

THE PHILADELPHIA DISPATCHER

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

September 1996
Volume 3, Number 3

Division Train Show & Sale: September 14 at Upper Darby High School

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting a train show and sale on Saturday, September 14 at the Upper Darby High School in Drexel Hill PA, on Lansdowne Avenue between State and Garrett Roads. 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. Non-members will be charged a \$3.00 admission fee (under 6 are free; \$10 family max.) Unlike our other meets, Division memberships are not included free with the \$3 admission. However, memberships are available at a reduced rate of just \$2 at the show.

The show will open at 10:00 a.m. for Division members only, so that we can get a first crack at "the good stuff." At 11:00, the general public will be admitted.

Clinics, open to members and the general public, will be presented during the show.

The show will also feature the ever-popular Kidz Corner, where the young ones will enjoy train-related crafts while mom and dad have more free time to shop.

Door prizes will be awarded at least hourly. Unfortunately, there is no popular vote contest this time.

DARN N-Trak and the Division HO Module Team will be present. In

addition, the StARR HO Modular Railroad and the East Broad Top On3 layout have been invited.

Food may be available in the cafeteria during the show.

Dealer tables are still available on a first-come, first-served basis at \$15 each. Why not clean out your basement, attic, or train room and make some money from the unwanted or unnecessary items in your collection?

Contact Terry Smith at (610) 524-6647 or Les Kushner at (610) 527-8632 to reserve a table. As a special bonus, if you sign up for both the September and October shows, take \$5 off per table.

There is not a home football game on the same day this year, so there will be plenty of free parking!

Mark your calendar and be sure to join us for the Division Train Show & Sale on Saturday, September 14, 1996. ☐☐☐

MER Convention Train Show: October 5-6 in Mt. Laurel NJ

The Division will be conducting a train show at the Clarion Hotel in Mt. Laurel NJ on October 5 and 6, in conjunction with the Jersey Limited '96 Fall MER Convention (see the article on page 4 and the registration form on page 9).

Entrance to the show will be free to all Division members and convention attendees. All others will be charged a \$3.00 admission fee (under 6 are free; \$10 family max.) Division memberships are not included free with the \$3 admission. However, memberships are available for \$2 at the show.

The hotel is on route 73 between I-295 and the NJ Turnpike (take Turnpike exit 4). Please see the accompanying map on page 8. The show will be located in the hotel's Rosewood Ballroom.

The show will open at 10:00 a.m. on both days *for convention attendees only*.

Division members and the public will be admitted at 11 a.m. The show will close at 4 p.m. on Saturday and at 3 p.m. on Sunday.

There will be 70 tables of scale model railroad stuff from all over. Tables may still be available at \$40 each; contact Terry Smith at (610) 524-6647 or Les Kushner at (610) 527-8632. If you reserve tables for the September and October shows, take \$5 off per table.

Door prizes will be awarded hourly.

The show will feature the ever-popular Kidz Corner, where the young ones will enjoy train-related crafts while mom and dad have more free time to shop.

Mark your calendar; if you can't come to the whole convention, the premier model railroading event in the area, at least drop by the Division's train show on October 5 and 6, 1996. ☐☐☐

BY NATHAN ASHBY-KUHLMAN

I went to my first Division meet in September 1993. In those three short years, the Division has changed radically. Back then, it was a fledgling organization of a little over a hundred members which had just started the tradition of Saturday meets. The Division newsletter, before it was named *The Philadelphia Dispatcher*, was a short, usually six-page affair, which was put together using a typewriter and good old cut-and-paste.

Through the hard work of the Division officers, the Philadelphia Division's membership is closing in on 400. With this issue, the newsletter has reached the historic length of twelve awesome pages. Attendance at meets has been skyrocketing. Last year the Division's first train show was so successful that it was invited to run the train show at the region convention this fall. The Division Module Team, which didn't exist two years ago, is continuing to improve. A spectacular region convention is being planned for just over a year from now.

Wow! Is this phenomenal growth due to an increase in the number of modelers in the Philadelphia area? I'd like to think so, but probably not. The real reason is that more and more modelers in the Philadelphia area are finding out about the Division and realizing that it's a pretty good idea. If you're not yet a Division member, on behalf of all 366 other members, I'd like to invite you to buy a \$3 ticket and jump on the train!

At the Division level, the National Model Railroad Association is not about politics or meetings. The Division philosophy is sharing among friends. The Philadelphia Division boundaries are small enough that driving to meets doesn't take long. Division members live close enough to one another that we really feel like a community and develop some great friendships.

According to the national NMRA constitution, "The purpose[s] of the NMRA...are, in part, to promote, stimulate, foster and encourage by all manner and means the art and craft of model railroading..." This mission is the same at the Division level. At our meets, we


share techniques we've discovered or unique knowledge we've obtained with each other through clinics. The popular vote contest is designed to encourage good modeling. But most of all, the meets are for socializing and sharing tips and stories with our friends.

We all have times when we just don't feel like modeling. There's nothing in the world that refills your tender better than a Division meet, except for maybe a region or national convention. Try a Division meet - you'll like it. However, to paraphrase a certain snack food, bet you can't go to just one.

* * *


Thanks, as always, to everyone whose work appears in this issue: Bob Browne, Eric Dervinis, Bob Motter (you'll be seeing more of his writing in the next few issues), and of course my helpful advisor/good friend/flatterer/Superintendent John Nawn. By the way, the third role is the most important because there's only one better way to make me happy than to be as happy as I am about this newsletter.

Astute readers will probably have guessed what that one way is: to write an article for the newsletter!

As always, if you have anything at all that you think your fellow Division members might be interested in, and feel like writing about it, give it a shot. I may be able to improve your spelling or grammar a bit, but I can't write for you. As I said above about the meets: try it - you'll like it. So will the rest of the Division. 

Over Beans

Spotted by Bill Lambert in the *Philadelphia Inquirer*:

Over 50 British train buffs have already made reservations for their final journey. A unique trackside graveyard in central England allows railfans to pursue their hobby for eternity after traveling to the cemetery on a special steam train. One-way tickets cost \$2,340. 

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
email care of my father:
rkuhlma@admin.mc3.edu

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: November 1996. Due out early October. Deadline: October 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

From the Superintendent

BY JOHN NAWN, DIVISION SUPERINTENDENT

I want to take this opportunity to welcome all the Mid-Eastern Region and National members who may be receiving our newsletter for the first time. We generally send our September *Dispatcher* to all MER and NMRA members within the Division boundaries who are not currently Division members. I want to cordially invite you to join the Philadelphia Division.

We host a minimum of four meets per year including our March

and November clinic and home layout tour meets, our May fan trip and, of course, our annual Train Show and Sale in September. Division members are admitted free to our meets with the possible exception of our May meet, where a small fee is charged.

In addition to the meets, Division membership entitles you to our quarterly newsletter, special Division custom car projects and discounts at local hobby shops. In addition, this year we are also hosting the train show at the Region

convention.

Joining is easy; simply come to our September or October shows and for an additional \$2 over the low \$3.00 entrance fee, you will get a one-year membership. If you are already attending the Region convention, your entrance to the train show is, of course,

free. We will, however, still allow you to join at the reduced \$2 rate. If you sign up in September, you can attend the October show free. If

you cannot attend either show simply send your name, address, and phone number, along with a \$3 check made payable to the Philadelphia Division, NMRA, to P.O. Box 741, Paoli PA 19301-0741.

I hope many of you will join in the Division activities. We have an exciting program planned for the remainder of this year and next culminating in our hosting of the MER convention in the fall of 1997.

Don't miss the train.



Receiving the *Dispatcher* for the first time?

Meet Me at the Junction: Freytag to be Guest Clinician

Our continuing series keeping the membership up to date on the planning and events leading up to Brandywine Junction '97, the Mid-Eastern Region Fall Convention, November 7-9, 1997, hosted by the Philadelphia Division.

"Steel is king of all that it surveys."¹ And nobody models steel better than the "man of steel" himself, Mr. Dean Freytag. I am pleased to announce that Mr. Freytag has agreed to join us as a guest clinician at Brandywine Junction '97. Special thanks go to Division member Mike Rabbitt for helping to make this possible. This is truly a great honor for the Division and the Region, and we hope that everyone has marked November 7, 8, and 9, 1997 on their calendars.

At the Region's Fall Convention in October (Jersey Limited '96) we will be introducing our early reservation form,

and it will also be available in the next *Dispatcher*.

The Brandywine Junction Committee and staff will be meeting on Sunday, October 13, 1996, at the Chadds Ford Ramada Inn, at 2:00 p.m. All current staff members will be receiving a special package in the mail in the near future. Any other Division members interested in joining the staff of this ever-growing event are also cordially invited to attend the meeting. There are still many staff positions and volunteer opportunities available. Please join us. When you get to the hotel, check with the front desk to see which conference room we will be in. Till next month...



¹ *Steel*, by Dean Freytag, 1995, Wm. K. Walthers, Inc.

Timetable

DIVISION MEETS

Philadelphia Division Train Show & Sale. September 14. Upper Darby High School, Upper Darby PA. 10 a.m. See pages 1 and 8 for more information.

Jersey Limited Train Show. October 5-6. Hosted by the Philadelphia Division. See pages 1 and 8 for more information.

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

Philadelphia Division Meet. March 15, 1997. St. Alban's Church, Newtown Square PA.

NMRA & MER CONVENTIONS

MER Fall Convention. October 3-6. Mt. Laurel NJ. Contact Jersey Limited '96, P.O. Box 517, Swedesboro NJ 08085; (609) 467-3385, or use the registration form on page 9.

NMRA 1997 National Convention. July 28-August 2, 1997. Madison WI. Contact Registrar, The Lake Junction '97, Ross Pollock, 3539 Mill Creek Rd., Mineral Point WI 53565.

OTHER EVENTS

Model Train & Toy Show/Sale. October 6. Claymont Fire Company, Claymont DE. 9 a.m. to 3 p.m. Adults \$3; under 12 free with adult. For more information, call Beth Richards, (302) 798-6963.

Toy and Model Tractor, Train, Truck, and More Show and Sale. November 9. Delaware Agricultural Museum and Village, Dover DE. 9 a.m. to 3 p.m. Adults \$3; seniors and youth \$2; under 6 and museum members free; family \$9. For more information, call the museum at (302) 734-1618.

Model Train & Toy Show & Sale. November 16. Hartly Fire Hall, Hartly DE. 8 a.m. to 3 p.m. Adults \$3; spouse \$2; under 12 free with adult. For more information call (302) 492-3755 evenings.

East Coast Hobby Show. March 22-23, 1997.



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.

Would You Leave the Yard With Only Half a Train?

Not a good idea on the prototype. Not a good idea on a model railroad, either. Besides having to endure the inevitable snickering of your fellow operators, you would be missing out on half of the fun. National members of the NMRA who do not belong to the Region are missing half of the train.

The Division, the Region, and the National are all part of one "railroad." They complement and support each other. The Mid-Eastern – "Most Enthusiastic" – Region has almost 3,000 members along the east coast enjoying the following benefits:

- The *Local*, published six times per year

- Two Region conventions packed with clinics, tours, door prizes, socialization, fun, etc.

- The Achievement Program
- Contests and layout tours

The Philadelphia Division is making a special offer to all members who renew this year – send in \$10 and we will renew both your Division and Region memberships. Do include your NMRA number with your check or add in \$30 to renew your national membership if necessary (\$15 is for the *Bulletin*).

All checks and renewal information should be sent to Eric Dervinis, Division Clerk, 632 Bob White Road, Wayne PA 19087. ☐

Jersey Limited Features Layouts, Contests, Tours, and More

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 Sperandeo.

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 Sperandeo; 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 Intermodal 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; (609) 467-3385. Or, use the registration form on page 9. Hotel reservations are available from the Clarion Hotel, 915 Route 73 North, Mt. Laurel NJ 08054; (609) 234-7300. ☐

The Callboard

BY BOB BROWNE

Here is the schedule (through December) for the Philadelphia Division Modular Railroad:

Sept. 7: Organizational meeting. 2 p.m., Memorial Church of the Good Shepherd; East Falls.

Sept. 14: Philadelphia Division Meet. Setup 7 a.m., run 10-4.

October 18-19-20: Boscov's Department Store, Granite Run Mall. Setup Fri. eve; run Sat. & Sun. 10-9.

Nov. 9-10 (run tentative): Greenberg Shows, South Jersey Expo Center.

Dec. 14-15: Greenberg Shows, Fort Washington Expo Center.

Members and others interested please call Bob Browne at (215) 842-1441 and confirm your attendance at the organizational meeting on September 7. ☐

Interchange Track

Desperately Seeking...Clinicians: Do you have model- or railroad-related knowledge your fellow members might find fascinating? Have you discovered a unique method of wiring control panels, making trees, weathering structures, etc.? Share your knowledge, help the Division, and earn Achievement Points. Slots are open for the November 1996 and March 1997 meets. Call John Nawn or Steve Salotti.

Desperately Seeking...A Lawyer: For the purpose of incorporation of the Division. If you have experience in this regard, please contact Eric Dervinis.

Wanted: Cardboard "billboard reefer" sides from 30's-50's, all gauges (HO, OO, O). Also interested in old catalogs, kits, parts, or models from this era; good condition is appreciated but not necessarily critical. I still need a few bound volumes of model railroad publications. Bill McKay, 104 Grayling Ave., Narberth PA 19072-1902; (610) 664-3779.

Information Wanted: Mike Rabbitt has been researching the Upper Merion and Plymouth Railroad of Allen Wood Steel, which had major interchanges with the PRR and the Reading. He's already uncovered a tremendous amount of information, and would like to create "a day in the life of the railroad." If you have information about the UM&P or are simply interested, contact him: Michael Rabbitt, 565 Forest Rd., Wayne PA 19087; (610) 688-3352. ☐

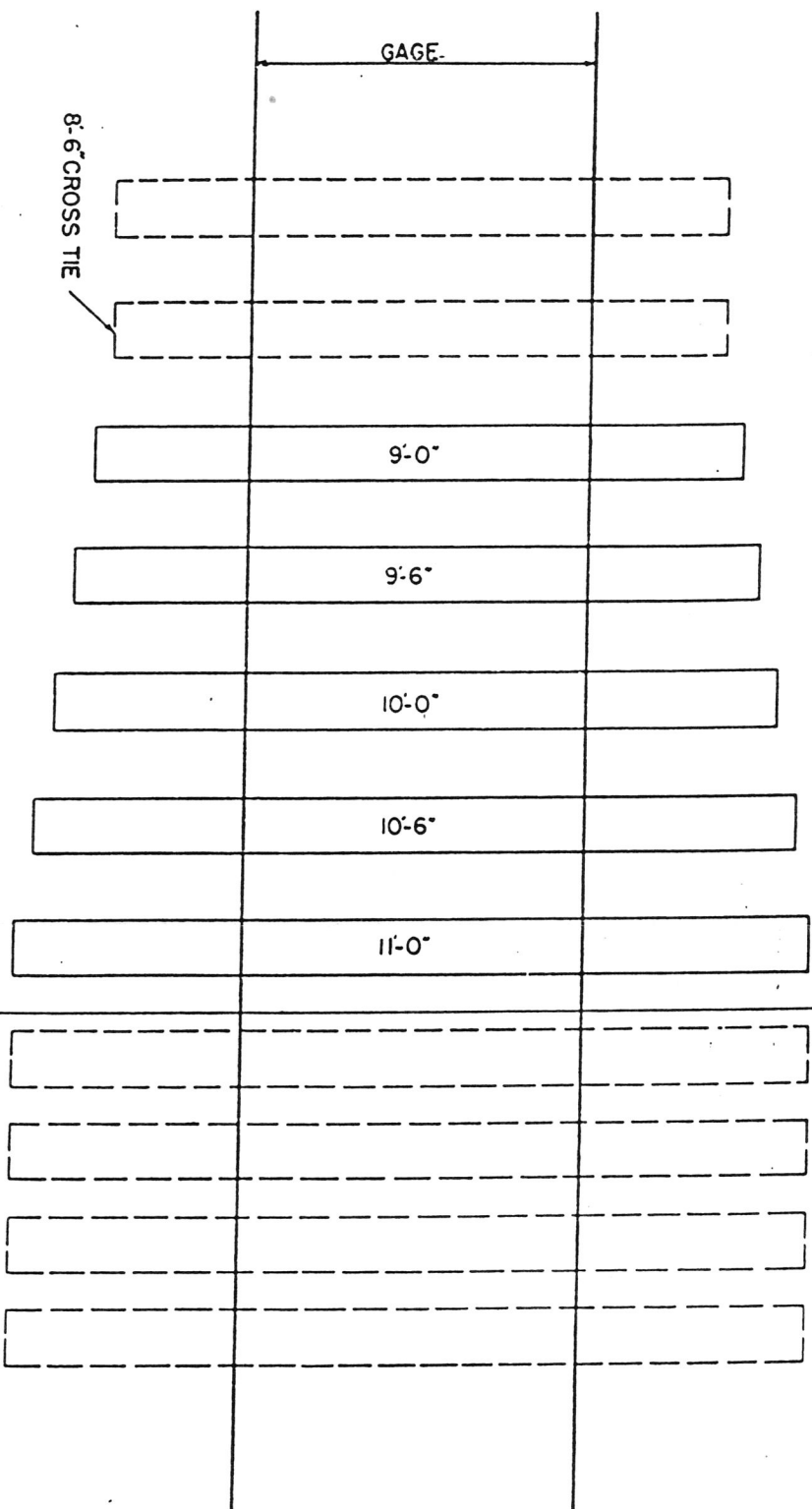
The Interchange Track column is open at no charge to those wishing to, for non-commercial purposes, buy or sell model railroad- or railroad-related products, offer services, form groups, etc. Submissions may be edited for brevity. They will run once only, as soon as space is available. Please label submissions "Interchange Track."

Missing: Joe Loughney

Joe Loughney: If anyone knows this member, please contact the Clerk with his current address. A computer glitch removed his address from our mailing list! Joe attended our March 1996 meet, and lives in the Parkside area. ☐

APPROACH TIES
SHOWN IN SOLID LINES

ADOPTED 1952
CURRENT AS OF 199



NOTE:
APPROACH TIES ARE SHOWN FOR 8'-6" CROSS TIES.
WHEN 8'-0" CROSS TIES ARE USED ADD (1) - 8'-6"
APPROACH TIE AND WHEN 9'-0" CROSS TIES ARE
USED OMIT APPROACH TIE SHOWN 9'-0".

BRIDGE OR TRESTLE APPROACH

OPEN DECK BRIDGE OR TRESTLE

American Railway Engineering Association

APPROACH TIES FOR OPEN DECK
BRIDGES AND TRESTLES

PLAN NO. 913-52

COURTESY: VALLEY FORGE LABORATORIES, INC. ENGINEERING CONSULTANTS DEVON, PA

The Pullman Company

BY BOB MOTTER

More than 150 years ago, as railroads and rail trips grew longer, the need developed for cars combining day and night accommodations. Inventors strove to find ways to change seats into beds and vice-versa.

George Mortimer Pullman (1831-1897) did not invent nor did he build the first sleeping car. But Pullman did conceive the organized system of comfortable, dependable, and safe accommodations in railroad transportation. The firm he founded provided luxurious cars of uniform construction, adaptable to both day and night operation, that operated over connecting railroads without passengers having to change cars. For his vision and efforts the word "Pullman" appears in dictio-

naries of 20 languages as a noun meaning luxury, comfort and safety in overland transportation.

Pullman's concept of organized railway travel was both inventive and simple. His firm provided the cars to the railroads furnished, staffed, and maintained. The railroads were thus spared the enormous cost of buying and maintaining passenger equipment. They operated Pullman cars in train movements and provided the heat and light. In return the railroads received the regular coach fare for each passenger, while Pullman received a supplemental fee, plus a fee for the berth or seat occupied. These added fees were paid by the traveler for the privilege of riding and sleeping in Pullman comfort.

Pullman's first sleeping car was outshopped at Chicago in 1865. Known as the "Pioneer," it cost five times more than contemporary cars, weighed 30 tons, was over 10 feet high from the rail, and 58 feet long over end sills. It was this car the State of Illinois ordered attached to President Abraham Lincoln's funeral train, for its trip from Chicago to Springfield.

The sleeping car business grew rapidly after 1867 and Pullman's manufacturing plant in Detroit could not keep up with the demand for cars. In 1880, Pullman decided to build a larger facility on 3600 acres, some 14 miles south of Chicago. Known as Pullman, Illinois, the town became the first planned industrial community as well as the first mass-production industrial plant in America. Unlike company mining camps and steel towns of that period, the community of Pullman had beautiful parks and broad streets. Saloons and idlers were barred. Employees were paid a living wage, obeyed the rules governing life in the community, with the location and size of their home determined by their position - worker, foreman, or manager - in the company.

It was in Pullman, Illinois that the bitter and bloody railroad strike of 1894 began. Following the Pullman company's announcement to cut wages and lay off 4,000 employees, workers fearing for their livelihood, and that of their displaced brethren, rapidly spread their strike efforts to every railroad that hauled Pullman cars. After three months of bloodshed and rioting, President Grover Cleveland sent federal troops to quell the rebellion and enforce order. The President's action was the first use of a federal force in a labor dispute.

At the time of Pullman's death in 1897, his company had gained a virtual monopoly on the operation of sleeping and parlor cars in the U.S. The company owned the largest car building plant in the world and had an enormous cash surplus. Its cars operated on both sides of

PULLMAN ACCOMMODATION TERMINOLOGY

Section: This was the basic Pullman space. During the day a section consisted of two facing seats with a common center aisle. At night, the lower berth was formed by pulling the two seat cushions toward each other. Then the seat backs were dropped down into a horizontal position, and a mattress was placed on top. The upper berth swung down from its stowed position against the upper wall of the car. During the day this area provided storage for the lower berth's mattress, pillows, blankets, and curtains. A pair of heavy curtains hung down between the berth and the aisle. The passengers buttoned the curtains together after they were in their berths. Attached inside the curtain were two coat hangers and a hammock slung lengthwise which could hold anything that wouldn't slip through the mesh netting. Toilet and washbasin facilities were located at each end of the car. The only place for luggage was under the seat. This explains how the piece of luggage known as the Pullman suitcase got its name.

Compartment: Nearly all sleeping cars had one or more private, walled rooms. These rooms were wider, forcing the aisle to the side of the car. A compartment was a standard section less curtains and included a washbasin and toilet.

Drawing Room: A drawing room was like a compartment and included a couch placed lengthwise along the corridor wall with the toilet and washbasin in a separate room.

Bedroom: A room having a bed crosswise of the car, with or without an upper berth above it.

Roomette: The roomette first appeared in 1937 and was a single-occupancy room with a bed stowed in the wall behind the seat. It also included a toilet and basin. At night the stowed bed swung down, filling the room.

Parlor Car: A daytime Pullman that had two rows of revolving armchairs and often included a drawing room.

Terminology courtesy Kalmbach Publishing Co.

the Atlantic – in England and Italy – as well as throughout the continental U.S., Canada, and Mexico. Robert Todd Lincoln, son of President Lincoln, succeeded Pullman as head of the company. Under his direction the company expanded into the building of steel cars, the manufacture of railway freight cars, and the acquisition of other car builders, notably Standard Steel Car Co.

Pullman-built cars not only catered to the traveling public's taste, but to their safety and comfort. The firm invented (1897) the vestibule – a covered passageway between cars – with its anti-telescoping device. The first all-steel passenger car (1907), the first mechanical air conditioning for trains (1929) and the country's first streamlined, lightweight trains (Union Pacific's M-1000 in 1934).

By the mid-1920's more than 100,000 passengers slept in Pullman cars each night. The firm's passenger car fleet was

composed of more than one hundred different floor plans. Half were the 12 section, 1 drawing room configuration.

It was the world's largest housekeeper. The linen inventory was more than 4 million towels and 3 million sheets. The company operated its own shops to produce everything from leaded glass to upholstered furniture, to toilet seats. Major car repair was performed in its own shops scattered throughout the nation – including one located in Wilmington, Delaware.

The Pullman organization monopolized the entire sleeping car business. It was the only operator and nearly the sole builder of every sleeping car riding the rails. However, there were dark clouds on the horizon. In 1940, the Pullman company resisted operating cars built by a competing car builder, the Budd Company of Philadelphia. This action brought a U.S. Justice Department anti-trust suit against Pullman. In 1944, a

federal ruling forced Pullman to separate its car building and operating divisions. The car building business (Pullman-Standard), which not only built sleeping cars but freight cars, became Pullman, Inc. The sleeping car operation became the Pullman Company.

On June 30, 1947, a federal court decree ordered the separation of the two business divisions from one common ownership. Pullman officials elected to retain their car building division (Pullman, Inc.) and sold the sleeping car business (Pullman Company) to 57 railroads. The railroads retained the Pullman name, but its management was made up solely of railroad company officials. A decade later, one by one, the railroads began operating their own sleeping car service.

The Pullman Company ceased operations on December 31, 1968, ending over a century of service to the traveling public. ☐

The Great Indian Railway

REVIEWED BY NATHAN ASHBY-KUHLMAN

By American standards, *The Great Indian Railway* is truly great. Its 40,000 miles of track, 7,000 stations, 38,000 grade crossings, and workforce of 1.5 million make it the largest and perhaps the most diverse railroad under a single management in the world.

In India, there are bustling metropolitan stations and lonely branches. One train pulls in to Bombay's Victoria Terminus every two minutes. Five million commuters pack 7,000 people into trains designed to carry 1,700.

In total contrast, the charismatic Darjeeling-Himalayan narrow-gauge line is affectionately called the "toy train." Its 18 diminutive steam locos, the youngest of which is over a century old, climb one of the steepest grades in the world, to an elevation of 7,407'. Two crewmembers ride on the pilot to manually spread sand on the rails.

Some branches of the Indian Railway still use Armstrong levers, manual

grade-crossing gates, and telegraph keys, but these are being replaced by computerized CTC boards.

The steam locomotives – "black beauties" – are just now being phased out. As his "children" were ripped apart and auctioned for scrap metal, one engine shed foreman complained that the new electrics and diesels are "all technology – there's no spit behind them."

The haunting similarities between the histories of the Indian and American railroads seem to be echoed in the video's remorseful music, which was, unlike the average train video, not simply dubbed in, but obviously composed for the video.

The photography won awards, and at times it will make railfan photographers drool. A telephoto "squash" shot, which emphasizes the fragility of the winding track, follows an express train into the sunset. One of the few remaining steam engines pulls up in slow-motion, envel-

oped in its own exhaust steam. The scenes were captured on film and transferred to video, resulting in excellent picture quality.

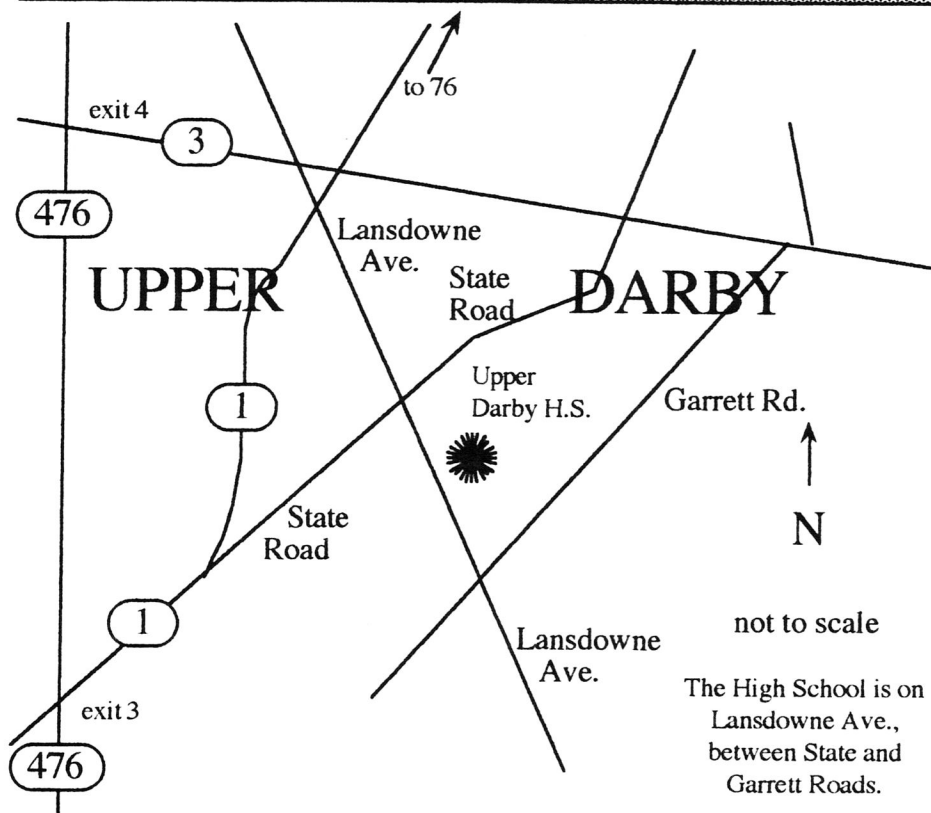
The "men of steam" who worked hard to maintain and drive the engines are being displaced. A way of life is ending. But one last refuge of steam will exist. By government decree, the Darjeeling-Himalayan "toy train" will remain.

Despite the European terms and engine design, *The Great Indian Railway* is worth watching simply because it's a great film. However, for those of us who love American steam, the parallels we see in its current demise in India will make us sentimental.

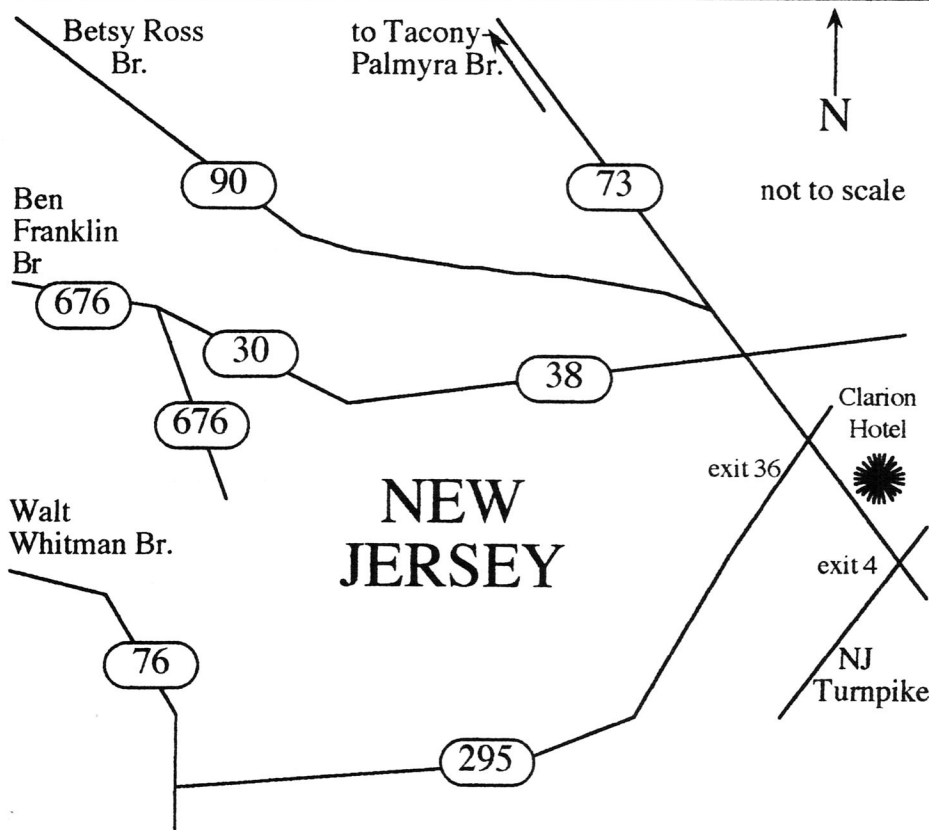
This is one of the best train videos I've ever seen. I highly recommend *The Great Indian Railway* for everyone, with or without an interest in trains.

The Great Indian Railway is 115 minutes long, and letterboxed. It's available from National Geographic Video. ☐

How to Get to the September Train Show & Sale



How to Get to the October MER Convention and Train Show



May Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, May 18, 1996, the Philadelphia Division conducted a meet and family day on the Brandywine Scenic Railroad, which operates on the former Octoraro Railroad trackage. Twenty-two members attended, and nine new members were signed up.

The morning activities took place inside a Brandywine Scenic coach. John Nawn opened the meet with a brief update on the Division and the Brandywine Junction convention.

Brandywine Scenic gave an excellent presentation on its current operations. Members had the opportunity to ask questions and view a large map of the line of the parent Delaware Valley Ry.

Power for the 11 a.m. train ride was supplied by RS32 #211, which still works hard despite its quite obvious age. Ken Braddock won the special door prize of a cab ride.

After the trip, many members ate lunch in the adjacent picnic grove.

During the afternoon, members were treated to the home layouts of Bob Davis and Paul Backenstose. Bob's Blue Mountain Division of the PRR represents a portion of an imaginary secondary line running from Columbia to Johnstown via York, Chambersburg, and Bedford, and is set in late 1956.

Paul's Pittsburgh Division of the Pennsy is set in 1955. The HO layout is based on a John Armstrong plan.

Many thanks are due to Brandywine Scenic and to our layout hosts. ☺

All Aboard!

Current membership count: 367

New members:

John Breslin, Sharon Hill; Bobby Hay, Sharon Hill; Rich Blank, Sharon Hill; Steve Kennedy, Sharon Hill; Tom Schock, Havertown; Lloyd Beldin Sr., Egg Harbor NJ; Joe OBrien, North Wales; H.C. McMurtry, West Chester; Kenneth Braddock, West Chester; Anthony Dulisse, Limerick; Harold McCollum, Philadelphia. ☺

Registration Form

Mid East Region, NMRA Fall Convention

October 3-6, 1996



Name(s) _____

Address _____

City _____ State _____ Zip _____

Phone _____ NMRA # _____ MER # _____

Full Registration	_____ @ \$34.00 _____	SRNJ Fantrip (Sat.)	_____ @ \$28.00 _____
Non-NMRA member	_____ @ \$39.00 _____	PATCO Shops (Fri. AM)	_____ @ \$15.00 _____
Spouse	_____ @ \$10.00 _____	Conrail Control Ctr. (Thur. PM)	_____ @ \$ 5.00 _____
Children (6-16)	_____ @ \$ 5.00 _____	Holt Cargo Term. (Fri. PM)	_____ @ \$17.00 _____
Saturday Night Social	_____ @ \$ 5.00 _____	Historic Phila. Tour (Fri.)	_____ @ \$18.00 _____
Awards Breakfast (Sun.)	_____ @ \$11.00 _____	Aquarium/Art Mus. (Sat.)	_____ @ \$22.00 _____
Convention Car	_____ @ \$15.00 _____	Wine Tasting Clinic	_____ @ \$12.00 _____
Layout Lottery*	\$12.00 _____	TOTAL ENCLOSED	_____

Make Checks payable to: **Jersey Limited '96, P.O. Box 517, Swedesboro, NJ 08085**
For Convention information call 609-467-3385

*Note: Layout Lottery is limited to 1 per Full Registration.

Detach and return this portion to Hotel

The Clarion Hotel at Mount Laurel

915 Route 73 at I-295
Mount Laurel, NJ 08054
609-234-7300

For: National Model Railroad Association, October 3-6, 1996 Cut off date: Sept. 14, 1996
Rate: \$59.00 + tax (Single/Double) \$79.00 (Quad)

Name _____ Phone _____

Address _____ City _____ State _____ Zip _____

Arrive on _____ Depart on _____

Please reserve _____ No. of rooms for _____ people.

☐ Check or Money Order enclosed

☐ Diners Club

☐ Carte Blanche

☐ American Express

☐ Visa

☐ Master Card

Amount \$ _____ Credit Card Number _____ Exp. Date _____

Signature _____

Should I fail to honor my reservation and not cancel 24 hours prior to my expected arrival, I authorize the Clarion to charge my account for one nights deposit and all applicable taxes. Check-out time is 11:00am. Rooms may not be available for Check-in until after 3:00pm.

For Train Show Dealer Information please write to "Jersey Limited '96"

P. O. BOX 517 • SWEDESBORO, NJ 08085 • (609) 467-3385

Division Members: We Need Your Help!

You will find the fliers for the Division's upcoming train shows inside. Please spare a few minutes of your hobby time to post them at your local hobby shop or club, to help us spread the word about our meets. More attendees mean 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:

History of the Pullman Company

Freytag to be Featured Clinician at Brandywine Junction

What if You're Receiving the *Dispatcher* for the First Time?