



# THE PHILADELPHIA DISPATCHER

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

March 1997  
Volume 4, Number 1

## Division Meet: March 15 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 15, 1997 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. En-

trance 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. after a meeting of the Brandywine Junction '97 convention

staff. First, Mike Rabbitt, the Division's expert on steel mills and heavy industry, will show us how to create "Large, Inexpensive Industrial Buildings."

Next, Jim Dalberg will give a clinic dealing with the prototypical "Yard Operations at Allentown Yard" on his New Jersey Northern layout which we have visited on several occasions.

In addition, there will be the multimedia presentation on Brandywine Junction '97 which we had to cancel in November because of technical problems. (John promised to fix the slide mounts).

The Division usually does not publish who will be on the layout tours ahead of time, but this time, since we are pleased to have such a large and recognized layout, we will. We are pleased to have as one of the layouts Ken McCorry. Ken's and two or three other layouts will be open after the meet from 1 to 5 p.m. And don't forget the on-site St. Alban's Railroad (StARR), which continues to grow each year.

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 Structures." The winner will receive a door prize, so bring along one of your favorite building models in any scale and enter the contest.

Flea market tables will be available to interested members for a \$5.00 fee. Contact John Nawn for details.

Mark your calendar and be sure to join us for the meet on March 15.

## Meet Me at the Junction

Our 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.

The Convention Committee has been hard at work fine-tuning the events to make this the finest Regional convention ever. Some of the accomplishments over the last few months include:

- Dean Freytag will be joined by some other outstanding clinicians including Jim Hertzog, Bill Schaumburg, John Teichmoeller, Bob Charles, Ken McCorry, and of course our own Dave Messer.

- We have received a "tentative definite" on the Lukens Steel tour. The tour will be on Friday, November 7, at noon. The tour should return to the hotel by 4

p.m.

- We are currently negotiating prices, but we've received an offer to operate the Pennsy Doodlebug on Saturday for fan trips.

There will be a general staff meeting for all BJ '97 staff on Saturday, March 15 at 8:30 a.m. at St. Alban's. The meeting is expected to last no more than an hour as our meet starts at 10:00 a.m. All staff are encouraged to attend. If you will not be present, please forward your report to the Clerk before March 8. Division members are invited. Free coffee and donuts will be provided.

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BY NATHAN ASHBY-KUHLMAN, EDITOR

Times change. The railroads know this. They've had to convert from steam to diesel power as the old, hardworking friendly steam locomotives just weren't competitive with the new diesel-electrics. They ripped up roundhouses, tore down coaling towers, and phased out the massive machines that generations had grown up to love.

The next generation grew up on the automobile, and the railroads had to face declining ridership and freight revenue. The interstate highway system was a faster, more convenient, and less expensive way to travel and ship. The independent railroads started merging into large conglomerate transportation companies.

Many modelers use the hobby in part as an outlet for their sentimentality. Railroads no longer use steam engines; airplanes and trucks have taken over part of their once glamorous business. But "modeler's license" allows us to model the railroads' glorious pre-WWII years, or depict the "what if?" Pennsylvania Railroad, rather than Penn Central, in the 1960's. Modeling allows us to escape the reality of our favorite industry and make our own ideal world.

However, in the real world, everything we learn to love must eventually change or end. Just as the beloved steam engines had to be phased out, we have to cope with death of friends, loss of jobs, more important commitments, shifting priorities, and even the gradual changes in ourselves.

Unfortunately, I have had to cope with these kinds of changing interests over the past year or so. Model railroad-ing isn't as important to me as it once was. I used to come home from elementary and middle school every day and work on my layout, but now I have very little time to do so. I have discovered more important and more interesting things to do with my time. Producing the *Dispatcher* is becoming less of a thrill and more of a chore, because it's facing competition from other activities, just the way the steam engines did.

I am in the second semester of my

junior year of high school, and I am busier than ever. The *Dispatcher* has to fit in between editing Norristown High's school paper, designing lighting for its drama club, producing our morning live TV news show, and representing the student body for the district's Board of School Directors. I can't even imagine what other priorities I'll have during my senior year.

**Therefore, I have to announce that I will be stepping down as editor with the September or November issue.** I wanted to let everyone know now, so the Division has adequate time to find someone who has the vision and desire to take the Philadelphia Division's newsletter to the next level.

Editing a Division newsletter does not require sophisticated computer equipment. (In fact, this is the first issue I have done on any hardware or software less than five years old.) Nor do you need a degree in English, only a consumer's knowledge of it. What is necessary is the dedication to devote several dozen hours per year to producing a quality product.

The friendships I've made with the Division officers and the satisfaction I've gotten out of producing the *Dispatcher* far outweigh any disadvantages.

It is also a learning experience. The first few issues are for ironing out the wrinkles. You do not need to be an expert in writing, editing, or layout to do it. Actually producing the newsletter will probably teach you a lot more than you need to know.

Therefore, if you think you have the time and interest, give me a call or write me a note. I will be more than happy to discuss the responsibilities and joys of producing the newsletter with you and make arrangements for a smooth transition.

Remember, above all, that producing the newsletter is not a chore, but a reward. It has been one of the most rewarding experiences of my life. There's no thrill like finishing the layout of a *Dispatcher* and watching it print. If you'd like the chance to enjoy this near-nirvana, let me know.

## 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:** May 1997. Due out mid-April. Deadline: April 1.

**Membership:** \$3.00 per year. Neither NMRA nor MER membership is required, although recommended. Address all membership applications, renewals, address changes, etc. to the 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."

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

## From the Superintendent

BY JOHN NAWN, DIVISION SUPERINTENDENT

I will attempt to be brief this time because I am late getting this material to Nathan (as usual) and I can't blame it on the snow this year. We are certainly having a wonderful early spring or late fall, but I wouldn't call it winter. Well, I hope you're getting some time to do some model railroading.

Perhaps our biggest news this month is our new member benefit. Join or renew your national and regional memberships through the Division, at big savings, and get free Division membership to boot. I hope everybody will have the opportunity to take part in this. You can read more about it on page 4.

We have an exciting March meet planned including two excellent clinics. We will be at St. Alban's in Newtown Square again (our fourth year at this location) with their ever-growing on-site railroad. We were finally able to schedule one of the area's most famous model railroads for our afternoon layout tours, Ken McCorry. Don't miss our March meet; it promises to be one of our best!

I would have liked to have more of our calendar for this year finalized by this point, but various events are conspiring to make that impossible. We are very tentatively scheduled to join the New Jersey Division in a joint meet on May 17, on the Southern RR of New Jersey at Winslow Junction. However, the NJ Division still does not have confirmation from the railroad on a possible fan trip due to the recently changed South Jersey rail map resulting from Conrail's pull-out. We do have backup plans, so keep the date free on your calendar. We will also *not* be having our annual Train Show and Sale in Upper Darby this year, but instead will be moving the event to November 9, in conjunction with Brandywine Junction. Instead, we will be holding a "regular" type meet in Chadds Ford in September in lieu of our regular November meet. We will have the September meet date finalized by May.

Bob Browne has asked to be relieved of his duties as Module Team Foreman, and reluctantly I have accepted his resignation. Bob was a big part of the Mod-

ule Team's almost overnight success, and I wish to extend my personal thanks to Bob for a job well done. Bob expects to remain an active participant on the team but will be replaced at the helm by Tom Cancelmo. Tom and I go way back, and I expect him to bring to the team some new vision to take the team to the next level. Welcome aboard, Tom.

As I write this, Brandywine Junction is just 269 days away. The convention will be the culmination of the rebuilding of

the Division that the other officers and I undertook five years ago. We thank all the members for their interest and participation and we hope that you are getting more enjoyment from this wonderful hobby as a result of your membership. I look forward to seeing as many of you as possible this year at the meets and especially at the convention. On behalf of all the officers, I thank you for the opportunity to enjoy the hobby with you.

See you in March.

## Timetable

### DIVISION MEETS

Philadelphia Division Meet. March 15. St. Alban's Church of the Nazarene, Newtown Square PA. 10:00 a.m. Free to members. Non-members: \$3 (includes a

## Module Team News

The Division Module Team will once again be set up for the East Coast Hobby Show on March 21, 22, and 23 at the Fort Washington Expo Center. Last year's show was the team's largest setup ever, and we hope to be even bigger this year. All Division members with an NMRA-compatible module are cordially invited to attend, but please notify the superintendent first.

Last year's show attracted over 25,000 attendees and the railroad was very well-received. While the show highlights all types of hobbies, model railroading has a very big presence. It is hoped that all Division members will have the opportunity to attend.

In other news, Bob Browne has "retired" as Module Team Foreman, but Bob still wishes to remain an active Module Team participant. Bob was instrumental in the team's birth and growth over the last two years, and we are grateful for his service. Team member Tom Cancelmo has agreed to serve as the new Foreman. Tom and George Phillips will be coordinating the Team's presence at BJ '97. Tom's address and phone number are listed on Page 2.

one-year membership). See pages 1 and 8 for more information.

Philadelphia Division Spring Meet. May 17. (Tentative plans for the joint meet with the New Jersey Division are not finalized yet, but save the date.)

### MODULE TEAM EVENTS

East Coast Hobby Show. March 21-23. Fort Washington Expo Center, Fort Washington PA.

### NMRA & MER CONVENTIONS

Joint MER-SER Spring Convention. May 23-25. Asheville NC. Contact Railfest '97, 26 Zephyr Dr., Asheville NC 28806; (704) 252-1118. Please see the registration form on page 7.

NMRA 1997 National Convention. July 28-Aug. 2. Madison WI. Contact Ross Pollock, Registrar, The Lake Junction '97, 3539 Mill Creek Rd., Mineral Point WI 53565; 1-888-LAKE JCT.

MER Fall Convention. November 7-9. Chadds Ford PA. Brandywine Junction '97, hosted by the Philadelphia Division.

## Webmaster Wanted

**Attention Webmasters:** If you "hang 10" on the web and need a challenge, here it is: Host our Division web page, earn volunteer points and have more fun. A knowledge of HTML, your own server (or a server you can use) and the ability to update is all that is required. Contact the clerk, Eric Dervinis, if you would like to volunteer.



## Division Membership Now Free With National and/or Regional Dues

As announced at our November meet, the Division is pleased to announce a new member benefit for the coming year. The Division is pleased to offer this exceptional deal to all members as a reward for your loyal support of the model railroading hobby in the area. The Division will now accept your new membership or renewal of your national dues. If you pay through us, we will extend your Division membership for another year, for free. **That's right, join national, or renew your membership through the Division, and your Division dues are absolutely free.** Included with your national membership, you will receive the monthly *NMRA Bulletin*, the third-largest model railroading magazine by circulation. While we have never required national membership, the Division has always encouraged it. Now is your chance to join (or renew) and save yourself 10 percent in the process. We will also accept your new or renewal membership in the region. In fact, **join or renew your regional membership through the Division, and we will kick in three bucks toward your region membership, for a total savings of over 16 percent.** Separately, Division, Region, and National membership would cost you \$42 (\$3 Di-

vision, \$8 Region, \$30 National). Join or renew through the Division, and your cost is only \$35.00 (\$30 without region membership). The *Bulletin* itself is worth that much when you consider the cost of *MR*, *RMC*, and the others. But let's look at it this way: National estimates the cost of the *Bulletin* at \$15 per membership; out of that remaining twenty bucks, you're getting region membership (\$8), Division membership (\$3), and you won't have to pay the nonmember surcharge (\$5) at BJ '97, so you when you break it down you'll receive all the rights and privileges associated with national membership for only four bucks, one more dollar than you would have paid to join the Division anyway. **With all the changes occurring in the hobby recently, including the promising DCC, it makes sense to belong to the organization that is setting the standards.**

The Clerk will begin accepting new memberships and renewals as soon as you read this and at all the meets this year. If you wish, you can mail the Clerk directly or to the P.O. Box. Including a SSAE for return of your Division membership card and you should receive your national and regional welcome materials in about four weeks. If you are renewing, please include

your national and regional membership numbers. It's \$30 for national/divisional membership or \$35 with region membership. If you do not wish to receive the *Bulletin*, you can join national as an affiliate for only \$15 (includes Division membership; \$20 with region membership). Youth members (under 20) can join for \$20 (includes *Bulletin* and Division membership; \$25 with region membership) and additional family members can join for \$6 (no *Bulletin*, \$11 with region membership). Region membership will not be accepted without national membership as you must be a member of national to be a member of the region. If you have any questions, please write the Clerk or see him at one of the meets.

The Division will extend this offer until November 9 of this year, so don't miss your opportunity to be a part of national at substantial savings. The Division would also like the membership to know that this is *not* part of some national or regional recruitment drive. It is a reflection of the Division officers' strong belief in the benefits of national membership. As far as we know, we are the only Division in the country making this offer to its members, and we are pleased to be in a position to do so.

## The Reading's Chester Valley Branch

BY MATTHEW NAWN

The Chester Valley Branch of the Reading Railroad was built as an independent company around the 1870's as the Chester Valley Railroad. That branched off the Philadelphia and Reading's main line at Bridgeport, PA, where a connection was made with the Pennsylvania Railroad's east-west main line.

Although it was listed in an 1877 photographic study of the Pennsylvania Railroad as an independent railroad, such a railroad in the 1870's would probably not have had much of a chance for survival without the help of a larger railroad, in this case the Philadelphia and Reading (later to become the Reading

Company). The Chester Valley Railroad was fully merged into the Reading by the turn of the century and was only one of several local shortlines absorbed around this time.

The line was at somewhat of a competitive disadvantage, because the Pennsylvania Railroad's Trenton Cut-Off was built around the turn of the century and paralleled the Chester Valley for most of its distance, and also because it was dependent upon interchange traffic in Downingtown with the Pennsylvania, the Reading's number-one competitor. Due to its construction as a high-speed, freight-only bypass of Philadelphia de-

signed to speed long haul traffic, most local traffic in this area was located along the Chester Valley, even though the area was mostly farming community with the exceptions of industrial centers in Bridgeport, Downingtown, and to a lesser extent, Frazer.

Passenger traffic had long disappeared by around World War I, but freight traffic was still reasonable through the 1950's. The declining fortunes of the line became evident in the 1960's when the Philadelphia Suburban Transportation Company seriously considered purchas-

*continued on Page 5*



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# Review: *Reading Steam in Color*

BY ROB KUHLMAN

I was reared in Delaware County, deep in Pennsy territory. Having settled as an adult in Montgomery County, which was Reading territory, I felt a desire to learn more about my adopted home road. Pennsy book resources abound — to the extent that even Grif Teller's calendar paintings are chronicled in Dan Cupper's wonderful volume. But I sense that Reading books are conspicuous by their absence. Save James Holton's two volume history opus and the thin paperback *Rails Along the Schuylkill* by Heathcliff and Traz (which is strong only on North Philly), there really isn't much out there that depicts the essence of the Reading system. It seems that even the L&NE and Lehigh Valley have fared better. So, when Morning Sun announced the production of *Reading Steam in Color*, I jumped at the chance to add it to my bookshelf.

This is a wonderful book. It begins with a seven-page introduction to the Reading's history, its physical plant, its commodities, and its motive power. It

then depicts elements of pretty nearly the entire Reading system with at least one or two prints of each location or line. From the Sea Shore Lines to Gettysburg,

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*MULTIPLE T-1'S POUNDING  
COAL UP THE 2.6% LOCUST  
SUMMIT GRADE — THESE  
PRINTS ARE PROBABLY THE  
MOST DRAMATIC STEAM  
IMAGES I'VE EVER SEEN IN  
ANY RAILROAD BOOK —  
BETTER THAN THE PENNSY  
I-1'S HAULING ORE UP TO  
MOUNT CARMEL!*

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Modena, Bethlehem, Rutherford, Lykens, Tamaqua, Newberry — it's all there. However, that's a lot of ground to cover in only 128 pages, and as a consequence, many of the lines and locations have been given pretty skimpy coverage. Or, it may

simply be that the number of good color photographs taken during the end of steam along certain lines was negligible. On the other hand, other locations such as Reading, North Philly, Modena, Gordon, and Locust Summit are treated more thoroughly with several pages of photographic coverage and an explanatory "box" giving the context to the location. It's these more extensively covered locations which make this book such a treasure. It was a thrill to see for the first time 0-6-0 camels trundling around Philadelphia, the pathos of the various camel classes waiting for the inevitable at the Luria Bros. Scrap line at Modena, and multiple T-1's pounding coal up the 2.6% Locust Summit Grade — these latter prints are probably the most dramatic steam images I've ever seen in any railroad book — better than the Pennsy I-1's hauling ore up to Mount Carmel!

Given that Plant restricted himself to using only color photographs, only the last of steam is depicted here. The book shows lots of G-class Pacifics and T-1's. Very few early camels save the 0-6-0's are depicted anywhere besides the scrap line. Recognizing how slow and unreliable early color emulsions were, it's remarkable how good the quality of the images is; there are very few duds in this book. Enhancing the drama, most of the photographs are cold season images; and as a consequence, vegetation doesn't obscure the subjects, colors are vivid, skies are blue rather than hazy, and exhausted steam is prominent. Each photograph has its caption right alongside or underneath — always a help.

To conclude, I purchase very few train books these days — \$50 and up is beyond my reach — but this book is almost up to the standard set by Ball's Pennsy book and will occupy a place on my bookshelf right next to it. Well done, Morning Sun!

*READING STEAM IN COLOR, Jeremy F. Plant, 1996, Morning Sun Books, Inc., 128 p., \$49.99 SRP.*

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## *CHESTER VALLEY BRANCH from Page 4*

ing the Chester Valley Branch from the Reading and converting it to a transit line. The transit company rejected the plan, however, when it became apparent that the track along the line was in poor shape and would cost millions of dollars to rebuild.

In 1976, with the advent of Conrail, which absorbed both the Reading and the successor to the Pennsylvania, the Penn Central, the Chester Valley Branch became redundant. In 1986, Conrail constructed a short branch from its Trenton Cut-Off to Worthington Steel in Frazer, which was the last shipper on the line other than in Bridgeport and Downingtown. Much of the line was then

embargoed, but tracks were not torn up because the line was still considered to be a potentially viable commuter corridor.

The state of Pennsylvania purchased much of the line in the early 1990's, and removed all track except in the Bridgeport area, which was still in use. The section of the line around King of Prussia is to become a highway to connect Route 422 and I-76, and the remainder of the line west to Downingtown will become a trail. Approximately a mile and a half of the line is still in use around Bridgeport, and is operated by the new Chester Valley Railroad, a short line. All switching in Downingtown is now handled by Conrail local crews off of the ex-Pennsylvania Trenton Cut-Off.

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# Uncommon Trains Add Variety to Operation

BY BOB MOTTER

They say variety is the spice of life. Adding variety to the operation of a model railroad layout will certainly build interest. It can also create challenges and provide a new dimension of fun. The following three trains are not often modeled, but easily can be. When completed they can supplement and compete with the running of other freight and passenger trains on the layout.

## THE NIGHT TRAIN

Prior to the mid-1970's, these trains were made up in classification yards of major cities, and leaving after dark, rushed to their destination at express speeds. Night trains consisted of 25 to 50 cars that rode on high-speed express trucks. These trains moved through the night in order for their perishable and package cargoes to reach their destination early in the morning.

This type of train can be duplicated in model form rather inexpensively through the ownership of several baggage cars, a few express-refrigerator cars, and some boxcars equipped with high-speed trucks. While many night trains operated with solid blocks of the operating railroad's equipment, it was not uncommon to see a mixture of equipment lettered for other railroads within the consist.

The makeup of a night train involved placing the baggage-express cars directly behind the locomotive. These cars carried newspapers, the latest weekly magazine editions direct from the printing plant and overnight express packages. Behind the baggage-express cars would be a string of refrigerator cars riding on high-speed trucks. The major roads (in particular the Pennsy, NYC, B&O, and Santa Fe) coupled boxcars (specially equipped for express service) behind the reefers. Since these boxcars did not require heat, there were no steam lines.

A caboose was coupled to the consist, the air test made, and the highball sign given. Night trains operated at passenger train speeds behind high-speed

steam engines or multiple-unit diesel lashups.

## THE MAIL TRAIN

This type of train was operated by nearly every major railroad and many narrow gauge lines under contract with the United States Postal Service. Not to be confused with a Railway Post Office (RPO) car cut into a passenger train, the mail train was a solid train that carried nothing but the U.S. Mail. Mail trains varied in length from 6 to 25 cars. They operated on a particular schedule, usually over several divisions, and made both set-outs and pick-ups of cars while en route.

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*AS THE MAIL TRAIN ROARED PAST THE DEPOT, A HOOK ON THE METAL ARM AT THE SIDE OF THE RPO EXTENDED. INSIDE THE SPEEDING CAR, A POSTAL CLERK'S RIGHT HAND AIMED THE HOOK AT THE MAIL CRANE. IN THE BLINK OF AN EYE THE HOOK GRABBED THE POUCH, WHILE AT THE SAME INSTANT THE CLERK'S LEFT HAND TOSSED OFF A LEATHER POUCH CONTAINING MAIL SORTED FOR THAT TOWN.*

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Adding a mail train would require at least one RPO car and several baggage cars for the storage of mail. The RPO would be coupled behind the locomotive and the mail storage cars coupled to it. In actual operation, a U.S. Postal Service mail clerk would collect mail from the storage cars, then sort and dispatch it to cities along the route of the train. Additional cars (either baggage cars or boxcars riding on high-speed trucks) were coupled behind the mail storage cars. These cars were sealed by the U.S. Postal

Service with their entire loads bound for either the terminating destination of the train or to be switched out at major cities along the train's route. In addition, some railroads added a coach or combine to the rear of the train to provide a riding place for the train crew and any employees traveling on passes.

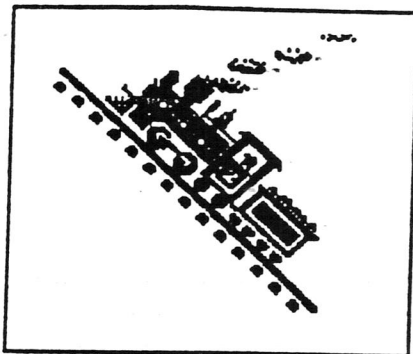
Mail trains used heavy passenger steam engines or multiple diesel units and ran at passenger train speeds. However, mail trains, unlike passenger trains, did not reduce speed on curves any more than safety required.

In many small towns, locals would gather to watch the daily ritual of the town's postmaster carrying the locked leather postal pouch down to the depot. The pouch was attached to a mail crane located at the end of the station platform. As the mail train roared past the depot, a hook on the metal arm at the side of the RPO extended. Inside the speeding car, a postal clerk's right hand aimed the hook at the mail crane. In the blink of an eye the hook grabbed the pouch, while at the same instant the clerk's left hand tossed off a leather pouch containing mail sorted for that town.

## THE MIXED TRAIN

This train was one that contained both freight and passenger equipment. Often called a "peddler freight," it operated primarily over secondary trackage, or where meager passenger traffic existed. Speed was not the hallmark of this type of train.

Most of these trains ended operation by the late 1950's. In addition to the locomotive, mixed trains consisted of two to ten cars. On some railroads, an aging combination baggage-passenger car was used, while other railroads simply outfitted a standard caboose with a few seats. The combine or caboose had no particular location in the train. It may have started out at the rear of the train, but as freight cars were set out and picked up, the car might find itself in the middle or front.



# Land O' Sky Railfest '97

Asheville, NC  
May 23-25, 1997

Mail To:  
Land O' Sky Railfest  
P.O. Box 91  
Moore, SC 29369

Phone:  
Henry Danis  
(864) 576-2614

## Registration Form

### Full Registration:

	Cost	x	Number	=	Total
<b>NMRA Member</b> Member # _____	\$60.00		_____		_____
Banquet Meal Choice Circle One Chicken -or- Beef					
<b>Non NMRA Member</b>	\$78.00		_____		_____
Banquet Meal Choice Circle One Chicken -or- Beef					
<b>Spouse Name</b> _____	\$40.00		_____		_____
Banquet Meal Choice Circle One Chicken -or- Beef					
<b>Youth (under 18)</b>	\$30.00		_____		_____
Banquet Meal Choice Circle One Chicken -or- Beef					

*This includes unlimited entry to the Train Show, Entrance to all Clinics, the convention Awards Banquet, and the Convention Breakfast.*

### Ala Carte Registration:

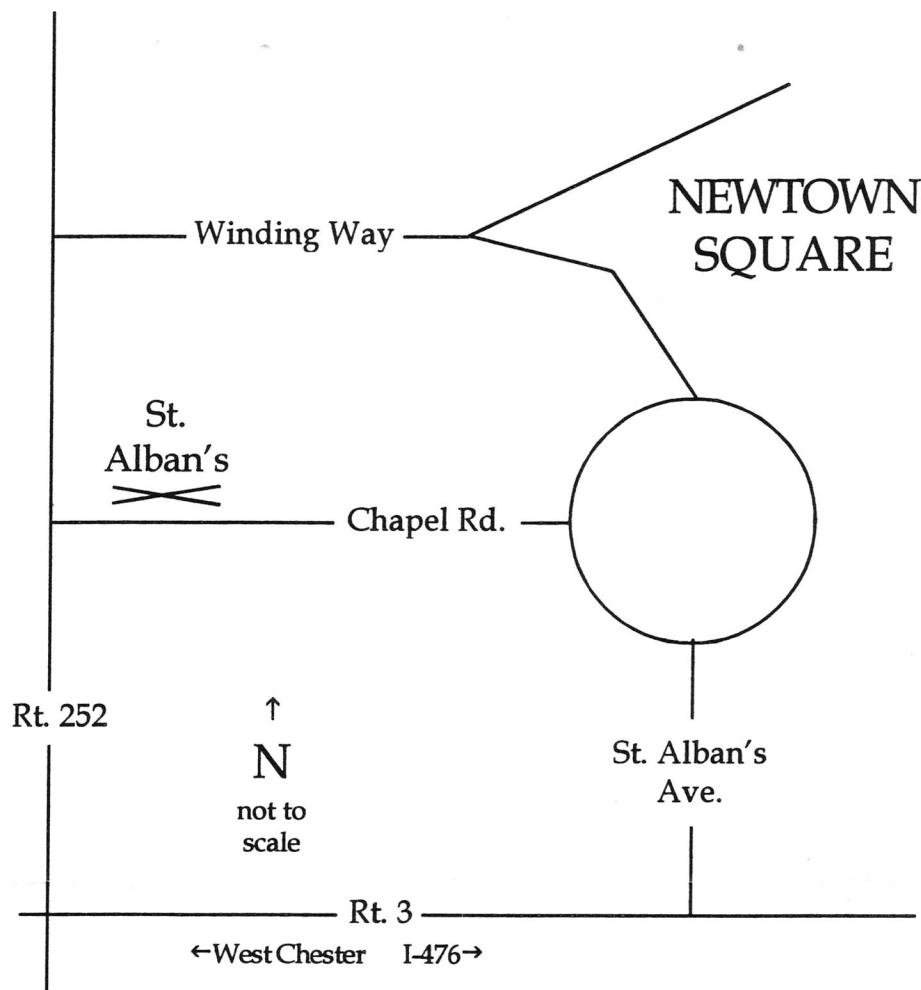
Saturday Only Registration	\$15.00	_____	_____
Sunday Only Registration	\$10.00	_____	_____
<i>Both of the above include entrance to the Train Show and Clinics.</i>			
Awards Banquet	\$30.00	_____	_____
Banquet Meal Choice Circle One Chicken -or- Beef			
Convention Breakfast	\$15.00	_____	_____

**GRAND TOTAL** \_\_\_\_\_

Name(s): \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ ZipCode: \_\_\_\_\_  
Day Time Phone Number: ( ) - \_\_\_\_\_  
Evening Phone Number: ( ) - \_\_\_\_\_



## How to Get to the March Meet



## Jersey Limited '96 Train Show Report

BY ERIC DERVINIS

The Philadelphia Division and the DARN N-Trak Club sponsored the train show at the fall Mid-Eastern Region convention. Over four hundred members registered at the convention and most of them took advantage of the free admission to the show. On Saturday and Sunday, the show was only open to convention registrants for the first hour. At 11:00 a.m., the show opened to the general public. While most came on Saturday, we did sell 309 tickets.

Unlike the Upper Darby shows, this event was serious business with no modular layouts, just dealers ready to sell. Judging by the large bags leaving the show, the dealers sold plenty of merchandise. The 26 dealers on the floor were display-

ing everything from Z to G, scale to tinplate, and scratchbuilding supplies to wind-up trains.

The Division signed up eight new members at the show and displayed the Brandywine Junction convention booth. Many thanks go to the Division members who helped with the show: E. Winfield Gross, Bill Lambert, Eileen Lambert, Dave Messer, Steve Salotti, John Nawn, Barb Nawn, and Bob Browne. Plus, a big hand is due to DARN and its members who helped out: Bill Tindall, Dan Boone, Rich Marvin, Paul Miller, Buddy Borders, Frank Wertz, Scott Pearl, Bill Thomas, Jim Adams, Jim Wilding, Ed Kapuscinski, and Dave Savage.

## November Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, November 2, 1996, the Philadelphia Division conducted a meet at the Fairview Village Church of the Nazarene in Fairview Village, PA. Forty-eight Division members attended.

Dave Messer, Division Achievement Program coordinator, presented the Association Volunteer and Model Railroad Author awards to John Nawn. In addition, Paul Backenstose received the Association Volunteer award.

Mike Hazzard, Division treasurer and an electrical engineer, discussed building transformers and power supplies for model railroad track power and accessories.

Bob Charles, national president of the NMRA, discussed every aspect of the NMRA with Division members and answered their questions.

Steve Salotti, Division assistant superintendent, demonstrated the use of rubber rock molds and plaster to create rock scenery on model railroads.

John Nawn attempted to show the Brandywine Junction '97 multimedia slide show, but technical problems with the slide projector forced us to postpone it until the March meet.

During the afternoon, the layouts of Mike Rabbitt, Steve Salotti, and the Schuylkill Valley Club were open. Many thanks to our clinicians and layout hosts.

## All Aboard!

### Current membership count: 441

New members: Carl Vitola, Sewell NJ; Joseph Bower, Fort Washington; John Marchesani, Haddonfield NJ; Gale Smith, Kempton; Vince Kurczewski, Philadelphia; Rick Spano, Trenton NJ; John Rogers, Lansdale; Michael Curtis, Philadelphia; Dave Fulmer, West Chester; Ken Melchiorre, Folsom; Phil Penny, Drexel Hill; Susan Sharp, Media; Ralph Sharp, Media; Robert Lincoln, Secane; Nick Logothetis, Thornton; Earl Reed, Colwyn; Andrew Maginnis, Lansdale; Roger Cason, Wilmington; Walter Hoffman, Southampton; Frank Burton, Conshohocken.

PHILADELPHIA DIVISION, NMRA  
**TRAIN MEET**  
**MARCH 15, 1997**



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

ADMISSION \$3 (INCLUDES MEMBERSHIP)

CLINICS

DOOR PRIZES

POPULAR VOTE STRUCTURE CONTEST

FLEA MARKET TABLES

LAYOUT TOURS

FOR MORE INFORMATION, CONTACT:

JOHN NAWN

144 LAUREL RD.

SHARON HILL, PA 19079-1322

(610) 451-8644

## 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's 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

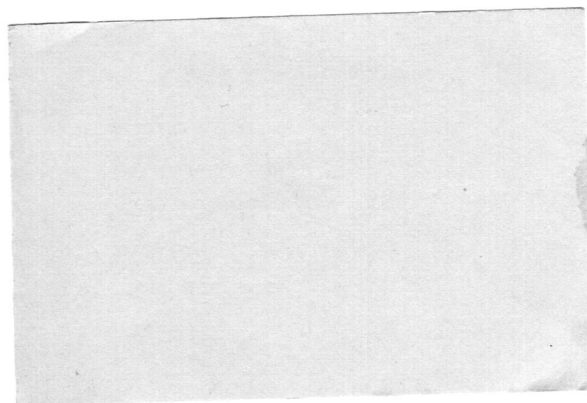
## THE PHILADELPHIA DISPATCHER

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