

THE PHILADELPHIA DISPATCHER

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

May 2001
Volume 8, Number 2

The Philadelphia Division is pleased to announce that we will be conducting a meet on Saturday, May 12th at Saint Albans Church in Newtown Square PA. Saint Albans Church is located on Route 252 just North of Route 3. See the map elsewhere in this issue of the Dispatcher.

The meet will begin at 9:30 A.M. with clinics starting at 10:00 A.M. We hope all Philadelphia Division members will plan on attending the first post convention meet to here a wrap up report on the just concluded Keystone Junction convention. All attendees had a great time, so if you didn't come, stop in to hear what you missed!

Our clinicians at this meet will include Win Gross. Win will take us on an historical slide presentation on the mighty Pennsylvania Railroad during its last days. This presentation will include a variety of shots from the late 50's and 60's taken at various locations around the companies far-flung system.

Win spent many years working for the Pennsy and its successor companies.

Also on the schedule will be Tim Palmer. Tim will present his clinic on "Rail-fanning the Delaware Valley". This interesting presentation, given for the first time at Keystone Junction, includes shots from all over the greater Delaware Valley, showing where you can go to see great prototype action. We are still looking for another clinician to fill out the schedule, so if you'd like to be included on the schedule, call Tim Palmer at the number listed elsewhere in this issue of the Dispatcher.

The contest for this meet will be Photos, both prototype and model, with a prize given to the winner in each category. So bring out some of those photos you took during Conrail's last days, or even shots from long ago or just last week.

We will be continuing with our Division Raffle. Tickets will be available for \$1.00 each, with the drawing to be held at the same time as

the door prize drawings. If you have any surplus items you would like to donate to the raffle, please contact the Editor at the phone number listed elsewhere in this issue.

At the conclusion of the meet, there will be several layouts open for your viewing pleasure. Please take the time to visit as many layouts as possible, and express your appreciation to your hosts. There are also numerous restaurants in the area of the meet for you to get lunch. We hope you will plan to come to this first post convention meet.

Looking for Ideas!

The officers of the Division would like to receive your feedback. Are there topics you would like to see covered by clinicians, or are you able to provide us with a meeting location we have not been to yet? How about a layout that has not been on the open house list yet. If you can help us with any of these areas please see one of the officers at the next meet.

It just doesn't seem possible that the convention can have come and gone so quickly. After all the hard work, laughter, and fun, what do we do now? Well, how about let's get started on a National, any takers?

Believe it or not, we are moving ahead with plans for the Division to host the National convention in 2006. We have filed our official bid, and plans are underway to make a presentation at this years convention in Saint Louis. If you are planing on going to the Saint Louis this summer and would like to help out with the presentation, please see John Nawn or Tim Palmer. I'm sure they will welcome any help you can give.

One of the best parts of being a member of the NMRA is the fellowship found among a group of members, even total strangers. During the convention, I ran a Friday night session for the Operations Callboard. I don't think any of the 10 people that descended on my basement knew each other except for one or two. But this diverse group, with all levels of experience from newbie to experienced operators set right to the task and worked together as a team to run not only a full session, but also to restage the railroad for the next days session. We had so much fun, that they didn't want to leave! We ran from 8:00 P.M. until 1:00 A.M! I believe that is the

longest session I have ever held.

Among the attendees at one of my sessions was Richard T Bradley. Anyone remember that name? Richard was the founder and first Superintendent of the Philadelphia Division in 1968. For a brief view of the Divisions history, see Bob Beebe's article on page 5 of this issue. Do you know any of these founding members?

Charter Members of the Philadelphia Division

1. Richard E. Bradley
2. John J. Kennedy, Jr.
3. Hugh T. Jenkins (deceased)
4. Richard M. Auris
5. Louis Godbold (New Jersey Div.)
6. Albert J. Pfeiffer
7. Daniel J. Korwin
8. Leo G. Kelly, Jr.
9. James L. Maurer
10. D. S. Van Sloyk
11. Richard Jahn
12. Neil Bent
13. Andrew J. Hart
14. Joseph E Reeder
15. John Johnson
16. Peter D. Hoagland
17. Jamison Hurst

Where are they now?

If you see any of them (I know that at least one of them is still a member), thank them for their work in pioneering a new Division. What are we going to build on the foundation they have laid?

Happy Railroading!

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Editor

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Collegeville, Pa, 19426
(610) 489 1940

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: Sept 01. Due out approx. Sept 1st. Deadline: August 15th.

Membership: \$5.00 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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Chattanooga, TN 37421-2119
(615) 892-2946
Dues: \$34.00 per year

SUPERINTENDENT'S REPORT - MAY 2001

It's over! Keystone Junction 2001 was a great success! We have received numerous positive and constructive comments from those that attended. We have also received positive feedback from those that presented clinics and our tour hosts.

I need to publicly thank my staff members for providing outstanding support. The clinicians did an exceptional job imparting their words of wisdom and knowledge. The Sheraton Great Valley staff went beyond the call of duty ensuring everyone enjoyed their stay (even the extreme

carpet cleaning in Eric and Kevin's room). And we want to thank you the attendees - who came, enjoyed, and participated to the fullest. I'll write more on the convention elsewhere in the Dispatcher. Again, my hat's off to everyone!

Okay, back to business. By the time you read this, the May Meet will be finalized. We have several great clinics lined-up and a few layouts to visit (maybe we can get some throttle time in). As always, we're looking for some new faces.

See you at St Alban's.

Timothy J Palmer, Superintendent
Philadelphia Division

Philadelphia Division Membership Information

From time to time we get requests about how to join the Division, and what a subscriber is. In order to help clarify the issue, the following is a brief comparison and explanation of each.

Division Member: Holds both NMRA and Mid Eastern Region NMRA memberships. This entitles them to full membership, which includes the right to vote in Division elections, and to hold office in the Division. It entitles the member to free access to all Philadelphia Division functions (with the exception of conventions), plus your division membership card is good for discounts at participating hobby dealers (worth the cost of membership). Cost of Philadelphia Division membership is \$5.00 per year.

Subscriber *: A subscriber is an individual that is not both an NMRA and MER member, and is not able to vote in Division elections, or hold any office. Cost for a Subscriber is \$8.00 per year (for the Dispatcher), plus admission to Division meets costs \$3.00. There is no membership card, and hence no discount at participating hobby shops. While Subscribers are welcomed, we hope that all will decide to join both the NMRA and the Region.

Name _____ Scale _____

Address _____ Layout _____

NMRA # _____ MER # _____

* Subscriber: While the main reason to require a differentiation between members and subscribers is insurance carrier related, it is also common for most fraternal organizations such as the NMRA to have the same conditions. The Philadelphia Division welcomes all subscribers, but will be glad to help any that are interested to join all three organizations. Please see any Division official for more information.

Keystone Junction 2001 - Success!!!

After months of planning, Keystone Junction 2001 was finally underway on March 29, 2001. As usually happens, the weather was questionable. A total of 300+ attendees came through the doors to join us and enjoy the presentations.

Over 45 clinics were presented, with the average attendance at each around 20. The overall number one clinic was one presented by perennial favorite, John Armstrong. John's clinic drew 80 attendees, showing the strength of his presentation skills and the depth of his knowledge. All were thoroughly delighted by it. The variety of the material presented, ranging from 1=1 scale down to N-scale, ensured a balance between real to model.

Prototype tours were equally well attended. The winner for the most adventuresome attendees was the trip to Amtrak 30th Street Station and CETC. Over 45 railfans were given a lecture about the control area, as well as the procedures concerning train control on the corridor between Philadelphia and Washington. The transportation to and from 30th Street Station was via the R-5 route on SEPTA. Highlights for the trips were seeing the towers along the way and going through "ZOO" interlocking. Our thanks to Charles Duld and his crew for being such great hosts. The other tours fared just as well. The PECO Eddystone power plant tour included a ride around the yard on the

switcher, with the crew answering as many questions as the railfans could ask. New Hope & Ivyland provided some steam fun, with four of our folks enjoying a cab-ride. Frazier Shops and Lukens were well attended and enjoyed by those that went. Our thanks to all the crews at each of the locations - without them, we would have to just sit at the side of the road and watch.

The Operations Callboard was another of the successes, even with some last minute alterations. Seems some of the operators didn't want to leave at the appointed time, and arrived back at the hotel at "o-dark thirty". Our heartfelt thanks to the families who were gracious enough to open their homes to us, and allowed us to stay and play.

For all of those layout tour guides/superintendents, we wish to give you thanks. Thanks for providing guidance on your railroad, and fellowship to those that stopped by for a visit. Everyone provided positive comments.

Last, but not least, I'd like to thank those that provided their time as volunteers. No event will ever happen if not for them. THANK YOU!!!! It certainly made my job easier. Hopefully, we'll see you in either St Louis or Lancaster. This was one heck of a way to start off the new millennium. Thanks for coming to the show!

Timothy J Palmer, Chairman
Keystone Junction 2001

A Thank You note from Mike Hazzard

Philadelphia Division member Mike Hazzard sent me E-mail asking me to express his thanks to all the Division members that came to his open house during the convention and for all the positive feedback he received. This is a great example of what should happen at open houses. Please remember to thank your host for allowing us the pleasure of visiting their layouts and homes.

Editor

A Brief History of the Philadelphia Division by Bob Beebe

It was some time in 1968 that Richard Bradley began an effort to start a division within the Mid-Eastern Region. He obtained information from the MER and the NMRA as to what was required to start a new division. The information he received indicated that he would need the following:

1. A petition to the Directors of MER, signed by three temporary officers of the new division.
2. A roster of at least ten members with NMRA and MER membership numbers of each.
3. Proposed By-laws.
4. Geographical area to be covered.
5. Proposed name of the Division.

An organizational meeting was held on May 7th, 1969 at the Abington Model Railroad Club. At that time the club was located in the basement of the Hatboro Bowling Lanes. The proposed charter was refined at this meeting. The petition to the MER was also circulated and twelve signatures were obtained.

During the MER Convention in May at Easton, the Charter was approved as written and granted. The Philadelphia Division would be Division #3 following the New Jersey Division (#1) and the Dixie Division (#2).

On June 17, 1969, a meeting was held at the Greater Northwest Model Railroad Club to formally elect officers for the division. Candidates were as follows:

Superintendent - Richard E. Bradley
Asst. Super. - John J. Kennedy, Jr.
Chief Clerk - Hugh Jenkins

There is no record of any nominations being made from the floor, so the candidates were elected without opposition. A By-law to the Charter was passed setting dues at \$1.00 per year.

In the meantime, John Kennedy had been designing a cloth patch for the division. By the end of July 1969, an order was placed with M.B. Austin in San Mateo, California for 228 3-inch patches.

During 1970, Superintendent Bradley submitted meeting notices to the NMRA Bulletin, the MER Local, Model Railroader and Railroad Model Craftsman, in the hopes of increasing membership. At the June business meeting, Jack Kennedy submitted his resignation as Assistant Superintendent as he was

moving from the area. The resignation was accepted and Louis Godbold was appointed to fill the unexpired term. By the end of December there were 35 dues paying members in the division.

The year 1971 saw a change in leadership with the election of Paul Jensen as Superintendent, Louis Godbold as Assistant Superintendent and Art Outten as Chief Clerk. By the end of the year, membership stood at 77.

During 1972, four meets were held; three at the Park House in Conshohocken and one at Schuylkill Valley Model Railroad Club's new location. Membership in the division has almost reached 100.

Elected Superintendent in 1973 was Art Outten, Steve Russell as Assistant Superintendent and Lorna Loveland as Chief Clerk. Later in the year, the Logan Club was hit by vandals and was demolished. All equipment was stolen. The group was still together but was not to re-open in the same location.

Allen Underkofler became Chief Clerk in 1974. A division meet was held in October at the new location of the Logan Club in Souderton. About 65 members attended the meet.

Jerry Powell was elected Superintendent in 1975 and Allen Underkofler was reelected Chief Clerk. (No information could be found as to who was the Assistant Superintendent). Meetings during the year were held at the Abington Club, Schuylkill Valley Club (twice), Normont and the Park House (twice). The annual auction was held in May at Schuylkill Valley. The December meet saw the dues increase approved to \$1.50 as a result of the postage increase.

The bicentennial year, 1976, saw the MER Convention held in King of Prussia and hosted jointly by the Normont and the Schuylkill Valley Clubs.

Bill Davis, Steve Wolfhope and Bob Beebe were elected Superintendent, Assistant Superintendent and Chief Clerk respectively in 1977.

After 1977, my recollection of the Division is hazy. The following individuals served in these positions, but exactly when, I'm not sure. A review of the records on hand may help set the record straight.
Superintendents: Paul Backenstose, Ellen Oxhandler, Bob Beebe, John Nawn, Jim Hart and Sam Parker
Asst. Superintendents: Bob Beebe, Steve Salotti
Chief Clerks: Mike Hazzard, Eric Dervines

Track Wire Connectors by John Farquahar

My usual procedure on the KeyStone KISS is to run feeders to the track AFTER the track has been laid and blocks designated (See previous Dispatcher article on gapping). Seems I am always deviating from THE PLAN...is that because the plan falls short or a better idea burgons forth? "Steadfast, but loose," that's my motto!

At any rate, I discovered Atlas has a nice product that aids in this solution: track connectors with feeder wires attached all ready yet. Can't get any better than this (if you plan ahead). The reader has surmised that I lay ready-made track, Atlas code 100, in this instance.

Sooooooooo...

As I was doing the gandy dancer thing in Hyde Park (STORAGE track to you old timers, STAGING is now the chi chi term), I went to the drawer, and guess what? NO! I repeat no Atlas connectors with feeder wires. How could my computer inventory program fail me so? (Just kidding) Oh my gosh! I'll have to make my own. Goodness gracious me!

TA DAH!

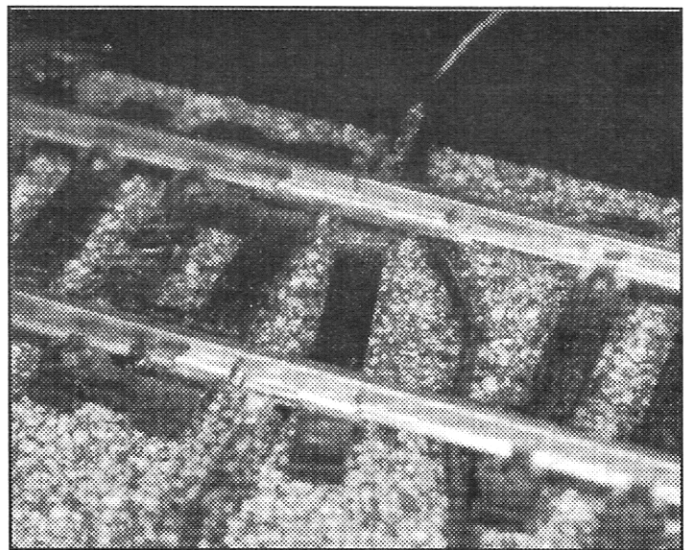
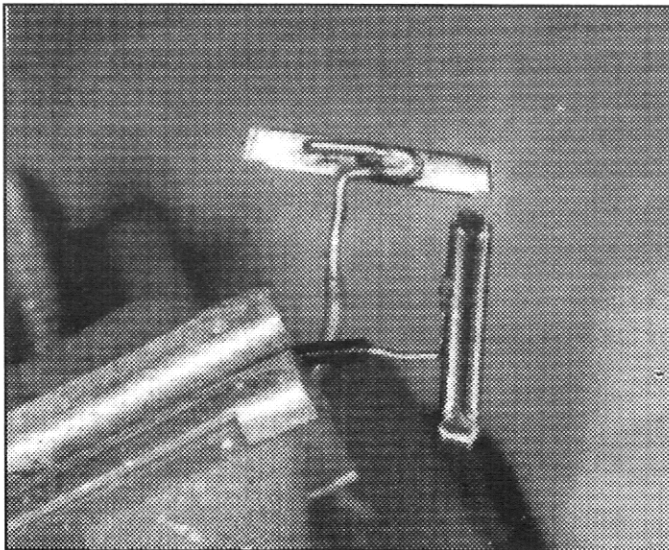
Of course: the old soldering iron, solder, feeder wire,

connectors (anyone's will do but I used Atlas), a third hand (preferable non-human...burny, burny, burny), a steady hand and I'm off to the races. To make a long story short, it's a piece of cake. Nock-offs can be produced by the hundreds if not the thousands in no time at all (I only need five...does that odd number boggle your mine?).

A couple of hints:

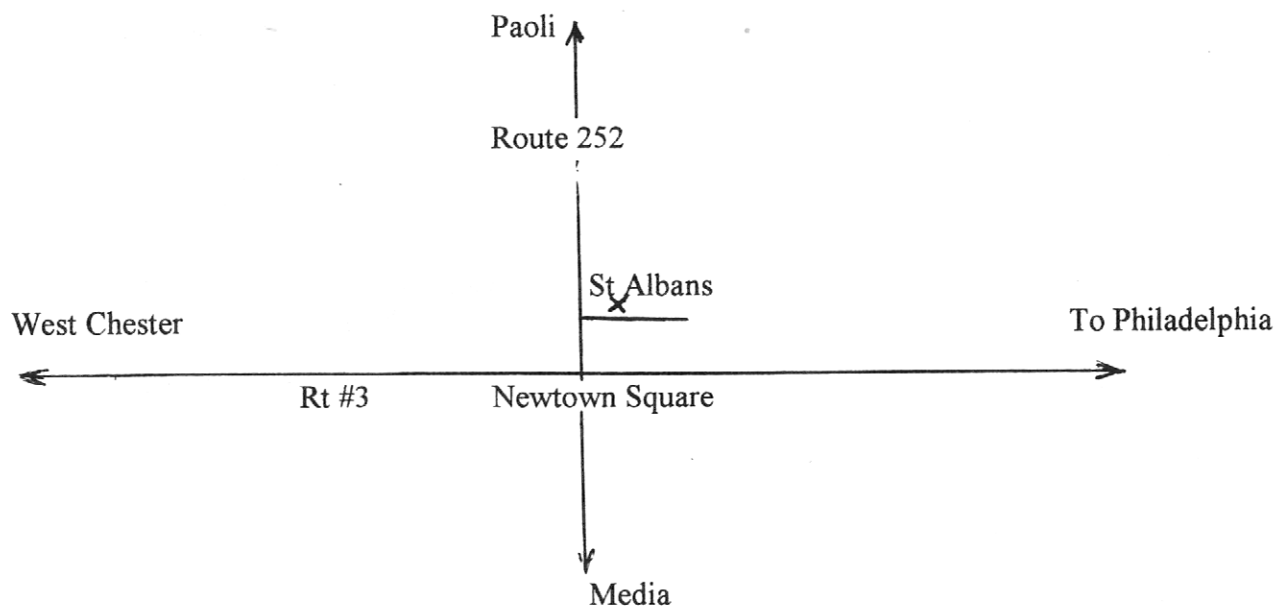
1. Pre-solder each piece to be joined, i.e. the back of the connector and the stripped end of the contoured feeder wire. (And of course we all know that we have to start with a well tinned tip)
2. As the pieces are held together in contact, the hot iron is touched to flow the solder. Of course my other motto is, "If a little will do, a whole lot more is better."
3. Once the connector is placed and the two rail ends are joined, DON'T solder the rails at the connector. You wanted an expansion joint at this spot anyway, RIGHT?!

Hmmm! Where did this loose wire go? What no power to Hyden Siding track #4? I knew I should have never left Lionel.



Editors Note: John served Keystone Junction as our Clinics Chairman, and did an excellent job lining up what I feel was one of the best selections of clinics at any Region convention I've ever attended.

Map to Saint Albans



Some dates for your Summer and Fall Planning!

May 12th: **Philadelphia Division Meet** at Saint Albans Church in Newtown Square. Meet starts at 9:30 A.M. Clinics, contest, and Layout tours.

May 19th. **New Jersey Division Meet.** Christ Presbyterian Church, Klockner Road, Trenton, New Jersey. Clinics and meeting start at 9:00 A. M. Layout tours run from 1:00 P.M. until 4:00 P.M. Contest is Resin/Craftsman kits.

May 18 - 20: **NER Spring Convention:** Cromwell CT. For more information see the NER Region Web page, or contact John Campbell, Registrar at: 860-568-5075

June 2: **New Jersey Division.** Garden Layout Tour.

Locations throughout Southern New Jersey. 10:00 A.M. until 3:00 P. M. Maps will be provided.

June 23 - 24: **Timonium Train Show:** Great Scale Model Train Show, Timonium Maryland. For more information: 410-730-1036 or visit their Web Site at: www.gsmts.com

September 22nd: **Philadelphia Division Meet,** Fairview Village Church of the Nazarene, 3066 Germantown Pike, Fairview Village, PA. Meet starts at 9:30 with clinics, contests, etc, with layout tours starting at 1:00 P.M.

September 22nd: **New Jersey Division Meet** Deptford Municipal Building, Deptford, New Jersey. Clinics and

Meeting at 9:00 A.M. with layout tours in the afternoon from 1:00 P.M. until 4:00 P.M.

Sorry guys, we really do try to schedule our meets on different dates, it just doesn't always work out that way. There are just not enough weekends in a month.

October 5 - 7 **MER Fall Convention,** Lancaster PA. More information will be following in the Local and the Dispatcher as it becomes available.

To get your event included, in future columns please send the information to the Editor. Closing dates for following issues are listed on page 2.

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.

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

(Abracadata)
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 O & G 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? If the date on your mailing label is highlighted, please renew promptly. Thank you for renewing promptly.

