



THE PHILADELPHIA DISPATCHER

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

November 1998
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The Philadelphia Division is pleased to announce that they will be conducting a meet on Saturday, November 7th at the Fairview Village Church of the Nazarene. The church is located at 3044 Germantown Pike in Fairview Village, PA. The doors will open at 9:30 with clinics starting at approximately 10:00. The meet will be held in the Chambers Center of the Church, not in the Barn as it has in the past. This larger space allows for a more comfortable arrangement.

Our featured clinicians this month will be Paul Backenstose and Mike Rabbitt. Paul will speak on detailing Pennsy Diesels. This clinic will show how he uses detail parts to model specific PRR units, including Baldwin Sharks and others. Mike will give a presentation on modeling the in and out bound traffic at steel mills, plus a look at some of the in-plant traffic operations. We anticipate interesting

presentations, so hope you will plan on attending the meet.

Dealer tables are available for the meet, so if you are interested in obtaining one, please call Steve Salotti at (610)-489-1940.

Layout tours will begin at 1:00 PM following the conclusion of the meeting. We hope to have some new layouts as well as some from previous years, so we hope you will leave time in your afternoon to see the work of our members in the area.

Our contest this meet will be Non-Railroad structures, so if you have a structure you have built, or one that you feel is of particular interest, bring it along for entry in the contest.

Important Notice

Due to the low volume of mail being received, we have decided to close the Post Office box. Please address all future correspondence to:

Jim Hart
417 Wedgewood Lane
Media, PA 19063

Corrections Department

In the last issue of the Dispatcher, there were two errors that need to be clarified.

The first is in the article on the UMP Hoppers in Revenue service. Bill Lambert submitted this article. While I knew that, I don't understand why you all couldn't read my mind to know who "Bill" was! Sorry for the omission Bill.

The second was in regards to the Philadelphia Division application that Jim mentioned in His superintendent's report. The Region requested that we withhold the application until we get one that conforms to Region standards. It makes for difficulty in processing applications if one form contains information needed by the Region, but others they receive don't. We will include one in a future issue of the Dispatcher when they are completed.

FORM 19

As we move into the fall season of the year and the demand of the yard and other mundane tasks start to diminish, it's time to start turning our attention back to our railroads. Are there projects you left sitting on the bench for months, or even years, waiting for you to finish? Why not give up a little of that television time to complete a few of them (it certainly shouldn't be hard to give up some Football time with the Eagles around).

And now that you've got them done and the layout is starting to look a lot better, why not consider holding a neighborhood open house! Remember that November is Model Railroad Month, and people enjoy looking at model railroads, particularly in the fall season. It brings back memories of layouts under the tree as children.

Holding an open house for people in your neighborhood is not that hard to do, plus you can limit the number of people that will attend. Set a date and time, then make small flyers and hand deliver them to as many of your neighbors as you think you can handle. Try to focus on families that have younger children or that have expressed an interest in seeing your "train platform". Spend a few minutes making sure your layout is "kid friendly" by clearing aisles and maybe setting up some mini scenes that would catch their exploring eye. One other thing to do is make step stools or

crates available so those who are "vertically challenged" (IE short) can see the layout. Who knows what future model railroaders you might inspire with this one small investment of your time and efforts.

During the recent Lehigh Valley Limited convention, my layout was on the tours for Sunday afternoon. One of the first guests to arrive included a child of about 10 or 11 who had already spent some time in the car, and needed to release a little pent up energy. After a few minutes of looking around, I handed him a throttle and asked if he'd like to run a train. His eyes became like saucers and he eagerly took the throttle from my hand. After a few brief instructions, he carefully got the train moving and proceeded over the entire layout several times without a problem. As the family left, a grateful mom thanked me for making her sons day, and who knows what sparks were ignited that some day might fan him to a full-fledged model railroader.

As the current generation of model railroaders age, we need to use every opportunity we have to give the younger generation exposure to model railroading. There is intense competition for children's time with such distractions as Television, video games, and the Internet. With a hobby as diverse, challenging, and fulfilling as ours, we should consider it our privilege to give it the exposure that will ensure it's continued growth.

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Official publication of the
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Editor

Stephen F Salotti
46 Meadow Rd
Collegeville PA 19426
(610) 489 1940
E-mail sjsalotti@juno.com

Submissions: The PHILADELPHIA DISPATCHER welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. Submissions are preferred typed, double-spaced. The editor reserves the right to, when necessary, paraphrase small portions of the text in order to fit the space available.

Next issue: March '98. Due out approx. February 28th. Deadline: February 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."

Division Personnel:

Superintendent

Jim Hart
417 Wedgewood Lane
Media, PA 19063
610-358-4492

Assistant Superintendent

Natthew Nawn
306 S. Madison
Upper darby, PA 19082
610-789-5624

Clerk

Tim Palmer
529 Kohn st
Norristown, PA 19401
610-278-1805

Treasurer

Sam Parker
449 Knowton Road
Media, PA 19063
610-494-0917

Achievement Program Coordinator

Dave Messer, M.M.R.
263 Mingo Road
Royersford, PA 19468-3112
(610) 948-2191

Module Team Foreman

Tom Cancelmo
238 Jackson Avenue
Lansdowne, PA 19050
(610) 259-7216

Mid-Eastern Region, N.M.R.A.

13212 Bellevue Street
Silver Spring, MD 20904-1703
(301) 572-2482
Dues: \$8.00 per year

National Model Railroad Association

4121 Cromwell Road
Chattanooga, TN 37421-2119
(615) 892-2946
Dues: \$32.00 per year

From the Superintendent

I hope everyone had a good time at the Black River and Western Railroad. I would like to thank the clinicians that gave so much of their time so that we would have a good time. I am always looking for new clinicians, so if anyone would like to talk on any aspect of model railroading please let me know. Please let me know if you would like more joint meets with the New Jersey Division. It was good to see old faces and make some new friends. Are the members interested in visiting layouts in New Jersey?

It was great to see so many of the Philadelphia Division members at the Lehigh Valley Limited in Allentown. There are a lot of great layouts in the Lehigh Valley, and the convention gave me the opportunity to visit several of them. Combined with the clinic schedule, the Lehigh Valley Limited was a great way to spend a weekend model railroading. It was depressing to see the hulk of Bethlehem steel. It is right next to the road, and there are several good views from bridges in the area. Allentown is only an hour away with the Blue Route and the Northeast extension of the Turnpike. I wish I had driven up there when it was still in operation, especially at night. There are many neat spots to see the Prototype in action in the Lehigh Valley area, and the convention book included a listing of many of the best, with directions for getting there.

Speaking of Conventions, the MER will have a spring convention in Lynchburg Va. on April 23-25, 1999, and in the fall the convention will be in Hagerstown Md. Watch the Dispatcher and the MER Local for more details, and plan to attend one of these exciting events.

Our tentative schedule is to meet at St. Albans Church in Newtown Square on March 20, 1999. Our May 15, 1999 meet will focus on the model railroad at the Hagley Museum and will include a visit to the Hagley layout. It will be at a church in the area. Look in the Dispatcher for further details.

This is a great time to be a model railroader. There are so many new products coming onto the market. I see that Bachmann has released a second run of their consolidations. I may have to get another.

Remember that November is model railroad month. Let us all try to get the young people interested in our hobby. Many clubs and organizations are having open houses in November. Show the world your layout. Don't hide your talent in a basket. My layout will be open from 1 to 4:00 P.M. on November 14th, I hope everyone can come. Call for directions or check the fall layout tour guide from Mitchell's.

We are having a problem in the division with unified membership in the NMRA and the MER. If you are an NMRA and MER member, please include your MER and NMRA numbers when you renew along with the expiration date. If you are not, then you must renew at the subscriber rate of \$5.00 per year, but we would certainly encourage all to join both organizations. Remember, it's not as much what you can get from joining as much as it is an opportunity to support our hobby and encourage it's growth.

Due to the slow volume of mail, I have decided to close the PO Box. Since Brandywine Junction has concluded its affairs, the volume has dropped to about one letter a month. Please address all future correspondence to my home address:

417 Wedgewood Lane
Media, PA 19063

We will have a contest for Non-railroad structures at our November meeting. Several of our members swept their classes at Allentown, and I hope they will bring us some non-rail structures for our November meeting

Jim Hart,
Superintendent

John Nawns Amtrak Odyssey continued from last month

Johnstown yielded a loaded Erie-Lackawanna hopper in the yard, still in E-L livery. The yard was filled with blue GP-38s and SD40-2s. A number of Upper Merion & Plymouth gondolas were observed in the yard also. The Conemaugh & Black Lick was operating today, pulling some brand new BNSF ore jennies from the Johnstown America plant. When I was in town a few weeks ago on business, you could smell the paint on these hoppers as new as they were. There was also no evidence of the B40-8 that was previously used as the yard switcher, or the SD45-2, No. 6661 that was also present in the yard a few weeks ago.

I did get a chance to see the eastbound Roadrailer. The consist included 38 trailers and two units. The Borough of Derry, just east of Latrobe has a small park with what appears to be a restored PRR N-8 and a restored Conrail bay window cabin. Conrail also maintains a maintenance base near Latrobe with a couple of tampers and dozens of tie sheers and spike pullers. A tie train was also working near Latrobe with 32 gondolas in various Conrail schemes including both the gray and the yellow MOW paint. Riding on top of one of the gondolas was a tie crane.

There is a brand new Conrail intermodal terminal just east of Wilmerding. Just west of Wilmerding, we pass by the US Steel Mon Valley works. No less than four Mon Valley switchers were visible including one on the ground with no trucks. I also saw three Union Railroad SW type switchers drifting down the hump bridge with a Union RR caboose.

Although we arrived at Greensburg one hour late, we arrived in Pittsburgh on time. Now there is no way that we made up one hour between Greensburg and Pittsburgh. According to my current issue of Railpace, which I saved to read on the train, Amtrak padded the schedule of the Pennsylvanian to account for the summer track work. They apparently scheduled it right. Pittsburgh is a neat train station. Trains stop right on the main line, which runs right through the station. Where else can you stand on the low-level platform as stack trains go by just four feet away.

After a five-hour layover, we were to board the Three Rivers for Chicago. The train, however, was over two hours late getting out of Sunnyside, and it continued to get later as it crossed the Keystone State. Arrived in Pittsburgh almost three hours late. The consist included 2 P-42's, 6 Material Handling Cars (MHC), 1 baggage, 4 coaches, 1 Amdinet and 11 "Amboxes" and "Amtrailers" on the rear, an Amtrak freight train. Hey, but why shouldn't Amtrak be allowed to carry lcl and package freight? This is freight service that the other railroads abandoned long ago. If Amtrak can make it work and make money doing it, then great, especially if it helps keep the passenger trains running? After finally boarding, we waited awhile, then began pulling out of the station. After getting about 1000 feet from the platform, we went into emergency and stopped. Did we forget someone? No, according to the train crew, one of the Amboxes derailed and struck one of the shed roof supports. It wouldn't be until about three weeks later when we traveled through the station again, that we would actually witness the extent of the damage. We left the last eleven freight cars in Pittsburgh, and it was off to Chicago, over four hours late.

DAY 2, Saturday July 18th

In all the excitement, I forgot it's actually Saturday now. The route of the Three Rivers follows Conrail to New Castle, PA then it switches to CSX for the trip to Chicago. The CSX line through upper Ohio was in the process of being double tracked at the time. Willard, Ohio seemed to be serving as a base of operations with a lot of maintenance equipment present including both the relay rail train and the grading train. Up until four days before our trip, Amtrak was detouring this train. Willard seems to be a major choke point on this line. Garrett, Ohio boasts a good size yard with lots of activity. In the hole waiting for our train was a loaded coal train with two Wisconsin Central SD45-2s leading a string of ex-BN three bay hoppers and an eastbound CSX coal drag with a wide cab and a U-boat on the point.

In Gary, Indiana, we passed both the Inland steel and US Steel Gary works. At Inland, you can observe the blast furnace in operation and the entire ore operation including the ore boats and ore bridge. The yard for the Gary works parallels the tracks. Many unique freight cars can be observed including CSX "Coke Xpress" hoppers and

all types of coil cars (round hoods seem to prevail). The Coke Xpress cars are hoppers with extended sides and are about three feet taller than normal hoppers.

We crawled all the way from Gary, through Englewood to Chicago. Given how late we were, I imagine we were wreaking havoc among the dispatchers. There is a lot of activity in Englewood, mostly CR and CSX. Wide cabs are in abundance and, apparently, the preferred motive power. We passed a eastbound manifest in Hammond, IN with a CNW wide cab leading two UP SD40-2s and a CR Geep. Some type of Amtrak or commuter special passed us consisting of two Amtrak B40-8s operating pull-pull (one on each end) with two heritage coaches between sandwiching a metroliner coach.

As we left Englewood and approached Chicago Union, we crossed the IC diamond. Waiting for us to cross was an IC manifest with a red Chicago Central and Pacific (CCP) paducah geep on the point leading an IC geep in the new image paint scheme and a green CCP geep. We finally arrived in Chicago four hours late. Our six hour layover just became two.

For you traction fans, while in Chicago, we visited the Chicago El's aerial, three quarter, grand union at the intersection of Lake and Wells. It is only about six blocks from the station. The adjacent parking garage provides some nice views of this unique track work. Chicago Union is not nearly as impressive as 30th street, but the Grand Waiting room is not to be missed if you like station architecture. The stairs from Canal Street are where they filmed perhaps the best scene in the most recent Untouchables movie (Kevin Costner).

The Empire Builder left the station on time. This train is clearly one of Amtrak's premiere trains. There is no comparison between it and say the Three Rivers. The train consisted of the following, in order: three P-42s, elephant style; one heritage baggage; one transition and two superliner sleepers (Seattle cars); one superliner diner; two superliner coaches; one sightseer, superliner lounge; one superliner coach; one superliner coach baggage; one superliner sleeper (Portland car, the train splits in Spokane); and one MHC.

The route of Amtrak's Empire Builder follows the old Milwaukee (MILW) main line, now SOO/CP route out of Chicago, certainly not the route intended by Mr. Hill, the Empire Builder himself. This is a nice ride with speeds upward of 70 mph. Lots of SOO/CP SD40-2's were observed as we proceeded in a generally north word direction out of the windy city. There is a nice pocket yard and wye in Sturtevant, which has excellent modeling possibilities.

There are two private cars stored in the Milwaukee Station; one lettered "Silver Foot". In the station, we also observed one of the Chicago/Milwaukee commuter sets, which consists of three coaches and two B40-8s operating pull-pull. The coaches were lettered Brewers, Wisconsin and Milwaukee respectively.

As we sped across Wisconsin, we decided to try the dining car for dinner. Do it! The food was great, the service was good, the price was reasonable and the show and ambiance can't be beat.

In Portage, there is a small yard filled with lots of activity. No less than six SOO GP-38s were observed including five in the white and red bloody nose scheme and one in CP Rail. All were classic SOO with no dynamic brakes and winterization hatches over the forward fan. There were also two SOO SD40-2s also in the yard in the white scheme. There was also a lot of old MILW mow equipment including a converted tender plow, a single-track plow and a double track plow.

In Tomah, there is a small yard with lots of old MILW equipment hanging around. The presence of the old MILW is still very much in evidence.

Wisconsin has rolling hills, but is otherwise quite flat. The railroad does not change more than 400 feet in elevation between Milwaukee and LaCrosse. In spite of all this however, we still managed to go through the only main line tunnel between the Rocky Mountains and Chicago, in Tunnel City, WI. The tunnel goes through a bluff and is about one-quarter mile long. During our trip through Wisconsin, we were passed by only two trains, eastbound, including one coal drag with two UP units in the lead and one manifest with four SOO/CP SD40-2s on the point in the SOO red scheme.

LaCrosse has a good-sized yard. This is here we cross the Mississippi and continue northwesterly along the river to St. Paul.

In Hastings, the BN crosses the river and joins the parallel MILW for the trip to St. Paul. From St. Paul, west it is a single-track railroad and all BNSF.

DAY 3, Sunday July 19th

Somewhere between Fargo and Minot, we start day three. Watching the sunrise across the North Dakota prairie was spectacular. In Fargo, the BNSF maintains a small yard with engine servicing facilities. It was all BN as we passed through.

And we were moving across the prairie. For instance, we covered the 61 miles between Rugby (the geographical center of North America) and Minot in 53 minutes. Nearly each town on the prairie has a grain elevator, and it is easy to see why the railroad is so important here. Even during the next two weeks of driving across North and South Dakota, Montana, Wyoming and Iowa, you always knew when you were coming to a town, you could spot the "prairie skyscraper" from miles away. Ninety percent of all the freight cars we saw were covered hoppers.

The first half of our train trip would come to an end in Minot, ND. We arrived about one hour late, on account of track work, what else. Minot is servicing stop for the builder. Here, they fuel the train from a tanker truck. Minot has a fairly good size yard, and is where the SOO/CP main line to Saskatchewan crosses the BNSF. In the yard, there was about three dozen, freshly painted BNSF, tuscan red cylindrical covered hoppers. While the train was being serviced, we were overtaken by an eastbound autorack train with two BNSF wide cabs in the new paint scheme and a Santa Fe SD40-2 still in blue and yellow.

Thus ends the train trip portion of the vacation. From Minot, we rented a car and drove about 2600 miles back and forth across the upper Mid-west. Even though this was a family vacation and not a railfan expedition, I did manage to burn about a dozen rolls of film in a two-week period. The train frequency is unbelievable. I was beginning to think that we don't even run trains in the east compared to here. Almost every time we approached a crossing or paralleled a rail line, there was a train present. Some highlights include the following.

Mandan, North Dakota. Mandan is just across the Missouri River from Bismarck, the state capital of ND. Mandan is also a major classification yard for the BNSF. Based on the number of aluminum hoppers and gondolas present, I would surmise that a lot of the Powder River Basin Coal moves through Mandan to get classified. There is also a large car repair shop and two locomotive servicing facilities in the yard. Most of the yard is easily accessible and photographed from public vantage points. I saw almost everything BNSF has to offer including BNSF wide cabs, six axle blue and yellow Santa Fe, all schemes of BN green, leased units, MRL, etc. I had the opportunity to spend two nights here about one week apart and did about six hours of railfanning. Great spot if you like BN/BNSF.

Also in Mandan, is the Fort Lincoln Trolley, operating over an eight mile stretch of an old NP branch line. Although there are no wires, it is an authentic trolley that once operated in Bismarck, minus the trolley pole. A gas engine currently powers it, and they expect to switch to battery power in the future. It was a neat ride, akin to the EBT.

North Dakota Route 52. Possibly the only highway that is on a diagonal in either of the Dakotas. Look at a map of North Dakota. Most of the roads travel on a north-south or east-west orientation only. It works great when you need to travel in any of those directions, but can be a real pain should you need to travel southeast for instance. For about 50 miles south from Minot, the road parallels the SOO/CP main line. I managed to record on film as we drove southeast, most every paint scheme on the SOO including, MILW black and orange, SOO red and SOO white and CP red. It was train after train after train.

Clear Lake/Mason City, Iowa. In addition to being the last place that Buddy Holly, Richie Vallens, and the Big Bopper played before their plane crash (The Surf Ballroom, Clear Lake, you know, the day the music died), between Clear lake and Mason City is the home of the Iowa Traction Railroad. Quite possibly the only shortline in

the US still switching freight cars with electric locomotives. They use four early 1900 vintage traction engines to switch modern 100-ton covered hoppers and 60-foot boxcars and interchange with the UP. I spent the good part of a morning following the action in Mason City. This was the railfan highlight of the vacation! Mason City also has a UP mainline (ex CNW) and a large yard serving Iowa and Minnesota Rail Link. The Iowa Traction is easily photographed from the public right of way, whereas the I&M Rail Link yard is not. There were some MRL SD40-2's in the yard though. Clear Lake also has a trolley fan trip operation, although it is only open on weekends.

Boone, Iowa. The entire town of Boone is railroad oriented. In fact, in the fall they have a weekend railroad celebration and parade. Highlights include the Boone & Scenic Valley Railroad, which operates along the Des Moines River for about 12 miles. This was mid-week and the daily fan trip, all eight cars, was sold out. The railroad owns the last steam locomotive constructed new in the world. One of those Chinese Steam locomotives built in 1988 to 1928 Baldwin designs. They use their SW on the weekdays and the steam on the weekends. Oh well. However, after riding the train at 10 miles per hour for the entire way, I question how much more interesting would the steam locomotive ride be. Apparently, the line was in much better condition before the floods of 1993 when most of the track went under water. The equipment collection is also quite interesting including a side rod diesel, an Alco S-3, a GE 44 Ton and a Steeple Cab electric lettered for the Fort Dodge, Des Moines & Southern, three CSS & SB electrics de-motored and operated as coaches, and what's left of the Crab Orchard & Egyptian Steam Locomotive used in the late 70's by the CO&E to switch piggy back flats. In the back of the yard, is also one of the CNW plows that were created from de-motored Alco RSC units. Boone also boasts the highest, two track, mainline railroad bridge in the US, (yes, Iowa) the Kate Shelley high bridge on the UP (ex-CNW) main line across the Des Moines River. The UP mainline also passes through town with many photo opportunities. Boone also has a scenic trolley ride, which only operates on weekends

Friday, August 7, 1998

Today we start the return train trip. We are supposed to board the California Zephyr in Osceola, Iowa for the trip to Chicago. However, I will not be on this train. It seems that following the close of our convention yesterday, our video staff realized that they had no way to get the quarter million dollars worth of rented video equipment back the owner in Chicago. Since they were desperate for a volunteer and I was headed that way anyhow, I volunteered. So my wife and daughter took the four hour late CZ, while my son and me drove the 13 ton, 24 foot long Ryder. I don't know which was more interesting, my wife said that the train ride through IA and IL was so interesting that they slept the whole way and my son thought the highlight was going through the weigh station. So much for the CZ, at least it was all superliner.

Chicago, another layover? Not unless you consider the 10 minutes a layover. Being four hours late, the CZ arrived at 8:05, plenty of time to get the 8:15 Lake Shore Limited. We rushed onto the Lake Shore only to pull out fifteen minutes late from the station, pull out into the yard, and wait another 45 minutes until we actually start moving again. Do to the lack of time, I had little opportunity to make note of the consist, other than the fact that we were being powered by two more Genesis locomotives, as was the CZ. The Genesis locomotives have taken over to the point that it is hard to find a F40PH anymore. I did see a VIA F40PH on the point of an Amtrak train in the Chicago station, though.

From Chicago, the Lake Shore runs Conrail's two-track ex-NYC main line through northern Indiana and along the shores of Lake Erie. It is actually not a bad ride and a quite busy one at that. Wide cabs dominate with lots of high priority freight. Over 50% of the trains were autoracks and auto parts box cars. Another 40% are stacks and pigs. The remainder is manifest trains or coal drags. I did not see a single train on the mostly parallel NS line. In Toledo, Amtrak maintains a small presence. It seems to be a marshalling point for the Amboxes, as at least twenty of them were scattered about the station.

Next issue we'll pick up where we left off as John fills out the details of his return trip. We will also have an interesting reply from Win Gross, long time PRR tower operator in Paoli Tower. Win will discuss the track situation from Philadelphia to Lancaster, answering some of the questions John had raised in the first instalment of his Odyssey.

Creating a Phone System for Timetable and Train Order Operation

As the Perkiomen Valley Railroad has developed over the last few years, I have found myself being drug, sometimes kicking and screaming, closer and closer to prototype replication, rather than freelancing. To that end, the New York, Susquehanna, & Western has slowly replaced the Perkiomen Valley, though there still are and probably always will be vestiges of the former company visible around the railroad.

As operations have continued to develop, one thing that became apparent was the need for the crews to communicate with the dispatcher. While in the basement it was OK to give verbal instructions to the various crews, if they were supposed to be thirty or forty miles from the Dispatcher, somehow realism was suffering. I considered using the ubiquitous radios available from Radio Shack and others, but I wanted to be closer to prototype, and since radios were not in widespread use at that time, decided to use a Phone System.

The system developed is about as simple as it can get, using only handsets, wire, switches, LED's, and a power supply.

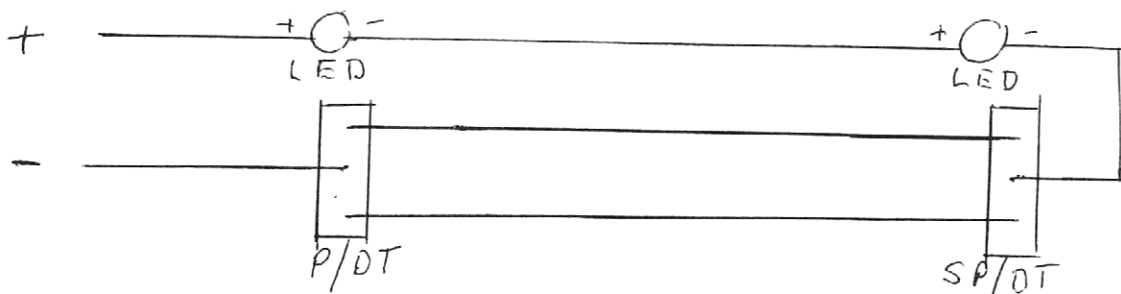
The power for the system comes from an old 5-volt DC power supply. Power is taken from the Plus terminal to the center tap of a single pole 12 position Rotary switch. Each of the 12 taps are then wired to one of the twelve phones located at the various operators locations around the railroad, with a common ground returning to the Negative terminal on the supply. These locations are the main yards, staging areas, and passing sidings where trains would meet.

The handsets themselves are the carbon microphone type. The newer types don't work as well due to a higher resistance in the microphone. These can be picked up at garage sales very cheaply. One wire from the speaker and microphone are connected to each other, while the other two are connected to the lines from the power supply. This can be done inside the phone itself, or just using the old coiled cord from the phone, connect the center two wires together on a terminal strip under the edge of the layout, with the two outer wires connected to the power supply.

The next part of the system is the Order Board. Crews and the Dispatcher need to know when someone is trying to get or give orders. The heart of this part of the system is two single pole/double throw switches, wire, and two red LED's for each phone. Power is taken from the power supply to the center pole of a switch, and then two wires go from the two outer poles to the two outer poles of another switch located at the Order Board location. Another wire goes from the opposite pole of the power supply to an LED on the Dispatchers panel, and then to an LED located at the Order Board. This second LED is then connected to the center pole of the switch. This arrangement creates a three way circuit, where the LED's can be turned on or off from either location. (See diagram below)

When the Dispatcher wants to talk to one of the crews, he flips a switch lighting the Order Board at the desired location. Crews are instructed to watch the Boards as they enter a town or yard. If the board is lit, they pick up the phone, turn off the light and wait for the Dispatcher to answer. The Dispatcher dials up the number of the town the crew is calling from with the rotary switch and gives them their orders. Crews can also use the phones to "OS" the Dispatcher as they pass through towns.

Implementing this system has added a new dimension to operating sessions on the NY, S, & W, and I will be glad to show it to you at the next open house.



Collegeville

MAP TO FAIRVIEW VILLAGE MEET

To
Lansdale

Rt 363

Fairview Village Church
of the Nazarene

Ridge Pike

Fairview Village

Germantown Pike

Rt 202

Rt 422

Rt 363

Norristown

King of Prussia

Rt 202

Schedules

November 7th Phila. Div.
Meet at Fairview Village
Church of the Nazarene.
Details also where in the
Dispatcher.

November 7th New Jersey
Div. Meet at the Deptford
Municipal Building, Rt 47 &
Cooper St, Deptford NJ. 9:00
to 12:00. Clinics, Layout
tours, Contests.

December 5+6, January
16+17. DelMarVa Model
railroad Club Open House.
Free admission, 11:00 to 5:00
on Saturdays and 1:00 to 5:00
on Sundays. Located at 103 E.

State Street, Camelot Hall, 2nd
floor in Delmar, Delaware.
One of the largest permanent
model railroad displays on the
Delmarva peninsula. Over
5,000 sq feet of operating
railroads in N, HO, O scale
and hi-rail, and Standard
Gauge, plus various modular
layouts. For more info:
MD Bill Shehan (410) 742
9325
DE Ken Kidd (302) 875 7043

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

March 20th, 1999 Phila. Div.
Meet at St Albans Church in
Newtown Square. Clinics,
Layout Tours and Contests.

January 15 & 16, 1999 NJ
Div. Meet, Oaklyn New
Jersey. Clinics, Layout tours,
and contests.

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

Nick Logothetis

(Abracadata)

2 Buck Run

Thornton, PA 19373

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

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

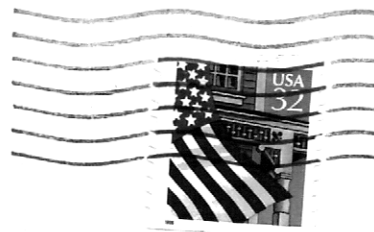
417 Wedgewood Lane

Media, PA 19063

Do you need to renew?

Inside: November Meet
Lehigh Valley Limited
coverage
Amtrak Odyssey

**If the Date of your renewal is '97 or
earlier, this will be your last
Dispatcher, renew today!**



Philadelphia Division NMRA Meet

Saturday, November 7th

Fairview Village Church of the Nazarene

9:00 AM doors open

10:00 AM Greetings and announcements

10:15 AM Paul Backenstose: Detailing PRR diesels

11:00 AM (Approximately) Door prize drawing

11:15 AM Mike Rabbit: Steel Mill traffic

12:00 PM Conclusion

1:00 PM Layout tours (note times)

Dave Messer 1 – 4 PM

Mike Rabbit 1 – 5 PM

Steve Salotti 1 – 5 PM

Please support our dealers that help defray the cost of meets, plus visit the hobby shops listed at the bottom of this page. Be sure and tell them you heard about them through the Philadelphia Division of the NMRA.

