National Convention Tour, have agreed to allow us to tour their railroads concluding the Meet. A map will be distributed following the Meet. All Division Members are encouraged to attend and bring a friend. Entrance to the Meet will be free to all Division members with a current dues card. All others will be charged a nominal \$3.00 entrance fee which includes a one year membership in the Division. The Meet will begin with a clinic presentation by Division AP Chairman, Dave Messer, MMR on one or two of the specific Achievement areas of the NMRA Achievement Program. This follows Dave's presentation at past Meets and will be continued at future Meets. Following Dave's presentation, Mike Hazzard, our Division Chief Clerk, and featured in this issue of the Newsletter, will present his Clinic entitled "History and Geography of Philadelphia Area Railroads". This will be followed by Chris Yocum's dual clinic presentation on "Building HO Display Cases/HO Diesel Locomotive Weathering". Chris, as you may remember, is the owner of the Springfield & Eastern model railroad, one of the railroads featured on our Spring Layout Tour. We will also have available for viewing, Mike Hazzard's video on our Spring Division, New Hope & Ivyland fan trip and a slide program on the same trip from John Nawn and Steve Salotti. Any members who might also have taken slides of our fan trip are also invited to bring them.

There will, of course, be door prizes given out through-out the meet.

The ever popular, popular vote contest will be conducted and the category this time will be Industrial Structures. The winner will, as always, receive a door prize, so grab one of those structures off

your model railroad and bring it to the next Meet. In addition, flea market tables will be available to interested members for a nominal \$5.00 fee. If you would like to reserve a table, please contact John Nawn @ 461-8644 prior to September 11th. As stated earlier, following the meet, area model railroaders will have their railroads open until 5:00 PM. We will be distributing a map of the open Model railroads after the Meet. While your in the area, you may also want to visit some of the many fine hobby shops in the area including Brandywine Hobbies, which donated some of the door prizes for the Meet. So mark your calendar and be sure to join us for the Division Meet on Saturday, September 18, 1993.

FROM THE SUPERINTENDENT

I really do not have much to say this issue.

The largest model railroad event of the year has come and gone and as we bask in the post convention afterglow, let's use this opportunity to rekindle or strengthen our interest and commitment to the hobby.

As you page through this issue of the Newsletter you will notice a more consistent approach and some new (hopefully continuing) features. We still would like more of your input though. Take a few moments and send us your Convention reflections or perhaps a feature article, a product review, a profile of your model railroad, a letter to the Editor, or WHATEVER.

November is approaching fast. Therefore, you should be thinking about what you are going to do for *Model Railroad Month*. More about this next month.

We have an exciting September Meet lined up. Hopefully, the Officers and I will see a lot of you there. Bring a friend.

John A. Nawn
Division Superintendent

- September Meet Announcement
- Convention Reflections
- Product Review

IN UPCOMING ISSUES . . .

- November Meet Announcement
- How Too Articles
- HO Modular Report

DEPARTMENT OF CORRECTIONS

More appropriately, I think this article should be entitled, Department of Clarifications. It seems in the last issue of the newsletter, we alluded to the fact that the Philadelphia Division was the home of the National Convention. Well, geographically, it was the home of the Convention, and that's how the statement was intended. We were simply trying to capitalize on having the Convention in our own back yard in our effort to recruit new members.

Although over 25 Division members participated on the staff of the Convention as volunteers, committee chairman and management staff, the Convention was, of course, hosted by the New Jersey Division with help from the Mid-East Region. It is the New Jersey Division that deserves our accolades for the outstanding job they did on the Convention, Kudos guys.

NOTICE...NOTICE...NOTICE

In this issue, as in almost every issue, you will find a "Meet Announcement", in addition to the article on the upcoming Meet. The Meet Announcement is usually printed on the last page with nothing on the back except your mailing label. Why not take this Meet Announcement to your local Hobby Shop and/or Club Room and post it for all to see. Our Meets are always open to everybody, and we like to get the word out about our Meets. The more people that attend keep dues down and attract more dealers. So take the flyer along on your next Club night or your next trip to the Hobby Shop and help us get the word out.

Please Note:

If the date in the upper right corner of your mailing label is highlighted in color, your membership dues are renewable. Please pay at the next meet or mail check or money order for \$3.00 to Mike Hazzard, 12 Pickering Court, Downingtown, PA 19335

PROFILES

Third in our series of Profiles on the Division Officers, this issue we feature Mike Hazzard, our Division Chief Clerk.



I've been a Division Member since 1981, and Chief Clerk since 1985. My wife, Jackie, and I live in Downingtown. Our daughter, Sarah, is a freshman at Washington College. I work for Unisys as an electrical engineer. I am a member of the Pennsy and Reading Historical Societies and was a member of the Nor-Mont Model Railroad Club (now defunct). I participate in a round robin group that includes Division Members Bill Palmer, Earl Henion, and Steve Salotti.

After spending most of my life operating Lionel, I have become a "real" model railroader over the past ten years thanks to the NMRA. The people I've met, and the layouts I've visited have really opened my eyes to the possibilities of scale model railroading. I am currently building an HO layout in a 24' x 36' area of my basement. I am just at the point where I can run a train. In recent years, I have developed skills (such as they are) in benchwork, wiring, and laying fletrack. I've learned a lot about the PRR and Reading. However, when it comes to the "modeling" part of model railroading, I still consider myself a novice. So, during the next few years, I plan to concentrate on rolling stock, scenery, and structures. When you see me at the Division Meets, ask me how I'm doing. I want to hear what you're up to also.

I am delighted with the recent growth and increased activity of the Philadelphia Division. John and Steve are truly doing a wonderful job. But ultimately, the success of the Division depends on the membership. Come to the Meets, bring stuff to sell, enter the contests, participate in a layout tour, give a clinic. The Philadelphia Division is a grass roots, learn from each other organization. The Philadelphia Division is you!

by: John A. Nawn

Well, the NMRA National Convention has come and gone. I hope you had the opportunity to at least experience a part of it.

For the model railroader, it was an outstanding event. Although some of the tours and trips may have seemed all too familiar to us "local" folks, the Convention wasn't just for us, it was for modelers from all over the globe. Yes, that's right, from all over the world. Working in the Silent Auction room all week gave me the opportunity to meet many modelers including many from Canada, one from Germany and two from "Down Under". I will take this opportunity to say that the Silent Auction was an overwhelming success with almost \$ 57,000.00 worth of model railroad stuff changing hands, making it one of the largest Silent Auctions ever held at a NMRA Convention.

I also had the pleasure of working one of the model railroads on one of the Tours. Although there seemed to be some general problems with the tours, most of the folks were genuinely impressed with the skills of the model railroaders and quality of the layouts in the area.

The Clinics seemed to be another highlight of this Convention, both in quantity and in quality. Again, it is apparent from both the feedback form the layout tours and the Clinics, that this area has it share of accomplished model railroaders.

I don't like to dwell on the negative aspects, but the biggest complaint seemed to be the location of the contest room and the modular groups. In retrospect, both of these functions probably should have been located in the main hotel. If you didn't get over to the contest room to see the many fine models, especially, the Pun train and the full size, HO scale model of Hells Gate Bridge, than you missed alot. Incidentally, the shuttle bus service was so reliable, that I had to give Allen McClelland, of V & O fame, a ride back from the Hilton in my car.

The weekend train show was so big, it was almost overwhelming. If you didn't see anything else at the convention, I hope you got to the show. It was also nice to see so many area modelers and Division members covered in the pages of the local press.

All in all, I think the Convention was a success. I think most attendees had an excellent experience and went back to their home states with a greater respect for the model railroading talent in the area. Apparently, we showed them a good time. More importantly for us however, lets hope the Convention provides a catalyst to model railroading in the region and sparks some renewed interest in the hobby.

If you had a good time, why not consider Portland in 94, Atlanta in 95, or Long Beach in 96. Who knows, it could be another 29 years before the National Convention comes back to the Philly area. But when it does, we will be ready.

We would be happy to hear from you about your particular Convention experience or reflections, or whatever. Why not send them to us so that we can do a special Convention "wrap up" in the next issue of the newsletter. Send your contribution care of the Superintendent, prior to October 1st, for inclusion.

TIMETABLE

Saturday, November 6, 1993
Philadelphia Division Meet
Fairview Village, Pa.

TENTATIVE

Saturday, March 19, 1994
Philadelphia Division Meet
Delaware County Location

Watch upcoming issues of the Newsletter for more information on these events.



THE PHILADELPHIA DIVISION, NMRA

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215-461-8644

ASSISTANT SUPERINTENDENT

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CHIEF CLERK

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Downingtown, PA 19335
215-269-6914

As a continuing service to the membership, we are now offering through the Newsletter a Members Classified section. If your Club, group, organization, local Historical Society, etc. has news or information to report, upcoming events, or is conducting a fund raiser, than send it in, care of the Superintendent so that we can share it with all Division members. If this feature becomes successful, we may consider extending it to individual members. Items will run for one issue and we ask that you limit it to 100, words or less.

The Sharon Hill Historical Society is now selling a custom decorated, 40 foot AAR style box car as a fund raising effort for the restoration of the Borough's 121 year old railroad station located along Amtrak's Northeast Corridor. The car, produced by C & B T Shops, is HO scale and features the Society's "SOS" (Save Our Station) Logo in white, on a Tuscan Red car. This is the Society's first offering, and if successful, future cars are planned. Cars sell for \$ 10.98 including postage and may ordered by mailing a check or money order to: SHHS Car Offer, c/o John A. Nawn, 144 Laurel Road, Sharon Hill, PA 19079-1322.

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Calling all Clinicians. The Division needs your help. If you have presented a model railroad clinic before, or if you have a special model railroad talent you would like to share, contact any of the Division officers and get your clinic scheduled for an upcoming Division Meet. Call us, before we call you, and we will find you eventually !?!

Along those same lines, the Division intends to offer a Clinic on how to give Clinics at an upcoming meet. Watch for it.

Another past member of the Board of Directors of the assumed defunct, Delaware Valley HO Trak, modular group has joined the Division. This means that the Division now has at least two members with functional, NMRA standard HO Modules. Additionally, the Division is currently working on obtaining the "end loops" from the former modular group, thereby giving us the ability to set up a modular railroad at future Meets. In the next issue of the Newsletter, we expect to have a full report on these developments. And as always, if you are interested in HO Modular railroading, we want to hear from you.

I went to a National Convention, and my wife won a contest award . . . Congratulations to Barbara Nawn who won Third Place, Judged and Third Place, Popular Vote in the Railroadiana Contest at the National Convention for her Train Station Cross Stitch.

We would like to hear from other Division members who may have won an award at the National Convention for our Convention "wrap-up". Let us know who you are so we can give you the credit you deserve.

Name The Newsletter. We are tired of just calling it the "Newsletter". Please help us give it a name. One idea was to call it "The Keystone & Diamond" to recognize the two most prolific railroads that once served this area and to recognize the States, or parts thereof, that we encompass...Yea, We know, we are not real excited about the name either. So that's why we are asking for your help. Send us your ideas by October 1st, and the winning entry, as chosen by the Division Officers, will receive a door prize at our November Meet.

We are continually looking for your input into the Newsletter. Your letters, comments, suggestions; your how-to articles, reflections, notes on your own model railroad, local railroad history or points of interest, **WHATEVER**, are always welcome. It is your newsletter, why not use it to share your ideas with your fellow Division Members. Maybe even qualify for credit towards your "Author" Achievement Award. We prefer to get articles typed, double spaced, but will accept them in almost any format, just make sure we can read your handwriting. Please send all submissions for the Newsletter care of the Superintendent.



By: John A. Nawn

75 foot, four piece, 25 ton crane boom, photo etched brass kit, HO scale, manufactured by Sheepscot Scale Products, 2 Country Charm Road, Cumberland, Maine 04201

Occasionally a kit comes along that not only fills a void in the marketplace but is a lot of fun to work with too. Add to this a kit that yields great results and you have the 75 foot crane boom kit from Sheepscot Scale Products.

The kit is a photo etched brass kit and consists of a standard 35 boom head and foot section and two standard 20 foot boom extension sections, so that a boom of 35, 55, or 75 foot can be constructed. The kit comes flat packed and the four sided boom has to be soldered together and then assembled to the desired length. The kit is designed to replace the boom supplied with the Walthers (former Train Miniature) 25 ton crane kit, and will also fit the Vintage Vehicles crane.

The photo-etched castings are exceptionally clean with no clean-up necessary before assembly. Assembly is fairly easy and the kit should take less than one evening to assemble. High-tech soldering equipment is not necessary for assembly. All that's needed is a simple soldering pencil and some liquid flux. Since parts are small and so clean, not much heat or flux is needed to assemble the kit. For best results, use very little solder, use liquid flux rather than paste, and keep the tip of the pencil clean during assembly. If you have never assembled a brass kit before, this is probably an excellent first or beginners kit.

The boom lengths included in the kit are fairly standard, and the kit fits perfectly into the Walthers crane base assembly. The kit includes enough sheaves to rig a four part hoist cable and an eight part boom cable. Since I was building a clamshell, I built the entire 75 foot boom length, but only needed to reeve a four part boom hoist and a two part bucket hoist. If you were rigging the crane for heavy lifting, then the four part hoist as well as a shorter boom would probably be more appropriate. If you are building the crane four lifting and are using the entire boom length, then the eight part boom hoist would be needed, but keep in mind that this is only a 25 Ton crane kit. The fully rigged 75 foot boom at a forty five degree angle would have a capacity of less than 10 Tons.

Painting the boom is best accomplished with the air brush or spray can. Black is probably the most appropriate color, but almost any color could be considered appropriate for your particular application. No primer is needed as long as the parts are washed in warm soapy water and dried well. I did, however, lightly file the solder joints

to blend them in better with the boom. Once painted, you will see just how well the kit looks, and probably want to start improving the looks of the Walthers Crane cab to bring it up to the standards of the boom.

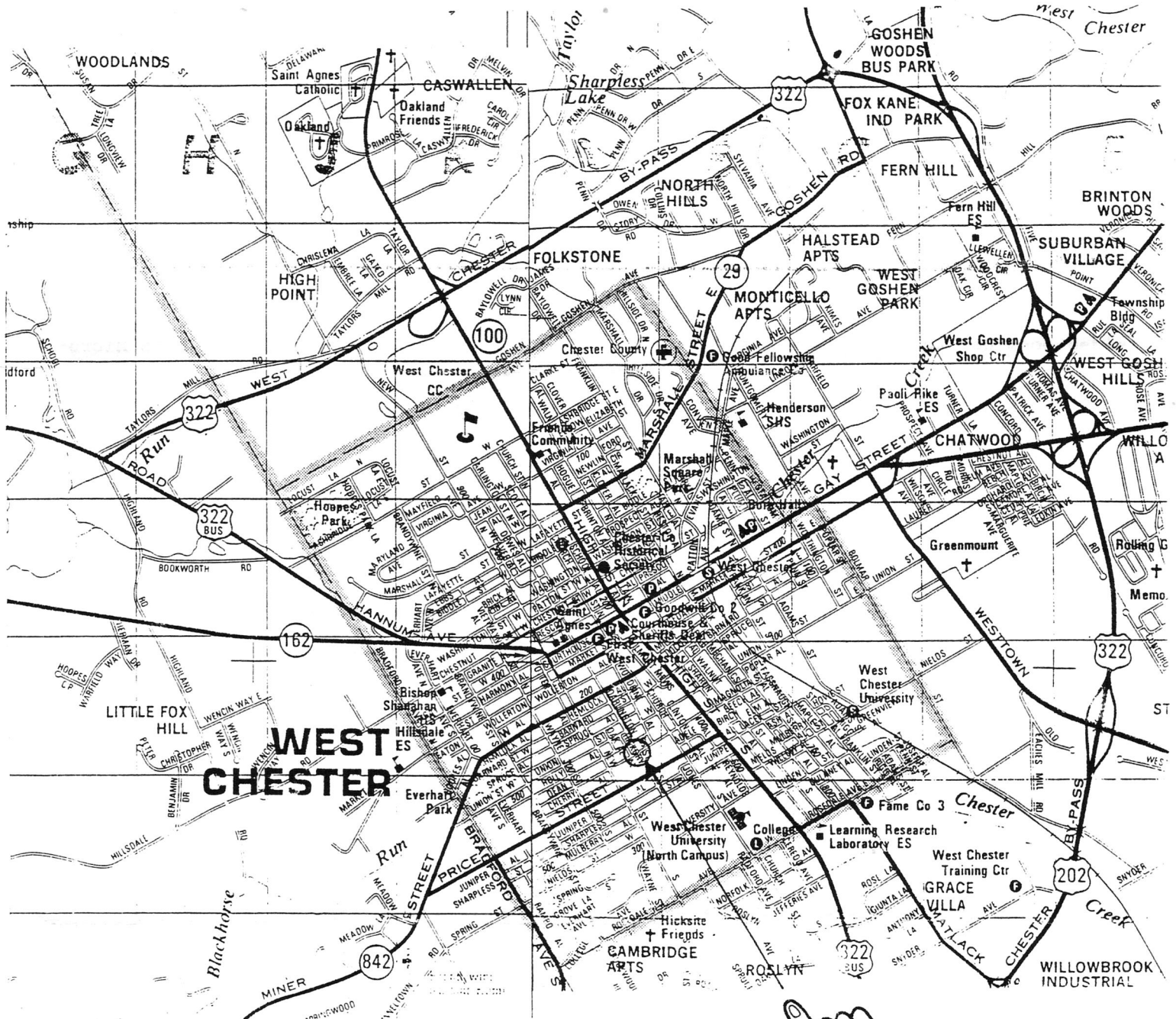
The cab was completed with the addition of a small air horn, a yellow rotary beacon, and an exhaust pipe scratchbuilt from some evergreen plastic tubing. The cab, boom and frame were lightly weathered and I substituted sprung trucks for the Walthers trucks. I added approximately one ounce of weight inside the cab. This is enough weight to balance the entire 75 foot boom without causing the crane to tip. However, this is just enough as I found out when I rigged the cast clamshell bucket and found that the crane will now only remain stable as long as the boom is in line with the couplers. If you use the hook supplied in the Walthers Kit, one ounce should be sufficient. To complete the cab the windows were glazed with Micro-scale "Crystal Clear".

In lieu of the black thread included in the Walthers Kit, which by the way, is not nearly enough for the new boom, I chose a dark brown thread. Of all the cranes I have been around, the cables always seem to be slightly rusted. I feel the dark brown thread more accurately represents this than does black thread. The crane was topped off with a Custom Finishes, one-half cubic yard clamshell bucket kit.

All told, the entire project took about four evenings to complete. It was a completely enjoyable project to undertake and really yielded some excellent results. When I compare the modified crane to a straight Walthers Crane, there really is no comparison. Not that there is anything wrong with the Walthers Kit mind you, but the Sheepscot Boom really makes the Walthers Crane a foreground display piece for the layout. If you have a Walthers Crane, I would recommend that you try this kit, I think you will be happy with the results.

The kit cost \$ 10.00 and is available at your local hobby shop or direct from the manufacturer. Contact Sheepscot Products for complete information on minimum orders and postage fees.

From time to time, we will publish product reviews in the Newsletter. The reviews however are not meant as an endorsement of any product nor is any consideration received or expected from the manufacturer. It is simply a summary of kits that we have built or products that we have tried, are very happy with the results, and wish to share them with our fellow Division Members. The attempt is also made to feature the small manufacturers that make the detail parts and obscure products that are so important to the success and wide variety of equipment that is so important to this hobby. If you are happy with or found success with a particular product, why not write a product review for inclusion in the Newsletter, and share that "rare find" with your fellow Division Members.



PHILADELPHIA DIVISION MEET

SATURDAY, SEPTEMBER 18, 1993

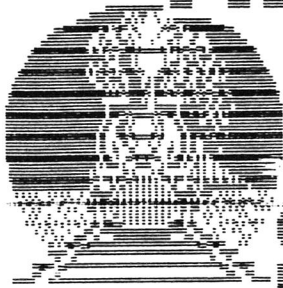
WEST CHESTER CHURCH OF THE NAZERENE

INTERSECTION OF DEAN AND DARLINGTON STREETS

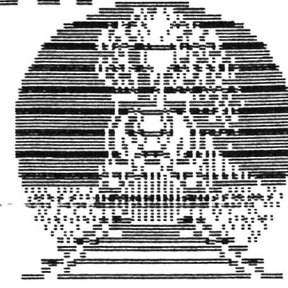
9:30 AM TO 1:00 PM, LAYOUT TOURS FOLLOW



PHILA. DIVISION



NMRA



SEPTEMBER

TRAIN MEET

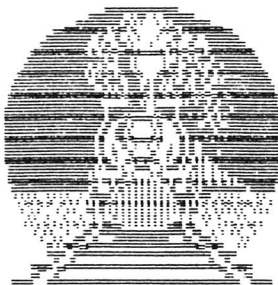
SATURDAY

SEPT. 18, 1983

**WEST CHESTER CHURCH OF THE NAZERENE
DEAN AND DARLINGTON STREETS
WEST CHESTER, PA.**

9:30 AM TO 1:00 PM

**ENTRANCE FREE TO CURRENT PHILA. DIVISION MEMBERS
ALL OTHERS, - \$ 3.00 TO GET IN. INCLUDES ONE YEAR MEMBERSHIP
IN PHILADELPHIA DIVISION**

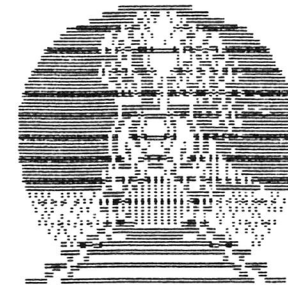


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FOR MORE INFORMATION CONTACT:**

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