



THE PHILADELPHIA DISPATCHER

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

May 1997
Volume 4, Number 2

Division Meet and Family Day: May 17 on the Haluwasa Shoreline Railroad

The Philadelphia Division of the National Model Railroad Association is pleased to announce that it will be conducting a joint meet with the New Jersey Division on Saturday, May 17, at the Haluwasa Shoreline Railroad in Hammonton, New Jersey. (Please see the accompanying description of the railroad and directions.) All Division members are encouraged to

attend and bring a friend. Entrance to the meet will be free to all Division members. All others will be charged a nominal \$3.00 admission fee that includes a one-year membership in the Division.

The meet will start at approximately 10:00 a.m. There will be a table at the entrance for members to register. There will be no clinics or dealer tables, but, as

you can see below, there will be lots of railroad activity.

The New Jersey Division will hold its annual business meeting at noon, and the Philadelphia Division will be presenting the BJ '97 slide show.

There is a picnic grove on-site, and food and soda will be available. Plan on spending an enjoyable day with the family and friends at the Haluwasa Shoreline Railroad on May 17.

About the Haluwasa Shoreline Railroad

The Haluwasa Shoreline Railroad is a two-mile 2-foot gauge railroad located in Hammonton, New Jersey. The railroad is featured in the April issue of *Railpace*. On May 17, the Philadelphia and New Jersey Divisions will be attending the railroad's Rail Expo.

Visitors can try their hands at pumping a handcar, spiking rail, or gauging track. The yard area will be staffed with railroad personnel ready to answer questions about everything from how switches are made to how couplers work.

The railroad owns a unique narrow gauge snowplow, as well as some bare

frame cars, which will be rebuilt into passenger cars.

The New Jersey Southern model railroad club will be operating its N scale modular railroad, and the 15'x30' HO railroad built by the railroad's model railroad club will be open as well.

The Haluwasa Shoreline Railroad is owned by Camp Haluwasa, and the diminutive rolling stock is used to transport campers during the summer.

The Haluwasa Shoreline Railroad Club is currently converting its 2-foot gauge track to 30-inch gauge. New members are always welcome.

Directions to Haluwasa

Camp Haluwasa is located just $\frac{2}{10}$ mile off Route 30, on South Ehrke Road. Though Ehrke Road is small, you can locate it by the Ancora State Hospital intersection of Route 30 (where 30 goes over the Atlantic City Rail line). Ehrke Road is 250 feet west (towards Philadelphia) of the Ancora intersection traffic light.

Using the Atlantic City Expressway, exit at either the Winslow or Hammonton interchange. Go to Route 30, and turn left on 30 until you pass the Ancora traffic light, then make your next left. From the east, go past Hammonton by about four miles until you pass the Ancora traffic light. From the west, two traffic lights past the Waterford post office, you will see a sign for Camp Haluwasa. Make a right on Ehrke Road. If you pass the Ancora traffic light you have gone 250 feet too far.

A red caboose will be parked at the Ehrke Road intersection to mark the turn.

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BY NATHAN ASHBY-KUHLMAN, EDITOR

Whither model railroading?

Our great hobby has never been greater. The Walthers catalog, the reference for what's available from manufacturers, is approaching a thousand pages of full color. The circulation of *Model Railroader* is measured in the hundreds of thousands, and specialty modeling magazines abound. The NMRA has pioneered new initiatives in the hobby, like its Digital Command Control standards. By all indications, the hobby of model railroading is strong.

But will it remain that way? In today's faster-paced economy, there is less and less time available for hobbies of any sort, and building a fully operational and completely scenicked model railroad has always been a labor of love over a period of years. How much time will we have to devote to our hobby in the future?

Perhaps the trend of putting less time into model railroading has already begun. Why else would manufacturers be offering so many ready-to-run, completely detailed locomotives, for example, at the upper end of the "moderately expensive" range? People are buying more and more, and building less and less. Before the proliferation of plastic kits, buildings had to be built from scratch, a lengthy undertaking. Now, most modelers don't even think twice about kitbashing, or even using structures straight from the box. This allows modelers to create nicer and more complete layouts in the amount of time they do have.

However, there are some disturbing implications of these trends. Will modeling become a hobby only accessible to those who have the money? For example, while DCC has dramatically lowered the price of command control, it is still quite expensive. At tens of dollars per locomotive, plus an investment of hundreds of dollars to begin with, command control is still not cheap enough for the masses. DCC is enormously popular among those who can pay for it. Will the rest of us be left behind as these expensive electronic systems acquire more stunning features?

Even more disturbing is the possible effect in the long run. Model railroading

as a hobby is quite healthy now, but without new blood, it will eventually die out. My father's generation—the baby boomers—grew up during the transition era and have fond memories of trains. Will they be the last large population of model railroaders?

My generation grew up around a bankrupt Conrail and an inept Amtrak. Even though Conrail is finally financially fit and Amtrak has improved its service dramatically, railroads have never bounced back from the influence of the automobile. Even if they are a critical component of today's transportation infrastructure, they are no longer the most important component. Trains have lost their grandeur in the eyes of my generation, in favor of television, computers and video games.

Consequently, very few young people these days establish a serious interest in railroads on their own. And while it is sad to say, it is true that our hobby isn't easy to participate in as a youngster. While the youth still have energy and time, they lack what older model railroaders take for granted.

First, as our hobby depends more and more on the products of manufacturers, it is almost impossible for students to build any kind of serious layout on their own budget. How can even *one* \$100 locomotive be a realistic expenditure in a student's life?

Also, even when students do have the money, they still can't buy supplies that easily. The age of the local hobby shop is ending. Without being able to drive, most students can't visit the hobby shop whenever they want to. And mail order is just as confounding. How is one supposed to make an order without a credit card or a checking account?

I can't tell you whether these specific difficulties are why many students are no longer interested in our hobby. However, if nothing is done to make railroads more relevant and modeling much easier, I think model railroading will remain uninspiring to most youth—the exact people this hobby needs to continue its present vitality.

THE PHILADELPHIA DISPATCHER

Official publication of the Philadelphia
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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: September 1997. Due out mid-August. Deadline: August 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

BY JOHN NAWN, DIVISION SUPERINTENDENT

Whether it's CRSX or Norfolk Northeastern, the Conrail flag is about to be among the fallen. According to the press, the "sea-of-blue" in our area is about to be replaced with basic black or gray with a splash of yellow and blue. So make sure you're trackside this summer to record Big Blue and the can opener at your favorite railfan spot one final time. It's interesting to note that what was once the bankrupt, unwanted property of the *standard railroad of the world* is now the most valuable railroad stock in history, a fitting tribute to the Pennsy and the Conrail resurrection. The question is, however, will the new paint have time to dry before the next (and final?) round of mergers? Keep that camera stocked!

I am once again proud to announce that our most recent March meet was our largest ever. Thank you to those who participated, and special thanks to Jim Eisenhart for making the Conrail timetables available.

We are pleased to be able to finally offer that joint Philadelphia/New Jersey Division meet that we so long talked about. Our friends to the east have arranged a special family event at the Haluwasa Shoreline Railroad, as described elsewhere in this issue. Hammonton is only about 45 minutes east of the Walt Whitman Bridge via the AC expressway. Grab the family and/or friends, a picnic lunch, and join us for a narrow-minded day. You can read more about the railroad on page 10 of the April issue of *Railpace*.

I should remind everyone that there will be no September Train Show and Sale this year. That event has been moved to November in conjunction with Brandywine Junction. In September we will be having a more traditional meet to replace our November meet, which will not be held due to the convention. Our September meet will, therefore, be held on Saturday, September 20, at the Chadds Ford Ramada Inn, the site of Brandywine Junction. The meet will feature contests, clinics, door prizes and layout tours. There will be no dealer tables at this meet, though.

In honor of the demise of Big Blue, the contest for the September meet will feature a popular vote Conrail locomotive contest, with our typical awards. There will also be a tongue-in-cheek contest for the most original locomotive paint scheme for a merged CR/CSX or CR/NS railroad. (I gave you two ideas at the beginning of the article.) The winner of this latter contest will receive a free BJ '97 registration. We will have more details in the next issue of the *Dispatcher*, but we're announcing the contest now to give everyone a chance to prepare.

The annual Train Show & Sale will be held on Sunday, November 9, also at the Chadds Ford Ramada Inn. Since the show will be free to convention attendees, there will be a small charge for Division members not otherwise attending the convention. The show will, of course, be open to the general public also.

The convention is coming together nicely due to its dedicated staff, and I thank them for their service. We will have staff introductions at our September meet. We have included a copy of our full registration form in this issue. If you haven't signed up for the convention yet, perhaps now is the time before all the tours fill up. I hope all the Division members will be able to join us for this outstanding event. Who knows how long it will be before it comes back to the Philadelphia area?

If you have any interest in sharing your modeling skills in the company of fellow Division members, the Division Module Team is looking for new members. They will be meeting on certain Thursday evenings at St. Alban's Church (our March meet location) in Newtown Square. Module team participation is free to all members of the Division and ownership of a module is not required. They are planning some exciting changes and upgrades to the modules, so why not join them? Contact Tom Cancelmo, our Module Team foreman, for more information.

Finally, I must say that I was also surprised when I read the last issue of the *Dispatcher*. I knew our editor would not be with us forever, but I didn't expect

him to retire so soon. We considered raising dues to \$100 per person so we could offer Nathan a full-time job as editor, but figured it wouldn't be fair to ask him to skip college. The success of any organization is communications, and Nathan certainly is a key element in the success of the Division. The *Dispatcher* not only presented the Division news with style and prestige, but also is something the membership actually looks forward to receiving. In Nathan's hands, the *Dispatcher* gave the Division credibility and brought continuous praise from the model railroading community.

Nathan, on behalf of the entire Division, I wish to extend my extreme gratitude for the exceptional job with the *Philadelphia Dispatcher*. You are a credit to yourself, your parents, and your generation. You will be leaving some big shoes to be filled, and I hope you will stay on with us as long as possible. I've worked with a lot of young men through the Boy Scout program, and you are truly one of the finest I've had the pleasure of working with. I expect to see your byline one day in *Newsweek*, *The Wall Street Journal*, or at the very least, in *Trains*. If you need a letter of recommendation, I'm sure all 450-plus members of the Division would be happy to write one for you.

Interchange Track

For sale: HO Scale 6'x10' layout. Atlas code 100 track, Peco switches, twice-around style with passing loops and three hidden staging tracks, conventional wiring. Plaster on screen scenery, eastern mountain theme, fully scenicked with hundreds of trees, some buildings included. Track height, 50"; scenery height, 24". Benchwork is on wheels, and layout splits in the middle for transport. Legs are removable. Transformers and selected rolling stock may also be available. Price negotiable. Contact John Nawn at (610) 461-8644 for more info, to make an offer, or to arrange an inspection. Buyer must arrange transportation from Gulph Mills area.

Scratchbuilding Ideas and Other Improvements

BY BOB MOTTER

Here are several ideas for those who scratchbuild or want to make improvements to their layouts.

BILLBOARDS, SIGNS, POSTERS

These types of advertisements found on the above items can be incorporated into your layout by the use of matchbook covers. Many businesses use these covers, often done in multiple colors, to advertise products and services. Cut out the signs using a sharp knife or single-edged razor blade. Then carefully sand away the thickness, and affix with rubber cement to the sides of buildings or fit them into billboard frames. Other sources are the Yellow Pages of a telephone directory, mail order catalogs, and advertisements from magazines that fit the time period you model.

NEON SIGNS

This type of sign can be effectively made by shaping wire to make the de-

sired letters or figures and then painting the design with luminous paint.

CONCRETE AND BLACKTOP

Highways and brick streets can be made using floor-leveling compounds—used to fill minor depressions in floors before they are covered with tile. These products come in a powder and are sold in ten-pound cans at better hardware stores and floor-covering firms. To apply, first use stripwood forms to control the width and height of the roadway. Mix a sufficient quantity with water to the consistency of putty and apply with a small hand trowel or spatula. Smooth the compound in the form. It dries hard in 45 to 60 minutes. It can then be carved to simulate construction joints in a concrete pavement, or scored to simulate stone or brick streets. Paint as desired. You can also use the compound to make abutments, wing and retaining walls.

CORRUGATED METAL

This building material began to appear around 1910. There are two types: corrugated roofing and corrugated siding. Either type can be modeled using aluminum foil and a kitchen knife, or it can be purchased already formed at hobby shops.

When cutting out scale-sized sheets, bear in mind that corrugated roofing material is manufactured in 26" and 51" widths, with a $\frac{1}{4}$ " pitch, and it comes in 24' lengths. Corrugated siding material is generally made in 48 $\frac{1}{3}$ " widths, with a $2\frac{3}{4}$ " pitch, and it comes in 24' lengths.

Either type of corrugated material is applied like shingles. This is to say, the lower piece is applied first with overlapping vertical seams. The upper rows are then lapped over the lower rows.

Rubber cement or white glue works best in applying the model material.

Timetable

DIVISION MEETS

Philadelphia/New Jersey Division Spring Meet and Family Day. May 17. Haluwasia Shoreline Railroad, Hammonton NJ. 10:00 a.m. Free to members. Non-members: \$3 (includes a one-year membership). See pages 1 and 7 for more information.

Philadelphia Division Meet. September 20. Chadds Ford Ramada Inn, Chadds Ford 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.

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.

'Riding the Rails' at Philly Festival of World Cinema

Riding the Rails, a new film about the rail-riding of Depression-era teens, will be screened as part of the Philadelphia Festival of World Cinema at the International House of Philadelphia (3701 Chestnut Street) on Saturday, May 3, at 9 p.m., and again at the Free Library of Philadelphia on Monday, May 5, at 6:45 p.m. Tickets are \$7, available in advance (guaranteeing seats) from Upstages Box Office at 215-893-1145, or on the day of the screening at the theater's box office.

Here's how filmmakers Michael Uys and Lexy Lovell describe their 72-minute film:

At the height of the Depression in America, some 250,000 teenagers were rumored to be on the road—hitchhiking, walking and riding boxcars across the country. Some sought adventure, others were running away from misery at home, but most were looking for a haven from crushing poverty and joblessness.

Decades later, Uys and Lovell placed an ad in *Modern Maturity* asking former

rail-riders, now in their seventies and eighties, for their memories. From the 3,000 replies they received, they crafted a warm and intriguing portrait of a generation whose problems uncomfortably resonate with those facing youth today.

Yet, their challenges and their means of confronting them were also unique, as ten of the veterans now attest. They describe their pervasive hunger, their renewed hope with each new destination, the dangers of the rails, and the threats as well as the camaraderie offered by the homeless adults who peopled the cars and the shanties that sprang up beside the tracks. In past times driven equally by wanderlust and need, the riders now contemplate a return to those times with touching candor about age and its effects on one's dreams. Fascinating archival footage and a soundtrack that blends the songs of Woodie Guthrie, Jimmie Rodgers, Doc Watson and Elizabeth Cotton in an evocative and engaging history complement their testimonies.

Brandywine Junction '97



The Fall 1997 Mid-Eastern Regional NMRA Convention

The Philadelphia Division NMRA is proud to sponsor the Fall 1997 Mid-Eastern Regional Convention which will be held November 7,8,9 in the beautiful and historic Brandywine Valley of southeastern Pennsylvania. In addition to traditional **contests, a Train Show, and National-caliber clinicians** such as Dean Freytag, Bill Schaumberg, Bob Charles, Mike Rabbitt, Jim Hertzog, Ken McCorry, Dave Messer, and John Teichmoeller, Brandywine Junction '97 will feature a number of special events: activities of the **Layout Design SIG** and **Railroad Industry SIG**, an **"Operations Call Board"** (an extra-fare opportunity to operate on a layout), a **switching contest**, and an **"Operations Layout for Younger Rails"**.

A number of quality layouts will be included in the **Home Layout Tours**, including those belonging to Dave Messer (featured in recent issues of RMC) and Paul Backenstose (depicted in the '97 Walthers catalog). A special attempt has been made to include small as well as large home layouts on the tour.

Prototype tours will include visits to SEPTA's Frazer shops, Lukens Steel at Coatesville, and PECO's coal-fired generating facility at Eddystone.

Fan trips will feature the **Reading FP-7s** on the Brandywine Scenic (ex Wilmington and Northern) and a rare opportunity to ride the **Pennsy Doodlebug #4662** on the Delaware Valley RR (ex PRR Octoraro Valley Branch).

Rather than a traditional banquet as we've come to know them, BJ'97's banquet will be a come when you want, with whom you want, and eat all you can eat **"The Taste of Philly" buffet** -- featuring *real* Philly cheesesteaks.

Exciting **Off-Line activities** are planned including visits to the world famous **Longwood Gardens**, **Winterthur**, the **Brandywine River Museum** (featuring works of the Wyeth family and Howard Pyle), and the Philadelphia Division's specialty -- the **Kidz Corner**.

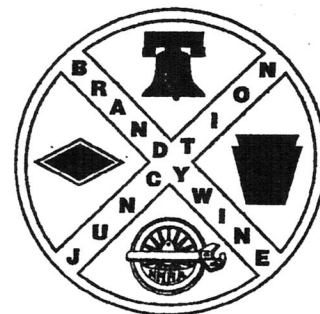
In addition, Brandywine Junction '97 is being held in conjunction with **"Plug-N-Play"**, the **Eastern Regional N-Trak Convention** located at a nearby hotel. Registrants can participate in both convention activities; a free shuttle will provide convenient transit between the two convention sites.

Brandywine Junction '97 is hosted by the Chadds Ford Ramada Inn at the intersection of Routes US 1 and US 202 -- an easy ten minute ride north on 202 from I-95; or 30 minutes on 202 south from the PA Tpke Valley Forge interchange.

Brandywine Junction '97 Registration Form

Mid East Region, NMRA Fall Convention

November 7, 8, & 9 1997 Chadds Ford, PA



Names as they will appear on the badges:

Street: _____

City: _____ State: _____ ZIP: _____

Phone: _____ NMRA # _____ MER # _____

Full Registration	_____ @ \$30.00	_____	
Non-NMRA Member	_____ @ \$35.00	_____	
Spouse	_____ @ \$10.00	_____	
Children (under 12)	_____ @ \$5.00	_____	
Taste-of Philly Buffet (Adult)	_____ @ \$15.95	_____	
Taste-of Philly Buffet (Child)	_____ @ \$5.00	_____	
Convention Car (Single)	_____ @ \$10.00	_____	
Convention Car (3 Pack)	_____ @ \$28.00	_____	
Convention Pin	_____ @ \$3.00	_____	
Convention Shirt	_____ @ \$10.00	_____	S M L XL XXL
Operations Call Board	_____ @ \$18.00	_____	
Septa's Frazier Shops	_____ @ \$15.00	_____	
Lukens Steel	_____ @ \$25.00	_____	
PECO's Eddystone Station	_____ @ \$15.00	_____	
Doodlebug Trip	_____ @ \$30.00	_____	9AM 12PM 3PM
Brandywine Scenic Trip (Adult)	_____ @ \$6.00	_____	11AM 1PM 3PM
Brandywine Scenic Trip (Child)	_____ @ \$4.50	_____	11AM 1PM 3PM

Total Enclosed _____

Make Checks payable to: Brandywine Junction '97, P.O. Box 741, Paoli, PA 19301

For convention information call 610-461-8644

(tear off and mail directly to Ramada Inn)

CHADDS FORD RAMADA INN & CONFERENCE CENTER

Route 1 & Route 202
1110 Baltimore Pike
Glen Mills, PA 19342
1-800-228-2828

For: NMRA Fall Convention November 7-9, 1997

Reserve by: October 7, 1997 to ensure a room

Rate: \$75.00 + 8% tax (Single/Double); \$85.00 (Suite - sleeps up to four)

NAME _____

PHONE _____

ADDRESS _____ CITY _____ STATE _____ ZIP _____

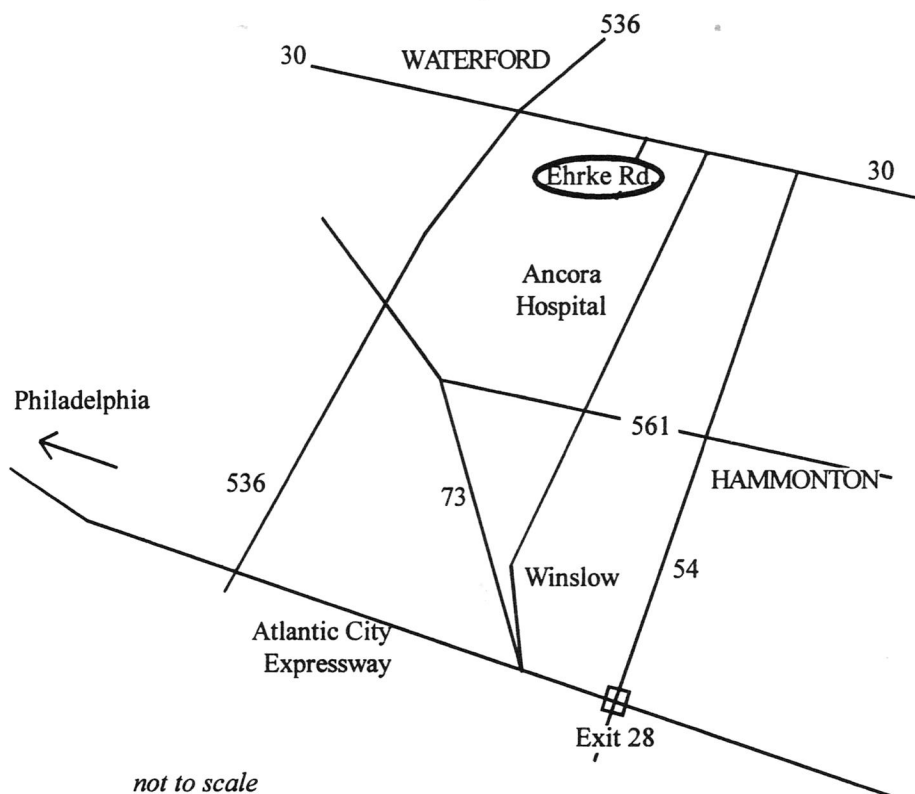
ARRIVE ON _____ DEPART ON _____

Please reserve _____ number of rooms for _____ people in each room. _____ Check/Money Order Enclosed
- OR -, I will guarantee with Credit Card (American Express, Diners Club, Visa, Master Card, or Discover)

Credit Card Number _____ Exp. Date _____ Amount _____

Signature _____ Should I fail to honor my reservation and not cancel 24 hours prior to my expected arrival, I authorize Chadds Ford Ramada Inn & Conference Center to charge my account for one night's deposit and all applicable taxes. Check out time is 12:00 noon. Rooms may not be available for check in until after 3:00 PM.

How to Get to Camp Haluwasa



March Meet Report

BY NATHAN ASHBY-KUHLMAN

On Saturday, March 15, the Philadelphia Division conducted a meet at the St. Alban's Church in Newtown Square, PA. Over 100 Division members attended.

The meet began at 10:00 a.m. after a meeting of the Brandywine Junction '97 convention staff.

John Nawn presented the Brandywine Junction '97 slide show, which introduces some of the highlights of the convention.

Jim Dalberg discussed the "Operations at Allentown Yard" on his New Jersey Northern layout. The operational problems he overcame and the insights he had gave Division members a perspective on operation from the owner of a prototypically operated layout.

Mike Rabbitt quite literally built "Large, Inexpensive Industrial Buildings" before our very eyes. Using common and cheap materials, Mike built structures that look like what they are up close but are very impressive as background flats.

During the afternoon, the impressive layouts of Terry Smith, Ken McCorry, and Win Gross were open, in addition to StARR, the St. Alban's Railroad, at the meet site. Many thanks to our clinicians and our layout hosts.

All Aboard!

New members: William White Jr., Newtown Square; Mike McBride III, Drexel Hill; Edward Burton, Conshohocken; Rudy Horowitz, Philadelphia; Robert Duffy, Philadelphia; Rick Baker, Wayne; Charles Smith, Allentown; Charles Zebley, Ridley Park; John Hudecki, Bryn Mawr; John Farquhar, Seaford DE; Kevin Jurgelewicz, Philadelphia; Ted Goldyn, Bensalem.

Bylaw Changes

The officers of the Philadelphia Division, MER, have made some proposed changes to the Division Bylaws. The clerk will have a copy of the proposed bylaws at the next two meets.

Clerk Dervinis Runs for Regional Directorship

Your Division Clerk has thrown his hat into the ring for Mid-Eastern Region Director. Every two years, the MER elects three at-large directors. They serve to represent the members and to oversee the member services you receive.

Bill Gruber, the new president, has made a major commitment to bringing the MER into the present and maximizing services that you receive from your dues. Procedures and policies are currently being reviewed and updated. The

Local will have a new look, which I think you will like. Communication in all forms is to be increased between members and the officers.

These are positive developments for the region and I support them. If elected as director, I plan to use my communication and organizational skills to improve the MER. As a local member, I can also answer your questions or solve your problems. I ask all Mid-Eastern Region members to vote. — *Eric Dervinis*

New Editor Needed

This is just a friendly reminder that after the November issue of the *Philadelphia Dispatcher*, I will be stepping down as editor. The Division needs someone with enthusiasm; skill and experience, while obviously helpful, are far less critical. Contact me if you're interested in taking over. — *Nathan Ashby-Kuhlman*

Module Team Meetings

The Division Module team will be meeting on the second Thursday of each month at 7:30 p.m. at St. Alban's Church in Newtown Square. All members (modular or otherwise) are invited to attend. It will be a work session, so bring tools. For more information call the Module Team foreman, Tom Cancelmo.

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

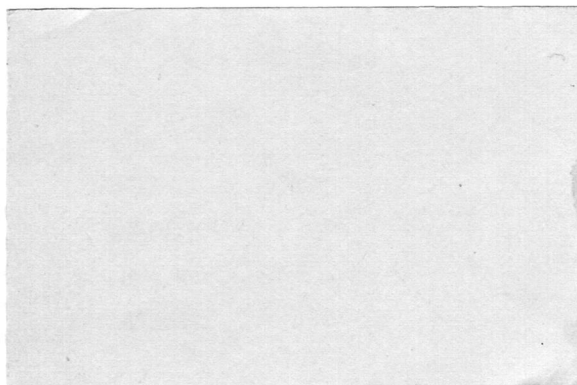
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Paoli, PA 19301-0741



Do you need to renew?



INSIDE:

IMPRESSIVE DETAILING REQUIRES ONLY SIMPLE SCRATCHBUILDING
'RIDING THE RAILS': A FILM OF DEPRESSION TRAINS AND TEENS
COMPLETE BRANDYWINE JUNCTION '97 REGISTRATION FORMS