

THE PHILADELPHIA DISPATCHER

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

November 1995
Volume 2, Number 4

Division Meet: November 4 in Fairview Village

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting its fourth Annual Fall Meet on (appropriately) Saturday, November 4 at the Fairview Village Church of the Nazarene on 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 10:00 a.m. Heavy industry will be the focus of the clinic program this time. Mike Rabbit will discuss the functioning of "Steel Mills." Rob Kuhlman will present "Coal Mining Practices," detailing with photos the methods used to get coal out of the ground and to the tipples.

A total of eight door prizes will, of course, be given out during the meet. The popular vote modeling contest this time is "open loads." Models (in any scale) of prototypical loads hauled in flatcars, gondolas, or hoppers are acceptable. For ideas, check the "Open Loads" column in back issues of the *NMRA Bulletin*. The winner of the popular vote will receive a door prize, so bring along one of your loaded freight cars.

In addition, flea market tables will be

available to interested members for a \$10 fee. Why not clear out your attic, basement, or train room of unused and unwanted items and sell them at this meet? If you would like to reserve a table, you must contact the Division superintendent in advance by October 27.

Self-guided layout tours will begin at about 1:00. Four area model railroads, including one recently featured in a major hobby magazine, will be open until about 5 p.m. A map will be distributed at the meet.

Mark your calendar and be sure to join us for the Division meet on November 4, 1995. *Good*

National Model RR Month

November is National Model Railroad Month. It's our month, as model railroaders, to show the public what our hobby is all about and how rewarding it can be. If you have a layout, consider hosting an open house. No matter how small your railroad may be, it can inspire another hobbyist. If you don't have a layout, why not organize a trip to one of the club open houses or train shows held this season? Our hobby will only grow if we attract new hobbyists. November is our opportunity to do this. Make sure you do your part. *Good*

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BY NATHAN ASHBY-KUHLMAN

On behalf of the entire Division, I would like to congratulate Division member Dave Messer, MMR, on the publication of an article in *Railroad Model Craftsman*. Dave's article, printed in the October 1995 issue of *RMC*, discusses the facts and fiction on which his home layout is based, namely, a scenario in which the PRR took over its "foster child," the Lehigh & Hudson River Railway.

As I'm sure Dave would be glad to tell you, you can earn the "Model Railroad Author" certificate in the NMRA's Achievement Program by writing articles for the hobby magazines. Writing for the NMRA's publications – the *Dispatcher*, the *MER Local*, and the *NMRA Bulletin* – can also earn you Achievement points, and it's a good way to practice writing. So take a shot and write for your Division newsletter!

For the misspelling of his name in the September *Dispatcher*, an apology is due to Art Megraw, clinician at the September meet. Speaking of the meet...

When I arrived at Upper Darby High School at 7:00 a.m. on September 23, my first impression was that everything going on was somehow ordered chaos. Everyone was trying to get his or her merchandise or modules into the cafeteria at once. Somehow, thanks to the amazing efforts of our organizers, everyone managed to get everything done with incredible speed and precision. Products appeared on dealers' tables. Modules sprang up as if they had popped out of the floor.

For the attendee, there was so much to do it was overwhelming. It seemed that a Greenberg's show had been haphazardly combined with a normal Division meet and a day-care center.

This was quite a change from the standard Division style of informality. The problem for me lay in the fact that it was necessary to make choices and establish priorities. The show was only open for several hours and during this time it was possible to attend clinics, browse and buy, and look at (or in my case, help run) modular setups. Because

it was impossible to do it all, each person had to make decisions about what to see and what to skip.

Learning how to make choices is a necessary part of being a human being. This brings up the old debate over whether it is better to be excellent at only one thing or to be a "jack of all trades, master of none." But of course, the debate is actually irrelevant because each one of us must make this decision for ourselves.

As a high school student, it's necessary for me to decide what is most important. How many extracurricular activities can I be involved in while still maintaining full participation in each? Will being involved in more clubs decrease my hobby time?

Model railroading tries to emphasize well-roundedness. In order to have a complete layout, one must be reasonably proficient in many areas: benchwork, tracklaying, scenery, structures, rolling stock, and others. All of us, however, at least subconsciously, really like some jobs and despise others. I've learned that I'm not very well coordinated, at least when it comes to applying tiny details. I try to stay away from tedious tasks like painting figures.

Of course, this brings up another personal choice. Do I hate the task enough to not do it at all? Though I couldn't care less for painting figures, I recognize that it will improve the layout to have small details present. Some people, however, make the decision to avoid the tasks they abhor. This is fine because model railroading is a hobby, and as *Model Railroader* is fond of saying, it's supposed to be fun.

As a hobby, it's subject to individual interpretation. Some people love four-track mainlines; others prefer narrow gauge overgrown with weeds. Again, model railroading is a hobby in which there is plenty of choice.

So remember, whatever you do in this hobby, make your own choices and above all, have fun!

The opinions expressed herein do not necessarily reflect those of the Philadelphia Division.

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
(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 1996. Due out mid-February. Deadline: February 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 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 Clerk.

Division Personnel:

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

Clerk
Eric Dervinis
632 Bob White Road
Wayne, PA 19087-2305
(610) 688-6113

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

Achievement Program Coordinator
Dave Messer, M.M.R.
263 Mingo Road
Royersford, PA 19468-3112
(610) 948-2191

Module Team Foreman
Bob Browne
3513 Conrad Street
Philadelphia, PA 19129
(215) 842-1441

Mid-Eastern Region, N.M.R.A.
13212 Bellevue Street
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

BY JOHN NAWN

I hope everyone had the opportunity to participate in our outstanding September meet. We received a very favorable response from Division members, the dealers and the general public. For that reason, we expect that we will repeat the event next year and that it will probably become our annual September meet.

I would like to extend my personal thanks to all the Division members that arrived early to help with set-up, security, etc. I would especially like to thank Les Kushner, Terry Smith, and all the members of DARN, our partners in this meet, for all their hard work in helping to pull this meet off and particularly their help in recruiting and interacting with the dealers. We hope to continue this relationship for future September meets.

I would be remiss if I did not also recognize the efforts of Eileen Lambert and my wife Barb Nawn for the "Kids' Corner." This proved to be a popular destination to temporarily "drop the kids" while dad (and/or mom) had the opportunity to shop. The future NMRA members were treated to crafts, stories, and Brio trains. Special thanks to Chris Ganz at Nicholas Smith Trains for the use of the Brio table and rolling stock.

I would like to welcome all of our new members to the Division, and encourage you to participate in all of our meets. For the benefit of those unfamiliar with the Division, a little explanation would be in order. We currently meet four times a year in March, May, September and November. Our September meet is our only public show. Our November and March meets are in a more traditional NMRA format with the focus on the clinics, contest and home layout tours.

The philosophy behind the NMRA is the promotion of the model railroad hobby, the improvement of the hobby through the education of the members, the standardization of the hobby through interaction with manufacturers, and the opportunity to share the hobby with others. Our March and November meets are specifically structured thusly.


While we do have some "flea market tables" at our other meets, it is not at the

same depth of our September meet. The main purpose of our September meet is that it serves as the Division's main public outreach and promotional function of the year.

As a Division member you are admitted free to all of our Division meets (with the possible exception of our May meet which sometimes requires an extra fare). Non-members are always welcome, and for our March and November meets are charged a nominal \$3.00 entrance fee which includes a one-year membership, so bring a friend.

This brings us to our May meet format. All Division members please read this because we would like everyone's input on this issue. Our May meet has traditionally been referred to as our "Family Meet" and usually involves a fan trip. Attendance at the May meet has been somewhat less than at our other meets. While our May meet could be changed to a more "standard" format, there is a concern that we are exhausting our supply of available clinicians and layouts. However, Steve and I (and others) are not necessarily ready to scrap the May meet format. The May meet concept was envisioned to include a fan trip, prototype tour, or some other similar feature in conjunction with some type of alternate family (non-rail) event at or near the meet location. If you have some input in this matter or a potential meet idea, please do not hesitate to drop me a note or give me a call. I would welcome Division members' views and comments on this issue.

Lastly, now that our hobby shop discount program is gaining popularity, I want to remind all members that in order to get the discount, you must show your membership card. However, in order to keep costs down, we do not mail out membership cards unless you forward the Clerk a stamped, self-addressed envelope. The cards are also available from the Clerk at the meets.

More than one member has criticized me for my "redundance in abundance" in the last *Dispatcher*, so I better go. See you in November. 

DIVISION MEETS

Philadelphia Division Fall Meet. November 4. Fairview Village Church of the Nazarene, Fairview Village PA. 10:00 a.m. Free to members. Non-members: \$3 (includes a one-year membership). See pages 1 and 8 for more information.

MODULE TEAM EVENTS

Greenberg's Show. October 21-22. Valley Forge Convention Center, King of Prussia PA.

Greenberg's Show. December 9-10. Fort Washington Expo Center, Fort Washington PA.

For more information about the Module Team, contact Bob Browne.

NMRA & MER CONVENTIONS

Joint MER-MCR Spring Convention. April 25-28, 1996. Pittsburgh PA. Contact Loren McCullough, 159 Donora Rd., Monongahela PA 15063; (412) 379-8596.


NMRA 1996 National Convention. July 15-23, 1996. Long Beach CA. Contact Bill and Irene Mergard, 5210 Carmelynn St., Torrance CA 90503; (310) 371-1955.

OTHER EVENTS

Great Scale Model Train Show. October 21-22. Fort Washington Expo Center, Fort Washington PA. 10 a.m. to 4 p.m. both days. Admission \$5. Contact Howard Zane at (410) 730-1036.

Train and Toy Meet. October 28. Sailwinds Park, Cambridge MD. 9 a.m. to 2 p.m. Admission \$5. Contact Scott Freeman, P.O. Box 355, East New Market MD 21631; (410) 943-1074.

Philadelphia Chapter, NRHS, Meeting. November 17. 7:30 p.m. Features the Chapter's annual Railroadiana Auction. Contact Douglas Watts at (610) 259-4226.

Model Train & Toy Show & Sale. November 18. Hartly Fire Hall, Hartly DE. 8 a.m. to 2 p.m. Admission \$3. For more information, call (302) 678-0680 evenings. 

The Timetable column is open at no charge to anyone planning a model railroad- or railroad-related event. Submissions should be labeled "Timetable," and must include the name, address, and telephone number of the person making the submission.

There is a Prototype for Everything! **Not Just Another "B" Unit** BY JOHN NAWN

Inspiration comes in many forms. As I was thumbing through my April 1995 edition of *Railpace Newsmagazine*, I came across a picture on page 20 of Haysi Railroad No. 1, former Clinchfield RR F7 "B" unit 852. Although the Haysi RR has been absorbed by CSX, a company called Johnson Railway Services still uses Haysi #1 to switch the coal tipple. Did you say they use a "B" unit for switching...in 1995? Where's the "A" unit? Where's the cab?

In general, "B" units usually included a hostler stand to independently move the engine around the terminal. Page 10 of Kalmbach's *Diesel Locomotive Cyclopedia* has a photograph of a "B" unit with a window cut into the side for the hostler. According to the *Railpace* photo caption, Haysi #1 has a window cut into one end for rearward visibility, while the "engineer" sticks his head out an open porthole window for forward visibility. I am beginning to believe that there really is a prototype for everything.

Conceptually, the use of a "B" unit for coal tipple switching seems to make sense. The operation involves pushing (or pulling) long strings of hoppers at

Hill Terminal Railroad (SHTR), I am planning a coal-fired power plant which would require a similar type of operation for hopper unloading. Rather than dedicate a functional locomotive with a cab to this service, the use of a "B" unit would fit nicely into the late 70's and early 80's secondhand locomotive philosophy of the SHTR. A quick trip to the bash box revealed that I had an old Athearn CP Rail "B" unit and frame. The use of a CP unit seemed appropriate for my time frame as the CP was one of the last roads to use covered wagons.

The first step was the remove the unwanted molded-on detail on the roof. Using an X-Acto chisel blade, I began by removing the dynamic brake fan and the large stand-alone fan, as dynamic brakes would be inappropriate for switching service. Exercise extreme caution when using an X-Acto chisel blade; don't push too hard. Point the blade away from yourself and watch your fingers. Next remove the steam generator castings. It is much easier to remove the smaller dome casting first, then remove the larger boiler casting. Once these are removed, fill in any chisel marks with some plastic putty (I prefer Squadron putty) and sand the two areas smooth.

The next step was the remove the lettering and CP Multi-mark. I should point out that throughout this whole process, I was deliberately trying to retain as much of the original paint as possible. I was trying to create the illusion of a second-hand locomotive that was quickly pressed into service still in the former owner's paint scheme. The lettering and Multi-mark can be removed with a Polly S product called Easy Lift Off. If you work carefully and follow the instructions on the bottle, you can generally remove lettering without removing the basic body color. The key is to work slowly and carefully, especially with Athearn paint. On some

Athearn locomotives, the ELO has actually dissolved the body paint before the numbers. On this particular unit, using cotton swabs, I was able to remove the lettering and the markings while still retaining almost all the body color.

With the removal process complete, it was time to cut in some windows. Good luck; Athearn plastic is very thick. I had some old window castings lying around from a previous project so I decided that the SHTR shops would not only put in an end window, but also cut in a side window for forward (or rearward) visibility. That way the engineer would not have to stick his head out a porthole window. Using the window castings, I determined the proper size of the needed openings in the body. Using a number 70 drill bit in a pin vise, I then proceeded to drill holes in the four corners of the openings. With that completed, I then drilled a series of holes between the corners.

When all four sides of the opening are completely drilled, use a knife to "connect the dots" and complete the cut. File smooth the sides of the opening and test fit the window casting. It is always better to make the opening slightly smaller than needed; it is easier to open up the hole to fit the window than to fill in the gaps later. With the windows installed, the hard part is done and it is time to move on to the details.

I added an arm rest to the side window theorizing that the engineer would spend a lot of time looking out this window. A single trumpet airhorn was added to the front face of the locomotive and a rearward facing single airhorn was added to the roof. Yellow rotary beacons were added to the roof. Don't forget the radio antenna over the "cab" area. Handrails were added to the sides at appropriate locations, and in lieu of grab irons, a ladder was installed at one end for roof access. Headlight castings were added to

...Haysi #1 has a window cut into one end for rearward visibility, while the "engineer" sticks his head out an open porthole window for forward visibility.

slow speeds on an intermittent basis. Visibility is usually not a big issue as the engineer generally relies on a car spotter to relay commands via radio. Furthermore, in the used locomotive market, I would think that a cabless "B" unit would command a much lower price than an "A" unit. On my own Sharon

each end wall. The castings are slightly larger than the standard EMD back-up lights, but again, I was trying to create the illusion that the SHTR shop forces had used whatever they had on hand.

With the details added, I mixed some Floquil paint to try to match the Athearn version of CP Action Red and used this to touch up the basic body color where needed. An exact match was not required since I was intending to heavily weather the unit. Prior to weathering, Woodland Scenics dry transfers were used to letter the unit and give it a road number (with a small "b," of course). Weathering consisted of a heavy, brush-

applied black wash (about three parts water to one part flat black acrylic) applied to the entire unit, especially the fans and the grilles. A liberal overspray of grime and some dry-brushed rust were added where appropriate. Upon completion of the weathering, the unit received an application of Dullcote. Once this was dry, the front window and porthole windows were glazed using Microscale Krystal Klear.

The unit was powered using Athearn parts also. The junk box yielded a motor and enough universal parts and gears to power one truck. A dummy power truck chassis was installed in the other side so

I still retain eight-wheel electrical pick-up. The unit was hard-wired instead of using the metal clip. With Kadec #5's installed on each end, the unit is ready to start earning its keep for the SHTR.

I was very happy with the overall effect of the completed engine. It is sure to become a conversation piece and even elicit some raised eyebrows as it makes its way across the layout with a cut of cars. It may not win any contests, but the "B" unit was a lot of fun to complete, took only a few evenings and was constructed from materials I had on hand. What more can you ask from a hobby project?

Hobby Shop Discount Program Update

Your Philadelphia Division membership card can save you significant money at your local hobby shop in discounts on many of your model railroading supplies. If you do not have a current card please send the Clerk a SASE or see him at the next meet.

Several hobby shops in the Delaware Valley have agreed to give Philadelphia Division members a discount when they show their cards. Review the list of shops and if you don't see your favorite,

contact them and suggest they sign on.

A full-service hobby shop is a phenomenal resource and one many of us do not take advantage of. If you happen to live near one, you are luckier than many other modelers in this country who must drive hours to get to a hobby shop. From counseling beginners to giving detailed technical assistance on the latest electronics, a hobby shop can help you solve many problems. Many hobby manufacturers are small or part-time operations

and cannot offer much in customer assistance, but your hobby shop can. Keep in mind when you see a lower price in a mail-order ad that your member discount will reduce that price difference. It is in all of our best interests to patronize our local hobby stores.

Please introduce yourself at your local hobby shop and show them your membership card. Certain special items may not be eligible for the discount, so ask first and avoid problems checking out.

Ardmore Hobbies

Lancaster Ave., Ardmore PA
(610) 896-6615
10% discount on all model railroading supplies
M-F 10-9; Sat 10-6; Sun 12-5
All scales
Meet the Division Superintendent on Fridays from 6-9 p.m.

Brandywine Hobbies

1502 West Chester Pike, West Chester PA 19382
(610) 696-9049
10% discount (excluding sale items)
M & Thurs 10-6; W & F 10-9; Sat 10-5; Sun 12-4 (closed Tues)
N, HO, O

Iron Horse Hobby Shop

60 S. 6th St., Reading PA 19602
(610) 373-6927
10% discount with \$10 min. purchase
M, Tues, W, F 9-5:30; Thurs 9-8; Sat 9-5
N, HO, O, G

Nicholas Smith Trains

2343 West Chester Pike (3), Broomall PA
(610) 353-8585
10% discount (excluding LGB items)
M, W, F 10-10; Tues & Thurs 10-7; Sat 10-5
All scales

Mitchell's Family Store

2119 Concord Pike (202), Wilmington DE 19803
(320) 652-3258
10% discount on train department items (excluding brass, magazines, sale items, and mail order)
M-Sat 9:30-9; Sun 11-4
All scales plus other departments
No sales tax, huge brass selection

J.C. Musser Hobbies

3611 Pottsville Pike (61), Reading PA 19605
(610) 921-8788
15% discount off list
Tues-F 11-6; Sat & Sun 11-5 (closed M)
All scales

History & Development of the Interurban Car in North America

BY MATTHEW NAWN

Perhaps no other institution touched the lives of so many Americans as did the trolley car. Trolleys could be found in nearly every American town and throughout much of Canada. Long abandoned for other means of transportation, trolleys are again returning to the American scene as solutions to urban transportation gridlock.

The term "interurban" is used to distinguish between local streetcar lines and trolleys operating on largely private rights-of-way between two or more cities at moderately high speeds. The word "interurban" comes from the Latin words "inter," meaning between, and "urbs," meaning city. The term "interurban" thus is best described as a means of transportation between cities.

The Oregon Water, Power, and Railroad Company opened what is generally considered to be the first interurban line in 1893 between Portland and Oregon City. After this line opened, lines began to be constructed throughout the United States. Interurban lines experienced their greatest growth period between 1890 and 1910. In 1917, electric railway mileage in the United States peaked at 44,000 miles. The greatest concentration of lines was in the Midwest, primarily in Indiana and Ohio. After 1917, mileage dropped. Many interurbans were poorly constructed and did not last much beyond the First World War. The private automobile and the paved highway now performed the function for which many lines had been constructed in the first place.

Many interurban lines which did survive the First World War developed a freight business to make up for lost revenue. Some lines exist to this day as dieselized freight-only carriers. Much of the great Midwest system was consolidated into several larger systems. The Great Depression of the 1930's wiped out those lines already suffering. By the outbreak of World War II, most interur-

ban railways in the East and Midwest had been abandoned.

Those companies still in existence owed their survival to the wartime gas and tire shortages. Most of the remaining systems abandoned operations after the close of the war. By the early 1960's only the Chicago, South Shore & South Bend Railroad and the Philadelphia Suburban Transportation Company operated interurban services. By the early 1970's, however, urban highway traffic began to build up. Air pollution from automobiles became a major problem in most cities and towns. Electric transportation was hailed as the answer. Since that time, most major American cities have built or are planning systems connecting the city with adjacent towns or suburbs. Although the original role has changed, the interurban railroad is returning to the American landscape and will be an integral part of mass transportation in the future.

The most interesting part of the interurban railway was the equipment used.

The first interurban cars were derived from the horse-drawn streetcars operated in the late 19th century in most American cities. After Franklin Sprague opened the first successful electric railway in Richmond, Virginia in 1887, the horse disappeared as a means of propulsion. The first interurban cars often resembled little more than electric horsecars. They were usually open cars offering little in the way of creature comfort. Most had only a single truck. As the close of the 19th century drew near, interurban cars began to be constructed as enclosed designs with two trucks. Still, the early cars were rough-riding, slow, and in some cases unattractive.

With the beginning of the 20th century, interurban cars began to take on a new air of glamor. Cars were fitted with art glass, empire style ceilings, and luxurious interior appointments. Some cars

even had rugs. These cars were equal to the best steam railroad first-class cars of the time.

The primary component used in car construction of this era was wood. New and more powerful traction motors had been developed, giving many cars a maximum speed four times that of the older cars. This era of glamorous wooden car construction lasted until the 1920's. The wooden cars, although not as sturdy as later steel cars, would prove durable and some even lasted in service through the Second World War.

The first major orders for steel cars came after 1910. The new steel cars were heavier, safer, and in many cases just as glamorous as their wooden predecessors. Steel cars were even faster than their wooden counterparts and helped those companies which could afford them fight the loss in revenue caused by the automobile.

The interurban steel cars increased in weight as they got larger. The heaviest cars ever constructed tipped the scale at over 71 tons. Most cars were in the 50-60 ton range. This would prove unsuitable for the light trackage of many interurbans. The steel cars' weight resulted in heavy traction motors which drew large amounts of current. This proved to be a cash drain which helped to spell the end for many interurban lines. A new type of car which was light on trackage and easy on power stations was desperately needed.

The problems of operation of heavy wood and steel cars brought about the lightweight car revolution. During the mid-1920's, several car manufacturers began production of a car with lightweight steel and aluminum alloys and small traction motors. Although these early lightweights had a relatively low speed range, they did not require huge amounts of current. As time progressed, cars got lighter and stronger. The "Curveside" cars of the Cincinnati Car

Company were popular with many lines. These cars reduced weight through the use of patented curved sides of light materials. These cars had a higher speed range than that of the first lightweights.


Then in early 1930 a strange new type of car went into service on the Cincinnati and Lake Erie Railroad. These new cars, later known as the Red Devils, were constructed primarily of aluminum and had a top speed in excess of 90 miles per hour. These cars would give rise to several other high speed designs which offered reduced weight and at the same time high speed to enable the interurbans to compete with improved highways. Sadly, these sweeping reforms in car building came too late for most companies. After 1932, virtually no new high-

speed cars were ever again constructed.

The 1930's saw the development of the PCC streetcar. Modifications on the city design later saw service on several interurban lines.

By the 1940's the end was at hand for trolley car construction in the United States. Most interurbans had been abandoned but several still in existence did need new equipment. A few lines opted for PCC cars with double ends and multiple-unit controls. Others opted for lightweight equipment modified to suit their needs. The last major order for heavy steel cars was delivered to the Chicago, Aurora and Eglin Railroad in 1945. The J.G. Brill Company, onetime largest carbuilder in the world, completed its last order in 1940. The last true


interurban cars built in the United States were delivered to the Red Arrow Lines in 1949. These cars were basically a PCC body style equipped with heavy-duty high speed trucks. With their completion an era of interurban car construction came to an end. Most cars now operating on light rail lines in the United States have been imported from foreign nations.

The interurban is returning to the American landscape as an answer to the pollution and traffic problems of our time. The interurban railway has returned and it will play an important role in mass transportation throughout the next century. 

On the Arrival Track

In the near future, we may be saving significant dollars equipping our cars with couplers. Starting soon in HO scale, two companies will be producing couplers that will be compatible with Kadee Magne-Matics. Both designs are made of a durable plastic with a metal uncoupling pin (simulating an air hose).

Intermountain showed their new coupler at the National Train Show and handed out samples. They do look promising. R.C. Henry has also announced a coupler in a brown plastic resin. Both will likely save modelers money as they will be cheaper than Kadees and available in multi-packs. Other competitors will join in later, improving the design and keeping prices down.


If these new introductions work as well as Kadees, they will be welcomed by the hobby and make prototypical couplers economically feasible for all modelers. — Eric Dervinis 

Prototype News

The New Hope & Ivyland Railroad has acquired ex-C&O 4-8-4 #614. The engine, built by Lima in 1948, is the only one of the C&O's famous J-3a class "Greenbrier" passenger steam locomotives remaining. Previously owned by Ross Rowland, #614 had been on display at the B&O Railroad Museum for the past three years. Rowland and Robert Buzzard, NH&I president, jointly announced that they were planning to operate the Greenbrier under steam starting next spring, on the NH&I and also possibly to operate fantrips on SEPTA or NJ Transit trackage.

Clearance work at Conrail's Allegheny Tunnel in Gallitzin, PA has been completed. On September 7, TV2M and TV-11 became the first double-stack trains to cross Pennsylvania. Conrail funded \$64 million of the \$97

million total cost of the three-year project to improve clearances to 20' 8" across the state. By the end of the year, work at the Girard Avenue tunnel will be complete and the Port of Philadelphia will handle double-stack traffic.

A recent article in the *Wall Street Journal* predicted a takeover of Conrail within the next two years. Norfolk Southern is said to be ready to increase the amount it had previously offered for CR stock, but rival CSX could complicate things by demanding concessions or line sales. Conrail's Board of Directors is refuting the rumors, stating that its current strategic business plan is to remain independent. 

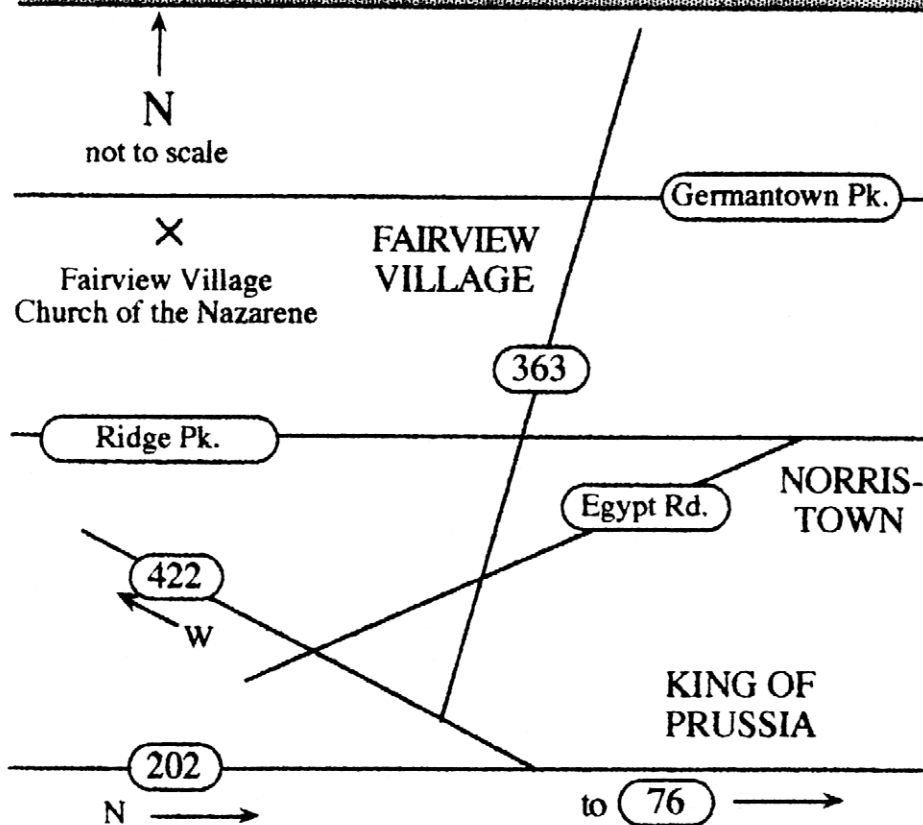
Much of the information in the Prototype News column has been graciously provided by the Philadelphia Chapter of the National Railway Historical Society.

Limited-edition Division 40' HO boxcars custom-lettered by C&BT Shops for Steve Salotti's Perkiomen Valley Railroad are still available!

Cars cost \$10 each. Pick the cars up at the November meet or add \$1.50 s&h to have them delivered to your door.

Send orders to Steve Salotti (address on page 2). Please make checks payable to "Philadelphia Division, NMRA."

How to Get to the November Meet



All Aboard!

Current membership count: 331

New members since July 1995:

Rich Marvin, Ardmore; Chris Clerico, Aston; Bill Tindall, Brookhaven; Steven Tomasovich, Brookhaven; Brian Stump, Clifton Heights; Mike McBride, Drexel Hill; Terry Smith, Exton; Bob Dougherty, Folsom; Nicholas Kopay, Folsom; Al Pachman, Glenolden; Sam Reynolds, Haddonfield NJ; Chris Langil, Lansdowne; Ken Meichiorre, Morton; David G. Hoch, Northampton; Bill Thomas, Philadelphia; William F. Lloyd, Philadelphia; John Ackinson, Pottstown; Tony Foderaro, Prospect Park; Reggie Day, Rosemont; David Savage, Secane; David McDowell, Springfield; Lane Seibert, Towanda; Michelle Crockerberg, Tullytown; Harold Borders, Upper Darby; Jim Wilding, Yeadon; Vince Massi, Drexel Hill; Nicholas V. Caccavo, Collingdale; Jim Meloney, Lansdowne; James Carter, Folsom; Paul Lacey, Philadelphia; Jon Lieblein, Hav-

ertown; Steven Lieblein, Havertown; Jeff Ludwig, Havertown; Martin Pascal, Secane; George H. Becker, Lansdowne; C. Theodore Bennett Jr., Woodlyn; Jim Boes, Aldan; Kurt Kendig, Phoenixville; James J. Quinn, Morton; José Sanchez, Philadelphia; Victor Barsky, Haverford; Milton J. Young, Philadelphia; Filbert Owens, Philadelphia; Bill Gemberling, Lansdowne; David Burke, Broomall; John J. Ziccardi, Lansdowne; Willard Vaughan, Media; David J. Prescott, Newtown Square; Doris Bostick, Havertown; George Butts Jr., Drexel Hill; Edward Koronkiewicz, Upper Darby; David Altender, Drexel Hill; Thomas J. McNasby, Lansdowne; Reginald Brown, Philadelphia; Doug Burke, Wynnewood; Joseph W. Gilligan, Clifton Heights; Leonard R. Beck, Havertown; Ed Harootunian, Norristown; Ed Kapuscinski, Norwood; Wayne R. Long, Media; Bob Smith, Norristown.

September Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, September 23, 1995, the Philadelphia Division conducted a meet and train show at the Upper Darby High School in Upper Darby, with the organizational help of the DARN Ntrak club. The arrival of well over 100 Division members and over 600 of the general public kept the registration desk, often manned by three people, busy all day! About 35 new members were signed up.

Over 80 dealers rented tables and displayed a very wide variety of merchandise, including one preproduction model. Many dealers were sold out. The Division-StARR Modular Railroad and DARN Ntrak both looked great. The quite famous On3 East Broad Top was also present.

Four clinics were offered during the course of the show. Noted railfan photographer Art Megraw gave a slide presentation consisting of some of his finest pictures. Terry Smith, president of DARN, discussed the proper "Care and Maintenance of Model Railroad Engines." Matt Nawn spoke of the "History and Development of the Interurban Car in North America." Some may remember Matt's clinic from Valley Forge Express in 1993. In addition, a presentation on the Digitrax command control system was conducted by Steve Salotti, who uses the system on his home layout.

Barb Nawn and Eileen Lambert staffed an extremely popular "Kids' Corner," and a Brio table was loaned by Nicholas Smith Trains. A locomotive test track was staffed by members of DARN. Door prize tickets were drawn every half hour during the show, so many attendees went home with something extra.

Members and the public alike had a good time and asked if we would be back next year.

Know of an upcoming event? Have it announced in the "Timetable." Contact the editor.

PHILADELPHIA DIVISION, NMRA TRAIN MEET NOVEMBER 4, 1995

FAIRVIEW VILLAGE CHURCH OF THE
NAZARENE, FAIRVIEW VILLAGE PA

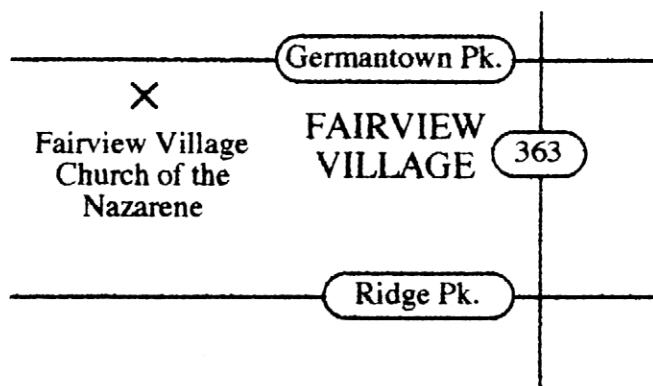
10:00 A.M.



ADMISSION \$3
(INCLUDES A ONE-
YEAR
MEMBERSHIP)

CLINICS
DOOR PRIZES
POPULAR VOTE OPEN LOADS CONTEST
FLEA MARKET TABLES
LAYOUT TOURS

FOR MORE INFORMATION,
CONTACT:
JOHN NAWN
144 LAUREL RD.
SHARON HILL, PA 19079-1322
(610) 461-8644



Division Members: We Need Your Help!

You will find the flier for the Division's upcoming meet on the back of this "mailing label" page. Please spare a few minutes of your hobby time to post it at your local hobby shop or club, to help us spread the word about our meets. More attendees means more members, which helps to keep dues down and adds to the enjoyment for everyone.

Discounts for Division Members at Local Hobby Shops

Be sure to patronize the area hobby shops which are now offering discounts on model railroading purchases to members of the Philadelphia Division.

Ardmore Hobbies

on Lancaster Ave. in Ardmore

10% discount on all model railroad supplies

Iron Horse Hobby Shop

60 S. 6th St. in Reading

10% discount with \$10 min. purchase

Mitchell's Family Store

2119 Concord Pike (202) in Wilmington, DE

10% discount on train department items

Brandywine Hobbies

1502 West Chester Pike (3) in West Chester

10% discount (excludes sale items)

J.C. Musser Hobbies

3611 Pottsville Pike (61) in Reading

15% discount off list price

Nicholas Smith Trains

2343 West Chester Pike (3) in Broomall

10% discount (excludes LGB items)

THE PHILADELPHIA DISPATCHER

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

P.O. Box 741

Paoli, PA 19301-0741



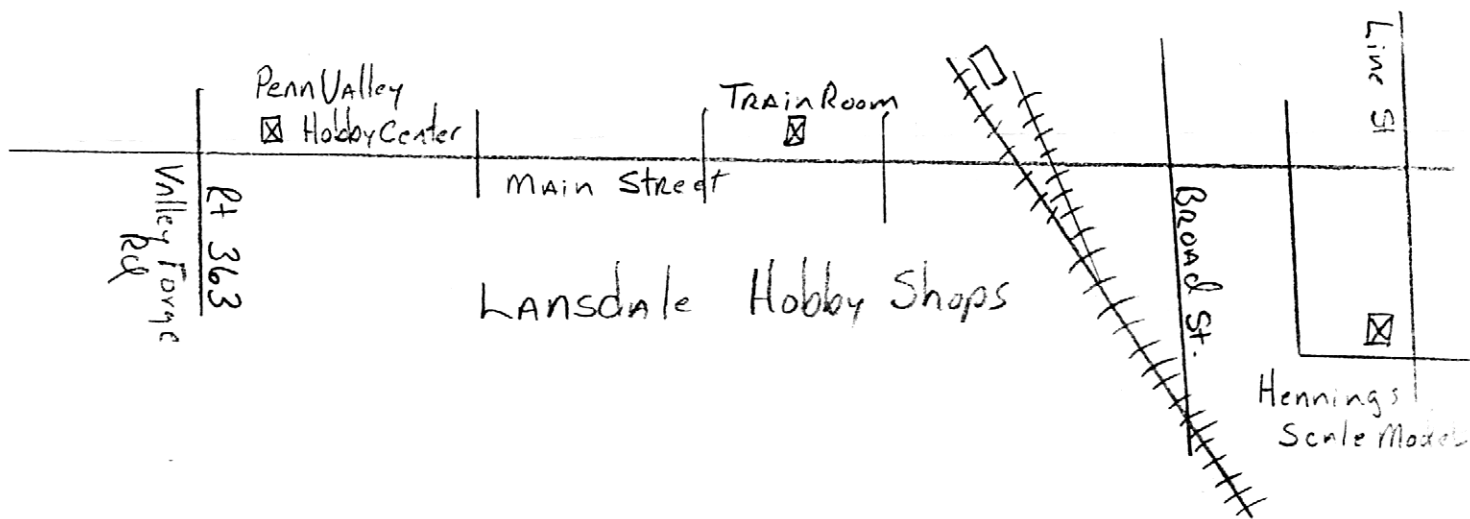
Do you need to renew?

Inside: Hobby Shop Discount Program Update
 Not Just Another "B" Unit
 History & Development of the Interurban Car in North America

Philadelphia Division NMRA

November meet schedule

- 9:45 Greetings and opening remarks.
- 10:00 Basic layout wiring Mike Hazard
- 10:30 NMRA President Bob Charles
- 11:00 Contest Winner, Door prize drawing
- 11:15 Making and using Rock Castings Steve Salotti
- 12:00 Break for lunch
- 1:00 - 5:00 Self guided layout tours



Steve Salotti
46 Meadow Rd.

