



# The Philadelphia Dispatcher

Official publication of the Philadelphia Division of the  
National Model Railroad Association

November 1994

Volume 1, Number 4

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## Third Annual Fall Division Meet

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The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting its Third Annual Fall Meet on Saturday, November 12 at the Fairview Village Church of the Nazarene at 3044 Germantown Pike in Fairview Village, PA. (Please see the accompanying map on page 8). All Division members are encouraged to attend and bring a friend. Entrance to the meet will be free to all Division members. For all others, the nominal \$3 admission fee includes a one year membership.

The meet will start at approximately 9:30 a.m. The clinic program will focus entirely on operating the model railroads we are creating in a realistic fashion. There will be a panel of operating enthusiasts discussing the type of car forwarding system used on their own layouts, with time for questions and general discussion to follow. Our current list of panelists and a brief description of their system follows:

**Bill Blackburn:** Bill's Pennsylvania RR-based layout near West Chester was open for our March meet, and features a forwarding

system developed by a group of Pennsy modelers. Each car in the system has a waybill with a list of industries to be routed to.

**Jim Dalberg:** Jim's New Jersey Northern was also open for our March meet and features a system using individual waybills for each car, but with a pocket for the insertion of routing information cards.

**Steve Salotti:** Steve's Perkiomen Valley Railroad was open for last November's meet. Since then he has purchased a computer program to assign cars to various industries.

If you have questions about operation, bring them along. Do you have a unique or interesting type of car forwarding system in use on your layout? If you would like to make a presentation on it, contact the Asst. Superintendent, Steve Salotti.

As an added bonus, we hope to have an operating layout at the meet so you can try out the various systems and see which one is best suited to your needs.

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


As always, the popular vote contest will be conducted, but this time we will be doing a prototype photo contest instead of the usual model contest. Please see the photo contest rules on page 7. The winner will receive a door prize, so bring along one of your photos.

In addition, flea market tables will be available to interested members for a \$5 fee. If you would like to reserve a table, please contact John Nawn at least a week before the meet.

Coffee, soda, pastries, hot dogs, etc. will be available at the meet for a small donation.

Self-guided layout tours will begin at about 1:00. Several area model railroaders have agreed to have their railroads open until about 5 p.m. A map will be distributed at the meet.

You may also want to visit some of the fine hobby shops in the area including Penn Valley, Hennings, and The Train Room in Lansdale and J & D Whistle Stop in Quakertown.

Mark your calendar and be sure to join us for the Division meet on November 12, 1994. 

Summer. To the average American, the mention of that word cooks up mental images of Fourth of July fireworks, barbecues, and vacations.

However, to the train buff, summer is the time to go railfanning. Believe me, I did my share of it this summer. It started with spending the week immediately prior to the Division's June meet in Washington, D.C. for the National Spelling Bee. One day, my father and I walked out to the end of the platforms of Union Station and watched the MARC trains pulling in and out, and the Amtrak switch engines shuffling cars. Friday night we drove home and the next day was the Division meet at the New Hope & Ivyland Railroad.

Sometime in July we went out in the early morning and shot pictures of SEPTA's new ABB trolley cars during rush hour. A visit to grandparents that live in Western Pennsylvania yielded a trip to the Sand Patch Tunnel. We waited for over an hour but only saw one CSX freight.

We made a trip to Steamtown on a rainy day and managed to get some nice pictures by overriding the light meter's indication by quite a bit, getting thoroughly soaked in the process.

Running late on the September issue of the *Dispatcher*, I hand-delivered it to the Superintendent. The trip down to Sharon Hill also included stops at nearby stations to watch the Amtrak and Septa trains. I learned on that trip not to be stupid — check to make sure you are using a faster shutter speed than 1/60th!

Now that the summer is over, it's time to start staying inside

where it's warm, working on model railroads and attending model railroading events. I hope to see all of you at the November meet. *DWP*

The opinions expressed herein do not necessarily reflect those of the Philadelphia Division, nor the NMRA.

## LCL

### miscellaneous business

**HO Module News:** As promised, a meeting for all those interested in modular railroading will be held on November 17 at the St. Alban's Church in Newtown Square at 7:30 p.m. (Please see the accompanying map on page 8).

At the meeting, we intend to discuss all aspects of the module, including size, standards, type of desired set-up, etc. A target date for our first set-up will also be set, and we will be looking for someone to assume the duties of director of the module group. If you can't attend but are interested, drop the Division Superintendent a line and we will put you on the mailing list.

We currently have a dozen or so members who have shown interest, and we suspect there are more. If you have or are working on an HO scale module, let us know.

**Volunteers needed:** Volunteers are needed to assist in the evaluation of layouts in the Division for Merit Awards under the NMRA Achievement Program. They must have AP certificates in the appropriate areas (engineering, scenery, models, etc.) Please contact Dave Messer, MMR at 263 Mingo Rd., Royersford PA 19468; (610) 948-2191. *DWP*

## The Philadelphia Dispatcher

Official publication of the Philadelphia Division, Mid-Eastern Region, National Model Railroad Association

### Editor

Nathan Ashby-Kuhlman  
1226 Linwood Avenue  
Norristown, PA 19401-4211  
(610) 279-1646

**Submissions:** The *Philadelphia Dispatcher* welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. Submissions are preferred typed, double-spaced. The editor reserves the right to, when necessary, paraphrase small portions of the text in order to fit the space available.

**Next issue:** March 1995. Due out late February. Deadline: February 10.

**Membership:** \$3.00 per year. Neither NMRA nor MER membership is required, although recommended. Address all membership applications, renewals, address changes, etc. to the Chief Clerk. If the date in the upper-right corner of your mailing label is highlighted, your membership will expire soon. Pay at the next meet or mail payment to the Chief Clerk.

### Division Officers:

**Superintendent**  
John Nawn  
144 Laurel Road  
Sharon Hill, PA 19079-1322  
(610) 461-8644

**Assistant Superintendent**  
Steve Salotti  
46 Meadow Road  
Collegeville, PA 19426  
(610) 489-1940

**Chief Clerk**  
Mike Hazzard  
12 Pickering Court  
Downingtown, PA 19335-1753  
(610) 269-6914

### Mid-Eastern Region, N.M.R.A.

Clyde Gerald, Office Manager  
2107 N. Charles Street  
Baltimore, Maryland 21218-5710  
Dues: \$8.00 per year

### National Model Railroad Assn.

4121 Cromwell Road  
Chattanooga, TN 37421-2119  
Phone: (615) 892-2846  
Dues: \$24.00 per year

## Timetable

coming events

**Mid-Eastern Region NMRA Fall Convention.** November 4-6. Ramada Inn; Hagerstown MD. Contact Fun!Vention '94, 2193 Bellemonte Ct., Jefferson MD 21755; (301) 371-9129.

**Philadelphia Division NMRA Fall Meet.** November 12. Fairview Village Church of the Nazarene, 3044 Germantown Pike; Fairview Village PA. 9:30 a.m. to 5 p.m. Free to members; \$3 includes one year membership. Contact John Nawn, 144 Laurel Rd., Sharon Hill PA, 19079-1322; (610) 461-8644.

**Philadelphia Division NMRA**

**Modular Group Meeting.** November 17. St. Alban's Church, just north of the intersection of rts. 3 and 252; Newtown Square PA. 7:30 p.m. Free to all interested members.

**Miniature R.R. Club of York Model Railroad Show.** Nov. 20, 27; Dec. 4, 11, 18. 381 Wheatfield St.; York PA, 17403. 1 to 5 p.m. \$2 adult; \$.50 age 6-12. Contact Ivan Frantz, 1126 Hanover Rd., York PA, 17404; (717) 225-6470.

**Philadelphia Division NMRA Meet.** March 25, 1995. St. Alban's Church, just north of the intersec-

tion of rts. 3 and 252; Newtown Square PA.

**Mid-Eastern Region NMRA Spring Convention.** May 18-21, 1995. Holiday Inn Holidome; York PA. Contact White Rose '95, 2420 Heather Rd., York PA 17484. Dwp

The Timetable column is open at no charge to anyone planning a model railroad- or railroad-related event, but the *Dispatcher* reserves the right to refuse or edit any submissions for any reason whatsoever. All submissions must be typed or printed and be as brief as possible. Label submissions "Timetable" and include the name, address, and phone number of the person submitting the information in case of error.



# Division Freight Cars

Support your Division and own a really nice freight car! Buy a Perkiomen Valley boxcar!

As World War II drew to a close, the Perkiomen Valley Railroad found itself in a position that was common to many other lines at that time — a freight car fleet that had been worn out by the demands of supplying the military needs of the country. In March of 1946, the railroad placed an order with the Pullman Company for 35 box cars, 40' in length with a load capacity of 100,000 lbs. These cars, built with a Murphy flat panel roof, 4/4 improved dreadnaught end, and six-foot doors, were painted an oxide red and numbered in the 1500-1534 slot on the roster. Immediately after delivery, the cars were placed in service hauling the products of the many

manufacturers located along the eastern end of the company's line.

With the above history as background, your Division officers are pleased to present the first car in what we hope will be the beginning of a novel way for the Division to keep dues low and still continue to produce a full newsletter and provide a regular schedule of events for you to participate in. As stated in the September issue, there is no risk to the Division itself as the initial cost of production will be borne by the sponsoring individual or group, with the first proceeds going to repay the sponsors. Any subsequent income becomes the Division's profit. By our current estimate, we need to sell 55 cars

to break even; however, recent sales of similarly produced cars have sold in excess of 200, so we have hopes of selling at least 100.

Your Division officers hope you will get behind this project and help to make it a success (let's at least sell the first 55 so Steve can get his money back). The cars will cost \$10 each and will be available in 4-6 months (due to the number of orders being processed by our supplier). The drawing shows the design of the car's lettering, and is shown in approximately S scale.

Cars will be available for pick-up at regular Division meets in about six months, or for \$1.50 s&h, you can have them delivered to your door.

Dwp

order form on reverse

## Mail Pouch

letters from readers

### Lack of Effort and Honcho

Having recently read through the September *Dispatcher*, I was slightly surprised by the lack of effort shown by the majority of the members in the said publication. One wonders how much better we would be doing if *everybody* spoke up. Not to be discouraged, I feel maybe I should be doing my part. (Hey; no comments from you guys. I was in Nova Scotia on June 4, railfanning the CB & CNS Railway - all Alco!)

Anyway, apparently the Division is in need of a head honcho

for the HO modular group; I hereby volunteer (can I nominate myself?) for the position. I'm certainly qualified - I was the one with the HO dual-gauge interchange module at the March meet. (Yes, I have been called a "fruitcake," and *most* of what you may hear is true.)

So those of you who have any interest at all, please drop me a line at 30 S. Elmwood Ave., Glenolden PA, 19036 or call at (610) 583-8171. Perhaps if it's agreeable to those involved, I could host the set-up meeting.

Anyone interested in photos of Cape Breton & Central Nova Scotia locos or seeing my HO N3 version of the Colorado & Southern, let me know. Thanks and happy railroading. - *Andy McCann (a.k.a. "Drew"), Glenolden*

[Thanks, Drew, for your interest and enthusiasm. It's up to the group, on Nov. 17, to decide on leadership. - *John Nawn*] *Dmf*

Interesting commentary, corrections, or suggestions are welcome in the Mail Pouch column. Please label submissions "To the Editor" and send them to *Philadelphia Dispatcher*, 1226 Linwood Ave., Norristown, PA 19401-4211.



## Divison Freight Car Order Form

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Number of Cars \_\_\_\_\_ (\$10/car) Total \$ \_\_\_\_\_

☐ check for shipping/handling (\$1.50) Total \$ \_\_\_\_\_

(rivets shown slightly oversize) Total Enclosed \$ \_\_\_\_\_

Checks should be made out to the Philadelphia Division, NMRA. Bring this form to the November meet or put it in an envelope and mail to:

Steve Salotti  
46 Meadow Rd.  
Collegeville, PA 19426

Thank you for your support!

PERKIOMEN VALLEY		PV	
PVRR 1526			
CAPY 100000 LDLMT 120800 LT WT 48200	CLOSE AND LOCK DOOR BEFORE MOVING CAR	BLT 8-46	EXW 10-8 8-18-1 EW 9-4 8-18-1 IL 40-6 IW 9-8 IR 10-0 CUPRT 8718

6 - 10 PANEL

## From the Superintendent

John Nawn

Well, what did you think of our September meet? Two outstanding clinics, five excellent layouts, lots of flea market tables, and we signed up 35 new members to boot. Not bad. I would like to take full responsibility for the tour map. I'm sorry, but we are taking steps to improve the quality. (I never rely solely on the Division's map, however. I always bring an area map with me.) I would like to welcome all the new members who signed up and thank all the regular members who attended.

A member pointed out to me two conflicting statements I made about attendance in the September issue. In one article, I suggested that our Saturday meets were more popular than the Division's previous evening meet format, while in another article, talked about the low attendance at our June meet. I think the figures below are testament to the fact that Saturday meets are more popular, June notwithstanding.

- Nov. '92 - 26 in attendance
- March '93 - 33 in attendance
- May '93 - 30 in attendance
- Sept. '93 - 45 in attendance
- Nov. '93 - 54 in attendance
- March '94 - 65 in attendance

[As stated in the September issue, if you're interested in heading an effort to organize evening meets in your area, contact John or Steve. - Ed.]

November is National Model Railroad Month, and as members of a model railroading organization, we should make sure we do something extra to encourage and inspire this wonderful hobby during our month. Whether it is an open house for your home layout, or taking a friend to a train show,

make sure you do your part.

I hope to see everyone in November for our Third Annual Fairview Village meet. Steve has put together a unique and interesting program that promises to satisfy your desire to learn more about operation. Don't miss it.

As you won't receive another newsletter until February, let me take this opportunity, on behalf of my family and the rest of the officers and their families, to wish everyone a happy and safe holiday season and much success and satisfaction in the coming year.

Thank you for sharing model railroading with us and all your fellow Division members in '94 and with your continued support, we will strive to continue to improve upon our efforts in 1995.

Happy railroading.

DWF

Comments, corrections, or suggestions about subjects addressed in this column should be directed to the Phila. Div. Superintendent: John Nawn, 144 Laurel Rd., Sharon Hill, PA 19078-1322; (610) 461-8644.

## Interchange Track

classified ads

**Delta Lines Wire!** A six-inch length of wire, removed from one of the control panels of Frank Ellison's famous layout, is available for \$1 (covering the costs of postage and reproduction of the certificate of authenticity) from Neil Yerger, 7 Farm Rd., Wayne PA, 19087-3303.

DWF

The Interchange Track column is open at no charge to anyone wishing to buy or sell model railroad- or railroad-related items. Submissions must be brief and be typed or printed. They will run once only, in the first available issue. The *Dispatcher* reserves the right to refuse or edit any ad for any reason whatsoever.

## September Meet Report

Nathan Ashby-Kuhlman

On Saturday, September 17, 1994, the Philadelphia Division conducted a meet at the Christ United Methodist Church in Prices Corner, Delaware. Attendance was high - 54 - considering it was a long trip for most Division members. There were about ten tables full of items for attendees to purchase.

We had a somewhat smaller than normal clinic program, but the length and quality of the two presentations made up for the usual variety. Rob Kuhlman, a teacher of geology, presented "Geology for Model Railroaders." "Prototype Signals" were discussed by outgoing Mid-Eastern Region vice-president Rick Maguire, also a CSX locomotive engineer.

There were almost a dozen entries in the popular vote caboose contest. Steve Salotti's Perkiomen Valley wood-side caboose won. Steve and several other lucky members received door prizes donated by Mitchell's Family Store in Wilmington and Rick Maguire.

We had five layout tours scheduled during the afternoon - thanks to Ted Wilks, Earl Sommers, Doug Robb, Charlie Carangi, and Ed Arndt for sharing their fine layouts with us.

Many thanks to all members who participated; it was fun. DWF

## Going to the Hobby shop?

Post the meet flier found on the last page of the *Dispatcher*.



## Kerr/McGee-UP Tie Plant

An Industry You Can Model

BY ERIC DERVINIS

[When John Nawn suggested in the September issue that members going to the Columbia Gorge Express (the NMRA national convention) send in their reflections, Eric was inspired to write this article. He said "it is better to report on one aspect of the convention as a discussion of the whole week would take tens of pages." - Ed.]

One of the best industrial tours offered by the Columbia Gorge Express Convention Committee was at the former Union Pacific tie plant in The Dalles, Oregon. The plant was built by UP in the early 1920s between its main line and the Columbia River, about 100 miles east of Portland. UP recently sold the plant to Kerr/McGee as they have found that outside companies can better run facilities not directly tied [pun intended?] to the operation of the railroad.

Tie plants are excellent industries to model for at least four major reasons. They are long and narrow and are situated right along the right-of-way. This plant is over 1½ miles long. Tie plants are excellent generators of inbound and outbound loads. They receive wood in gondolas, on bulkhead flats and even to this day in boxcars. Creosote comes in tank cars and they also receive miscellaneous shipments of machinery, parts, etc. Shipping of ties is done in almost every type of car, but gondons are favored. The tie car is

being phased out on the UP because unloading it leads to many back injuries.

The plant uses a narrow gauge railroad to move the untreated ties into and the treated ties out of the pressure tanks. This is a perfect chance to use that narrow gauge set many of us have on the shelf. Obviously a model of a tie plant would require tremendous selective compression, but a fair representation could be done in HO in five feet of space. Best of all, everything is done outside!

Sixteen conventioners signed up for the tie plant tour and we were transported on a full size motor coach for the two-hour trip out to the facility; we had continuous commentary from our driver. Our tour of the plant was conducted by the general manager, his assistant and the plant's UP representative. They were extremely courteous, taking us to every part of the plant and patiently answering all of our questions.

The tour started with the inspection area for incoming wood. UP currently buys all of its own wood. That which does not meet UP standards may be sold by Kerr/McGee to other railroads. The incoming wood is sized, graded and sorted by type of tree. The approved pieces are then pierced with small holes to allow the creosote to get in deeper and endplated to reduce checking. These future ties are then stacked

in the yard with the date and type of wood noted on the end of each bundle. The stacks are very neat and are placed in perfect rows in order to maximize air circulation. Union Pacific uses almost every type of soft and hard wood with good results. Only African hardwoods are not purchased, as UP found that the ballast would not bite into these extremely dense woods and the ties would move in the track bed.

The cost of wood ties continues to rise as eligible trees are becoming hard to come by and the price advantage over concrete is narrowing. UP has been testing concrete, however, and has discovered a number of disadvantages. Replacing concrete ties requires closing down the whole railroad. Wood ties can be slipped in between trains. Adjustments can be made to wood ties to get more life out of worn rail, but this is impossible with concrete ties. Neither concrete nor wood ties are recyclable, so the perfect tie would be steel - completely recyclable and very stable, but very expensive as of now.

An interesting part of The Dalles' plant was custom tie production. UP makes complete plans of bridges, crossovers, etc. which may need replacement ties. The plant then cuts ties to exact size with all holes drilled, ready for installation. They also cut bridge timbers and large size wood for many railroad uses. These would

## Special Section: Columbia Gorge Express Convention

make very interesting open loads to model, even if you do not have a tie plant on your layout.

Once the wood is fully prepared, it can go to the pressure tanks. It is stacked on narrow gauge cars and pushed in using a narrow gauge engine acquired from General Electric in the early '70s. The pressure tank uses its vacuum feature to reduce the moisture in the wood to the desired level depending on its species. Next the creosote and oil are introduced and the pressure is increased to force the mixture into the wood. Finally all of the fluid is withdrawn and the ties are removed in an almost dry condition. For the next 24 hours they sit on an impervious concrete pad to catch any drips. They are then moved to storage for later shipment to points all around the Union Pacific.

Our guides let us observe two peripheral areas to this tie plant. On one end, crews were installing tie plates and the outside spikes onto ties which will be used on third main line track which UP is adding through Nebraska. The operation is currently all manual, but if this proves successful in the field, it could be automated. Kerr/McGee has also developed a new system to hold rails onto ties. They rout a slot in the tie, drop in a new kind of clip and epoxy the clip in place. Tests by the American Association of Railroads found the tie would actually fail before the clip would. Tests are continuing, but the cost of this system makes widespread use unlikely for now.

We examined every aspect of the plant thanks to our gracious guides. Kerr/McGee and Union Pacific are to be thanked for allowing us to visit their tie plant.

As a bonus, they gave each of us a top quality ball cap and a visor as souvenirs of our tour. *DWP*

## Reflections of Portland

BY DAVE MESSER, NMR

Columbia Gorge Express offered something for everyone, from big-time railroading (yes, diesels do come in colors other than blue) to shays on shaky trackwork to lovely rose gardens... Excellent clinics, with a major effort by the Digital Command Control group to get the message across that they are here to stay... Beautiful weather, all week (low humidity!)... Clean shuttle and tour buses that ran on time (sorry, Bob)... Excellent layouts, including the Columbia Gorge Club, one of the best club layouts around... Spectacular contest models, particularly the best-in-show bridge crane by a Canadian group... An enjoyable banquet to top it all off, free of lengthy speechmaking, with an excellent Pacific Northwest buffet and a fascinating multi-projector presentation on Chinese steam railroading. Well done Doug Auburg (and crew)!

See you all in Atlanta - an NMRA national convention is an experience not to be missed! *DWP*

## Club meeting?

Post the meet flier found on the last page of the *Dispatcher*.

## Photo Contest Rules

*for the November popular vote*

1) The contest is limited to prototype subjects only. No model photographs.

2) Photos may be color or black & white.

3) Prints only. No slides or whatever else.

4) Photos must have been taken by the contest entrant.

5) Photos must be 8 x 10" or smaller.

6) Photos may either be unmounted, or mounted on *white* illustration or photo mount board. No framed pictures.

7) No captions or descriptions of the subject may appear on the photos or mounting surface.

8) There is a limit of five entries per person (just so we don't have too many entries). *DWP*

## Prototype News

It seems that the railroad press may already have Conrail and NS merged. However, according to a recent article in the *Philadelphia Inquirer*, the appointment of the Exec. VP at Big Blue to President and CEO sends a strong signal to NS that Conrail may not be interested in a merger. It appears that NS may have just been "testing the waters" with the recent merger talks. Besides, any merger plan would generate strong opposition from NS chief rival CSX, as Chessie relies on Conrail for its New York gateway. - John Nawn *DWP*

The Prototype News column is an open forum for the exchange of railroad information. Any submissions are welcomed. The *Dispatcher* makes no guarantees regarding the accuracy of the information presented in the column.

## Philadelphia Division Annual Report

September 30, 1994

The Philadelphia Division continues to grow and build on our strong performance over the past two years. We currently have close to 200 members on our roster which is almost a 68% increase over membership in the previous year.

The officers during the past year remained the same with Mike Hazzard performing the duties of the Chief Clerk, Steve Salotti handling the Assistant Superintendent position, and John Nawn as Superintendent. An important addition to our staff this year was our newsletter editor, Nathan Ashby-Kuhlman. Nathan has taken the Division newsletter and created a top notch publication that rivals the region's in quality and substance. The *Philadelphia Dispatcher* remained a quarterly publication through the year.

The Division continued its quarterly meet schedule for the past year. Following a highly successful meet in September, the Division held its November meet in Fairview Village, our second year

at this location. 1994 kicked off with a very well-attended March meet in Newtown Square. Approximately 65 members attended, making that our largest meet to date. Members were treated to some excellent clinics and some outstanding layouts. Division member Charles Denlinger brought his N-scale model of Broad Street Station to the meet and gave a clinic on its history and construction of the model. In June, we returned to the New Hope & Ivyland Railroad. Although attendance was somewhat less than expected, we still had a good meet which included a yard tour and a door prize of a cab ride for one lucky member. In September, we hosted a meet in Prices Corner, DE, and due to a major recruiting effort, signed up 35 new members. The meet featured a large number of flea market tables and two clinics, including one offered by Region Vice-President Rick Maguire. We will continue '94 with our third annual Fairview Village meet, which

will include a panel discussion on operating practices and possibly a switching contest.

For '95, the Division expects to be back in Newtown Square for our March meet, and is attempting to coordinate a joint meet with the New Jersey Division in May. Our September meet location is undetermined, but in November we expect to be back in Fairview Village.

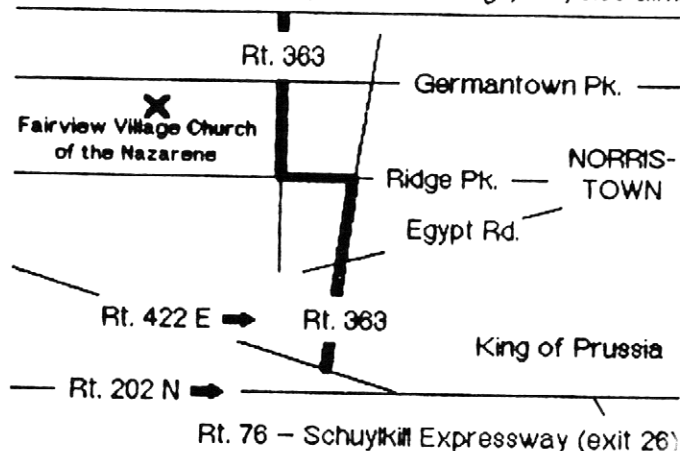
Other important events occurring in '94 included the beginnings of the Division HO Module Gang and a limited edition Division car. In lieu of a potential dues increase, the Division will be offering an HO boxcar as a fundraising effort. The car will be lettered for a Division member's home road. The first offering will be for Steve Salotti's Perkiomen Valley.

The Division continues to progress and '95 promises to be a banner year.

Respectfully submitted,  
John A. Nawn  
Division Superintendent

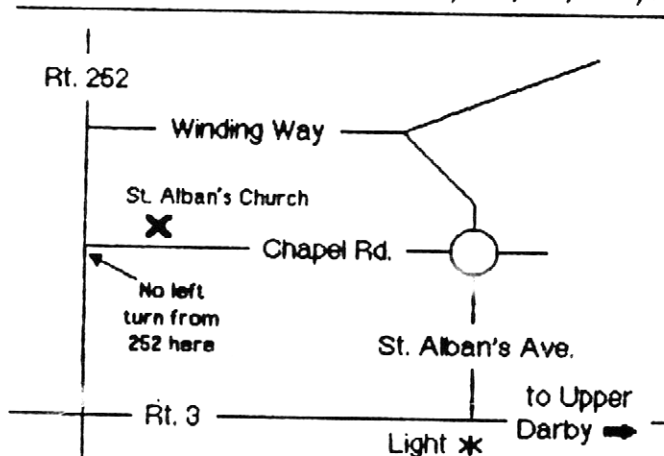
### How to Get to the November Meet

November 12, 1994; Fairview Village, PA; 9:30 a.m.



### How to Get to the Modular Meeting

November 17, 1994; Newtown Square, PA; 7:30 p.m.



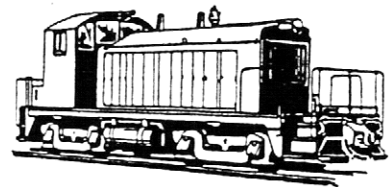


# Philadelphia Division, NMRA

## Fall Train Meet

### Saturday, Nov. 12, 1994

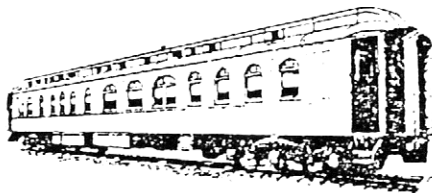
Fairview Village Church of the  
Nazarene, 3044 Germantown Pike,  
Fairview Village, PA.



Meet starts at 9:30 a.m.; self-guided layout tours  
begin at 1 p.m.

Entrance free to current Division members; all others  
\$3 — includes a one-year membership

- \* Clinics
- \* Door Prizes
- \* Popular Vote Prototype Photo Contest
- \* Flea Market Tables
- \* Layout Tours



For more information, contact:  
John Nawn  
144 Laurel Rd.  
Sharon Hill, PA 19079-1322  
(610) 461-8644

## The Philadelphia Dispatcher

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Mid-Eastern Region, National Model Railroad Assn.

12 Pickering Court

Downingtown, PA 19335-1753

### All Aboard!

*welcome to all the new members who joined at the September meet!*

Bob Motter, Prospect Park;  
George Metz, Newark DE; Dale  
Bishop, Aston; Lee Shorter,  
Claymont DE; Edward McGee, Erial  
NJ; Edward Kapuscinski, Norwood;  
Butch Samluk, Wilmington DE; C. R.  
Aiken, Wilmington DE; Clifford  
Walker Sr., Wilmington DE; Glenn  
Walker, Middletown DE; R. B.  
Wilson, Newark DE; Charles

Jackson, Wilmington DE; A. K. Plitt,  
Newark DE; Paul Lee, Wilmington  
DE; Chuck Cover, Elkton MD;  
Judge Starnes, Hockessin DE;  
Edward Arndt, Newark DE;  
Angelique Colombo, Wilmington  
DE; Charlie Colombo, Wilmington  
DE; Marty McLaughlin, Newark DE;  
James McLaughlin, Newark DE;  
Amy Bonk, Wilmington DE; Michael

Bonk, Wilmington DE; Larry  
Hughes, Newark DE; W. B. Estep  
Jr., New Castle DE; Joseph Keller,  
West Chester; Raymond Bilodeau,  
Wilmington DE; James Valle, Dover  
DE; Eric Elfman, Staton DE;  
Joseph Elfman, Wilmington DE;  
James Personti, Wilmington DE;  
Harold Watts Jr., Newark DE; John  
Lassahn, Wilmington DE.



PHILADELPHIA DIVISION  
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

THIRD ANNUAL FALL DIVISION MEET  
NOVEMBER 12, 1994

TIMETABLE

- 9:30 AM Registration, Flea Market Tables, Contest Entries,  
Contest Voting, Introductions, Remarks.
- 10:00 AM PRESENTATION By: Brian Kampschroer, NMRA Convention  
Department General Chairman
- 10:15 AM CLINIC: "Symposium on Operations", Part I  
by: Bill Blackburn & Jim Dalberg
- 11:00 AM DOOR PRIZES and Photo Contest Award
- 11:15 AM CLINIC: "Symposium on Operations", Part II  
by: Steve Salotti, Asst. Division Superintendent
- 11:45 AM Question & Answer/Discussion Session
- 12:00 PM Lunch, available at Meet
- 12:30 PM Switching Layout Open
- 1:00 PM HOME LAYOUT TOURS BEGIN  
-Be sure to pick up a copy of the tour map.  
-Be sure to thank our Layout Hosts for allowing us  
the opportunity to visit their layouts.
- 2:30 PM Switching Layout and Meet Room Close.
- 4:00 PM Home Layout Tours Close.

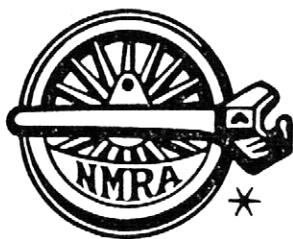
BE SURE TO STOP BY PENN VALLEY HOBBIES ...  
...AND THANK THEM FOR THEIR DOOR PRIZE DONATIONS.

NEXT MEET  
Saturday, March 25, 1995  
Newtown Square, PA

Next Philadelphia Dispatcher  
February, 1995

Don't Forget, Module Meeting, This Thursday  
St. Albans Church, Newtown Square, 7:30 PM

Thanks for coming and have a safe trip home !



PHILADELPHIA DIVISION  
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

THE MODULE REPORT

As reported in the November Philadelphia Dispatcher a meeting to present and discuss the Division's Modular railroading efforts, will be held on Thursday, November 17, 1994, at our March Meet location, St. Albans Church, Route 252 and Chapel Avenue, in Newtown Square, PA., at 7:30 PM. We currently have approximately 12 members who have indicated there interest. We suspect there are more. At the meeting, we intend to discuss all aspects of the module including size, scale, standards, type of desired set up, operation, etc. If you have an HO scale module or are working on one, or are interested in starting one, please come to the meeting. If you cannot attend the meeting but are interested in Modular Railroading, drop me a line and we will get you on the list for future mailings. At the meeting, we will also be discussing a target date for our first set up, and we will be looking for someone to assume the duties of the director of the module group, a Module Gang Foreman, if you will.

### How to Get to the Modular Meeting

*November 17, 1994; Newtown Square, PA; 7:30 p.m.*

