

THE PHILADELPHIA DISPATCHER

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

November 1996
Volume 3, Number 4

Division Meet: November 2 in Fairview Village

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting its fifth Annual Fall Meet on Saturday, November 2 at the Fairview Village Church of the Nazarene on Germantown Pike in Fairview Village, PA. (Please see the accompanying map on page 6). 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.

Look for signs. We are meeting in a different, larger building this year.

The meet will start promptly at 9:30 a.m. Bob Charles, national president, will discuss the NMRA. Bring comments and questions. Steve Salotti will show how to make rock molds and create scenery using them. Mike Hazzard will talk about track power and electricity, for the beginner to intermediate modeler. Although DCC and other

exotic control systems are popular today, Mike will explain the time-honored conventional means of making trains move.


Door prizes will, of course, be given out during the meet. The popular vote modeling contest this time is "passenger trains." Models in any scale, prototype or freelance, of whole passenger trains, complete with motive power, may be entered. The winner of the popular vote will receive first choice of the door prizes, so bring along one of your crack passenger trains.

In addition, flea market tables will be available to interested members for a \$5 fee. Why not clear out your attic, basement, or train room of unused and unwanted items and sell them at this meet? A limited number of tables are available. If you would like to reserve one, you must contact Steve Salotti, assistant superintendent, at least a week before the meet.

Food will not be available at the meet,

but there are plenty of local fast-food places.

Self-guided layout tours will begin at about 1:00. Several area model railroads 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 2, 1996. 

Meet Me at the Junction

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.

We want to remind everyone of our upcoming meeting on Sunday, October 13, at 2:00 p.m. at the hotel. All staff should have gotten a mailing by now and all Division members are certainly welcome to attend.

We are happy to report that our promotional slide show is complete and will be shown at Jersey Limited on Sunday morning at the awards breakfast. We will also have a large display at the train show. We will have the show at the November meet for the Division members. We hope to run the slide show again at Asheville in the spring at the joint SER/MER convention, and will also be

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BY JOHN NAWN, DIVISION SUPERINTENDENT

Attitude. Attitude defines everything, from the way we approach life to the way we approach the hobby. If you start a project and concentrate on the negative aspects or predict that you will most likely be dissatisfied with the outcome, then your predictions will probably be true. While successful people don't always succeed on every undertaking, they undertake projects with the desire to do their best and predict they will be satisfied. If we don't have positive goals, we have no hope of ever achieving anything or stepping beyond the status quo. Those layouts and contest-quality models we see month after month in the pages of our favorite hobby magazines didn't happen because their creators approached these projects with a negative attitude, but because they started with the desire to do their best and a positive outlook on the outcome of the project. A negative attitude is a sure recipe for failure. We are all burdened by the pressures of life, family, job, security, etc., but the hobby is supposed to be our release, albeit temporary. If we can't approach it with a positive attitude, then why approach it at all?

Enough philosophy for today. I hope you're still reading.

As I write this, our September meet is behind us and I am anxiously awaiting Jersey Limited and our train show. I hope you have the opportunity to attend Jersey Limited; it will be an excellent convention. However, we are going to try to top it with Brandywine Junction.

While the attendance in September was less than last year's attendance, we were trying to compete with, quite possibly, the finest day, weather-wise, since May. Most of those in attendance, however, were very happy with the show and we received many favorable comments. Some of the dealers even indicated that sales were brisk. I was very happy that we could squeeze in an additional layout this year and we actually signed up more new members than last year. Thanks to all the Division members and dealers who continue to support our efforts and this show, and of

course our co-sponsor, DARN. We will probably try it at least one more time next year.

Just a quick reminder for all our new members: our November meet starts promptly at 9:30 a.m. and we are usually finished by 1:00 p.m. for afternoon lay-out tours. See our September *Dispatcher* for more information on our yearly meet structure.

We are still searching for clinicians and home layouts. We have just about exhausted our resources (not to mention the officers). If you are interested in doing a clinic or have a home layout, please give me or Steve a call.

Take a look at page 17 of the October issue of *Railpace*. The third photo down the page has a picture of the inaugural run of the Lycoming Valley Railroad in Williamsport, using two former Pittsburgh & Shawmut SW-9's. Immediately behind the units is the MP/UP boxcar with the NMRA 60th anniversary logo on it. No mention of that in the photo caption, though! It is nice to see that it is still running. I spotted it first; can I still enter the contest, I wonder!?

We are planning something a little different for our May 1997 meet next year. The leadership of the New Jersey Division has again changed hands, and they are once again interested in a joint Philadelphia/New Jersey division meet. They have invited the Division to their May meet at Winslow Junction (about 45 minutes east of Philadelphia). While I don't have all the specifics yet, I believe the Southern Railroad of New Jersey opens their yard up that day for folks to walk around and view the equipment. Of course there are also some dealer tables and there may be some clinics and a fan trip, but I am not positive. Before we commit to this event, I would be interested in hearing comments from the membership, either pro or con, and whether you will be willing to travel to Winslow Junction for the day. (It sounds great to me.)

And finally, November is of course,

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THE PHILADELPHIA DISPATCHER

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

Editor

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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: March 1997. 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. Make checks payable to "Philadelphia Division, NMRA."

Division Personnel:

Superintendent

John Nawn
144 Laurel Road
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(610) 461-8644

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(610) 489-1940

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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

Meet Me at the Junction

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available to go to neighboring divisions and local train clubs.

We have completed a working budget and will begin accepting early reservations at Mt. Laurel. In as much as some of the tours have not yet been finalized, all those using the early reservation form will get first choice of tours.

The Brandywine Club is closed except for those signing up at the staff rate. We currently have 17 Brandywine Club members. Staff will be able to sign up at the staff rate right up until the convention.

Just a reminder to all Division members: as this is a Region event and we are just the hosts, this is *not* a free event for Division members. All Division members who wish to participate in the convention will have to sign up as either a staff member or at the regular rate(s). If you are not a member of the Region or National, there is an additional surcharge. So please don't get left at the station; the earlier you sign up the better opportunity you have of getting on the tours.

The layout tour team is well on their way at the present time. We have approached Lukens Steel about a tour of their facilities and they are quite receptive. However, they will not schedule anything until January. We have, however, confirmed the tour of SEPTA's Frazer Maintenance Shops, responsible for the maintenance of the MU and push-pull equipment. All operations at Paoli have been transferred to Frazer. This will be a Friday afternoon tour, probably about 2:00 p.m. In the clinic department, Bob Charles, our National president, has agreed to join us for the convention. Our off-line (non-rail) group has been quite busy and has a proposal for a full-day bus tour of various family-related sites throughout the Brandywine Valley including Longwood and the Brandywine River Museum.

Early reservation forms will also be available at our November meet, so sign up and don't miss the train. See you in October. ☐

Timetable

DIVISION MEETS

Philadelphia Division Fall Meet. November 2. Fairview Village Church of the Nazarene, Fairview Village PA. 9:30 a.m. See pages 1 and 6 for more information.

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

NMRA & MER CONVENTIONS

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

Train & Toy Meet. October 26. Cambridge Sailwinds Park, Cambridge MD. 9 a.m. to 2 p.m. Contact Scott Freeman, P.O. Box 355, East New Market MD 21631; (410) 943-1074.

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.

From the Superintendent

continued from page 2

National Model Railroading Month. We should all start thinking about what we are going to do to promote the hobby during November. The success and growth of the hobby is proportional to our promotion efforts. As members of the Division and the NMRA (If you're not a member of National, November would be a good time to think about joining), it is our responsibility to promote the hobby. Whether you open your home layout to some of your neighbors, put on a demonstration at the local school, or put a display in the local library, we should all try to do something to promote the hobby this month. Why not bring a new member to our November meet? If necessary, the Division can supply additional copies of the *Dispatcher* and membership applications to help your promotional efforts, and similar materials are available from National. Contact Eric if you need any of these materials.

Let me be the first to wish everyone a happy and safe holiday season, and don't forget that train around the tree. See you in November. ☐

Hobby Shop Discounts

Herb's Hobbies and Crafts

200 W. State St., Doylestown 18901; (215) 345-7123

M-F 9:30-9; Sat 9:30-6; Sun 11-5

Full line of HO and N, also MTH, Lionel, LGB

\$25 of free merchandise for every \$250 spent

Bussinger Trains

Butler Ave. & Railroad, Ambler 19002; (215) 628-2366

M-F 2:30-7; Sat 10-2

Everything discounted 10-12%, but no additional discount with Division membership card ☐

Tips & Techniques

Operation ideas of the Lehigh Northern:

- Purchase clipboards to keep all of the paperwork together. Laminate a track diagram to the clipboard so crews can quickly determine their current location in relationship to the rest of the layout.

- Purchase a blackboard so assigned crews can "mark up" (sign on) for their assignments. Divide the board into columns for train symbol, engineer's name, time on and off. — Eric Dervinis ☐

Those fabulous name trains

Classic Trains

BY BOB MOTTER

The half century ending with the splitting of the atom was the age of classic trains. In a time when the only way to travel was by rail, the railroads responded with a multitude of name trains.

The longest continuously running train may well have been New Haven-Pennsylvania's Boston to Washington train. Launched in 1876, because of the Philadelphia Centennial Exposition, the *Washington Night Express* bypassed New York City. In 1892, the name was changed to the *Federal Express*, and in 1913, to the *Federal*, when it took a direct course through Pennsylvania Station in New York City. It was the *Federal* that won notoriety in 1952 as a runaway, when it crashed into Washington Union Terminal only days before the inauguration of President Eisenhower.

The Pennsylvania Railroad holds the distinction of creating the first extra-fare train. First called the *New York-Chicago Limited*, it was rechristened (1891) as the *Pennsylvania Limited*. Not to be outdone, the New York Central launched its *Chicago Limited*, and in 1902, created the *Twentieth Century Limited*. Ten years later the Pennsylvania challenged the *Century* with the *Broadway Limited*.

Just before the turn of the century the naming of trains became the trend. Lehigh Valley's *Black Diamond Express*, Baltimore and Ohio's *Royal Blue Flyer*, Pennsy's *Congressional Limited*, Union Pacific's *Overland Limited*, and Southern Pacific's *Sunset Limited*.

Contrary to popular belief, the word "limited" added to a train's name did not mean it made only a limited number of stops. The passenger paid an extra fare to arrive at a time scheduled by the railroad. If the railroad didn't deliver on time, then a portion of the passenger's fare was refunded. The custom ended long ago, but the name has remained on trains into the Amtrak era.

The naming of passenger trains was

done by the marketing and public relations departments of the railroads. Trains carried a variety of names.

The Pennsy and B&O were noted for trains named after government process. The Pennsy operated *The Congressional*, *The Constitution*, *The Executive*, *The President*, *The Governor* (Philadelphia to Harrisburg), *The Federal*, *the Judiciary*, *The Embassy*, *The Legislator*, *The Senator*, and *The Washingtonian*. The B&O also had a *Washingtonian*, along with *The Ambassador*, *Capitol Limited*, *Diplomat*, and *National Limited*.

Classic trains named after famous personages included Chesapeake and Ohio's *George Washington*, New York Central-Boston and Maine's *Paul Revere*, Gulf Mobile and Ohio's (later Illinois Central Gulf) *Abraham Lincoln*, Pennsylvania's *William Penn* and *Nellie Bly* (the famous globetrotter). There was also Southern's *Ponce de Leon*, Frisco's *Will Rogers*, Chicago Burlington & Quincy's (now part of Burlington Northern) *Mark Twain* and *Sam Houston*, New York Central's mile-a-minute daylight speedster *John Witcomb Riley*, and Lehigh Valley's *John Wilkes* (after the founder of Wilkes-Barre).

The Native American nations were well represented by name trains. The most famous were Milwaukee Road's *Hiawatha* (that extended into the Amtrak era), followed by Norfolk and Western's *Pocahontas* and *Powhatan* (pronounced Pow-a-tan). Other trains were Missouri Pacific's *Aztec Eagle* that operated into Mexico and the Rock Island's *Cherokee Imperial* to Los Angeles. Still other famous trains were Milwaukee's *Sioux*, Atlantic Coast Line-George Central-Florida East Coast's *Seminole*, and the New York Central's *Iroquois*.


Passenger trains were also citizens of many places. There were the famed streamliner City Trains – *City of Den-*

ver, *Kansas City*, *Los Angeles*, *Miami*, *Milwaukee*, *New Orleans*, *Portland*, *St. Louis*, and *San Francisco*. The Santa Fe traversed the historic and scenic southwest, and named its premier trains *Chief*, *Super Chief*, *Grand Canyon*, *Golden Gate*, *El Capitan*, and *Scout*. Great Northern operated the *Cascade* and Rio Grande the *Prospector*.

The railroads were quick to realize the graceful lines of a bird in flight invoked thoughts of beauty and speed. Names of the most popular were Wabash's *Blue Bird*, Louisville and Nashville's *Hummingbird*, Southern Pacific's *Lark*, and Missouri Pacific's *Eagle*.

The traveling public often gave less glamorous names to trains. My favorite was a day train operated by the Illinois Central between Kentucky and the Ohio River city of Cairo, Illinois. Because many portions of Kentucky are dry, the western part being no exception, the IC train carried Kentucky citizens into Illinois with the sole intent of replenishing their liquor stocks. The local public nicknamed the train the *Whiskey Dick*, after author Bret Harte's fictional comical drunkard. The local passenger train passed away years ago, but the name remained, transferred to a freight train that runs out of Louisville hauling the vast quantities of bourbon produced there.

Those interested in reading and viewing photographs of the classic trains overland travelers chose will find two excellent reference books: *Some Classic Trains* (434 p.) and *More Classic Trains* (512 p.), both by Arthur D. Dubin, and published by Kalmbach.

Those interested in creating classic trains, in miniature, will find a visit to your favorite hobby shops and browsing through a Walther's catalog beneficial. Regardless of the scale in which you model, a wealth of locomotive equipment and rolling stock is available at modest prices. 

SEPTEMBER 5, 1996

The Philadelphia Division continues to grow and build on our strong performance over the past four years. We currently have close to 400 [now over 420 – Ed.] members on our roster, which is almost a 65% increase over membership from the previous year. Membership appears to be growing at about 60% per year.

Division officers remain with John Nawn and Steve Salotti serving in the positions of superintendent and assistant superintendent, respectively. Mike Hazzard serves as treasurer and Eric Dervinis as chief clerk. Dave Messer, MMR, remains as the AP coordinator, and Nathan Ashby-Kuhlman as the editor of the *Philadelphia Dispatcher*, our quarterly publication.

The Division continued its quarterly meet schedule for the past year. Our first annual train show and sale held in September was a complete success with over 90 dealer tables, four clinics, door prizes every half hour, three operating layouts representing HO, O, and N scales, a "Kidz Corner" with crafts and stories for the kids and over 1000 members of the general public in attendance.

Following this highly successful meet, we held our November meet in Fairview Village. This was our fourth year at this location. The meet had a slight "steel" bent to it with many excellent clinics including one on the steel industry and one on coal mining. Region vice-president, John Johnson, was in attendance.

1996 kicked off with a very well-attended March meet in Newtown Square (our third year at this location). Approximately 80 members attended. Members were treated to some excellent clinics, layout tours, and the on-site St. Alban's Railroad layout and HO modules.

In May, our family meet was held on the Brandywine Scenic Railroad, with many members in attendance to ride this new tourist line behind Alco diesels. The day concluded again with layout tours.

Plans are currently being finalized for the Division's September meet, our second annual train show and sale again

featuring dealer tables, door prizes, clinics, the Kidz Corner, and five operating layouts including one N scale modular railroad, two HO scale modular railroads, an On3 modular railroad and an HO scale trolley layout that can be operated by the general public.

The Division will also be hosting the train show at Jersey Limited '96, the MER fall convention. All Division members not otherwise attending the convention will be admitted to the train show for free. As of this date, both of our fall shows are sold out. We will again close 1996 with a meet at Fairview Village, including a visit from the national president, Mr. Bob Charles. Plans are also being investigated for a 1997 joint meet between the New Jersey and Philadelphia divisions.

The plans for Brandywine Junction '97, the MER fall convention, hosted by the Division, are progressing nicely. As of this writing, at least two fan trips are in the process of being finalized on the Brandywine Scenic Railroad, including the Pennsy Doodlebug and trips behind the Reading F7's; Dean Freytag has agreed to join us as a clinician; prototype tours are being finalized, including a trip through Lukens Steel and SEPTA's Frazer maintenance shops, among others.

In addition, the Eastern Region N-Trak convention will be held on the same weekend in the same general vicinity and discussions are ongoing to allow attendees at each convention to attend events at both with a free shuttle service provided. The Division will be making a major promotional pitch at the Mt. Laurel convention and is producing a promotional slide show for Mt. Laurel and Asheville.

Under the direction of Mr. Bob Browne, the Division HO Module Team has been very active and continues to grow. In addition to appearing at the Division's September show, the team also set up at a November and December Greenberg's show. In January, the Module Team took second place at the Great American Train Show's first-ever Phila-

delphia show. The Division was also a co-sponsor of the show. In March, the team was one of three layouts invited to the East Coast Hobby Show, with the Module Team's layout measuring over 100 feet long.

The Division continued the hobby shop discount program with seven local hobby shops [now eight – Ed.] now participating.

Division dues remain at \$3.00 per year which includes a quarterly newsletter, free entrance to Division meets, discounts at local hobby shops, and participation in the HO modular railroad program, among other benefits. The Division treasury remains in the black with a balance in excess of \$4,000 at the current time.

In light of the recent interpretations of the NMRA insurance policy and vote by the Region trustees at the annual meeting, the Division expects to incorporate by the end of the year and purchase our own insurance policy through an outside vendor.

Our promotional efforts this year included mailing our September newsletter to all Region and National members within the Division, and a discount on Division membership for all those new members who signed up at our September train show. This show is accompanied by a major local promotional campaign.

In order to promote Regional membership, we are currently offering a discount on Division dues if members join the Region or renew their Region membership through the Division. The Division may implement a similar discount program for National dues in the near future to help bolster National membership.

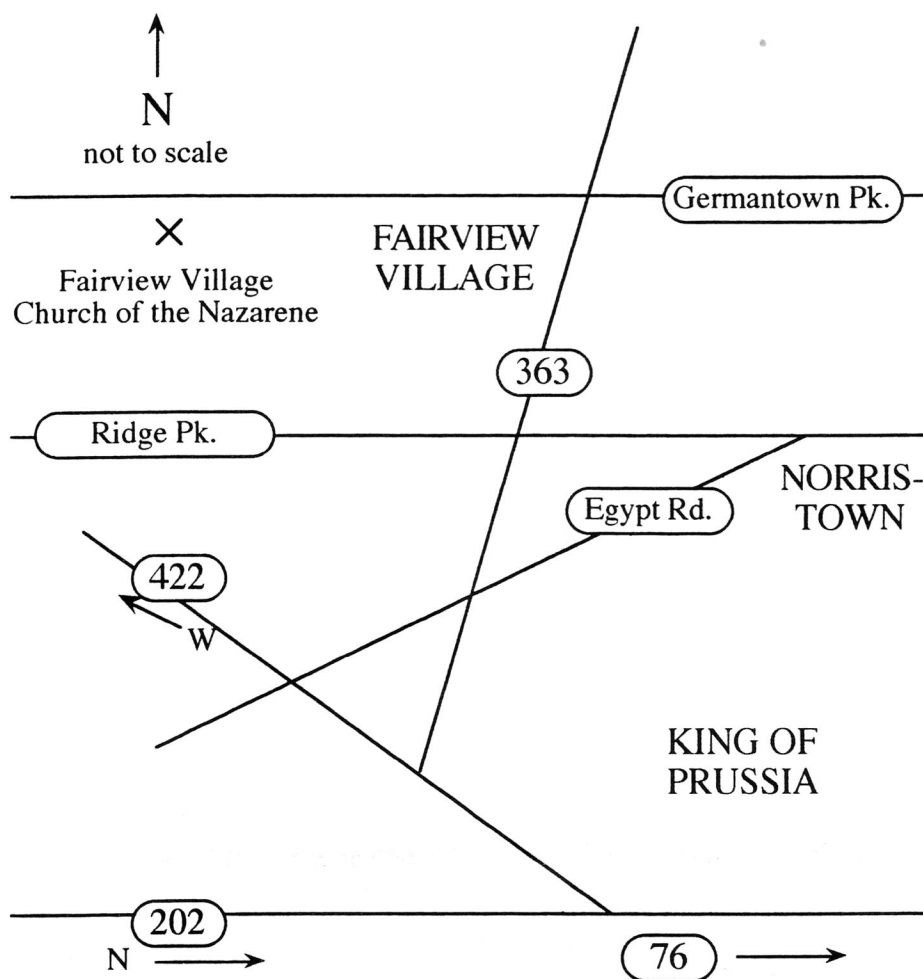
The Division looks forward to an exciting 1997, which is expected to include our traditional March meet, a joint meet with our neighboring Division to the east, another successful train show, and culminating with the Region convention.

Respectfully submitted,

John A. Nawn,
Division Superintendent



How to Get to the November Meet



All Aboard!

Current membership count: 423

New members:

Robert R. Bernhard, Philadelphia; John Bernhard, Philadelphia; John Gilton, Glenside; Jeffrey Baughman, Drexel Hill; Joe Seavillo, Drexel Hill; Frank DiDaniels, Phoenixville; Mike Dyer, Lancaster; David Reinhart, Upper Darby; Michael Madonna, Parkesburg; Thomas Gumina, Bryn Mawr; Wayne Kofroth, Folcroft; Wayne Bode, Narbeth; John Bird, Broomall; Edgar Nesbitt, Philadelphia; Dick Bruss, Wynnewood; John Gunsallus, Broomall; John Finnin, Bridgeport; Fred Hubler, Broomall; Jim Rich, Plymouth Meeting; Larry Cornell, Drexel Hill; Lee Kendter, Philadelphia; Jon Snyder, Philadelphia;

Tom Copeland, Havertown; Calvin Best, Havertown; Steve Talaca, Bensalem; David Blackburn, Doylestown; Herbert Hays III, Aldan; John O'Brien, Upper Darby; Matthew Andrews, Collingdale; Alan Hawkins, Upper Darby; Michael Friedman, Drexel Hill; Keith Laird, Ridley Park; George Ziccardi, Clifton Heights; Matthew Cresta, Lansdowne; John Rex, Drexel Hill; Jay Bruhn, Philadelphia; Joseph Patrick, Upper Darby; Glenn Ritter, Harleysville; Raymond Jones Jr., Upper Darby; M.A. Davidson, Philadelphia; Thomson Weir, Glenside; Rev. Raymond Kvande, Philadelphia; Charles Castlman, Conshohocken; V.E. Pistilli, North Wales; Robert Moore, Collingdale. ❧

September Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, September 14, 1996, the Philadelphia Division conducted a meet and train show at the Upper Darby High School in Upper Darby. The DARN N-Trak club co-sponsored the show. Over 100 Division members, plus 435 of the general public, were in attendance. About 45 new members were signed up.

Over 65 dealer tables displayed a wide variety of merchandise. The Division Modular Railroad, the StARR Module Team, DARN N-Trak, and the On3 East Broad Top wowed the crowd.

Terry Smith and Steve Salotti conducted three clinics.

The "Kidz Corner" and locomotive test track were back. Both were well-used. Door prizes were drawn every half-hour or so.

Publicity included a nice article in the *Philadelphia Inquirer* and other local papers. The show was also listed in *Model Railroader*, *Railpace*, and the *Bulletin*, among others.

The officers would like to thank the following Division members for their help in preparation, setting up, running, and breaking down: Walt Emmett, E. Winfield Gross, Lester Kushner, Eileen Lambert, Dave Messer, Barb Nawn, Matthew Nawn, Michael Rabbitt, Terry Smith, and John Young.

The show was a tremendous success and we will be back in Upper Darby next year. ❧

Lost & Found

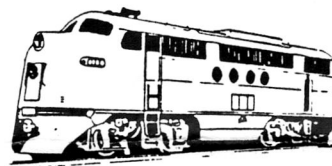
Attention dealers! Some merchandise was left behind at the September train show. Most of it has been returned, but if you're still missing something, please call John Nawn at (610) 461-8644.

PHILADELPHIA DIVISION, NMRA
TRAIN MEET
NOVEMBER 2, 1996

FAIRVIEW VILLAGE CHURCH OF THE
NAZARENE, FAIRVIEW VILLAGE PA

9:30 A.M.

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



CLINICS
DOOR PRIZES
POPULAR VOTE 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

Herb's Hobbies and Crafts

200 W. State St. in Doylestown

\$25 of free merchandise for every \$250 spent

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)

Bussinger Trains

Old Ambler Train Station, Ambler

10%-12% off retail

THE PHILADELPHIA DISPATCHER

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

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Paoli, PA 19301-0741

Do you need to renew?

Inside: Those Classic Name Trains
 Operating Tips
 Division Annual Report