

THE PHILADELPHIA DISPATCHER

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

March 1996
Volume 3, Number 1

Division Meet: March 23 in 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 23, 1996 at the St. Alban's Church in Newtown Square. (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 10:00 a.m. First, there will be a presentation on Jersey Limited '96, the MER Fall Convention in Mt. Laurel, New Jersey. This will be followed by a slide presentation by Bob Charles, NMRA President. At the conclusion of his presentation, Bob will answer questions.

Next, Doug Watts, a Conrail employee and President of the Philadelphia Chapter, NRHS, will discuss Conrail operations. Jim Eisenhart, a Conrail conductor, will show us "Modeling West

Falls, Falls Grove, and Midvale."


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 "Railroad-Served Industries." The winner will receive a door prize, so bring along an industrial model and enter the contest.

Flea market tables will be available to

interested members for a \$5.00 fee. Contact John Nawn for details.

Coffee and donuts will be available during the morning for a small fee.

The meet will conclude at about 1:00 p.m. for layout tours. Four home layouts plus the StARR Railroad and Module Team will be open until 5:00.


Mark your calendar and be sure to join us for the meet on March 23. 

Meet Me at the Junction

Welcome to our new column designed to keep the membership up to date on the 1997 Mid-Eastern Region Fall Convention. We will also be using this column to periodically make requests for your time or talents to help make this the best MER convention ever. This month's request goes out to all the photographers (model and railfan) in the group. We are in search of slides of Philadelphia area railroading for use in a promotional slide show. Slides can be of

any railroad-related subject, color or black and white, or of your own model railroad. We especially need model shots. Slides should be sent to the Division Superintendent; please label slides with the owner's name and address. All materials will be returned.

The big news for this installment is that the Eastern Region Fall '97 NTRAK convention will occur on the same weekend also in Chadds Ford, hosted by DARN (Delco Area Railroaders in N). The two events will be jointly marketed and attendees will have the opportunity to participate in both conventions.

In this issue is a registration form for the advance "Brandywine Club" rate of \$50.00 for Division members only! Be sure to take advantage of this opportunity now, because Club membership closes on May 3. 

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Brandywine Junction '97
Mid-Eastern Region, NMRA, Fall Convention
November 7-9, 1997
Hosted by the Philadelphia Division

BY NATHAN ASHBY-KUHLMAN, EDITOR

On page 4 of this issue is a very inspiring letter to the editor written by Mr. Ed Kapuscinski. Don't read further until you've read Ed's letter.

This letter, on the surface, simply thanks the Module Team participants for welcoming a badly-needed new member and encourages other Division members to join. However, there is a sentence in there which really jumps out. "Upon my arrival I was greeted with much enthusiasm and hospitality, something I wasn't expecting due to my age." Ed is a teenager, and for those of you who don't know, so am I.

Thus, this letter to the editor positively hit home with me; I knew the minute I read it what I would write in this space. This issue begins the third volume of the *Philadelphia Dispatcher*. Two years ago, the Division staff and membership embraced the contributions of an untested eighth-grader who took over as editor of the Division newsletter.

Like Ed, I have received nothing but praise from members of the Division. People may have been surprised that a teenager was putting together their publication, but obviously have warmly accepted this fact. For this, I want to thank each and every Division member. I wish all of you the same success that you wished me.

However, there are relatively few young model railroaders like Ed and me. According to membership statistics, there are perhaps 200 teens in the NMRA, an organization with 24,000 members. The average member is 55 years old.

Memorable pictures from *Model Railroader* in the 50's and 60's show the entire family helping out with Dad's layout. Today, those sons have their own layouts. But will my generation, raised on cable TV and video games, ever enjoy model railroading, a hobby which requires tremendous patience, space, money, and time?

Trains are still enormously popular with the average American. Take a trip to Strasburg or any other tourist railroad, and you'll see hundreds of little kids.


The train set is a familiar Christmas tree icon.

However, I hate to say it, but our hobby will probably undergo a profound change within the next several decades. The number of armchair modelers is continually increasing. The local hobby shop is slowly being replaced by mail-order dealers and the "Great American Train Store." Model railroading will probably never die, but it will change.

Think of all the layouts and modelers we've admired. John Allen and Frank Ellison put exhausting amounts of time into their railroads and built everything from scratch. These days, the modelers we admire aren't ashamed to use kit parts. The Walther's Catalog has expanded tremendously due to a sudden growth in the model railroading business. Cottage industries have sprung up to produce everything from DCC systems to scale trees. The reliance on scratchbuilding is no longer necessary, nor desirable to many, given that these companies have stayed in business.

Last September, I joined the staff of the Norristown High school newspaper, the *Wingspan*. (For those of you with world wide web browsers, check us out at <http://www.wingspan.org>). Modeling time is severely rationed these days since the newspaper uses up two hours after school almost every day. I still enjoy model railroading, of course, but traditionally for model railroaders it's been hard to stay active during the late teenage years.

How do we attract youth to our hobby? I think what we should be asking is "How will our hobby change to fit the needs of the next generation?" I don't have all the answers, but computer-generated railroads may become a necessity rather than a luxury as constraints on time and space limit "traditional" modeling.

However, America's love of railroads will continue to persist. Model railroading may change, but it will always be 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
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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 1996. Due out mid-April. Deadline: April 5.

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.

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

BY JOHN NAWN, DIVISION SUPERINTENDENT

I trust everyone survived the "Blizzard of the Century," and due to the snow, had ample time to pursue some serious modeling. For me, the "blizzard" was somewhat of a sanity check, as I was driving down the Blue Route and Turnpike on Sunday, January 7, through eight inches of unplowed snow with a van full of modules. I seriously considered a new hobby?...Never!

Although Sunday was canceled and there was a noticeable absence of dealers, the Great American Train Show folks thought the show was a success with 4000 people through the door on Saturday. Thanks to all the volunteers who staffed our table and the switching layout and thanks to Paul Backenstose for agreeing to offer his clinic at the last minute. Congratulations to the "blizzard crew," otherwise known as the Module Team, who finished second in the layout contest. A special tip of the hat also goes to the 85 Division members who returned the fliers to the show. As a result, the Division netted \$50.00.

Incidentally, the Module Team is one of only three layouts that have been scheduled to appear at the East Coast Hobby Show on March 30 & 31 in Fort Washington. This promises to be an excellent event, so come out and see the Team; the show will be open to the public. If you are interested in joining the Module Team, contact Bob Browne whose name and phone number appear on page two.

If you take a look at the calendar, you will notice a fifth Division event this year. The Jersey Limited '96 MER Convention Committee has asked the Division to host the train show at the fall convention, and we have accepted. All Philadelphia Division members will, therefore, be admitted to the train show *free*. We, of course, will also be returning to Upper Darby High School in September for our own train show. This time we have selected a date which is not concurrent with a home football game, giving us more parking!

On a personal note, it is a rare occasion when what we do for a hobby

carries over into what we do for a living, but such is the case with me. You may have read that Lancaster County will be constructing a new Amtrak station at Leaman Place in the near future. Once constructed (probably in the summer of 1997), you will be able to take Amtrak from Philly and then a bus to Strasburg, until such time as the Strasburg Railroad extends its line approximately one mile to the new station. Then you will be able to take a train to Strasburg from anywhere on the Amtrak system.

For those that don't know, professionally I am a Transportation Consulting Engineer and a licensed Professional Engineer in Pennsylvania,

New Jersey, and Maryland. Recently, my company, Valley Forge Laboratories, in Devon, was awarded the contract for the design and construction oversight of the new Leaman Place Station, with yours truly serving as the Project Manager. I wonder if I can get Achievement credits for designing and building a 1:1 scale station? Sounds like a future clinic topic.

The year kicks off with our March clinic program, continues with our May fantrip, includes two free train shows in the fall and concludes with another clinic program in November. Mark your calendar and plan to join us for the fun. I hope to see everyone in March. ☺

Timetable

DIVISION MEETS

Philadelphia Division Meet. March 23. St. Alban's Church of the Nazarene, Newtown Square PA. 10:00 a.m. Free to members. Non-members: \$3 (includes a one-year membership). Featuring clinics and layout tours. See pages 1 and 8 for more information.

Philadelphia Division Spring Family Day Meet. May 18. Brandywine Scenic Railroad. 9:30 a.m. Fares TBA. Featuring clinics, layout tours, and of course a very scenic 11 a.m. train ride along the Brandywine Creek with a door prize of a cab ride.

Philadelphia Division Train Show & Sale. September 14 (**please note the change in date**). Upper Darby High School, Upper Darby PA.

Jersey Limited Train Show. October 5-6. Hosted by the Philadelphia Division. 10 a.m. to 4 p.m. Saturday; 10-3 Sunday. Featuring over 4600 square feet of model railroading action. See below for more information.

Philadelphia Division Fall Meet. November 2. Fairview Village Church of the Nazarene, Fairview Village PA.

MODULE TEAM EVENTS

The East Coast Hobby Show. March 30-31. 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. Pittsburgh PA. Contact Loren McCullough, 159 Donora Rd., Monongahela PA 15063; (412) 379-8596.

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

MER Fall Convention. October 3-6. Mt. Laurel NJ. Contact Jersey Limited '96, P.O. Box 517, Swedesboro NJ 08085; (609) 467-3385. Please see the article on page 6.

OTHER EVENTS

Fourth Annual Toy and Model Train Meet. March 9. Indian River High School, Frankford DE. 9 a.m. to 2 p.m. \$3; under 12 free. Contact Tom Mahler, Indian River High School, Frankford DE 19945; (302) 732-3800. ☺

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.

BY BOB BROWNE, MODULE TEAM FOREMAN

The Modular Railroad of the Philadelphia Division is almost a year old.

Our first setup, at St. Alban's Church in Newtown Square, was last March. Our first "revenue service" was at the Greenberg's Show in June. Since then we've run at every opportunity open to us. In the beginning St. Alban's Railroad members joined in the group, but late last year decided to go on their own. We miss the extra hands, but wish them success. Now we have room for some new talent. Six of us field about 75 feet

of modules and that's growing. We're planning to head in a new direction and we can find a place for you in our lineup. If you haven't a home layout, or get bored with doing it over, or just want to get out and do something different, give us a try. We're also happy to provide an opportunity for you to come and run, even without a module. See us next at the Fort Washington Expo Center on March 30 and 31. Call me for more information at (215) 842-1441.

We're up to eight members now: Bob

Baker, John Nawn, David Brent, Richard Speak, Rob Kuhlman, Nathan Ashby-Kuhlman, Ed Kapuscinski, and Robert Browne, Team Leader. In addition, Eric Dervinis and Steve Salotti have turned out to help us set up and run. Many thanks to them and anyone I've missed. ☺

Clerking on the Railroad

BY ERIC DERVINIS,
DIVISION CLERK

Railroads pioneered the organization of people and resources over hundreds of miles as they developed into the first large companies in the United States. Managing man and materials over the road and in the yards, stations and junctions required detailed record-keeping by legions of clerks. The clerks tracked the movement of cars, billed customers, paid invoices for materials purchased and audited the results to make sure everything balanced at the end of the fiscal year.

Most of the clerks were male until the war years required the hiring of women, but today anyone can be a clerk. There is an opportunity for one of *you* to become an Assistant Clerk to the Division. Just like the railroad, the Clerk of the Division keeps track of the cars (members), pays bills, writes letters, keeps the official records, records the minutes of meetings, etc. If we are to continue to prosper, members have to be available to keep the business of the Division.

As the current elected Clerk of the Division, I am looking for an assistant(s) who would like to learn about working for the organization. If you have experience on computers, that would be a help, but an eagerness to learn is all that is required. Please call me in the evening at (610) 688-6113 or see me at the March meet. I would be glad to tailor the learning process to fit the abilities of the person who volunteers. Give it a try and you will find it will make the hobby even more rewarding. ☺

Mail Pouch

Praiseworthy Module Team Open to New Members

Free, Free, Free

It is really free – every member of the Philadelphia Division is also a member of the Division Module Team. If you have been reading the magazines and have the urge to run trains then this is for you. The small group of members working on the modular layout welcome any members who would like to get involved.

You might say you do not want to build a module or do not have the time. That is fine as some members of the modular group help to set up the modules at shows, get to run some monster trains (bring your own equipment) and then break down. You don't have to take anything home except your own trains.

Maybe you cannot get away on weekends when most of the modular setups occur. Yet you want to build and don't have much space. Use your limited space, build a module and send it to the next show. It can even be judged for a merit award if you so desire.

There is something for everyone to do in the Module Team and it is always lots of fun. Get in touch with Bob Browne and join the Team. – *Eric Dervinis*

Team Welcomes Newcomer

I would like to share my first experience with the Division's Module Team with you in hopes of encouraging you to

join and also to thank the members themselves.

Yesterday, 1/6/96, I went to the Fort Washington Expo Center with my first HO module to show with the Team. I have an NTRAK module of Strasburg that was built for my third birthday by my father. This is the first one that I am doing mostly by myself. Upon my arrival I was greeted with much enthusiasm and hospitality, something I wasn't expecting due to my age. I felt very much at home with the members attending. They gave me the same treatment as everyone else who was there and I felt no prejudice against me. I would like to know who said the NMRA is a big clique, as I am sure he is not from our area.

I would like to thank the Team members again for their hospitality and encourage those who are deciding on whether or not to join, to go ahead and build a module as it is great fun to be able to go out and promote the hobby with other members. After all, isn't that why we join clubs anyway? – *Ed Kapuscinski III* ☺

Interesting commentary, corrections, or suggestions are welcome in the Mail Pouch column. Submissions may be condensed due to space considerations. Please label submissions "To the Editor."

Building a Walkaround Throttle Plug-in System Using Modular Phone Line Parts

BY NATHAN ASHBY-KUHLMAN

When we first organized the Division's Module Team, we very quickly decided to make our railroad operable. One of our goals was to be able to run a way-freight train and switch freight cars while the public was entranced by the high-speed through trains on parallel tracks. A three-way meet between, say, a flying passenger train pulled by a "G," a monstrous through freight, and a lowly wayfreight is truly spectacular, and can't be seen anywhere else.

However, we soon realized that such a scheme would not be as easy as we thought. For one, it's no fun to reach over a skyboard (modular lingo for backdrop) to uncouple cars by hand, because very few of us have permanent uncoupling magnets. Also, the bigger problem was that our set-ups are enormous. It is absolutely nothing to have a train fifty feet away from the throttle controlling it. Slow-speed, high-precision switching moves like coupling up just do not work when the engineer cannot see that the train is even moving.

We needed a walkaround throttle, but a 25' cable which would allow us to switch all the modules was just unacceptable. Because of the problem skyboards created for reaching the track, we wanted to do the switching from the front. A long cable is thus game to be tripped over and destroyed by members of the public. In addition, a tether of that length is unwieldy for the engineer.

A memory walkaround throttle with several plug-in locations was the answer. This would allow us to keep the detachable cord short. Once we finished the switching at one location, we could start up the train, unplug the handheld throttle, and head to the jack most convenient to the next set of switching moves, while the train kept moving.

To this end, the Module Team purchased a MRC Controlmaster 20. This is MRC's most advanced throttle, and it provides plenty of power. This is an im-

portant consideration because there are always noticeable voltage drops when the engine is tens of feet away from the throttle. In addition, it's billed as having "Flatline DC," which supposedly "provides slow-speed operation without overheating the most delicate can motors."

The most important feature, though, is its memory walkaround system. The Controlmaster uses a standard modular telephone jack on the base unit, and a standard plug on the throttle. The manual states many times that additional modular phone jacks can be hooked up to provide its advertised memory capability, but it does not provide any instructions at all for doing this.

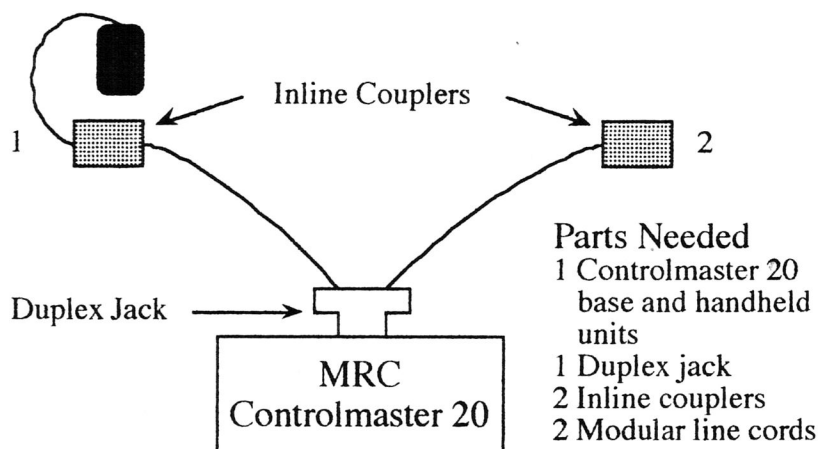
Luckily, the problem was actually easier to solve than I thought. At present, we have three jacks on the modular layout, which allows us to switch all of our industries. Our system can also be used with other throttles utilizing modular phone components.

For a minimum system (two jacks), you'll need to stop by a Radio Shack or

electronics store and pick up a "modular duplex jack," two twelve-foot line cords, and two "inline couplers." This will set you back about thirty bucks (peanuts compared to what you paid for that throttle!) Plug the duplex jack into the throttle's base unit, and one line cord into each plug on the jack. Then attach the inline couplers to the line cords. The duplex jack allows signals from both jacks (but only one at a time, of course) to reach the base unit. The line cords extend the jacks to many feet from the base unit and each other (the point of the memory system). The inline couplers serve as female-to-female connectors and allow the handheld unit (with a male plug) to connect to the line cords, which are male on both ends. See figure 1.

We've found that some line cords do not firmly plug into the inline couplers. Since these are permanent attachments, we simply jammed them in with thin pieces of scrap balsa wood which happened to be lying around the workbench. It's also possible to glue them in. However, if this is a problem, it must be

Figure 1. Minimum System
Two plug-in locations



fixed because otherwise the throttle will behave erratically, and sometimes it is impossible to stop engines!

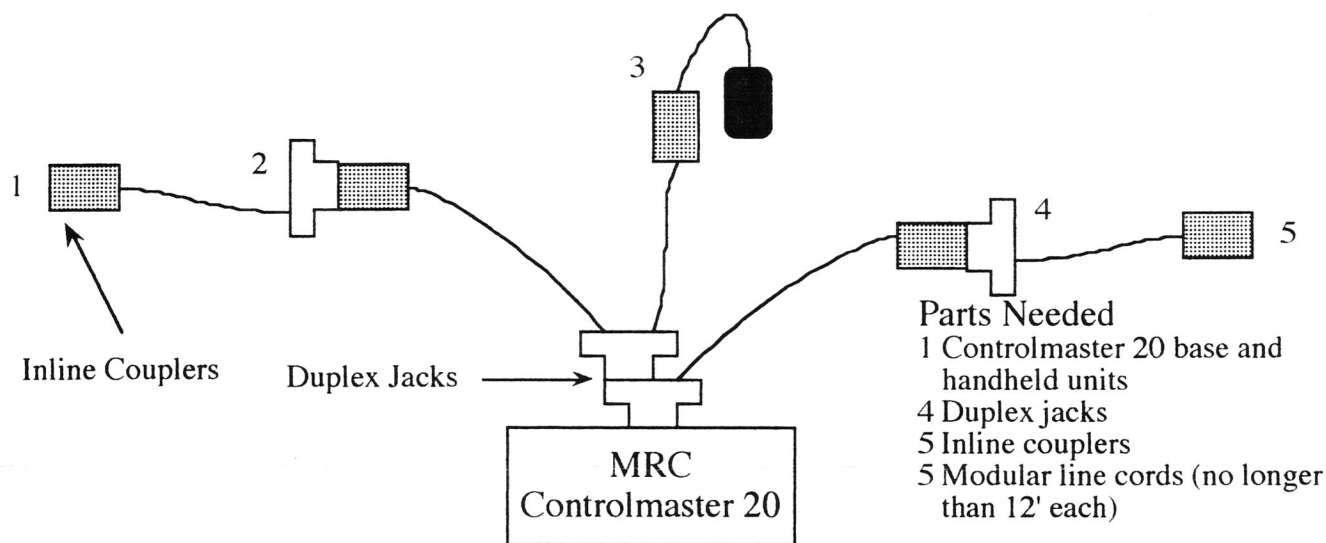
Naturally, most people will want more than two plug-in jacks. A great number of plugs are possible, within the limits of the phone cord system. The Controlmaster's manual recommends against using any more than 25' of line cord be-

tween the base unit and the handheld cord. By strategically designing a system of duplex jacks, one can provide enough plug-in locations for the average home layout such that each is no more than 25' from the base unit. For example, by adding four duplex connectors to the basic system, our linear modular railroad can have five plugs: one at the base unit,

and one 12' and 24' in each direction from it. See figure 2.

There are many possibilities within the 25' limit. Don't go beyond that, though, or the throttle will, as mentioned earlier, start acting up. Within the boundaries, however, our throttle has shown itself to be extremely reliable and well worth its price. DWM

Figure 2. Eventual System for the Division Module Team
Five plug-in locations



Jersey Limited Offers Mini-National in October

SUBMITTED BY THE CONVENTION STAFF

If you've been thinking it's a long trip to Long Beach, California, the "Jersey Limited" is the perfect East Coast alternative. The Mid-Eastern Region of the NMRA offers a mini-national convention on October 3-6, 1996, close to home at the Clarion Hotel in Mt. Laurel, New Jersey.

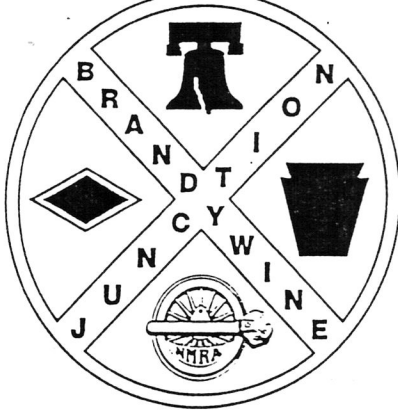
With an emphasis on operations, Jersey Limited offers over 30 open house layouts and a host of nationally-known clinicians including David Barrow, Jim Hertzog, Tony Koester, Allen McClelland, Lou Sassi, and Andy Sperandio.

Special features include a layout lottery in which early registrants will get the chance to attend "hands on" operating sessions on one of six home layouts, with operators giving individual attention; an auction of rolling stock from the celebrity layouts of Barrow, Koester, McClelland, and Sperandio; and a special modeling contest to honor the interlocking tower. There's the usual NMRA contest with the normal categories.

The Jersey Limited has prototype tours on the Southern Railroad of New Jersey, Patco shops, Philadelphia Inter-

modal Terminal, and the Conrail Dispatching Center. It also includes a 4600-square foot Train Show, and non-rail tours to the Pennsylvania Academy of Fine Arts and the historic sites of Philadelphia. The convention car – an Atlas PS-2 two-bay covered hopper, prototypical CNJ in sand service – will be available.

Write to Registrar P.J. Mattson, Box 517, Swedesboro NJ 08085. Phone: (609) 467-3385. Hotel reservations are available from the Clarion Hotel, 915 Route 73 North, Mt. Laurel NJ 08054. Phone: (609) 234-7300. DWM



Brandywine Junction '97
The 1997 Fall Mid-East Region Convention
hosted by the
Philadelphia Division
November 7, 8, 9 1997
Chadds Ford, PA

THE BRANDYWINE CLUB

The Brandywine Club affords the early registrant the economical alternative to the Convention Fees, while providing the Convention Committee an opportunity to develop all important seed money for the Convention.

Club Membership includes:

	Estimated Regular Price
Convention Registration	\$30.00
Convention Car	\$10.00
Convention Pin or Patch	\$5.00
Saturday Evening Food Function	\$20.00
	<hr/>
	\$65.00

DIVISION PRICE - \$50.00 (\$15.00 savings)

Club membership is only open to the first 100 registrants or until May 3, 1996.

Name: _____

Address: _____

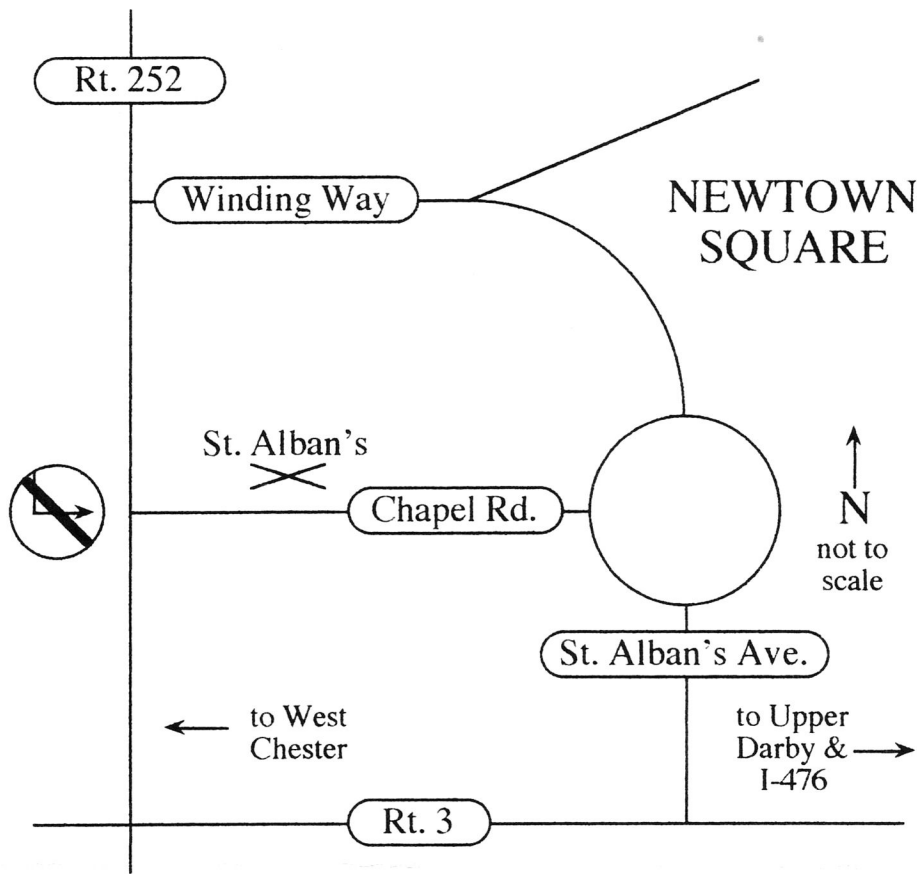
Phone No. () _____ - _____

Please, sign me up as a Brandywine Club Member. Enclosed is a check for _____ to cover _____ registrations, at the \$50.00 Division rate.

Make checks payable to *Brandywine Junction '97*

Mail to : Brandywine Junction '97
P.O. Box 741
Paoli, PA 19301-0741

How to Get to the March Meet



November Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, November 4, 1995, the Philadelphia Division conducted a meet at the Fairview Village Church of the Nazarene in Fairview Village PA. Several tables' worth of modeling supplies was available for purchase. High attendance packed the room; this fall we'll move to larger quarters.

Before our clinic program, Dave Messer, MMR, the Division's Achievement Program Chairman, presented the Association Volunteer certificate to past Superintendent Bob Beebe. Congratulations to Bob.

John Long, Secretary of the Mid-Eastern Region, gave a rousing defense of the MER and NMRA in the face of recent membership declines.

Karl Scholz, owner of Wales Junction Signs, discussed "Weathering Structures." He demonstrated the use of isopropyl alcohol and india ink, gray stains, powdered chalks, pounce wheels, and, of course, model signs, all in order to spice up model structures. His own sample buildings looked positively beautiful and caught your attention even from a distance.

Next, Mike Rabbitt presented an in-depth look at steel mills. He covered how ore gets to the mill, what happens once it gets there, the relevance of railroads in the steel industry, and the steel production process. This fascinating heavy industry cannot be reasonably modeled without selective compression; he said that a *small* integrated mill built to HO scale would be 20' by 45' (yes, actual feet).

Finally, Rob Kuhlman examined another heavy industry – coal. His slides detailed the methods used to get coal out of the underground seam and to the tippie.

Paul Backenstose won the popular vote open loads contest in difficult voting. He and several other lucky members won door prizes.

After the morning clinics, the outstanding home layouts of Dave Messer, Steve Salotti, Mike Rabbitt, and Bruce Saylor were open. Many thanks to our layout hosts.

All Aboard!

Current membership count: 341

New members:

Charles Brinker, Center Square; John Schwartzberg, Maple Glen; James Thomas, Malvern; John Ethier, Philadelphia; Rodney Schulz, Kutztown; Dave Vitabile, Jeffersonville; Richard Coyne, Philadelphia; Jim Blake, Quakertown; Joseph Capehart, Mt. Laurel NJ; Walter Rehak, Jackson NJ; Victor Dricks, Trappe; Robert Baker, Fallsington; Joseph Clark, Philadelphia; Louis Sotnick, Philadelphia; Mark Schmidt, Chalfont; G. E. Ryan, Doylestown; Charles Liggett, Melrose Park; Ed Pluciennik Sr., Conshohocken; Ed Pluciennik Jr., Conshohocken; John Pluciennik, Conshohocken; Charles Tucker, Philadelphia; Tony Britt, Philadelphia; Richard Schoeniger, Philadelphia; John Balogh, State College.

Last Run

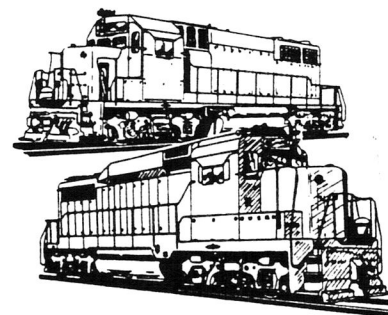
The Division regrets to note the passing of former Superintendent Paul M. Jensen, of Phoenixville. He was a founding member and past President of the Schuylkill Valley Model Railroad Club, past President of the Mid-Eastern Region, and an avid narrow-gauger. Paul was 60.

Still available:
Limited-edition Division
40' HO boxcars custom-
lettered by C&BT Shops
for Steve Salotti's
Perkiomen Valley
Railroad!
Contact Steve (address on
page 2) for more
information.

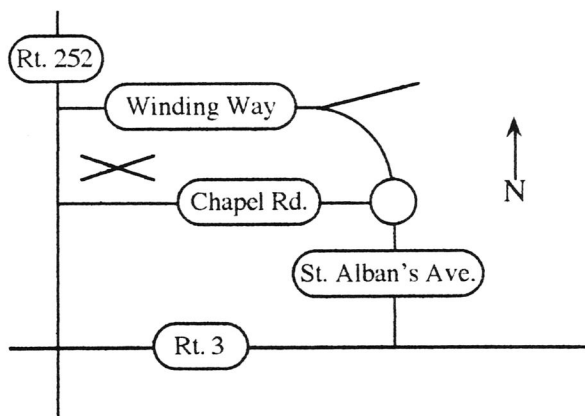
PHILADELPHIA DIVISION, NMRA TRAIN MEET MARCH 23, 1996

ST. ALBAN'S CHURCH,
NEWTOWN SQUARE PA
10:00 A.M.

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



CLINICS
DOOR PRIZES
POPULAR VOTE INDUSTRY 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

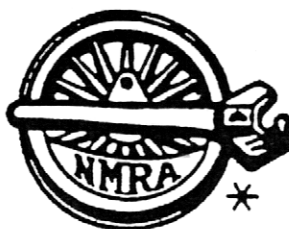
Official publication of the Philadelphia Division of the
National Model Railroad Association

P.O. Box 741
Paoli, PA 19301-0741

Do you need to renew?

Inside: Early Registration Form for Brandywine Junction '97
 Wiring a Walkaround Throttle System Using Modular Phone Parts
 Information on Jersey Limited '96

Please note that the September train show is the 14th, not the 21st as previously published.



PHILADELPHIA DIVISION
MID-EASTERN REGION, NATIONAL MODEL RAILROAD ASSOCIATION

★ THIRD ANNUAL SPRING DIVISION MEET
MARCH 23, 1996

TIMETABLE

- 10:00 AM Registration, Flea Market Tables, Contest Entries,
Contest Voting, Introductions.
- 10:15 AM CLINIC: "BEING A LOCOMOTIVE ENGINEER"
by: Lee Schultz, Conrail Engineer
- 11:00 AM CONTEST AWARD
- 11:15 AM Presentation on Jersey Limited '96, The Fall 1996
MER Convention.
- 11:30 AM CLINIC: "EASY CONTROL PANEL LABELING"
by: Steve Salotti, Asst. Division Superintendent
- 11:45 AM Presentation on The NMRA by Eric Dervinis, Division
Clerk and National Asst. Secretary
- 11:55 AM DOOR PRIZES
- 12:00 PM CLINIC: "MODELING WEST FALLS, FALLS GRADE AND
MIDVALE" by: Jim Eisenhart, Conrail Conductor
- 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.
- * St. Albans RR (S.T.A.R.R.), HO Scale & Modular
 - * Win Gross, HO Scale, Paoli
 - * Jim Hart, HO Scale, Media
 - * Terry Smith, N Scale, Exton
 - * Jim Pond, HO Scale, Exton
- 5:00 PM Home Layout Tours Close.

BE SURE TO JOIN YOUR FELLOW DIVISION MEMBERS AT THE
EAST COAST HOBBY SHOW ON MARCH 30 AND 31, 1996 AT THE FORT
WASHINGTON EXPO CENTER. THE MODULE TEAM WILL BE ONE OF THE
FEATURED RAILROADS AT THE SHOW .

NEXT MEET

Saturday, May 18, 1996