



THE PHILADELPHIA DISPATCHER

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

September 1998
Volume 5, Number 3

The Philadelphia Division is pleased to announce that we will be holding a joint meet and family day with the New Jersey Division on Saturday, September 12th at the Black River and Western Railroad in Ringoes, New Jersey.

This joint meet will have a very unusual format, in that there will be no official meeting! Members are encouraged to bring their families and come as early as you like and participate in the activities that are planned for the day.

For the spouses, Turntable Junction in Flemington is full of unique shops and Boutiques to explore, and for the railfan, the Black River & Western yard at Ringoes is full of restored rail equipment, plus a few Trolleys.

All members of both Divisions are able to buy all day passes from the railroad at either Ringoes or Flemington. A schedule of the day's clinics will be available as you purchase your ticket to assist in planning your day. These special passes are available for

only \$8.00 each. Just show your membership card at the ticket window.

Also included in the days-planned activities, your division membership card is good for a reduced entry at **Northlandz!** For this one day only, the admission is only \$11.00 for adults and \$7.00 for children. Northlandz is located just 2 miles north of Flemington on US Route 202.

Among the featured clinicians, our own Mike Rabbit will give another in his series on steel industrial buildings. He will demonstrate using common materials to produce structures quickly. Anyone that has visited Mike's steel industry based layout knows the size and detail levels he includes.

We are working to add several more clinics to our schedule, but were not able to finalize the list before publication. If you would like to give a clinic during the meet, please contact the editor at the number shown elsewhere in the Dispatcher,

but hurry, there are only a few spots left.

We are looking forward to an exciting day of railfanning with the New Jersey Division, so make your plans now, and I'll see you in Ringoes! For details of the train schedule, see page 9 of this issue.

Special Feature!

Starting this month, former Division Superintendent John Nawn will begin a special feature describing his recently completed family vacation! But wait; don't get discouraged, this will not be your typical family photo album type vacation. John will describe in detail his families Amtrak Odyssey this past summer!

Thanks to the technology of lap top computers, John will describe the sights and colors of modern railroading. And with Amtraks constant budget problems, who knows how long a trip like this will be available. So, buy your ticket, and come along for the ride and I hope you will enjoy the sights!

FORM 19

As much as I enjoy working on my Susquehanna based Perkiomen Valley Railroad; one of the most interesting parts of this hobby for me is operation. I can spend hours laying track, building structures, detailing rolling stock, etc. But what really brings the Railroad to life are the approximately monthly sessions when the round robin group I belong to gets together at my house for an evening of operation. I am also a member of the Operations Special Interest Group of the NMRA. This group seeks to gather and disseminate to its member's information on prototype operations, and ways to adapt that information to our model railroads.

With the previous in mind, during the National convention in Kansas City, I jumped at the opportunity to operate on Doug Taylor's PRR/EBT based railroad. This large pike models the PRR from Altoona to Pittsburgh, and includes the famous Horseshoe Curve, complete with "snappers" to get the heavy trains over the summit.

Several Division members and myself were included in the approximately 30 people who were selected to make up the crew. As we arrived, Doug started soliciting volunteers to fill several positions, including Yard Master and Tower operators. I volunteered to operate the tower controlling the East End of Pittsburgh station, and

after a few brief instructions, the session started. Basically, my job was to align switches and set signals for approaching trains, and do a little switching for local commuter runs. There was a list of trains to pass or stop at the station, and a gentleman named Art who was to guide us new operators through the session.

At first, nothing happened at the tower, except to line switches for approaching trains, and to reset signals after they had passed. I glanced down the list of trains to see what was going to happen later, but there was little immediate action.

After about an hour of waiting, I wandered off to see how everyone else was doing. No sooner had I gone, than every train on the schedule seemed to hit my tower at once. Through freights that needed to pass, plus a constant parade of in bound commuter runs soon had the tower almost hopelessly grid locked. I looked at Art and asked him what to do, but he only shrugged his shoulders! With every track in Pittsburgh station clogged with cars and three more commuter trains coming toward me, I knew it was time for desperate action.

Using the little S-2 (with some help from the 0-5-0) assigned to the tower, I started pulling cuts of cars out of the terminal as quickly as possible. There was a small yard near the engine terminal and I decided to move as

Continued on page 9

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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: November '98. Due out approx. October 20th. Deadline: October 10.

Membership: \$3.00 per year. 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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(615) 892-2946

Superintendents Report

This has been a great summer, a good time for model railroading. I would like to thank Dr Charles Patti for allowing us to visit his layout in June. Dr Patti's layout will be featured in an upcoming Model Railroader article. Lou Sassi has already taken the pictures and Model Railroader has accepted the article. I hope everyone had a chance to see it. I would also like to thank Charles Denlinger for allowing us to view his N scale layout. This includes a model of Broad Street station that has been seen on Channel 12' "Things that aren't there anymore", The Atwater Kent Museum and the model Railroad press.

Our next meet will be a joint division meet with the New Jersey division at the Black River and Western Railroad. The cost will be \$8.00 per person for an all day pass. There will be clinics in a coach spotted at the Ringoes yard. There will not be a model contest at this event but there will be at the November meet. There may be some layouts open and the Northlandz model railroad display is nearby. Flemington has plenty of shops and outlets nearby for the whole family. This is a nice chance to do some railroading and spend a day with the Family. The trip runs rain or shine.

Steve Salotti, Sam Parker, and I went to the 1998 NMRA convention in Kansas City this summer. It's true, Kansas City is a great place to eat, unless your are a vegetarian. The food out there is great. We got to see some great layouts and a lot of train action. We saw three different trains on three different railroads pass at the same time. I was disappointed at the small number of entries in the contest room. The contest at Valley Forge was filled with entries but at Kansas City there were very few. The train show was huge. Bachman had a model of their new G Gauge climax. They are going to retool the HO PRR k4 with their new drive system and have it out by the end of this year. Next year they plan to bring out a HO PRR mountain with the same drive system. There are many new vendors for DCC, and the prices continue to drop.

Speaking of the NMRA, We will continue to offer first time members a package of National, Mid East Region and Philadelphia division membership for \$40, a \$ 3 saving. Due to insurance issues, you are required to belong to the MER and the NMRA. This is all divisions, not just the Philadelphia division. Unfortunately, there is no way around this issue. This has become a real problem for the division because we get application for the division without the membership numbers. Because of this I have designed a new membership application. You will find one enclosed with this issue of the dispatcher. Remember new members can join the Philadelphia division, The Mid East Region and The National Model Railroad Association for \$40, a saving of three Dollars. You will receive the monthly Bulletin of the NMRA, which has greatly improved recently. It now has more color and better articles and is worth the price by itself.

If you do not wish to join the NMRA and the MER, you can continue to receive the Philadelphia Dispatcher as a subscriber for \$5.00. This will allow you to keep up with Philadelphia division activities and location of the division meets. But you will have no membership benefits, such as running for office, entering contests, voting, or having a membership card. Therefore no discounts at local hobby shops. If you attend a division meet you will also have to pay \$ 3.00 at the door. I hope you will consider joining all 3 organizations. They are for your benefit. See you at the Black River and Western!

Jim Hart
Philadelphia Division Superintendent

Lehigh Valley Limited Fall MER Convention, October 9, 10, & 11

The Lehigh Valley Limited MER convention is now just a little over one month away! Have you made your plans yet to attend? Truly, the opportunity to get together with other model railroaders at a convention is one of the greatest benefits of membership in the NMRA and MER. Having just returned from the National convention in Kansas City, I can say that you will find something in either the clinics, layout tours or bull sessions that will prove worth the cost of registration. I have found there is actually information overload! There just isn't enough time to go to all the clinics and tours offered. If you haven't registered yet, look over the information elsewhere in this issue of the Dispatcher for the schedule, and send in your registration form today. The registration form is included in this issue for your convenience. Don't delay!

THE TRAIN SHOW AND SALE AT LEHIGH VALLEY LIMITED '98

The Philadelphia Division is once again sponsoring the Train Show and Sale at the fall, Mid-East Region Convention. This year, the Convention is Lehigh Valley Limited and the location is the Allentown Days Inn & Conference Center at the intersection of US Route 22 and PA Route 309. From Exit 33 of the Northeast extension of the PA Turnpike, take 22-east one-quarter mile to 309 north. Go to the first light and turn right. It is within three minutes of the Turnpike entrance and within one hour of most of the Division. And best of all, entrance is free for all Division Members, with your membership card. Otherwise, entrance is \$3.00/per person, with children under twelve free and \$10.00 maximum for families. Plus, if you pay on Saturday, Sunday is free. This will be the Divisions fourth Annual Train Show and Sale, our fifth overall, and our third one at a Region Convention. The Show will be held on Saturday and Sunday, October 10th and 11th from 11:00 AM to 4:00 PM both days. There will be over 60 dealer tables, hourly door prizes will be awarded, and our popular Kidz Corner featuring railroad related crafts for the younger ones will also be up and running. The Philadelphia Division Module Team will have their layout on display and operating. Dealers who are interested in getting a table should contact John Nawn, 610-461-8644, jbjjnawn@juno.com, and reserve early. Our last three train shows sold out! The Show also has a web site located at www.woodsite.com/trainshow that lists the dealers that will be attendance. Dealers, please note that the earlier you sign up, the earlier you get listed on the web site, for free we might add.

So mark your calendars and don't forget the date. Bring the whole family and a few friends while you're at it. Flyers and maps will be available at our September meet. If you have any questions or want some flyers for distribution, contact John Nawn.

Schedules

Mark your calendar now for these other exciting model railroad happenings around the Philadelphia Division.

Fort Washington, PA.
GATSME Lines Open House
in the basement of the New
Horizons Montessori School,
Prospect and Madison
Avenues. 12 Noon to 4 PM.
December 5th & 6th and January
9th, 10th, 16th, & 17th. Admission
by donation, info 215-646-2033

Saturday, September 12th.
Joint Philadelphia and New
Jersey Division meet at the
Black River & Western
Railroad. Board at either
Ringoos or Flemington. \$8.00
pass allows all day rides.
Clinics throughout the day in
a coach at Ringoos Yard. See
details elsewhere in this issue.

Saturday, November 7th. Phila
Division meet at Fairview
Village Church of the
Nazarene. Doors open at 9.30

meet starts at 10.00. Layout
tours, clinics, dealer tables, etc.

October 9, 10, & 11. Lehigh
Valley Limited, Mid East
Region Fall convention. Days
Inn & Conference Center,
Allentown PA Clinics, Fan
trips, Layout Tours, Banquets,
Contests, ETC. For more
information, see registration
form included in this months
Dispatcher.

How Far Can an UMP Hopper Wander?

At the Valley Forge Express national convention, my wife Eileen and I met and began an enduring friendship with a modeler from Calgary, Alberta, Canada. This past Christmas season we sent him a Brandywine Junction '97 Upper Merion & Plymouth convention car, after which he sent us the following report of it's usage:

"I am pleased to be able to report to you that the car has emerged from the shops of the Shuswap, Okanagan Southern (actual locations in British Columbia, Bill) and is now in revenue service on the lines of that road. It serves a concentrator near the town of Arrowhead at the north end of the Okanagan Lake in British Columbia, and is proving a valuable addition to the fleet of hoppers operated by the S.O.S., a subsidiary of Canadian Pacific Railway. That car is operating a long way from home. It should really be put into the car pool and allowed to work it's way home, but due to a dire need, management intends to hang on to it as long as possible, even paying daily charges to keep it out here."

Is ours a great hobby or what?

Sincerely, Bill

What I Did On My Summer Vacation

An Amtrak Travelogue by: John A. Nawn

You want to know one of the best reasons for taking the train... I can type this for Steve as it happens. I've got my laptop here, and it's plugged into the train. Boy this beats driving.

The trip was planned about a year ago. I have a Boy Scout conference in Iowa, which I am on the staff of. Instead of driving this year, we decided to take the train there. Leaving about two weeks earlier, allowed us the opportunity to visit the Dakota's, Montana, Wyoming and Minnesota, before getting to Ames, Iowa.

DAY 1, Friday July 17th

As a model railroader, I am embarrassed to say that this is my first long train trip. Arrived at 30th Street Station about 30 minutes before departure. We would be taking Train 43, the Pennsylvanian to Pittsburgh. We could have taken the Three Rivers, which leaves about 3:00 PM, but wanted to get around the Horseshoe Curve in the daylight. So we opted for the five hour layover in Pittsburgh, until the Three Rivers catches up with us, in lieu of taking the Three Rivers, itself. Had it still been called the Broadway, than it might have been a more difficult decision.

I love 30th Street Station. It is a very impressive structure. Amtrak did a great job rehabilitating it and is doing a great job keeping it up. Important travel tip number one. When you get to the station, check with the staff to find out which stairway the train will be boarding from. We waited for the board to show us, and by that time, there was already a long line queued up at the stairway. The train itself was surprisingly crowded. The front of the train seems to fill up last. I did manage to get on the fireman's side of the train, which

is where I wanted to be for the trip around the curve anyway. Also, don't bother checking your baggage. As long as you can carry it, you can store it in the overhead racks. They are quite large. By Harrisburg, I was thinking of putting the kids there.

Our power was a new P42, number 111 and the consist included 3 Amcoaches and an Amcafe. No Amboxes or Amtrailers on this train.

Train 43 makes local stops in Ardmore and Paoli, so we had to travel Septa's outside tracks rather than Amtrak's center two. Not exactly the smooth ride proffered by the Amtrak commercials, of course this ain't the corridor either. I wouldn't try to assemble a Proto 2000 car on the train. We seemed to stay on the outside rails even after the Paoli maze. I have got to get Win to explain to me the track layout there one day. Even sounds like a good Clinic topic.

Amtrak has established a maintenance base of sorts west of Downingtown, including a few camp cars consisting of old Heritage equipment. Between Thorndale and Parkesburg, it does not appear that the center tracks have been used for quite some time. Some of the rail was even missing. Septa turns back at Thorndale now. Beyond Parkesburg, it's two tracks all the way to Harrisburg. At Parkesburg, the conductor picked up a Form D order on the fly and we switched over to the wrong main (westbound on the eastbound side). We crawled at about 30 mph all the way to Leaman Place Junction where we crossed back over. This was do to the Route 30-bridge construction near Paradise.

Just east of Lancaster, we crossed over the only grade crossing between Philly and Lancaster. At Lancaster

Station, Amtrak still uses a couple of old NYC Baggage Cars (lettered Penn Central, ugh!) for storage. There is a fair amount of local switching in and around the Lancaster area based out of Conrail's Dillersville Yard. Didn't see any Conrail action, but saw a lot of Amtrak maintenance equipment, including a GP40 and an F40PH on the point of a ballast train, with a GP-7 on the rear.

□

After Lancaster, we picked up speed. However, this made the Septa tracks seem smooth. Wow! It was even hard to type. PennDot needs to spend some money on track surfacing. The Pennsy would be embarrassed. Either that or we were in the car with the square wheels.

The GG-1 and wood N-6 are still in the station, and still to look good. The P-40s and P-42s have taken over. Didn't see a single F40 in Harrisburg. Saw some freight activity in Harrisburg Yards including a Conrail SW and the ever present GP-38 in quality paint. Get those Conrail shots now. Crossing Rockville bridge was neat.

After Harrisburg, we are on Conrail, of course. And guess what, we weren't on the square wheel train. The Conrail track was flawless. I could almost do modeling on the train. Conrail's maintenance is much better apparently. At Lewiston Junction, we passed a westbound trail van train that was apparently being held for us on the eastbound main. We slowed to 20 as we passed it and it was a great opportunity to view a stack/pig train up close. I had every combination of trailer and container you could think of including conventional 89 foot pig trailers, single and double stacks, empty well cars, and spine cars with trailers and 20 foot containers. And yes, they do stack 48-foot containers on top of two twenty-foot containers. Power for the stack consisted of two rather crusty looking B36-7's in pre-quality livery. The ever-present cadre of railfans was also present at Lewiston. There was some freight activity at the yard, but no power could be observed.

After the station stop, we too crossed over to the wrong main. Ah, the summer maintenance season. After about 2 miles of slow orders, we waited for about 10 minutes, until an eastbound Amtrak "freight" train passed us on the westbound main. More Amboxes and trailers than passenger cars. After it passed, we crossed back over to the proper main. The P-42 is definitely a passenger locomotive. The locomotive seems to load up and accelerates very quickly. You would almost think you were on an electric commuter train.

About 15 miles past Lewiston, we were finally passed by our first freight train, an eastbound Conrail manifest with two LMS GE Widecabs on the point and 110 cars.

After our second stoppage west of Lewiston, we were passed by another eastbound, an empty coal drag of bathtub hoppers this time, all Conrail, but half of which were re-lettered for the NYC. I guess those hoppers will be going to CSX. Power was a C40-8 quality boat and an SD-40-2.

Slow orders finally defined. Conrail had the Sperry Rail Geometry Car out. We passed it as it was working the westbound main. Eastbound manifests varied from 32 to 148 cars, including a 91 car TV with five units on the head end.

Lot's of interesting stuff to see in Altoona including a number of fire damaged units on freight car trucks and the snow heater/blower. Pushe power sets on the east slope consisted of a pair of SD40-2s and a recently repainted SD40-2 Select-A-Power unit with one of the brand new, built by Altoona shops, SD70s. The blue paint looked wet along with the black paint on the trucks. These are the units built to NS standards with spartan cabs and will eventually be transferred to NS after the merger.

Our train was routed around the curve on track number four, luckily there were no freight trains to block our view. Spectacular! There were about 50 people on the curve today. We caught two red signals as we continued to the summit, and then crawled the rest of the way to Gallitzin. We passed the eastbound Pennsylvanian as we approached the summit. It had Amtrak P-42, 102 in the lead with the same four car consist as ours. We passed another SD40-2 pusher pair, light, at the east portal of Gallitzin Tunnel. We overtook a westbound manifest on the west slope with seven units on the point including two CSX.

MO tower still stands at the east approach to Cresson, although it appears abandoned. As we passed through Cresson, there was a loaded eastbound coal drag in the hole with two C40-8 quality boats in the lead, four SD40-2 pushers on the rear and 134 four bay hoppers. Some of the hoppers were completely repainted into the NYC scheme, with just a small can opener in the upper right corner. He was apparently waiting for the eastbound TV that passed us about five minutes later with two quality boats, elephant style, up front and two SD40-2s pushing 99 cars.

Continued next month.

**MER
LEHIGH VALLEY
LIMITED**



FALL
October 9TH TO
11TH 1998

Print names exactly as you wish them on your name badges

Primary Registrant Name: _____

Spouse Name _____ Age _____

Child Under 18 _____
Names & Ages _____

Address: _____

City: _____

State & Zip _____

NMRA #: _____

FARE CALCULATION

Activity Number	Activity Name	Number of Tickets	x	Cost Per Ticket	=	Total
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____
_____	_____	_____	x\$	_____	= \$	_____

Primary Registrant .(\$30.00 pre July 1, 1998 - \$35.00 after July 1, 1998.. = \$ _____

Spouse \$10 = \$ _____

Children.....# _____ x \$ 5 = \$ _____

Non NMRA Fee \$ 15 = \$ _____

Payment in US Funds only. Sorry NO Credit Cards. Make Check Payable to "LEHIGH VALLEY LIMITED '98"

P. J. Mattson - Registrar Information Telephone: (609)467-3385

Send completed registration form and payment to:
LEHIGH VALLEY LIMITED • P.O. BOX 205 • SWEDESBORO, N.J. 08085

**MER
LEHIGH VALLEY
LIMITED**



FALL
October 9TH TO
11TH 1998

All Activities are ala cart including the Banquet.

Parking is FREE at the Hotel.

Payment must accompany registration form. Bounced checks will not be put through twice - you will be required to pay your entire fee by money order or cashier's check through the mail or in cash at the convention. You will be responsible for all bank fees charged. DO NOT enclose hotel room reservation requests with your registration. If you pre-register and later need to cancel, a full refund will be given only if the request is received by the registrar in writing by Oct. 1, 1998. Allow 4 to 6 weeks for processing of your refund. DO NOT mail a registration after Sept. 15, 1998; register at the door. DO NOT staple your check to your registration form. Call (609)-467-3385 for a recording of current changes and updates. All activities are subject to change, substitution, addition or cancellation.

EXTRA FARE CONVENTION SOUVENIRS

601 - LEHIGH VALLEY LIMITED Convention Pins - \$4.00

The LEHIGH VALLEY LIMITED will be offering commemorative pin for the convention. Full Registrants will receive one free.

602 - LEHIGH VALLEY LIMITED Coffee Mug - \$7.00

The LEHIGH VALLEY LIMITED is offering a Commemorative Coffee Mug. The Mug will have the convention Logo.

EXTRA FARE TOURS

201 - NONRAIL TOUR - \$15.00

Visit the Clover Hill Vineyard of Allentown in the AM, Lunch (individual statement), then to Easton. Visit the newly opened CRAYOLA museum to see crayons made and the National Canal Museum is available next door

202 - RAIL TOUR - \$19.00

Visit the LEHIGH Valley Depot and Locomotive shops in Weatherly and learn the history of the town. Lunch (individual statements), The PM will be spent in Lansford visiting an operating mine loco, mine shafts and former LC & N buildings.

EXTRA FARE NON-RAIL CLINICS

551 - Making a Halloween Witch - by Alma Makley - \$10.00

Alma will teach you to make a witch out of house hold items and craft items. Materials will be provided.

EXTRA FARE FOOD FUNCTIONS

401 - 404 - LEHIGH VALLEY LIMITED Banquet - \$21.95

The LEHIGH VALLEY LIMITED Banquet Will have a choice of #401 Prime Rib, #402 Roast Pork, #403 Swordfish & #404 Vegetarian. The Banquet will be on Saturday Night.

405 - LEHIGH VALLEY LIMITED Breakfast - \$9.95

The LEHIGH VALLEY LIMITED will have a Breakfast on Sunday Morning.

EXTRA FARE RAIL CLINICS

501 - Decaling a Rail Car - by Sam Natal - \$15.00

Sam will take you step by step showing the techniques needed for decaling a rail car. You will receive a car and decals to do the job.

502 - Building a Walk Around Throttle - by Bruce Makley - \$20.00

Bruce will take you step by step in constructing a basic kit. Construction and soldering techniques will be learned. You will receive a soldering kit, cutting pliers, printed circuit board and electronic components.

EXTRA FARE NON-RAIL CLINICS

552 - Making Miniatures - by Donna Johnson - \$5.00

Donna will guide you along to make a miniature craft item that is the basics for most miniature craft building.

The Fall 1998 NMRA Mid-Eastern convention in Allentown, PA plans to have layouts on tour that meet the need off every modeler. The layouts range from small home layouts to large club pikes. Traction, 1950 steam/diesel era pikes and modern systems are all represented in N, HO, and O scale. Although emphasis is slanted toward the local railroads such as the Reading, LEHIGH Valley, CNJ, LNE, and modern Conrail, other lines such as the Great Northern, NYS&W, and PRR are represented. Numerous fictional railroads are also available for viewing. The club tours are all impressive, especially a trip to the Christmas City Hobbies club which shares space with a well stocked hobby shop. Scenery, although present on many layouts, is just getting underway on other pikes, so modelers interested in construction techniques, benchwork, and wiring will really want to see these layouts.

Hotel Reservation
Request Form

Sent to

DAYS INN
CONFERENCE CENTER
ROUTS 22 & 309
1151 BULLDOG DR.
ALLENTOWN, PA 18104

A SPECIAL RESERVATION REQUEST

Mid-Eastern Region NMRA

DATE: October 9-11, 1998

RATE: \$55.00 + tax per night

My request for accommodations are as follows:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Area Code & Phone: () _____

Number of rooms with one bed	Number of rooms with 2 beds	Number of adults	Number of children

Arrival Date: _____ Departure Date: _____ Number of Nights: _____

Reservation guaranteed for a 4:00 p.m. arrival: _____ Major Credit Card: _____

Credit Card Number: _____ Exp. Date: _____

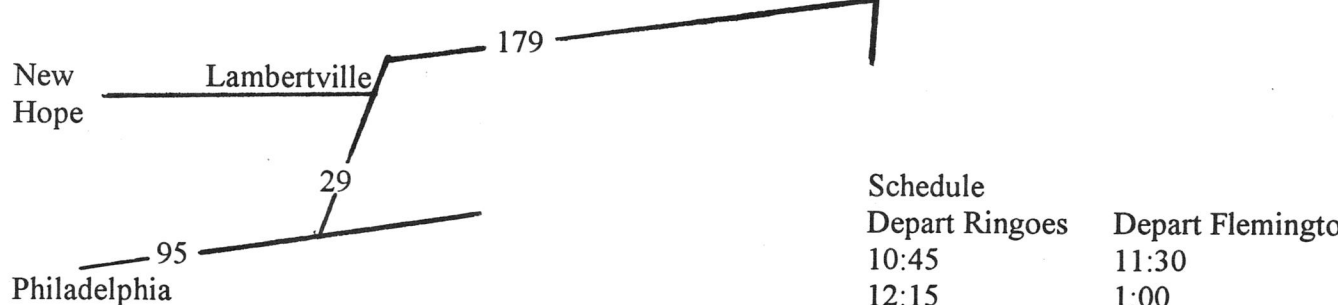
THIS RESERVATION MUST BE RETURNED BY SEPTEMBER 21, 1998
TO ASSURE AVAILABILITY (610)398-1629

LEHIGH VALLEY LIMITED • P.O. BOX 205 • SWEDESBORO, N.J. 08085

Directions to Black River & Western

Follow Route 95 North to the first exit in New Jersey (exit 1). Follow the signs for Route 29 North. Follow 29 North to Bridge Street in Lambertville. At this intersection, proceed straight onto Route 179 North (this is the old route 202). Follow Rt 179 to the Stop sign in Ringoes. Turn left. In 300 feet, the road forks. Bear

left and follow to the Railroad, ¼ mile on the left.



Schedule

Depart Ringoes	Depart Flemington
10:45	11:30
12:15	1:00
1:45	2:30
3:15	4:00
4:45	

Hope to see you there!

Form 19 (continued from page 2)

many cars as possible to this yard. Art asked what I was doing, and I asked him to just line me into the yard and make as much room as possible. Soon, there was just enough room in the terminal to start bringing in some of the trains that were now lined up on the main just east of the tower. With just enough room to get the locomotive and the first vestibule of each coach into the terminal, and quickly pulling the cars from the train as soon as the passengers detrained, we managed to get all the commuters to work on time or with only minor delays.

The session lasted until well after 11.00 PM, and in spite of the embarrassing moments in the middle (it seemed like everyone wanted to see what was tying up the main at Pittsburgh), was one of the highlights of the convention for me. In spite of my errors, the railroad survived and all seemed to have a good time.

The next morning I ran into Doug in one of the clinic rooms. I started to apologize for tying things up so badly, but he just laughed and said he was trying a new schedule out at Pittsburgh, and could see he needed to make some changes! We

laughed about it and went on about the convention.

Are you considering trying something new this year? Go ahead and take the plunge! It's only a hobby. Consider adding operation to your railroad. We can make mistakes, but they are not life threatening. Find someone you know that operates and get an invitation to the next session. Most operating layouts make some provision for training new guys and are always looking for new crew members. And no matter how you mess things up (just ask me), remember, it's only a hobby. Happy Railroading!

Discounts for Division Members at Local Hobby Shops

Be sure to patronize the area's hobby shops that 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

Nicholas Smith Trains

2343 West Chester Pike (3) in Bromall
10% discount (excludes LGB items)

Bussinger Trains

Old Ambler Station, Ambler
10-12% off retail

The Philadelphia Dispatcher

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Do you need to renew?

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Lehigh Valley Limited
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