



THE PHILADELPHIA DISPATCHER

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

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JUST "SOUTH OF THE BORDER" - THE NEXT PHILADELPHIA DIVISION MEET

The next Philadelphia Division meet will be on May 15th at Grace Episcopal Church, Route 202, north of Wilmington. Doors open at 9:00AM. There will be a brief business meeting and announcements starting at 9:30AM, with clinics beginning shortly thereafter. After a break for lunch, at least nine layouts will be available for visiting. Admission to the meet is free to Division members, clinic presenters, and layout tour hosts--\$5 for others. However, members of the MER and NMRA can join the Division on the spot for \$3, and will then be admitted free.

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

CLINICS

1. By Rad Mead--A behind-the-scenes description of the creation and operation of the HO 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 over eighty structures scratch-built using photographs, plans, maps, and actual buildings.

2. By Roger Cason--A clinic on operations on smaller layouts. Yes, you CAN have fun operating on a small or medium sized layout! Come, listen, and share your ideas and experiences.

LAYOUT TOURS

Final plans, layout descriptions, and mini-maps will be covered in a handout that all attendees will receive. However, we have commitments for the layouts listed below, with several more "possibles":

North Wilmington
Roger Cason -- HO
Charles Chandler -- HO
Ken and Larry Donahoe HO, O,
and G
Hagley Museum -- HO

Hockessin
Bruce Friedman -- HO
Don Richard -- HO

Newark/Bear
Charlie Carangi -- HO
Carl Huth -- HO
Joe Walters --HO

For directions and a map, see page 7 of this issue. This is a new meet location, but it should be very easy to find.

The contest for this meet will be passenger trains, so assemble your favorite consist and bring it along. This can be anything from a Doodlebug to the Broadway Limited! Winners will be determined by popular vote. There will also be the usual door prizes given.

Looking for Authors!

The Dispatcher is always looking for ideas for articles and features. If you have any suggestions or would like to submit something for publication, please contact the editor at the address on page 2 of this issue. Articles printed in the Dispatcher can be used towards Author Achievement Awards, so lets get that old typewriter going!

FORM 19

By Stephen F. Salotti, Editor

As the weather turns ever so slowly towards spring, and it's time to start making plans for the summer vacations, have you given any thought to how much time will be allotted for railroading, be it model or prototype? I hope that as you plan, you will allow time to do some rail-fanning and or visiting other NMRA members throughout the country.

With the coming breakup of Conrail, it's time to get track-side and start recording what will soon be one more fallen flag. How many times have you lamented not having gotten just one more roll of film, or taken just a couple more shots of that favorite prototype. With the railroad industry going through so many changes so quickly, it becomes even more important to preserve the present for future generations to use for historical research.

As a case in point, I spent Saturday, April 10th on a railroad history expedition. With the road and time period I model so far removed, it is becoming increasingly difficult to find accurate information to use. A friend of mine uncovered a source of information on a particular industry that I wanted to use on my layout, so we set a date and headed for north Jersey. The industry was the old DuPont munitions plant in Pompton Lakes, New Jersey. The local library had several folders full of information on

the plant, which has now become a DEP toxic waste site. While most of the information dealt with the cleanup, we found information on the chemicals involved, and were able to determine probable in-bound and out-bound loads. We also uncovered two panoramic photos of the plant in the time period I am modeling. This information will be very helpful as I plan the town of Pompton Lakes on my railroad.

As an added bonus, after searching through those files, we also found a book on the history of Butler, the next town up the line. This book showed all the industries of the town, plus the time period they operated in. It also had several excellent arial photos of the town, which showed the railroad and most of the major industries. We could even see freight cars on sidings and identify some of the loads on flat cars. Not bad for a couple hours in the library!

One other idea you might try is the member locator service the home office offers. For a small fee you can get a listing of NMRA members in any area of the country you are planning to visit. I have used this several times in the past, and have had the opportunity to visit members from Canada to Florida, and Maine to Kansas. Just because it's summer, it's not the time to stop model railroading!

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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: August '99. Due out approx. August 20th. Deadline: August 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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From the Superintendent

I hope everyone had a chance to visit the East Coast Hobby show this March. I certainly enjoyed seeing all the new engines coming out in the next year. The big surprise was the Athern USRA Mikado coming out this spring. Bachmann showed off their new light Mountain which will be out later this year. How about their line of tall city structures? I can't wait to get a couple of them on my layout. This has to be the best of times to be into model railroading!

It was good seeing everyone at St. Albans again this year, we had over 60 in attendance. I would like to thank St. Albans Church for allowing us to use their church hall. Thanks also to Jim Dalberg for his talk on trains in the Leigh Valley and to Dave Palmer for his presentation on Zoo Tower.

Dave Messer MMR showed us how easy it is to get Achievement certificates and we should all get more involved. He spoke in great detail about the Golden Spike Award. I thank Dave for his time and the effort that he puts into the Achievement program. If you have any questions about the Golden Spike, or want more information on the Achievement program, give Dave a call. He would like to see more Division members involved in the program.

I would also like to thank our layout hosts; Chris Yocum, StARR modular railroad, Win Gross, and Ken McCorry. Ken's Layout is featured in the current issue of Model Railroader. Congratulations Ken!

The next meeting of the Philadelphia division will be held at Grace Episcopal Church, Concord Pike, Wilmington Delaware on Saturday, May 15th 1999. Grace Episcopal

Church is across route 202 from the Concord Mall. This is about 2 miles south of the Pennsylvania State line and about 2 Miles north of Mitchell's. Our host for this meet, Roger Casson, has been working hard to provide us with an interesting program in a new location. He has also arranged for a long list of layouts for us to visit. Look for more information elsewhere in this issue of the Dispatcher.

On Saturday, September 11th 1999 we will have a joint meeting with the Susquehanna Division at the Strasburg Railroad. We will have a covered lunch at 11 AM at Cherry Lane Picnic Grove, and a tour of the railroads shop buildings at 1PM. This is shaping up to be a great Family event. Within a one-mile radius are the Toy Train Museum, The Railroad Museum of Pennsylvania, The Red Caboose Motel, and several hobby and railroad stores. So put that date on your calendar, and we look forward to seeing you there.

I would like to try a pilot program to e-mail the Philadelphia Dispatcher to members of the division who are online. This will save the division the cost of printing and postage. In addition, these members will get their copy sooner. If anyone is interested please send your e mail address to Limapilot@aol.com and put Philadelphia Dispatcher in subject. The MER local now contains advertising and I would like to know if anyone is interested in being the advertising manager for the Dispatcher.

The contest for the May 15th meeting will be Passenger trains. Congratulation to the winners of our last contest, 1st place to Sam Parker, Second place was a tie between Dave Messer and Bob Beebe. Their awards are in the mail

Jim Hart,
Division Superintendent

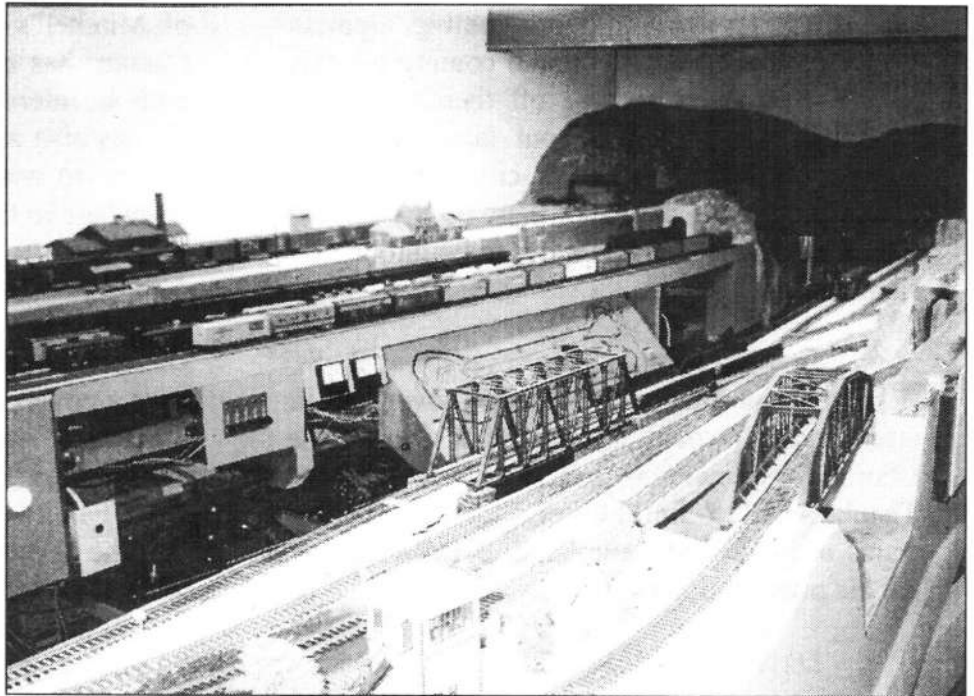
The Jersey Pacific Railroad

“A layout that features main line operation for long freight and fast passenger operation in a relatively short space”.

When we moved to Exton from Wheaton Illinois in mid-1975, one of the criteria my wife and I had in searching for our future home was a dry basement for my railroad, and a space for my wife's piano studio. We found both in our present home although the space for the railroad was less than I had envisioned. The half basement was 30 X 17 feet and had a water softener at one end, the water heater along one wall, and the furnace was free standing in the wrong place. A flight of stairs and a door to the garage were also in the wrong places, but it was dry!

I mention this because Tony Koester, the editor of *Model Railroad Planning 1998*, stated in his editorial that one should consider moving appliances when developing the plans for a layout. The Jersey Pacific is an exception. I knew that each of the aforementioned units would have to be replaced, so I made allowances for equipment changes without disturbing the railroad.

The design had its roots in my experience back in the 1930s, which consisted of an oval and two switches for a siding. I spent a lot of time imagineering that layout. I also lived along the Lackawanna at Denville, New Jersey, which was the junction of the Boonton Branch and the Morris & Essex division a few miles east of Dover. This was a great location for rail fanning because there was plenty of variety in steam and electric, passenger and freight. This combination of events led me to



design a layout for viewing, not switching or operation. Of course this goes counter to today's prototypical operations philosophy, but it is how I enjoy the hobby.

Since the layout was never intended for switching operations, there are no sidings along the approximately 180-foot main line. The double tracked L-shaped layout is approximately 30 feet long with half along a long wall and the other half a free standing island with space inside for one or two operators. Visitors can view the layout from many vantagepoints outside the operating area. A friend of mine lent me a store scanner and television monitor so I could monitor the staging of a train or two. It was and is a great idea,

and many past visitors identify me as the guy with the television on his layout. I installed rectangular deck lights to illuminate the isles, which is reassuring for newcomers and I also installed backdrop screens suspended from the ceiling to hide my workshop and storage shelving.

Technically the layout is wired as a “convertible Dog-Bone”. This allows east and west operation, which can be both continuous, loop and point to point. There are six reverse sections involving manual polarity settings. Two conventional cabs can be used for main line operation, including a large yard. A separate yard only cab can be used if desired.

A yard transfer lead is provided to dispatch or receive trains between cabs and or the yard.

The minimum radius of the main line is more than 24 inches, and 18 inches in the yard. I made up some cardboard templates that have slits at various points along the centerline of a 24-inch radius, so that when you lay the template over a flexible track curve it is obvious that it is more than, equal to, or less than 24 inches. Simple and effective. Most of the code 100 nickel silver track is flexible, with each section individually wired. Large radius curves float to compensate for moisture and temperature, with the ends securely spiked in place for alignment. Peco or Shinohara makes most of the switches, with one or two Atlas. Mechanical microswitches are used for signal displays instead of using contacts mounted on switch machines.

The idea of using single pole, double throw microswitches has not been adopted as widely as one would suppose since they are inexpensive, reliable, and easy to

understand. I have seen a few references to them in past issues of the Bulletin but not seen them on layouts in the Philadelphia region. For example, I use PRR 8-light position block signal and ground signals to indicate routes. The 8-position signal identifies which of three possible routes is set and the ground signals indicate how routes are set, a la Lionel. This drives PRR purist's nuts, but it helps operators to quickly align routes or verify how turnouts are set. Most of the routes are protected through interlocking of switch machines, but close attention is still required in several areas to ensure correct and safe route alignment. Panel mounted LEDs indicate potential polarity mismatches.

An MRC Trainpower 5, an English built Codar TEC-80 (mid-70s) that has been upgraded with a silicon transistor, and a compact handheld transistor throttle provide power for the layout. The Trainpower 5 is fitted with a tethered remote, which can be plugged in at various points on the layout. While both perform well, I'm considering upgrading

them to more modern power supplies, perhaps with radio control and sound capabilities.

Over the years changes have been made to give greater flexibility to train operations. There are three stations that are served by east and west bound trains, and a former stub ended yard now offers through service for freight and passenger trains.

Operations are usually unscheduled, but we do have fun running forty and fifty car freights and long passenger trains with a variety of motive power. Most of the diesels are Athearn and Hobbytown, while the steampower features Mantua, Bowser, and AHM. Even though this is the Jersey Pacific Railroad, most of the equipment and locomotives are PRR.

The Jersey Pacific Railroad is registered with the NMRA pike registry, No. 89-029. I hope some time you will stop in for a visit!

Jim Pond, NMRA #022952

Future Dates for your Calendar

The officers of the Philadelphia Division want you to mark your calendars now with these dates for upcoming meets. We are excited to announce some new locations and a joint meet with the Susquehanna Division.

As noted elsewhere in this issue, we will be holding a meet at a new location in Delaware. This is not the first time we have meet in this area, but we are excited to have a new convenient location, plus a very

long list of layouts for you to visit. This area of Delaware is loaded with talent, and we are pleased to have some of the finest on the tour. Mark you calendars now for May 15th.

We will be having a joint meet with the Susquehanna Division at the Strasburg Railroad on Saturday, September 11th. There will be a picnic, plus a shop tour of the railroad's enginehouse and car shops. With so many railroad-related shops and

museums in this area, there should be something of interest for every member of the division.

To wrap up this year's activity, we will be returning to Fairview Village Church of the Nazarene again on November 6th, 1999. We have no firm plans for clinics yet, so if you have any thoughts clinics you would like to see or give, contact Division Superintendent Jim Hart.

Amtrak's former Pennsylvania Main by Win Gross

Dear John,

After reading your story beginning in the September 1998 issue of the Dispatcher about riding Amtrak train No. 43, The Pennsylvania, from Philadelphia to Pittsburgh, I thought I would write to you about the railroad between Philadelphia and Lancaster.

Starting at Zoo Tower, 1.9 miles west of 30th Street Station, there are three main tracks from there to Overbrook Tower, which is located at M.P. 5.4. These tracks are No. 1 track (normal eastbound), No. 2 track, and No. 4 track (normal westbound). All three of these tracks are signaled for both directions, which means trains can run in either direction. These tracks are ribbon rail with a 60-MPH speed limit.

From Overbrook west to Paoli (M.P. 20), there are 4 tracks, No. 1 and 2 eastward, and No. 3 and 4 westward. No. 1 and 2 are signaled for eastward movements only, No 3 for both directions, and No 4 for westward movements only.

Between Overbrook and Bryn Mawr (M.P. 10), all tracks are ribbon rail except No. 2, which is jointed. Between Bryn Mawr and Paoli No. 1 and 2 track is jointed rail, No. 3 is ribbon, and No. 4 is ribbon from Bryn Mawr to halfway between Rosemont and Villa Nova, then jointed to Wayne, and ribbon to Paoli. All of the tracks have a speed limit of 70 MPH except for 4 curves, which are 60 MPH between Merion and Narberth. The curve west of Devon is 65 MPH, and the curve east of Berwyn is 50 MPH. Your train ran on the No. 4 track, or the SEPTA local track as you called it, because it stopped at Ardmore.

At Paoli interlocking, the railroad goes to 2 tracks, which are No. 1 eastward, and No. 4 westward. At Glen interlocking (M.P. 25.2), No. 2 track begins and runs west to Downs interlocking at M.P. 32.1. This track is bi-directional and cannot be accessed from Nos. 1 and 4 at Glen. There is a 30-MPH speed limit on this track from Paoli west; No. 1 and 4 tracks have a speed limit of 90 MPH to M.P. 63, which is 6 miles west of Leaman. From there all the way to Harrisburg the speed limit is mostly 70 MPH, but there are some lower limits here and there.

Between Downingtown and Thorndale there are four tracks, and three from Thorndale to Parksburg. From Parksburg to Harrisburg there are only two tracks. As you mentioned in your story, west of Lancaster the train picked up speed, but because it is jointed rail the ride is very rough and the track needs some surfacing. Since April of '98 Amtrak has been installing new ties paid for by Penn Dot. They started at Elizabethtown and are working their way east. That won't make the ride much smoother as they would have to install ribbon rail, ballast, and surface the track to really improve the ride.

I hope the above information about the Harrisburg line is of some help to you.

Win Gross

Editors Note. Since I work in the Malvern area, I frequently travel along the ex-Pennsy line discussed above. It never ceases to amaze me that the mighty Pennsy is no more, and it's former main line is reduced to only SEPTA commuter trains and Amtrak with little or no freight. How the mighty are fallen.

NS and CSX announce June 1 closing date

NORFOLK and RICHMOND, VA -- Norfolk Southern Corporation and CSX Corporation: jointly announced that they will close the Conrail transaction on June 1, 1999, and begin operating their respective portions of Conrail's routes and assets.

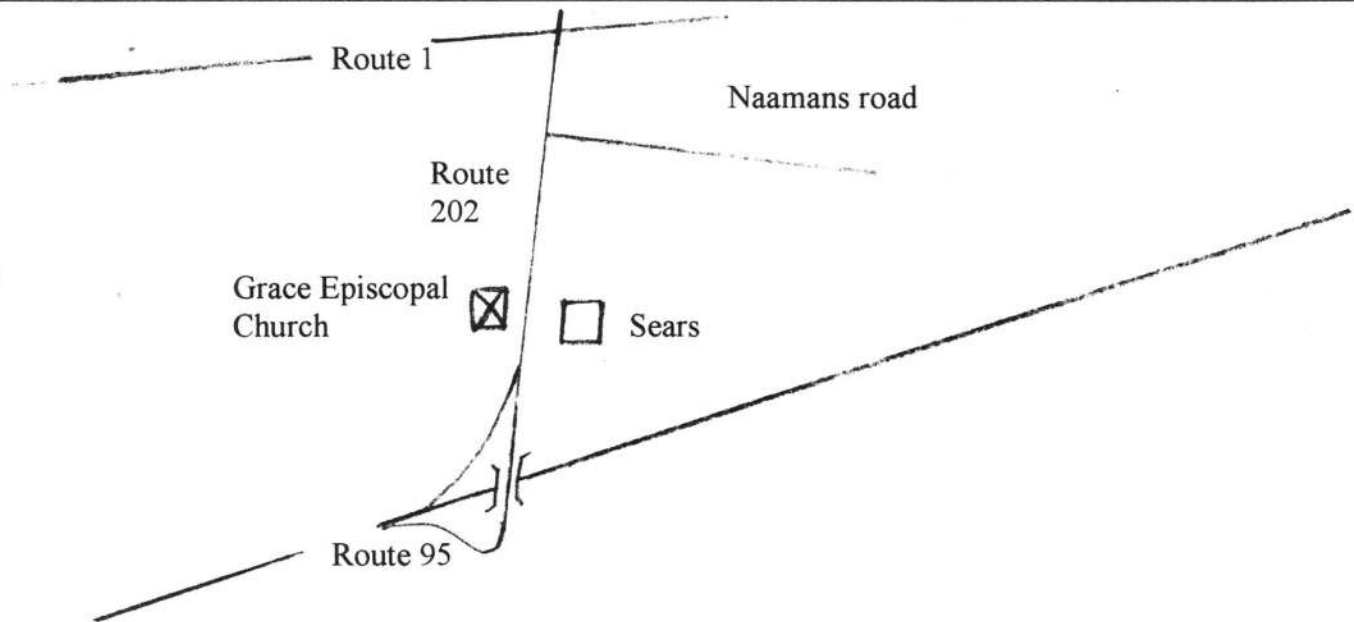
With the necessary customer service planning, capital improvement projects, employee training and labor implementing agreements now largely complete, and with computer systems integration testing under way, the June 1 date provides ample time for ensuring that post-Closing operations are seamless for rail customers and safe for employees and the communities that the railroads serve.

"Our heightened readiness will give customers, stockholders, employees and communities a high degree of confidence that our expanded system will

meet their expectations for safe, reliable rail service," said David R. Goode, Norfolk Southern chairman, president and chief executive officer. "We will avoid problems of the kind that could cause inconvenience to the public and thereby compromise expected operating and financial synergies. We want to get things right - from the start."

John W. Snow, CSX chairman and chief executive officer, said, "We have been consistent in our definition of a successful integration, and we have gone to extraordinary lengths over the past 15 months to assure success. Any other approach would have been shortsighted. We are now within a few months of beginning the new era of railroading in the East, and we look forward to the high prospects it brings our customers, shareholders, employees and the public."

DIRECTIONS FOR MAY MEET



Grace Episcopal Church is on the west side of Concord Pike (US 202) north of Wilmington. As a landmark, it is just across Concord Pike from the Sears store that anchors the south end of Concord Mall. There are two driveways into the church property. Both are accessible coming from the north; one is accessible coming from the south. For our purposes, use the door to the parish hall that is on the north side of the church. There is plenty of parking space. There are two parking lots available -- a small one on the north side by the door to the parish hall, and a much larger one on the south side.

VIA US 202 FROM THE NORTH -- From Pennsylvania, take US 202 south into Delaware. Just beyond the state line, note a sign that says, "Welcome to Delaware-Home of Tax-Free Shopping." Grace Church is 1.1 miles south of this sign, on your right.

VIA I-95 FROM THE NORTH -- From Pennsylvania, take I-95 south into Delaware. At the state line, there is a three-way split -- I-95, I-495, and Naamans Road (State Route 92). Stay to the right, and take the exit to Naamans Road. At the top of the ramp, turn right (west) on to Naamans Road. Go 4.9 miles to the Concord Pike (US 202). Turn left (south) and go 0.5 miles to Grace Church on your right.

DIRECTIONS VIA I-95 FROM THE SOUTH

Take I-95 north toward Wilmington. In the city of Wilmington, take the right exit to Concord Pike (US 202). From the point where the exit ramp from I-95 merges with Concord Pike, go 3.5 miles north. Turn left into Grace Church (opposite the Sears store).

HIGH SPEED TRAINS TOO WIDE

An article by Don Phillips in the January 7, 1999 edition of the "Washington Post" reports that Amtrak's newly developed Northeast Corridor high speed tilt trains were built 4 inches too wide and will be unable to negotiate some curves along the Boston-New York route at maximum speeds. According to Phillips, "The previously undisclosed problem means that Amtrak will have to speed up as much as \$12 million in track and clearance projects in order to maintain a new

three-hour express schedule between New York and Boston." The Washington Post reporter quotes David J. Carol, Amtrak's vice president for high-speed rail, as saying "there may well be legal issues" with the manufacturer, Bombardier Inc. of Montreal, but the project will not be delayed." Apparently the train will be unable to tilt the planned 6.5 degrees "clearance envelope." Meanwhile Bombardier says there is no problem.

Discounts for Division

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.

Kenwood Model Hobbies

Various train shows throughout the division
10% discount
Call (610) 532 2253 for details

Iron Horse Hobby Shop

60 S. 6th St. in Reading
10% discount with \$10 min purchase

Nick Logothetis

(Abracadabra)
2 Buck Run
Thornton, PA 19373
(610) 399 3469

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)

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

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Do you need to renew?

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