



THE PHILADELPHIA DISPATCHER

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

March 1999
Volume 6, Number 1

The Philadelphia Division is pleased to announce that we will be holding our next meet on Saturday, March 20th at Saint Albans Church in Newtown Square, PA. All members and subscribers are encouraged to attend.

We have several very interesting clinics planned for your enjoyment. These will include Jim Dalberg, Dave Palmer, and Division Superintendent Jim Hart.

Jim Dalberg will give an updated and expanded presentation on the railroads of the Lehigh Valley. He will draw from his extensive collection of slides taken during numerous railfan trips through out the area. This show will include many fallen flags.

Dave Palmer will be giving an up close look into the operation of the former Pennsylvania Railroad's Zoo Tower. This will be an expanded version of his recent article published in *Trains Magazine*. Dave has spent many hours during the last couple of years visiting and

photographing day to day operations at this massive interlocking. With the recent downsizing of this facility, and the closure of many other towers across the land, this will be an increasingly rare opportunity to get insights into the day to day operation of an interlocking tower.

Division Superintendent Jim Hart will be giving a presentation on preparing your own custom decals to use to create your own unique rolling stock and structures. With the proliferation of personal computers, it is increasingly easy to "roll your own". Jim's tips will help you get started.

We will have many of the usual features of a Philadelphia Division meet, including door prizes and flea market tables. If you would like to reserve a table, please contact Jim Hart at the address on page two before March 19th.

Our contest for this meet will be on line structure. This can be an industrial or railroad structure. Look over your collection and pick the one

you like best. Voting will be by popular choice.

During the afternoon, there will be several railroads open for your visit. These will include StARR, (St Albans modular club layout) and Ken McCorrys PRR, recently featured in *Model Railroader*.

The doors will open at 9:00AM, with the program starting at about 10:00AM. We look forward to seeing everyone there!

Special Notice!

Concluding in this issue is John Nawn's Amtrak Odessy. Due to space limitations, the promised description of the former PRR main from Philadelphia to Harrisburg by Win Gross will run in the next issue of the *Dispatcher*.

Also planned for the next issue, will be a new feature on layouts of Philadelphia division members. If you would like your layout featured, prepare a description and snap a few photos. Here's your chance to get published.

FORM 19

While preparing and distributing this newsletter can be a very rewarding experience, it also comes with times of extreme frustration and embarrassment. A case in point would be the last issue of the Dispatcher.

In case you didn't notice, it came out less than a week before the November meet, and as I'll have to admit publicly, with at least one glaring mistake (someone once said: to get maximum attention, nothing beats a good, big mistake, but more on that later).

One of the hardest parts of doing this newsletter is getting timely submissions. Lets face it, when we are competing against the likes of *Model Railroader* and *Railroad Model Craftsman* for printable submissions, the article file can get pretty thin.

In preparation for the last issue, I decided to hold off a little while to see if any good reports came in about the Lehigh Valley Limited convention last October. This put me with a tight production schedule, but one I was sure I could meet. Jim finally sent his superintendents report (a little late, but again, due to the convention). Now with less than three weeks to the November meet date, I was starting to get nervous.

After formatting all the articles on hand and doing a final layout, I realized I was one page short of a full issue. Now being one page short may not sound like much of a problem, but if you opened

your Dispatcher and found one side of one of the sheets was blank, you might question if the editor knew what he was doing. Or maybe the printer goofed (lets blame the printer next time). Far better to be two pages short, I could always produce an eight-page newsletter and no one would be the wiser.

A quick look through the file found nothing except a half-finished article on the phone system I was building for my home pike. That night I sat down and finished the article as quickly as possible, and brought it into work to finish the newsletter.

The next day I took the finished issue to the printer, who promised delivery by Friday. No problem, still gives me more than two weeks to get it to Tim and mailed to the membership.

Friday afternoon I went to the printer, and was greeted with the news that he had forgotten a job that was scheduled before ours, and it wouldn't be done until Monday. Now with less than two weeks to go, things were looking pretty bad.

To add insult to injury, Sunday night I sat down to relax, and picked up my copy of the article on the phone system. To my horror, I found that I had not only made an error in listing the wrong wires to connect in the handset, but I had failed to clearly explain where to install the dispatchers handset in the system!

Continued on page 3

THE PHILADELPHIA DISPATCHER

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

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: May '99. Due out approx. April 25. Deadline: April 15th.

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

Matthew Nawn
306 S. Madison
Upper Darby, PA 19082
610-789-5624

Clerk

Tim Palmer
529 Kohn Street
Norristown, PA 19401-4544
610-278-1805

Treasurer

Sam Parker III
449 W. Knowlton 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 nice holiday season and is looking forward to another year of model railroading. The officers of the Philadelphia division join me in wishing all of you a Happy and Healthy New Year. We are working on a full slate of activities for you to participate in during the coming year, and hope you'll stay tuned to the Dispatcher to find out what is going on. We will have some new meet locations and new layouts for you to visit.

I would like to thank the Church of the Nazarene for hosting our November meeting, and also our clinicians, Mike Rabbit who spoke on traffic at steel mills, and Paul Backenstose who showed us how to modify a Model Power shark nose diesel too more closely resemble a PRR prototype. Congratulations to our treasurer Sam Parker. Sam's model of a tugboat and barge won first prize. The modeling contest at our March meeting will be an online structure. Come on all you modelers out there lets see that railroad structure. Judging will be by a popular vote.

Sam Parker and I went to the Ameryst show during the end of January. There were four ½ acres of model railroading. My feet were tired by the end of the day. I found out that Life Like will be bringing out a model of an E 6 in the Proto 2000 line. This will look nice in the B&O scheme. Kato is going to bring out a HO scale 2-6-0, which looks neat. Model Railroader and Carstens both had a booth. The most interesting booth to me was an Army Reserve outfit with a switching

layout. The reservists were in uniform! They also had some large scale live steamers on display. There was something there for everyone. It is only 4 ½ hours from Delaware county and 3 ½ hours from northern Bucks County. Motels in the area are \$ 40-50 per night for two people. Next year it will be held in February.

Don't forget the Blue Ridge Crescent to be held in Lynchburg Virginia from April 23 -25. A Registration form is enclosed. Rumor has it that Jim Six will be one of the clinicians.

The Mid-Eastern Region will also host a fall meeting in the Hagerstown Md. Area. Watch the Dispatcher and the Local for more information.

Please encourage your friends to join the division, we need your help to grow. The division continues to offer a forty-dollar package for new members, which includes the Philadelphia Division, The MER, and the NMRA. We will have applications available at all future meets. Remember many local hobby shops give a discount to members who show the membership card. We have added Kenwood Model Hobbies (Tom Saxton) and Lin's Junction to the program.

I hope everyone can make it to the Blue Ridge Crescent.

See you at St. Albans
Jim Hart, Philadelphia Division Superintend

Form 19 (Continued from page 2)

At this point, it was too late to postpone printing and make the corrections, so I decided to leave it as was and print an apology.

Monday afternoon I stopped at the printer and picked up the completed but flawed Dispatcher, and called Tim to arrange for getting them to him for mailing. Now for those of you that don't know, Tim is in the middle of a major rebuild on his house. plus trying to work to earn the money to pay for the work. He was working in Delaware at the time, and called on his car phone to say he'd try to get to my house to pick it up. Tuesday came and went but still no Tim. Another

call and another promise to come as soon as possible, and now it was Thursday. Only 9 days till the meet and it still wasn't in the mail.

During this time I had been folding and addressing them as time allowed, but with over 400 on the mailing list, that can add up to a lot of time. Friday came and still no Tim. That afternoon, I gathered all the stamps I had plus raided my wife's office for all of hers, and stamped as many as possible. Now it's Friday night, the Post Office is closed, and I'm over 125 stamps short.

Well, I finally got the issue out Saturday morning, only 7

days before the meet, so it came as no surprise that November 7th was the smallest meet we have ever had at Fairview Village.

Needless to say, from now on closing dates for submissions will be followed much more carefully, and if you have ever thought of writing an article for the Dispatcher, now would be the perfect time to do it to build up a nice backlog of material to select from! And, if you would like a corrected copy of the phone article, just drop me a note with a SASE and I'll send you the corrected version. That's all for now, I need to get to work on the next issue!

John's Amtrak Odyssey Cont.

Saturday, August 8, 1998

Why the Lake Shore Limited? That doesn't go to Philadelphia. Well, we wanted to go visit my wife's grandmother in Fort Mitchell, KY (just south of Cincinnati). The Cardinal, the only Amtrak service to Cincinnati is a tri-weekly train. We would have had to literally add almost a week to our vacation just to use the train. So we tried the Ambus option. You have to try everything at least once, and now we have, but no more. The plan was that the Lake Shore would drop us off at Cleveland at 4:06 am where we would pick up the 4:45 am Ambus to Cincinnati. According to the schedule and the train conductor, the bus was a guaranteed connection and would wait for us even though we were already one-hour late leaving Chicago. We arrived in Cleveland 50 minutes late and guess what, no bus. It seems Amtrak and Greyhound have some communications problems that they need to work out before we try the bus again. The station agent was very good about it though. He refunded our money, got us over to the bus terminal and got us on a later bus. The ride back to Cleveland was uneventful, and we arrived on time at 1:35 AM only to wait for the two hour late Capitol Limited.

Sunday, August 9, 1998

Cleveland is a nice station. The platform is uncovered and there are little or no obstructions to block the view of the trains. Unfortunately it was dark, but there was a full moon, so some of the pictures may have turned out. There are also signals visible in each direction. I passed my time by watching the Conrail parade. The Lake Shore was due

in one hour after the Capitol, but it arrived before, almost exactly the same time it did on the previous night (50 minutes late) when we were actually on it. Somewhere it had overtaken the Capitol, probably Toledo.

The Capitol Limited finally arrived. Consist included two P-42s, four MHCs, one heritage baggage, one transition coach, four superliner coaches, one superliner lounge, one superliner diner, and two superliner sleepers. We were ready for our trip over Sand Patch.

The Lake Shore and the Capitol chase each other from Chicago to Cleveland. In Cleveland, the Lake Shore continues on Conrail, through Erie to Albany where it splits to Boston and New York. It has conventional equipment. In Cleveland, the Capitol turns south down Conrail's Alliance line to Pittsburgh. It is an all Superliner train.

Coming into Pittsburgh, we noticed a severely bent roof support. But being an entire platform away and with no tracks around it, we did not think that it was the support struck by our train on the 18th. During breakfast on the train in Pittsburgh, I inquired why we kept going back and forth. The server noted that we were probably dropping off or picking up some Amboxes. I remarked that we had unintentionally done that last time we were in Pittsburgh. Our server said, "Oh, you were on THAT train!" It seems that the support we saw was the one we struck back on the 18th. The damage was so bad that they had removed and relocated the tracks since we

were there last. The derailment had affected the schedule for days after the accident requiring back up moves to enter the station.

The ride between Pittsburgh and DC and over Sand Patch is spectacular. I still think the ride between Altoona and Johnstown is better, but this was sure nice, especially with the superliner equipment. It sure would be nice to take a superliner around Horseshoe.

Leaving Pittsburgh, we travel along the Mon River valley to Connellsville. There are a lot of old steel mills between Pittsburgh and McKeesport, but not much steel being made. As we leave Pittsburgh, we get the chance to see the other side of the US Steel Mon Valley Works. To our right, we saw five Union RR SWs on the point of a long string of hoppers on the high line above the plant.

In McKeesport, we pass a junkyard on the right. In lieu of fences, the owner uses whole side panels of old hopper cars.

Between Connellsville and Cumberland, we traverse the most scenic portion of the old B&O main line. Confluence, PA is the confluence of the Youghiogony and Casselman Rivers. In Confluence, we leave the Youghiogony River valley and enter the Casselman river valley. Confluence is also where the low-grade line around branches off the main line. The Capitol typically uses the main line. The first of the five tunnels we go through between here and Cumberland is the 1,800 foot long Brook Tunnel. Just east of Brook is where the low-grade line re-joins the main line. The line is single track through Brook tunnel, but becomes double track

once the low-grade line joins the main line again. As we exit Brook Tunnel, there is an eastbound waiting in the hole for us to pass. A few minutes later and we pass through Shoo Fly Tunnel. Just east of Shoo Fly tunnel, the line once again becomes single track for the next two miles until we pass through the 1000-foot long, Pinkerton Tunnel. As we continue our climb up the west slope, we pass through Rockwood. This is where the Somerset & Cambria subdivision to Johnstown branches off the main. Just west of Meyersdale, we pass through the Route 219 Bypass construction area and under the old WM Meyersdale or Salisbury Viaduct. Just west of Meyersdale, we pass under the WM Keystone Viaduct. At this point we go from two tracks, to three tracks and finally to four tracks before reaching SA tower at Sand Patch. After passing the tower, we go back to two tracks for the final assault on the summit and through Sand Patch Tunnel.

Exiting Sand Patch Tunnel, it is all downhill. We pass through one more tunnel, Falls Cut Tunnel and cross the PA State Line before entering Cumberland. This is real mountain railroading.

Although the hump is no longer in service, there is still a lot of railroad activity in the yard at Cumberland. The yard tower was manned, but it did not appear that the tower just east of town was manned. The mix of motive power in the yard was pretty well split between wide cabs and conventional cabs. The presence of the wide cabs is not as evident on this part of CSX.

East of Cumberland, we pass through another tunnel, the Kessler's Bridge/Graham Tunnel,

and then cross the MD/WV State Line. There is a wye at South Branch along with a small yard, but the appears abandoned. Behind a maintenance building, however, there is a northeast style caboose still in the Chessie yellow scheme.

There was little activity in Martinsburg this day. R Tower, at Shenandoah Junction, I believe, is still manned. It is a wooden tower complete with Armstrong levers. There is an overhead signal bridge both east and west of the plant also. It was really a unique location, something of a time warp.

As we proceed eastbound, we pass through Harper's Ferry and then the Harper's Ferry Tunnel, our last tunnel. You enter the tunnel from a bridge over the river. It is really quite an interesting arrangement as the tunnel daylight is in a sheer rock cliff above the river. After passing through the tunnel, we cross back over the MD/WV State Line.

Being a Sunday, as we pass through Brunswick, the yard is filled with MARC commuter equipment awaiting Monday morning's commuter rush. Brunswick is the western terminus of most of the commuter service the layover and servicing base. The roundhouse in Brunswick is down, but the turntable pit appears to remain. The train has really picked up speed since leaving Harper's Ferry. Since leaving Pittsburgh, we were traveling about 50 mph much of the time, except over Sand Patch, where we seemed to drop down to about 25. Now, however, we appear to be

travelling at least 60 as we race toward DC.

We pass through Point of Rocks and the much-photographed station where the Washington line joins the original main line.

We pull into Rockville over four hours late. The timetable allows 47 minutes between Rockville and DC, but in reality, it only takes us 20 and we arrive about three and one half-hours late in DC. Again, Amtrak seems to have padded the schedule a little.

Ever try to catch a train northbound out of Washington on a Sunday night? Don't! We had unreserved tickets for the ride to Philly, meaning, we could board any unreserved train. Had we arrived on time, there would have been many choices. However, at 6:00 PM, there was only the 6:25 Carolinian and another train at 10:35. So much for a layover and dinner in Washington Union Station. We made the Carolinian. It was packed. The ride up the corridor was smooth and rapid. This is Amtrak's railroad, not someone else's. It was like flying. Our train was mostly Amfleet coaches; some lettered Amtrak, some Northeast Direct. We had at least six coaches, an Amcade and a baggage. Power was one of the AEM-7, "meatballs".

It is difficult to railfan at between 80 and 110 mph. A number of Amtrak, SW type switchers were noted in Washington, including one in Conrail blue mu-ed to an Amtrak switcher. Again, there were few F40s to be found, although I did see one E60 on the front of a train standing at the platform. WAMTA has what appears to be a 44-ton Whitcomb diesel, with a cut down

cab in their yard adjacent to Amtrak's. The couplers seem similar to those on the Metro trains.

In Baltimore, two pair of Conrail GP-38s work the freight yard. There was also a pair of wide cabs laying over in the yard. It was an interesting pair as one was an EMD and one was a GE.

A plethora of Amtrak equipment was observed at the Wilmington Shops, including, interestingly enough, four FL-9s in Amtrak livery.

We arrived at 30th Street about 10 minutes after our scheduled 8:18 arrival. Even so,

that was a fast ride. And so ended our railroad adventure.

Would I travel by train again? In a heartbeat. It is the only way to travel. It is quicker than the car, cheaper than the plane and far more relaxing and safer than either. The only thing you have to adapt to and be willing to accept is that the train schedules and station times are fluid. Don't count on being on time. Other than that, the train is definitely the way to go. I would encourage everyone to take a train trip at least once. And given Amtrak's continuous budget woes, the sooner the better. Why not try a weekend Amtrak excursion. You can

leave 30th street station on a Friday Afternoon on the Three Rivers and arrive Saturday morning in Chicago. In the summertime, you might even get around Horseshoe Curve in the daylight. After spending the day in Chicago, board the Capitol Limited on Saturday evening and on Sunday, you will be riding a superliner over Sand Patch, after a leisurely breakfast on the train. An afternoon arrival in the nation's capitol, and you can be back at 30th street on Sunday evening. Sounds like a great way to spend a weekend or maybe even view some fall foliage. That's all for now.

MARK YOUR CALENDAR -- MAY 15

Calendars fill up fast, so mark May 15th as the date of a Philadelphia Division meet at Grace Episcopal Church on Concord Pike (Route 202), Wilmington. Grace Church is less than two miles south of the PA/DE state line, and is easily reached from southeastern Pennsylvania, southern New Jersey, and northern Maryland. More detailed driving directions will be in the next issue.

The morning will feature at least two clinics:

**** A behind-the-scenes description of the creation and operation of the model railroad at the Hagley Museum.** The layout depicts the DuPont powder mill area at the turn of the century. It runs continuously when the museum is open (a maintenance challenge!), and features eighty structures scratch-built using photographs, plans, maps, and actual buildings.

**** A clinic on operations in smaller layouts.** Yes, you CAN have a lot of fun operating a small or medium sized layout! Come and share your ideas and experiences.

There will be about ten layouts available for visiting in the afternoon, all within an easy drive. The list will include the Hagley layout that is the subject of one of the clinics. Mitchell's Hobby Shop, plus a bazillion different eating spots, are close to the church where the meet will be held.

People interested in having a "sales table" should contact Roger Cason (phone 302-478-2550, FAX 302-478-3556, Email rogercason@juno.com). Charge will be \$5 per table.

New Hobby Shops added to Discount List

The Philadelphia Division is pleased to announce the addition of two new locations that give members discounts on their hobby purchases.

The first is Lin's Junction at Henning Scale Models. Lin's is pleased to offer members a 5% discount on selected items in addition to their already discounted prices. Next time you are in the shop, show your division membership card and they will be glad to give you the details. Lin's is located at 128 South Line Street in Lansdale.

The next one is Kenwood Model Hobbies. Tom Saxton has been a long time member and supporter of division activities and he is pleased to offer members a 10% discount. He can be found at numerous train shows throughout the Delaware Valley. For a schedule of shows, stop by Tom's and get your name on his mailing list.

The officers of the division appreciate the support both these shops have given us in the past, and encourage you to support them both.

CONVENTION UPDATE

*Come join fellow modelers
and their families for*

THREE DAYS OF
CLINICS, TOURS,
CONTESTS, AND MORE

BLUE RIDGE

CRESCENT 99

in the Blue Ridge Mountains of Virginia for
The Mid-Eastern Region, NMRA Spring 1999 Convention
April 23-25, in Lynchburg, Virginia

CLINIC SCHEDULE

FRIDAY

Room A

- 11:00 - 12 Often read author from *Model Railroading* magazine, Larry Puckett on model photography
- 1:00 - 2 John Johnson, kitbashing Pennsy freight cars
- 3:00 - 4 NMRA Executive Director Connie Rudder, what the national can do for you
- 4:00 - 5 Alan Meade on his award winning scratch building techniques
- 7:00 - 8 Life Like Inc. sales manager George Riley on "why we make what we make" also open for suggestions
- 8:00 - 9 City of Lynchburg museum director Tom Ledford, Lynchburg history, primer for lower basin tour on Saturday
- 9:00 - 10 Trains Unlimited owner and James River Division asst. superintendent Bill Cox on Bob Ross backdrops

Room B

- 11:00 - 12 James River Division director Don Wells on advanced DCC including sound
- 1:00 - 2 Bill Aturas on signaling and devices
- 3:00 - 4 Louis Godbold, snow scenes
- 4:00 - 5 High school history teacher and NHRS member Ed Fielding a presentation on the Virginia Blue Ridge Railroad
- 7:00 - 8 Mike Maloney on bridges and viaducts
- 8:00 - 9 Noted author and modeler Jim Six on how and why he does what he does
- 9:00 - 10 Railpace author and Canadian modeler Roy Evans on rail fanning Lynchburg

SATURDAY

Room A

- 10:00 - 11 Bill Hammer, my toy box
- 11:00 - 12 Mark Chase on scale model mockups, see what a scale model of your scale model can help you do
- 2:00 - 3 Dick Macavoy on handmade turnouts, an AP requirement
- 3:00 - 4 Bill Hammer, turpentine
- 4:00 - 5 Author and state police captain Howard Gregory on the writing and research of the "wreck of the old 97"

Room B

- 10:00 - 11 Dean Ebner demonstrates airbrushing acrylics
- 11:00 - 12 Repeat of Don Wells' advanced DCC
- 2:00 - 3 Repeat of Larry Puckett's model photography
- 3:00 - 4 Dean Ebner finishes the model from this morning and weathers it
- 4:00 - 5 Repeat of Jim Six

SUNDAY

Room A

- 9:00 - 10 Monroe Stewart on what it takes to impress Allen Keller
- 10:00 - 11 NMRA president Bob Charles "fireside chat"
- 11:00 - 12 John Johnson why you should enter the contests

Room B

- 9:00 - 10 Repeat of Alan Meade
- 10:00 - 11 Repeat of Bill Ataras

PROTOTYPE TOUR

Our prototype tour will be Saturday morning conducted by city museum director Tom Ledford on the "lower basin" two blocks from the convention hotel. Tom will walk and talk you through the history of the Norfolk and Western, the Southern and the Chesapeake and Ohio railroads and their network in the lower basin and how they made a major impact on the livelihood of the city.

Continued on next page

CONVENTION UPDATE

At the far end of the tour is the C&O Sandy Hook yard where the locals are classified. Across town is the Norfolk Southern, ex Southern Montvue yard and car shop. Nearby is the Norfolk Southern, ex Norfolk and Western, Kinney yard that can readily be seen from the expressway US 29. We are working with Norfolk Southern to have on display one of their "Operation Lifesaver" locomotives and their instruction car. Also within an hour's drive are Appomattox, where the truce to end the civil war was signed, as well as many more civil war sites, natural bridge, one of the seven natural wonders of the world, many caverns, Schuyler (pronounced, skyler) birthplace of Earl Hamner, author of Waltons mountain. There is a museum and beautiful scenery abounds.

It is unknown at this time what the schedule will be, but the Lynchburg Hillcats baseball team, a farm team for the Pirates, may be playing a home game on convention weekend. Several vineyards in the area offer wine tastings. Rev Jerry Falwell's Thomas Road Baptist Church welcomes all worshipers. The fantastic peaks of Otter can be seen from many places in and around the city. The old N&W passenger station (built of stone) in Bedford has been converted to a restaurant and currently serves a prime rib and seafood buffet Friday night for about \$15.00! At lunchtime on Saturday we are planning a fashion show in the hotel restaurant.

SATURDAY NIGHT BANQUET

The Saturday night banquet sounds like it will be scrumptious: a choice of roast strip sirloin of beef served with a maderia sauce, chicken cordon bleu, or breast of chicken stuffed with ham and swiss cheese; baked sweet potatoes or regular baked potatoes; brandied carrots; fresh fruit cup; tossed garden salad and home baked apple pie (who's home they aren't telling us). Coffee, hot tea, or iced tea (be sure to tell them if you don't want it sweet, remember you'll be south of the Mason-Dixon line).

The layouts on tour currently are:

Roy Evans - Canadian HO
Steve Blanchard - Free lance eastern signaled and CTC, HO
Bill Cox - Sunday as you leave only, Southern, Western Maryland, HO

Jean Traas - Erie Lackawanna, o scale
Aubrey Wiley - Virginian, HO
Jeff Thaxton - Union Pacific, signaled, HO

Mark Day - N&W, N scale
Tom Nelson - Maine Central, mountain division, HO

AT THE HOTEL:

Lynchburg Area Module Builders - "LAMBS" HO

Lynchburg O scale modules

Tom Riddles S scale layout

Jimmy Walkers N scale

Terry Nesbitt's HO

- Auction Saturday after the awards banquet, with Bob Charles as the auctioneer.
- A full bill of contests.
- A whole room of dealers that have exactly what you are looking for and maybe even at the price you want.
- Talk about door prizes! it looks like we have them in all scales, maybe even narrow for some of you.

LAYOUT DESCRIPTIONS

Chris Wiley's

C&O James River Subdivision

A late 1950-early 1960's model of the C&O James River Subdivision in N scale. The island style layout is under construction in a 25' x 26' room. Trains are currently running on part of the layout (between Gladstone and Reusens) with many more miles of track to lay, gallons of river water to be poured, and lots of trees to be planted. The scenery is polyextruded foam board with hydrocal rock castings and lichen covered hills. There are many completed scratch built and kit structures, with many more under construction.

Jean Raas'

Tidewater, Rappahannock & Afton Mountain RR

"My Railroad was designed to serve as a test bed for the construction of locomotives and cars that I have built over the years. The basic design is a single track loop with a long passing siding which follows along the walls in my family room. The radius of the curves was held to 72" on the outer track, and all of the track was hand laid. The layout has been invaluable

in the helping to troubleshoot both new and previously constructed equipment.

"The layout structure is sectional and features open grid construction. The individual sections of the railroad are bolted together and there are terminal strips at each joint to allow simplified disassembly if the railroad should ever be moved to another location. A plywood table top was added later to provide a nice clean working surface around the railroad (and a place to "store" things). The entrance to the layout area features a swinging gate type of bridge to allow easy walk-in access. As is typical of many O Scale layouts, the framework is of heavy construction. I have found that this type of construction provides a high degree of operating reliability and a minimum of maintenance.

"My modeling interests cover a broad spectrum of prototype railroads with some concentration on the Lackawanna and the Southern Pacific Railroads. I have built passenger trains for both of these roads. My layout also features several structures, but no scenery yet. The structures represent both commercially available kits and scratch built models of specific prototypes."

Tom Nelson's

Maine Central Mountain Division

This HO scale layout covers the Maine Central's Mountain Division from St. Johnsbury to Portland. The railroad is set in 1962 and runs first generation diesels over the 80% scenicked layout. A new section is underway to represent the port of Portland, ME.

Roy Evans'

Hamilton, Bayview & Western

"The Hamilton, Bayview & Western Railway is a fictional railroad based on the two major railroads in the beautiful country of Canada, those being the Canadian Pacific and Canadian National. The eastern terminal of the railroad is located at Hamilton, a steel producing city located in the province of Ontario. Bayview Junction, one of the most popular railfan spots in Canada is located near Hamilton.

Blue Ridge Crescent 99 Registration Form — April 23, 1999

(PRINT NAMES EXACTLY AS YOU WISH THEM ON YOUR NAMETAGS.)

Primary Registrant Name: _____

Spouse Name: _____

Children's Names: _____

Address: _____

City: _____

State & Zip: _____

NMRA#: _____

Primary Registrant (\$30 pre - Feb.1, 1999, \$35.00 after January 31, 1999) = \$ _____

Spouse \$10.00 = \$ _____

Children (under 18) # _____ X \$ 5.00 = \$ _____

Children (18 and over) # _____ X \$10.00 = \$ _____

Non-NMRA Fee (In addition to Primary Registrant Fee) \$16.00 = \$ _____

Banquet — April 24, 1999

Meal #1: Roast Strip Sirloin of Beef with Madeira Sauce

Meal #2: Chicken Cordon Bleu (Breast of Chicken stuffed with Ham & Swiss cheese)

Both Meals also include:

Fresh Fruit Cup

Brandied Carrots

Assorted Bread and Rolls

Tossed Garden Salad

Home Baked Apple Pie

Coffee or Tea

Number of meal #1's ordered _____ X \$25.00 = \$ _____

Number of meal #2's ordered _____ X \$25.00 = \$ _____

Total Amount Enclosed (Registration and Meals) \$ _____

Convention cancellations must be received by 4/9/99 for a full refund of registration/banquet fees.

Mail the top portion of this form with check payable to Blue Ridge Crescent 99 to:

Linda D. Sanders, NMRA-MER, P. O. Box 11313, Lynchburg, VA 24506 -1313

CUT HERE

Hotel Registration Form — Mid-Eastern Region of the National Model Railroad Association

Send this portion of form to:

Holiday Inn Select

601 Main St., Lynchburg, VA 24504

Phone (804) 528-2500 or Fax (804) 528-0062

Special Group Rates:

\$65.00 single occupancy

\$65.00 double occupancy

\$75.00 triple occupancy

\$85.00 quadruple occupancy

10% state and local tax not included.

Standard Accommodations — Circle One:

King Bed

King Bed

or

Two Double Beds

Two Double Beds

Two Double Beds

Please Note: If sharing rooms, only one (1) reservation form is required.

Reservation Name:

(First) _____ (Last) _____

Sharing with (First) _____ (Last) _____

Total number of persons to occupy room _____ Arrival Date: _____ Departure Date: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone Number: Day () _____ Evening () _____

Guarantee: I have enclosed a check in the amount of _____

Credit Card # _____ Exp. _____

Special requests: (i.e., smoking, non-smoking) _____

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

Nick Logothetis

(Abracadata)

2 Buck Run

Thornton, PA 19373

Mitchell's Family Store

2119 Concord Pike (202) in Wilmington DE

10% discount on train department items

Kenwood Model Hobbies

Various train shows throughout division

10% discount

Call (610) 532 2253 for details

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)

Lin's Junction at Henning Scale Models

128 South Line St.

Lansdale, PA 194446

5% in addition to already discounted prices

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: **March Meet**

Blue ridge Crescent

Amtrak Odyssey