

THE PHILADELPHIA DISPATCHER

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

March 1995
Volume 2, Number 1

Division Meet: March 25 at Newtown Square

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting a meet on Saturday, March 25, 1994 in Newtown Square at the St. Alban's Church on route 252 (just north of the intersection of route 3, West Chester Pike). 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. All others will be charged a nominal \$3.00 admission fee which includes a one year membership in the Division.

The meet will start at approximately 9:30 a.m. Dave Messer, MMR, will present two clinics. First, he will conclude his series on the "NMRA Achievement Program." He will also discuss "Preparation of the Layout Room." Art Wilkinson will present a clinic entitled "Prototype Research, Basis for Model Railroad." There will, of course, be door prizes given out during the meet. As always, the popular vote contest will be conducted and the category this time is bridges – they can be roadway or railroad bridges of any scale. The winner will receive a door prize, so bring along a bridge model and enter the contest.

In addition, flea market tables will be available to interested members for a \$5.00 fee. Why not clean out your basement, attic or train room and make some money from the unwanted or unnecessary items in your collection? If you would like to reserve a table, please contact John Nawn by March 17 (include your address and phone number).

Coffee and donuts as well as lunch will be available for a small donation. The meet will conclude at 1:00 p.m. for layout tours. Layouts will be open until 5:00. Maps will be distributed at the meet.

In addition to the home layout tours, the Division's Module Team will debut with its first set-up, in the St. Alban's basement, where the S.T.A.R.R. layout is also located. We have two layout tours this time which require no additional driving!

There will be a popular vote "favorite module" contest in addition to the bridges contest, so anyone with an NMRA standard HO module should bring it and participate in the module team's set-up. (John Nawn has volunteered to exclude his fully-scenicked module from the contest.)

You may also want to visit some of the hobby shops in the area, including Brandywine Hobbies in West Chester and Nicholas Smith Trains in Broomall.

Mark your calendar and be sure to join us for the Division meet on Saturday, March 25, 1994.

L.C.L.

miscellaneous Division business

Division Freight Car Update

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 – its freight car fleet 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 ends, 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.

The 40' HO box cars offered are custom-lettered for Steve Salotti's Perkiomen

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Spectre

specter. *n.* a visible incorporeal spirit, esp. one of a terrifying nature; ghost; phantom; apparition.

Also, *esp. Brit.*, **spectre**.

You will notice much-improved legibility with this issue of the Dispatcher. The newsletter had been produced on my family's old Atari 520ST computer. (For you computer geeks like me, this shows what you can get out of a 1986 machine with 8Mhz speed, 720K floppies, and 2½ megs of memory). The barely-legible type was due to the photocopying of output from a nine-pin dot-matrix printer.

Well, all that's changed – in a way. The Dispatcher is still produced on that same computer, but with the addition of a device that allows me, in a roundabout way, to use a better printer. My dad has a Macintosh at Montco where he teaches, and it is connected to an inkjet printer, which produces much better output.

The trick is the use of a little box called "Spectre" which plugs into the side of the computer and allows me to literally turn the Atari into a Mac. I now type and lay out the newsletter under emulation, and then save the newsletter to disk. Rob takes that disk to school (my family calls his work "school," because it is one) and prints it on his inkjet to produce a much more legible Dispatcher.

Now to the name. When the programmer left the company that made the first version of the emulator, there was widespread concern in the Atari community that Mac emulation was "dead." Later, he began work on a second, much-improved version. During the process of deciding what to name it, he had a mental image of the emulator "rising from the dead." Naturally, "spectre" was better-sounding than "ghost" or "apparition," and so it was named.

In my own life, model railroading has recently "risen from the dead." I apologize for my layout not being as neat or trouble-free as it could have been during last November's layout tour. Unfortunately, I barely had time to clean the track during the preceding week, and my MDC 2-8-0

would have run much better if I would have been able to clean its wheels.

The reason I had very little time that week was that I'm on my high school's stage crew, and our annual dinner theatre was held the day of the November meet. This meant rehearsals in the evenings all that week, and as a result, homework done during the afternoons. Therefore, I had zero time for trains. My hobby was third on the list of priorities, behind schoolwork and school activities. It was, in a sense, "dead." (I missed the second module team meeting because of another show, and the March meet is also on the same day as a performance.)

However, right now, I have enough free time to be working on an HO module. It's coming along nicely. I look forward to having *some* scenery done by March when the module team sets up for the first time. It's a real treat to work on, and I feel it will be something to be proud of when done. That's what hobbies are for. And so my hobby has risen from the dead too. ☺

Mail Pouch

letters from readers

Rewards of Hosting

To the editor:

I'm writing to share with the membership how much I enjoyed having my O-scale Mt. Savage Railroad being one of the stops on the November meet's layout tour. All of the visitors were courteous, and I'm sure that I learned more from them than perhaps they learned from my modeling. Many of the visitors stayed a while, engaging in conversation with me and with one-another; I made quite a few friends that afternoon. I would encourage Division members to approach John Nawn and offer to host a layout tour for an upcoming meet. I found it to be an enjoyable and rewarding experience.

– Rob Kuhlman, Norristown.

[As I was also on the tour, I wholeheartedly agree. – Ed.] ☺

THE PHILADELPHIA DISPATCHER

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

Editor

Nathan Ashby-Kuhlman
1226 Linwood Ave.
Norristown, PA 19401-4211

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: May 1995. Due out mid-April. Deadline: April 1.

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. Please pay at the next meet or mail payment to the Chief Clerk.

Division Personnel:

Superintendent

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

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Silver Spring, MD 20904-1703
(301) 572-2482
Dues: \$8.00 per year

National Model Railroad Assn.

4121 Cromwell Road
Chattanooga, TN 37421-2119
(615) 892-2946
Dues: \$30.00 per year

What a difference a year makes. Last year we were in the deep freeze wondering if global warming was just a myth. This winter, on the other hand, we actually had the opportunity to accomplish something that didn't involve a snow shovel or an ice scraper. Likewise, the Division has been very busy this winter and I would like to touch upon some of our progress and accomplishments.

First, we are proud to announce that the Division has finally got our HO Module Team launched. We are very proud of this effort and it is hoped that more members will take advantage of this opportunity. I would like to personally recognize the efforts of our Team Leader, Mr. Bob Browne, and the efforts of the St. Alban's Railroad under the direction of George Phillips. Come to the March meet and witness the inaugural running of the Module Team.

Secondly, our first members-only, limited edition Division freight car is expected to be finally available at our March meet. These cars are expected to go fast, so don't hesitate to get your car ASAP. We are still interested in hearing from members who would like to see their home road featured on upcoming releases.

Third, we are pleased to announce the beginning of what may prove to be the most beneficial advantage of membership yet, the hobby shop discount program. Although currently only one hobby shop is participating in the program, it is the Division's strong desire to include as many hobby shops as possible. In the near future, we will be contacting the local hobby shops to solicit their participation. In the meantime, if your local hobby shop would like to get on board with the program, please have them contact me.

Fourth, the Division has put into motion our plan to host a future Mid-Eastern Region convention (probably spring of 1997). A core staff is being assembled and a tentative program and location are being investigated. We will be approaching the Region at their next executive meeting (York convention) to make our bid and secure their support. Once this is accomplished, we can begin our planning

process. This will be the model railroad event of the year when it happens and there will be opportunities for all Division members to become involved, so stay tuned.

I would like to personally congratulate Bob Beebe on the attainment of his Association Volunteer certificate in the NMRA Achievement Program. As you may know, Bob was the previous Division Superintendent and is still very much a participant in the Division. Bob was also responsible for all those signs observed at the 1993 national convention. For information on how you can participate in the Achievement Program and eventually earn your Master Model Railroader certificate, contact our Division AP Chairman, Dave Messer, MMR.

Finally, I would also like to thank Mike Hazzard for his tireless and outstanding service to the Division over the past few years. Without Mike, we would not have been able to bring you the level of program we have. Mike is not going away, though. He assures me that he will still remain an active participant in the Division; he just wants to have more time to participate in the model portion of model railroading, a goal we can all appreciate. (The vacation of the Chief Clerk position is an excellent opportunity for a Division member to become more active in the operation and future direction of the Division, and also earn credits toward your own Association Volunteer certificate in the Achievement Program).

As the Division appears to be gaining a full head of steam, make sure you don't miss the train. See you in March.

Attend the Mid-Eastern Region Spring 1995 Convention. For more information, see the latest *Region Local* or contact Joe Krepps, 1278 W. Princess St., #3, York PA 17404-3447; (717) 845-7771.

GATSME Lines HO Model Railroad Club Open House. March 11. Madison & Prospect Aves.; Ft. Washington PA. 1 to 5 p.m. Adm.: donation. Held in conjunction with the Great Scale Model Train Show at the Ft. Washington Expo Center. Contact Job Luning Prak, (215) 646-2033.

Philadelphia Division, NMRA Meet. March 25. St. Alban's Church, just north of the intersection of rts. 3 and 252; Newtown Square PA. 9:30 a.m. to 5 p.m. Free to members; \$3 includes a one-year membership. Contact John Nawn, 144 Laurel Rd., Sharon Hill PA, 19079-1322; (610) 461-8644.

Sterling Productions Train Meet. April 9. Vineland Armory, Rt. 27 one mi. west of rt. 55; New Jersey. 10 a.m. to 4 p.m. \$3 individual; \$5 family. Contact Sterling Productions, 33 Lloyd St., Wilmington DE 19804; (302) 998-4434.

The 12th National Model Trolley Meet. April 28-30. Pennsauken NJ. \$18. Contact George VanDeventer, 1470 Kingsley Dr., Warminster PA 18974-3722.

Philadelphia Division, NMRA Spring Meet/Family Day. May 13. Reading Society of Model Engineers, which features an outdoor live-steam railroad, two indoor layouts, and an HO modular railroad. Picnic facilities are on the site. It's close to the Reading outlets and West Reading. We are also trying to arrange special fares on the Blue Mountain & Reading. Full information will be provided in the next *Dispatcher*, so stay tuned.

Mid-Eastern Region, NMRA Spring Convention. May 18-21. Holiday Inn Holidome; York PA. Contact White Rose '95, 1278 W. Princess St., #3, York PA 17404-3447; (717) 845-7771.

The 27th Annual O Scale National Convention. June 21-25. Teaneck NJ. Contact New Jersey '95, P.O. Box 343, Carlstadt NJ 07072.

Philadelphia Division, NMRA Meet. September 16 or 23 (tentative). Our September meet will feature a "new" format (for the Division anyway). It will be held at Upper Darby High School and will feature a large train show and sale. It would be open to the public for a small admission fee and free to members.

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Valley Railroad, and are a limited-edition available to Division members only. The cars will cost \$10 each and should be available for purchase (or for pick-up if you've already ordered) at the March meet. For an additional \$1.50 s&h (total, not per car), you can have them delivered to your door instead.

To order cars in advance, make your check payable to the Philadelphia Division, NMRA and send it to Steve Salotti, 46 Meadow Rd., Collegeville PA 19426.

HO Module News

Since the November meet, the Module Team has met thrice and is currently planning to coordinate a full set-up at the March meet. At our first meeting on November 17, we discussed the basics of building modules and distributed the NMRA module standards. Bob Browne of Philadelphia volunteered to be our "leader," for lack of a better word. At our second meeting, we discussed more details and answered questions. We currently have over twenty interested members building modules. If you would like to join us, please contact Bob Browne at the address listed on page 2.

New Membership Benefit

Ardmore Hobbies is now offering a 10% discount on all model railroading purchases to all members of the Philadelphia Division. The discount applies only to model railroad purchases and excludes already-discounted merchandise. In order to qualify for the discount, you must present your Division membership card at the time of purchase. A single trip to well-stocked Ardmore Hobbies could save you much more than the \$3.00 per year Division membership costs you. It's like getting the Dispatcher and the meets for less than nothing! Don't let your membership lag!

ARDMORE HOBBIES

19A Woodside Ave.

Ardmore, PA 19003

(610) 896-6615

Monday-Friday: 10 a.m. to 9 p.m.

Saturday: 10 a.m. to 5 p.m.

Sunday: Noon to 5 p.m.

(Join our Division Superintendent, John

Nawn, on Monday evenings from 6 to 9).

Membership Cards

In light of the fact that you now need your Division membership card to qualify for the Ardmore Hobbies discount program, we are aware that some members may not have a membership card. If you never received one, or if yours has been lost or misplaced, cards are available at any Division meet from the Chief Clerk. If you cannot make a Division meet, you can obtain your card by sending a stamped self-addressed envelope to the Chief Clerk along with the request for your card. If your membership is due to expire before the next scheduled Division meet, be sure to include your \$3.00 dues with your request.

Chief Clerk to "Retire"

After ten years of service to the Division, and a near-perfect attendance record, our Chief Clerk, Mike Hazzard, has asked for relief from his current duties. Mike will still be a very active participant in Division functions and has agreed to stay on as Division Treasurer (instead of the combined clerk and treasurer role he was fulfilling), but wants to spend more time actually working on his railroad (what a fascinating concept).

Also, in accordance with Mid-Eastern Region requirements, the Division is scheduled to hold elections every two years. We last held elections in July 1992. Therefore, the Division will be holding elections for the four officer positions at the May meet. Anyone wishing to run for the position of Chief Clerk should contact John or Steve prior to April 7. This is a unique opportunity for a member to become involved as an officer, and earn credits toward an Association Volunteer certificate in the Achievement Program. The duties of the Chief Clerk are to maintain the Division membership records, coordinate registration at the meets, issue membership cards, and print and mail (not edit) the newsletter. Computer skills and a computer are a must.

The slate of candidates for election will be published in the next newsletter. Division member Paul Backenstose has been appointed temporary Election Chairman,

and will conduct the election. Instructions for any member wishing to challenge the official slate of officers will be published in the May *Dispatcher*.

Magazines to be Auctioned

The Division recently received the donation of a number of railroad magazines from an anonymous Division member and has decided, as a fundraising effort, to give Division members the opportunity to expand their reference library. The Division will offer these magazines to the highest bidder via a sealed-bid format. The magazines currently available are:

LOT 1 *Trains* 1965 to 1980, complete

LOT 2 *Railroad Modeler* 1972 to 1979, complete

LOT 3 *Rail Classics* 1973 to 1979, complete

LOT 4 *Pennsy/PC Post* 1966 to 1973, incomplete

Bids will only be accepted for entire lots, and a separate bid must be submitted for each lot if you wish to bid on more than one lot. The magazines are generally in good condition and include home-made cardboard/wood slipcases for shelf storage. Bids must be received by the Superintendent by Wednesday, March 22, 1995. The successful bidder(s) will be notified by phone and must be present at the March meet to retrieve the merchandise. Any lot not picked up at the March meet will be offered to the next-highest bidder present. There's no minimum bid, and the lots will go to the highest bidder regardless of cost. Bids will only be accepted in whole-dollar increments, and the bidding is open to Division members only. Good luck.

Club meeting?

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

Make a Date with a Nail

BY ALAN FRAME

Cleaning brush south of Muddy Creek Forks, Pennsylvania, I noticed silver discs on some of the ties along the Maryland and Pennsylvania Railroad tracks. Curious, my research took me through old Ma & Pa records to discover that they were tie date nails. When the railroad replaced cross ties, a nail was driven into the tie at a preset position to indicate what year the tie was replaced.

The records indicated locations for nails from 1928 to 1942 and 1946 to 1954. One record skipped the year 1937 but another included it. Mr. Jerome E. Murphy, a noted Maryland and Pennsylvania Railroad historian, stated that "Tie date nails first used in 1923." He also said that tie date nails were not used after 1956.

The railroad ordered a total of 300 pounds of tie date nails in 1946. The nails were 1 1/4" long and made of copper with the numeral 46 raised in the head. An order for 100 pounds was placed with C. G. Hussey & Co. of Pittsburgh, PA on March 1, 1946. The second order for 200 pounds was placed with the same company on March 18, was shipped by the Pennsylvania Railroad, and was received on March 23. The nails were then shipped to Baltimore by the Ma & Pa itself.

Of the total order of 20,000 nails, 5,000 were to go to the Canton Railroad. The total cost of the nails was \$81.67 with a discount. For 1947 the railroad switched to aluminum nails. It ordered 20,000 1 1/4" nails labeled with "47" from Clendenin Bros., Inc. of Baltimore on April 30. This order weighed 59 pounds and cost \$35.05

with the discount. As you can see the railroad was trying to save money. The aluminum nails cost less than half what the copper nails' did. The Canton Railroad received 15 pounds or 5,000 nails from this shipment.

The Clendenin Bros. won the 1949 order for nails. The railroad went back to copper nails that year. They were 1 1/4" long with "49" on them. Shipping weight was 188 pounds.

I didn't find any invoices for nails after 1949. I did find notes which indicated 45 pounds of nails were distributed in 1950, 44 pounds in 1951, and 35 pounds in 1954. I have a 1954 date nail which is aluminum and the order weight of nails for 1950 and 1951 suggests they were aluminum also. During April 1992 I field checked nails and found 1950, '51, '52, '53, '54, '55 and '56 nails were indeed made from aluminum.

The quantity of nails was distributed to the eight sections of the railroad along with the bridge and building section. The first section was headquartered in Baltimore, MD; the second in Long Green, MD; the third in Fallston, MD; the fourth in Pylesville, MD; the fifth in Delta, PA; the sixth in Muddy Creek Forks, PA; the seventh in Red Lion, PA; and the eighth in York, PA. The section foremen were supplied with a quantity of nails corresponding to the number of ties to be replaced that year. The Chief Engineer of the railroad would send out notes to each section foreman specifying where on the ties to place the nails. The notes were

worded similarly to the February 2, 1942 note from E. E. McLellan: "Place 1942 dating nails 8 inches east of base of east rail."

Please see the tie date nail location chart for the various years for which I have information. If you know of any other date nails along the Maryland and Pennsylvania Railroad please measure the distance from the rail and let me know where they are located.

The Maryland and Pennsylvania Railroad Co. specifications for cross ties will provide information on the kinds of wood used for ties.

It's easy to simulate date nails on your railroad. Sharpen the point of a toothpick, dip its tip in silver paint and apply to the tie.

Alan Frame, fascinated by the Ma & Pa, is always looking for Ma & Pa memorabilia or obscure references to the railroad to be included in his *Reference and Article Bibliography*. Anyone interested in this comprehensive bibliography should contact him. Also, anyone interested in joining the Ma & Pa Preservation and Historical Society may contact him: Alan Frame, 2430 Opal Rd., York PA 17404-4466. This article was reprinted with permission from *Susquehanna Sidetracks*, the newsletter of the M&P's Susquehanna Division.

Cross Tie Specifications

Grade:	1	2	3	4	5
Sawed or hewed top, bottom, sides	*	6x7"	6x8"	7x8"	7x9"
Sawed or hewed top and bottom	6x6"	6x7"/7x6"	6x8"/7x7"	7x8"	7x9"

* None accepted

Wood types: Ash, beech, birch, catalpa, cedar, cherry, chestnut, cypress, elm, gum, hackberry, hickory, larch, locust, maple, mulberry, oak, pine, sassafras, sycamore, walnut.

Tie Date Nail Location Chart

1928: 4"	1941: 4"
1929: 7"	1942: 8"
1930: 10"	1946: 9"
1931: 11"	1947: 5"
1932: 12"	1948: 6"
1933: 6"	1949: 12"
1934: 7"	1950: 13"
1935: 8"	1951: 13"
1936: 9"	1952: 5"*
1937: 9"	1953: 10"*
1938: 10"	1954: 10"
1939: 11"	1955: 27"*
1940: 5"	1956: 25"*

Measurements are taken from the outside edge of the tie. Those marked "*" are measured from inside the rails.

Improved Card-Order Operation

BY NATHAN ASHBY-KUHLMAN

In recent years, there has been much written about freight-car forwarding systems for operation, many of which were designed specifically for large layouts. Although everyone in the hobby would like to get a chance to operate on that "monster," the reality is that many of us own small- to medium-sized layouts.

Owners of small layouts such as mine need a system that simulates prototypical operation to the maximum possible, in order to maintain interest. Predictability and repetitiveness are to be avoided at all costs to keep boredom from setting in. While these requirements are usually slighted on large layouts in order to keep set-up time to a minimum, on a layout with few cars set-up is not a real problem.

The car-card system, described in Bruce Chubb's *How to Operate Your Model Railroad* (Kalmbach), served as my starting point for creating a system that would make operation more fun for me. As with all operation systems, you may like it or you may hate it, but since it works for me, I'll take the time to report on it.

CAR-SERVICE RULES

With this motive in mind, I combined classic card-order with the car selection process of the AAR car-service rules, conveniently described recently in Tony Koester's March 1994 *Model Railroader* article, "Improved Handling for Empty Freight Cars."

In brief, the rules specify that if a shipment is to be routed to an off-line destination (one not on the "home road"), the railroad's freight agent is to select an empty foreign car for the job rather than a home car. If possible, this should be a car owned by the railroad on which the destination is located. If that is not possible, the car to be chosen should be one which would be moved closest to its home road by sending it to the destination. Foreign roads return home road cars following the same procedures.

COMPONENTS

The system is based on the permanent *car cards* and *bills-of-lading* (hereafter

abbreviated *b.o.l.*) Each freight car on the layout has a corresponding car card, and on it is that car's type, owner, and number. It also has a clear plastic pocket at its bottom for insertion of *b.o.l.* Instructions as to where to return the car when empty are written at the bottom of the card, such that they show through the pocket when it is empty. See fig. 1.

A *b.o.l.* has two sides, the "shipment" side and the "empty car" side. The shipment side has printed on it the origin, the destination, the load being carried, and the car type required for a particular shipment. The origin and destination information is used to route the car from the customer (shipper) to the consignee (receiver) during a session. If the origin or destination is off-line, that can be indicated by writing in parentheses the reporting marks of the railroad on which it is located. See fig. 2.

The empty car side has only a town and industry written on it. Although called "destination" on this side, it is the same industry as the "origin" on the shipment side. This is because the empty car side provides instructions for moving the car to the customer to be loaded, if the car is not already on the shipper's spur. Then the *b.o.l.* can be turned over to the shipment side and used to move the shipment to the consignee.

A waybill is a car card in use during a session, with or without a *b.o.l.* in its pocket. If the pocket is empty, the "when empty, return to..." instructions become visible and serve as the destination information for the freight car.

There needs to be a set of boxes for the storage of waybills when their corresponding freight cars have been spotted at industries or are sitting in yards. There should be one box for each town, yard, or group of industries. One might be needed for each track in a large yard, and a large industry could require a separate box.

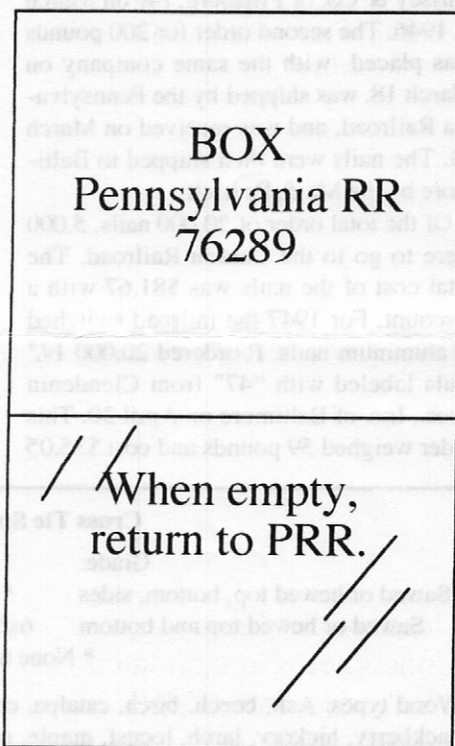
When a car is in transit, its waybill should be in the hands of the operator moving it.

MAKING UP THE CARDS

Start by making one car card for every freight car on your layout. Fill out 3x5 index cards with the car's type, its owner, and its number as shown in Fig. 1. If the car is owned by a railroad, the "when empty, return to..." instructions should designate the name of the railroad. If the car is privately owned (most refrigerator and tank cars are) it might be returned to its owner or to a loading point. Tape three sides of a piece of clear plastic onto the lower half of the card to make the pocket.

Next, make up a list of all the commodities each industry on your layout could receive. Decide where these goods will come from – either on- or off-line industries.

Cut 3x5 cards in half and orient them vertically to make 2 1/2 x 3" *b.o.l.* cards. Make at least one *b.o.l.* for each of the shipments on the list. Duplicate cards will ensure that shipment will occur frequently. Make a deck of these and you're ready to begin.



▲ Fig. 1: A car card.

THE SYSTEM AT WORK

An operating session follows these steps:

1. Check all waybills. All freight cars that reached the b.o.l.'s printed destination last session require the b.o.l. to be changed. B.o.l. with the empty car side showing should be flipped over to the shipment side, and shipment b.o.l. should be removed from the car card and returned to the deck. Next make a stack of all car cards without b.o.l.

2. Shuffle the deck of b.o.l. Draw a number of cards; try about three quarters of the number of car cards in the stack, but experiment to see what works best for you. Match these b.o.l. cards to the car cards according to the type of car required and the eventual destination of the car, using the aforementioned car-service rules. Not all car cards will get b.o.l.

If the car is not already at its loading point as specified by the b.o.l. (the overwhelming majority of the time), flip the card to the empty car side. Insert the b.o.l. into the car card with the correct side facing out.

3. Move all car cards that were in the stack back to the boxes they came from.

4. Operate. Classify freight cars according to the destination information on the waybills to make up trains. As the cars move from place to place, move the waybills from box to box.

ADAPTATIONS


The simplest and most interesting mod-

ification to the system is the addition of more information to the car cards and b.o.l., for use in more selective matching of cars and shipments. For example, add capacity in tons to hopper car cards and the size of a coal shipment to the appropriate b.o.l. Now you have to make sure the hopper you select for the shipment can carry the full load. For tank cars, add the commodity the car was designed to hold, and for stock cars, specify single- or double-deck (try to fit cattle in a double-deck stock car!).

If your sessions simulate a full 24 hours, a separate freight agent operator could draw new b.o.l. continuously during the session – prototypes receive new orders at all times. This has a hidden blessing: it eliminates set-up!

It's also possible to have several b.o.l. decks, and several freight agents, each handling orders for a town or group thereof. In this case, use colored index cards to color-code the b.o.l. by originating town. When the waybill is separated back into car card and b.o.l. (step 1), return the b.o.l. to the deck with the correct color.

MORE ENJOYMENT

The use of AAR car-service rules with the card-order system added to my interest in operation. It's more prototypical and completely unpredictable. Whether your layout is large or small, I think improved card-order will give you many hours of operating pleasure. 

▼ Fig. 2: A bill-of-lading. Left is the shipment side; right the empty-car side.

Origin: Mapleton
Customer: Johnson Mills

Commodity: Flour
Car Type: Box

Destination: Phila.
Consignee: Consolidated
Bakeries, Inc. (PRR)

Empty Car

Destination: Mapleton

Customer: Johnson Mills

On Saturday, November 12, 1994, the Philadelphia Division conducted a meet at the Fairview Village Church of the Nazarene in Fairview Village, PA. Six tables' worth of merchandise was available for purchase. Officially, attendance was somewhat low at 46, but informal head counts provided somewhat higher figures. I think some people had forgotten or had almost forgotten to sign the attendance sheet. Any suggestions on how to make it easier to remember to sign in?


Before we got on with our clinic program, the N.M.R.A. Convention Department General Chairman, Brian Kamperschroer, made a brief announcement. In appreciation of the service volunteers from our Division provided during the 1993 national convention, on behalf of the convention committee he presented the Division with a check for \$2000. Many thanks to all of our volunteers and of course the committee for their generosity and for putting on a great convention!

As shown by our survey results, a large majority of our members are interested in operation. Accordingly, the clinics were all based on that theme – Bill Blackburn, Jim Dalburg, and Steve Salotti presented three different ways of routing freight cars to and from industries on their layouts.

The popular vote contest was not a model contest this time; rather, a prototype photo contest. Paul Backenstose's beautiful "MEC in Crawford Notch" was judged best. It was difficult to vote, however, because so many of the 26 entries were so good!

Paul and several other lucky members received door prizes donated by Tom Saxton and Penn Valley Hobbies in Lansdale.

During the afternoon, three layout tours were available – John Tyson's Cedar Gulch Line, Rob Kuhlman's Mt. Savage Ry., and Nathan Ashby-Kuhlman's Hillside Central Railroad. In addition, a portable switching layout was open at the meet until midafternoon. Many thanks to our layout hosts.

This was one of our most ambitious meet programs yet and we look forward to having other meets on par with it. 

Rt. 252

Winding Way

St. Alban's



NO LEFT
TURN HERE
FROM 252
SOUTH

Chapel Rd.

St. Alban's Ave.

← to West Chester

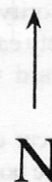
Rt. 3

to Upper Darby & I-476 →

* Light

* Light

NEWTOWN
SQUARE



All Aboard!

new members

Welcome to all new members: Ron Hahn, Havertown; Bill Bird, Philadelphia; Mike Spinelli, Ardmore; David Brent, Bryn Mawr; Bruce Thompson Jr., Phoenixville; Richard Meersand, Philadelphia; John Remy, Downingtown; Carl Schwartzer, North Wales; Joe Kelly, Honeybrook; Roland Behle, Sinking Spring; John Pickel, Warminster; Brian Kampschroer, Me-

chanicsburg; P. Booke, Collingdale; Frank Booke, Bridgeport; Robert Browne, Philadelphia; Robert Hubbard, Haddonfield NJ; Bruce Makley, Paulsboro NJ; Richard Moxey, New Britain; T. P. Devenny, Norristown; Dave Palmer, Philadelphia; Bill Fletcher, Jenkintown; Charles Seel III, Blue Bell; Joseph DePaul Sr., Norristown.

In Memoriam

The Division regrets to note the passing of member G. E. "Ernie" Brouse, Jr., of Spring City. Ernie was an avid model railroader and a member of the Schuylkill Valley Model Railroad Club. Ernie was 66.

Philadelphia Division, NMRA

Train Meet

Saturday, March 25, 1995



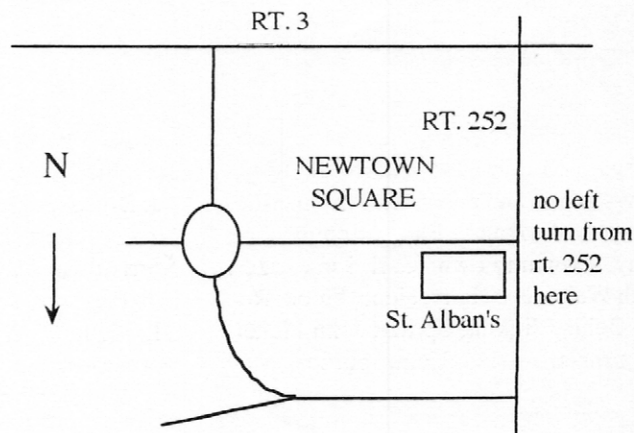
St. Alban's Church, Rt. 252 &
Chapel Rd., Newtown Square

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

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

- * Clinics
- * Door Prizes
- * Popular Vote Bridge Contest
- * Flea Market Tables
- * Layout Tours

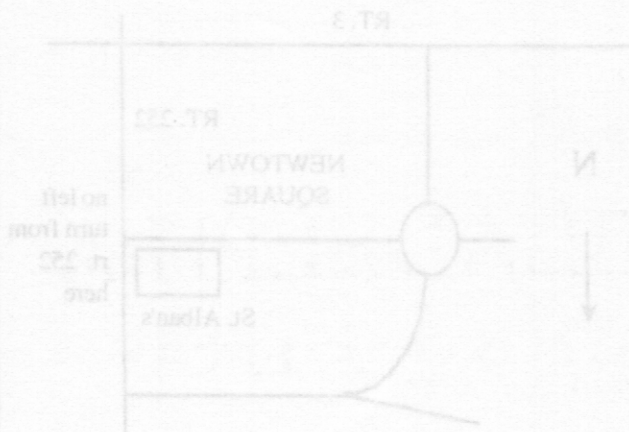
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