



# THE DISPATCH

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



May 2014

[www.phillynmra.org](http://www.phillynmra.org)

Volume 21, No. 3

## June Meet to Feature Ops

On Saturday, June 7<sup>th</sup>, we will be at the St. Alban's Railroad Fellowship located in Newtown Square, PA. We will be holding our annual division business meeting which will include the election results for the 2014 election. After a short break we will begin our main focus for the day, which will be on operations.

Rob Hinkle will be presenting an "Operations Bootcamp" program, which will cover some of the ops basics and then move on to more advanced topics. This clinic has been presented in other divisions and regions and also at the national convention in 2011. The major topics covered during the presentation will be:

- What is Operations?
- Car Forwarding
- Paperwork
- Car Cards/Waybill Systems
- Switching
- Train Control (Dispatching)
- Train Routing
- Modeling Railroad Jobs
- Signaling and Communications
- Layout Documentation
- Getting Started and Having Fun

After the presentation and a lunch break, the railroad run by the fellowship will be open for an operating session. It is hoped that a large number of attendees of the clinic take the opportunity to run on the layout during the operating session. Attempts will be made to pair new and experienced operators together so that everyone can have an enjoyable time.

If you are interested in operating on the layout, please contact Rob Hinkle ([robhink@comcast.net](mailto:robhink@comcast.net)) with a subject of "June 7th Ops Session," this will allow us to plan out the number of jobs and trains to run that day.

If you are planning to operate with us and have a Digitrax throttle please bring it with you. The layout is also setup with JMRI and Wifi Throttle so a smartphone with WiThrottle (iOS) or Engine Driver (Android) programs can be used as well for train control.

Additionally the layout uses FRS (Family Radio System) radios for communications between the train crews and the dispatcher/tower operators so if have one

or more please bring those along, as well.

We are looking forward to sharing the knowledge of operations with everyone in the division.

## Election Extra Mailed to All

All division members should have received *The Dispatcher* "Election Extra" by the time this issue is posted. The board of directors decided to mail the ballots using US mail to guarantee that all registered members received a printed ballot. The issue has also been posted online at [phillynmra.org](http://phillynmra.org). If you did not receive a ballot, either print one out or notify the clerk. Ballots may be mailed to the clerk or brought to the business portion of the June 7<sup>th</sup> meeting. As per Roberts Rules of Order, nominations may be submitted from the floor. The results of the election will be announced at the meeting.

## Another Successful RPM

The 2014 version of the Railroad Prototype Modelers – Valley Forge is now history. By all accounts the meet was another smashing success, breaking previous attendance records. Detailed coverage is provided on page 3 of this issue.

## Hoppers Almost Sold Out

The Kadee HO Reading hoppers sold very well at the RPM and the past few months via mail order. If you're still interested in acquiring any, this is the time to act.

## Philly to Help with MER 2015

The New Jersey Division will be officially hosting the MER 2015 convention and the Philadelphia Division will be assisting them in the planning and execution. Anyone interested in participating should please contact a member of the board.

### Welcome to Our New Members

William Hale	Donald Rowe
John Jastrzrbski	David Schmidt
Ed Lester	Peter Silverman
Charles Kochanski	Robert Stern
Ted Fort	



## From the Editor...

It was time! I had been working in fits and starts over the past year toward completing the requirements for three AP certificates.

I had already earned the AP volunteer certificate by working within the division as an officer and as editor of *The Dispatcher*.

A visit in 2011 by our AP coordinator, Dave Messer alerted me to the fact that I was also well on the way to certificates in civil engineering, electrical engineering and scenery. Brian Good, the chairman of the AP committee, brought me up to speed on how the judging worked and also offered encouragement. I studied the requirements on the NMRA website and decided to get going on all three.

The last hurdle for the civil engineering certificate (handlaid trackage) had been completed in February, so I sent in the necessary paperwork and forms. Knowing my own penchant for having too many irons in the fire at once, I decided to finish the engineering certificate first and followup soon after with the other two.

I was intimidated by the prospect of having my work evaluated by a master model railroader. That was to be a first. I am building an ambitious layout but don't yet consider myself an accomplished modeler by any means. I have never entered any model in any contest and have been in awe of those who do. How would I measure up?

Upon receipt of my paperwork, I was quickly emailed by Dave Messer to set up a visit. I was ready but didn't know what to expect. The areas to be evaluated were identified and given a final once over to correct a few last minute gremlins.

The actual visit was a pleasure. Dave worked from a checklist and moved from project to project in a thorough yet informal manner,

checking with his NMRA gauge as he went.

Trains were run through the areas specified in the requirements to his satisfaction. He evaluated and scored my work as he went, using the rubrics designed for the AP program.

Throughout the process, he offered much encouragement both for the certificate being judged as well as for the others in progress.

He did identify some items that could use improvement and suggested solutions. This was done in a positive and supportive manner.

He congratulated me, and within 24 hours after he left, the certificate approval was on the way to national. I was relieved to say the least and also felt good about the entire process.

A week later, Dave contacted me with a followup email encouraging me to finish my wiring diagrams for the electrical certificate, which will be complete after their submission. It was nice to feel the support from both Dave and Brian throughout.

So... 2 AP certificates are finished, and 2 more are close. The remaining 3 (of the necessary 7) are still far off. My motivation however, is gaining momentum. With each and every step comes a new learning curve, but that's what it's all about!

I was told that the process is all about challenging oneself, learning and developing skills.

I can now say that it is indeed that, and also much more. I highly recommend the program to all.

See you in June, Earl

**Editor's note:** A major thrust of the division board for the current year has been to encourage the many already fine modelers in the division to work on their AP certificates. The pace has picked up as evidenced by the AP article on page 7 of this issue. Don't hesitate to take advantage of all the help that is available!

## THE PHILADELPHIA DISPATCHER

Official Publication of the  
Philadelphia Division  
National Model Railroad Association  
[www.phillynmra.org](http://www.phillynmra.org)

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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. The editor reserves the right to, when necessary, paraphrase small portions of the text in order to fit the space available.

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This past March 28<sup>th</sup> thru the 30<sup>th</sup>, the Railroad Prototype Modelers–Valley Forge (RPM-VF) convened at the Desmond Hotel in Malvern, PA. Every other year, the RPM-VF Host Committee, a group of dedicated model railroaders, many of whom were former Philadelphia Division board members, led by Paul Backenstose, put on a feature-filled meet that covers an a staggering variety of



model railroading with a nod to prototype fidelity. The NMRA Philadelphia Division continued its role of supporting sponsor since the first RPM-VF was held back in 2004.

Space does not do justice to the breadth and variety of activities. The meet really began with several area op sessions on Thursday evening and daytime Friday. From Friday, all day Saturday, through Saturday evening and Sunday morning, there were over 65 clinics. Central to the meet was the model display room featuring some incredible modeling and in various scales. There were several vendor rooms for various manufacturers and historical societies, all in concert with the prototype model theme.

In the tradition of all of our model railroad meets, many area layouts were open Sunday afternoon. These layouts featured aspects of prototype model railroading that allowed the attendees options to either “railfan” or seriously study some great, model railroad layouts in action.

A few highlights included the debut of the Reading XAD automobile box car HO scale resin kit that was instigated by division and RPM committee member Dick Foley, and developed in conjunction with Funaro & Camerlengo. Proceeds from the sale will be donated to the Reading Company Technical & Historical Society. Ralph DiBlasi demonstrated freight car weathering techniques and Dave Ramos built trackwork using Fast Tracks tools. Various railroad communities were represented in clinics involving the Reading, B&O, Conrail, Ma & Pa, EL, P&LE, and PRR to name but a few. Clinics on DCC programming, modeling industries, regional railroads, and modeling structures rounded out the program.

Within the division, sales of the remaining Reading hoppers were brisk and they are nearly sold out. The

division also circulated a proposal to provide a craftsman kit to be discussed in a future edition of *The Dispatcher*.

Once again there was a record attendance of over 300 model railroaders placing the VF-RPM almost on a par with the Naperville and Cocoa Beach RPMs. It was possible to bump into, meet, and share all things model railroading with folks not only from our division or region, but modelers of regional or national renown. Many attendees mentioned feeling recharged and inspired after the RPM to go back and work on their own projects with renewed energy.

For those of you who have asked or are curious; the “Railroad Prototype Modelers” is a movement within the larger model railroad hobby going back to the early 1980s and is intertwined with the NMRA though not a SIG (Special Interest Group) but more informal. The RPM promotes prototype modeling in all eras and strives to develop greater knowledge, understanding, and mutual support of prototype railroading and prototype modelers. Meets are organized in a way that encourages accurate craftsmanship, sharing of techniques, historical fidelity and prototypically accurate model railroading. While there is an official group, the Railroad Prototype Modelers (RPM) who encourage these kinds of events, the RPM-VF Meet was developed in the context of our division and region.

We are grateful and wish to thank the RPM-VF Host



Committee, the clinicians, vendors, those folks who opened their layouts for visitation or operations, and especially the modelers who brought and shared some wonderful examples. We had a wonderful time. Next year the RPM will rotate to the Pittsburgh region as the “RPM-East.”

Our next meet scheduled for Saturday, June 7, will be held at St Alban’s Church in Newtown Square where we will conduct our annual business meeting and get some basics going in operations. The St Alban’s RR club has graciously offered their layout and our ops crew is planning an interesting program. We hope to see you then!

View more RPM photos at [phillynmra.org](http://phillynmra.org) or [CLICK HERE](#) if viewing online



## INTRODUCTION...

There are many and varied opportunities to participate in model railroading in the Philadelphia Division. Many participate in the privacy of their own homes and others are members of area clubs (both indoor and outdoor) with large layouts. Some have no layouts at all yet fully participate in area operations sessions.

For many modelers however, greater satisfaction is gained by displaying their modeling at public shows. They delight in bringing the hobby “out there” to be seen by many who might be otherwise unaware of the extensive modeling activity in the area.

These modelers commonly belong to modular groups, which pre-agree on sets of standards to allow interconnection of their module efforts when displayed jointly.

Many sets of standards have been used over the years to meet the needs of various interests, scales and gauges. For many years, N-trak and HO-track have been well known for their use of rectangular modules. Newer standards, such as Freemo allow more flexibility with the size and shapes of modules. All have one thing in common, and that is a highly defined method of standardizing the connection points at the ends of their modules, as well as a set of electrical standards defining common systems and wiring methods. Other standards, such as rail height, turnout sizes and control, and scenery themes are also standardized within groups.

The final results show proudly at the various shows in the area. Modular model railroading is indeed alive and well in the area. Multiple groups/clubs commonly set up extensive displays of their modules and run them continuously throughout a weekend (or longer) show or NMRA event.



What is not commonly seen, however, is the extensive planning and organizing which occurs in the weeks and days prior to a show. The 24-hour period immediately before a show usually is the

most “active” with the display going from nothing to something very rapidly. This “choreography” of specialized labor is amazing to observe, and that is just what *The Dispatcher* did.

As editor, I was invited by the Allegheny Western Lines modular club to report on and help with the setup process at the recent Great American Train Show held at the Oaks Convention Center January 17th to 19th, 2014.

My host, AWL member Art Galloway, met me the day before the show and quickly handed me off to the setup crew. What follows is my description of the above-mentioned “final 24 hours.” Needless to say, I was amazed at the amount of work involved, both in the pre-planning process, as well as the physical labor required.

## PRE-PLANNING...

The AWL club assigns one of its members to act as coordinator of each show. The coordinator or “show boss” for this show was Brad Hemmerle and his knowledge of the modules, both club owned and member owned was extensive to say the least. His job started many days before the meet and entailed polling the membership to see who would be participating and coordinating the transportation needs of the modules and supervising the labor force responsible for setup the day before the show. The ongoing communications with the members and coordination of arrival times also fell under his purview. Contacting the management of the show to negotiate the necessary space was chairman Chris O’Brien’s task and the job of surveying the space in advance and preparing a CAD diagram of the module setup belonged to Paul Lebie dzinski.



Although all of the clubs modules are interchangeable, there must be a plan to allow for proper placement of corner modules and to allow the modules to form a loop to allow continuous running during long, show hours. The AWL diagram was a complete roadmap for the assembly of the expected modules customized for the Greenberg show. All participating members were sent the diagram in advance and/or presented with a copy upon arrival.

In addition to the physical proposed layout, the electrical gurus also preplan the division of the layout into electrical power districts in advance.

Additional photos can be found in the online section...

## THE EARLY HOURS....

Beginning at 11am members started showing up with their modules and supplies. An amazing array of vehicles, including pickup trucks, vans, and trailers pulled into the building and right up to the layout area. In addition to the modules, worktables, food tables, tool carts, structure and rolling stock boxes, stools, electrical cabinets, and an



assortment of related equipment soon filled the center of the work area. More vehicles and members arrived throughout the morning adding additional materials.

Under the coordinator's supervision, modules were laid on the floor in approximate positions per the plan. Clamps and legs were soon laid out next to the modules as needed. Members and guests alike freely moved around helping each other as needed.

The author was put to work raising the modules and inserting the legs into the pockets provided. As modules were "raised" they were loosely clamped to each other in preparation for leveling. Needless to say, the convention floor was far from level, and many legs had to be raised or lowered using the threaded adjustment feet built into the bottom of each leg. The use of a custom made "height gauge" was a real help throughout this process. After repeatedly getting up and down off of the floor, the author soon realized the value of the short rolling stools available throughout the area. Modules were moved as necessary in relation to each other, and the clamps were then tightened for the duration of the show.

## MIDDAY...

Not all went smoothly. Some modules were late in arriving, which delayed the neighboring modules from being connected. This was one of the largest setups that the club had attempted and there was substantial position adjustment as all of the modules arrived at different times.

By 2:00pm 95% of the modules were in place and the poles holding the standoff ropes to keep the public back from the layout were being set in place. Modules were



having the backdrops installed throughout the area. Most of the club members were now working on their own individual modules and placing

structures and rolling stock in position.

Two members soon began the task of inserting the 9-inch sectional track sections, which bridged the rails between modules. This seemed to be a tedious task with rail joiners being slid back and forth with attention being paid to alignment. Progress was constant and interrupted only by the necessity of bringing in lunch.

## ELECTRICAL...

Art Galloway and Val Pistilli began the process of connecting power busses and distributing Digitrax loco net cables under the modules. These were threaded through the leg braces below the modules and connected with female-to-female RG12 adapter plugs.

Power cords (120 volt) were laid out from the incoming power panels (located on the columns of the convention center) to pre-planned power distribution locations. The electrical power district boundaries were worked out many days before. By 3:00pm power transformers began to light up and be tested.



## THE END OF A LONG DAY...

The hall was to be closed to all setup work at 8pm so the final hours placed everyone under a time gun.

Additional photos can be found in the online section...



Members were referring to their watches more and more to keep track of the progression of the jobs.

The placement of structures and scenic elements continued as rolling stock was being placed on the rails. The final two modules had arrived and the overall placement and connection of the modules, both physically and electrically, was brought to completion.

The AWL's unique lift gate was now the only comfortable way to enter the inner areas of the layout. It worked flawlessly, but the author found it a long walk around the layout to get to the gate, and resorted to frequent "crawls" under the modules to get inside more quickly. This was not fun on the aging knees!

The skirting and standoff poles (which supported the public buffer rope) were completed and all of the modules had their backdrop panels installed. There was obvious coordination of sky colors and overall color perspective throughout the railroad. The backdrop panels now hid the "inner city" of worktables and equipment storage units from the public eye.



The first test trains began to circulate at 3:30 and testing of the alignment and electrical continuity began. Show trains were being assembled in the staging area of the modules in preparation for the show.

By now, the author had assisted members with countless tasks and was thoroughly exhausted. It was time to leave to go pickup the grandsons for the layout debut, which was to occur the following morning. Final setup continued with additional testing throughout.

### SHOW TIME...

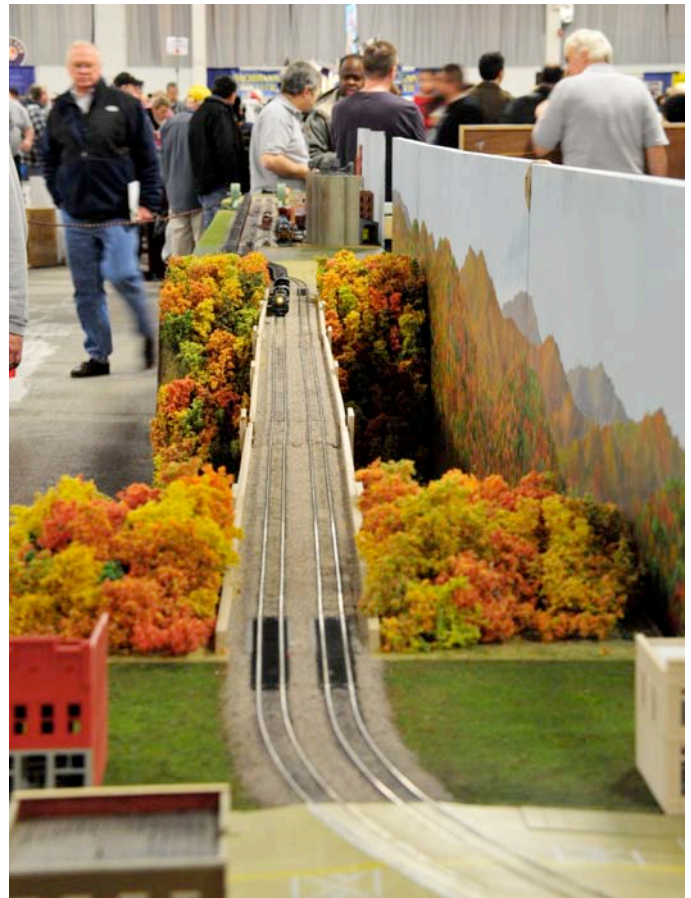
The show kicked off on time the following day and the layout was up and running per the plan. The crowds were large with a significant percentage of families and kids in attendance.

Throughout the two-day show, AWL members were operating trains of varied consists and lengths. Wireless Digitrax throttles were used allowing members to circulate around the outside of the layout and answer questions from the onlookers. There was a great deal of

interest in this as well as the other modular displays throughout the show. The many examples of smiles from visitors both young and old proved that the hobby is alive and well.

### REFLECTIONS...

As stated earlier, modular railroading is indeed alive and well in the Philadelphia Division! Next to the AWL layout was the Royersford modular club with a similar layout display. The DARN N-trak display was present as well as various S gauge and 3-rail Lionel modular displays. There was no shortage of activity or enthusiasm from any of these groups throughout the entire show.



This author was amazed at the amount of comradery that was displayed by all members of all club displays throughout the show. The AWL members are obviously a cohesive group who genuinely enjoy model railroading together. There was never a time that anyone was short of helpers anxious to contribute to the final goal. Expertise was shared freely between anyone interested. Most importantly, all members were extremely proud of their own modules and their contribution to the show.

It must be said that on a per capita basis, these modular show displays are one of the most efficient methods of model railroading promotion to the public at large. Well done, AWL!



Additional photos can be found in the online section...

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## Directions to the June Meet

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St. Alban's Church  
3625 Chapel Rd  
Newtown Square, PA 19073

### From North

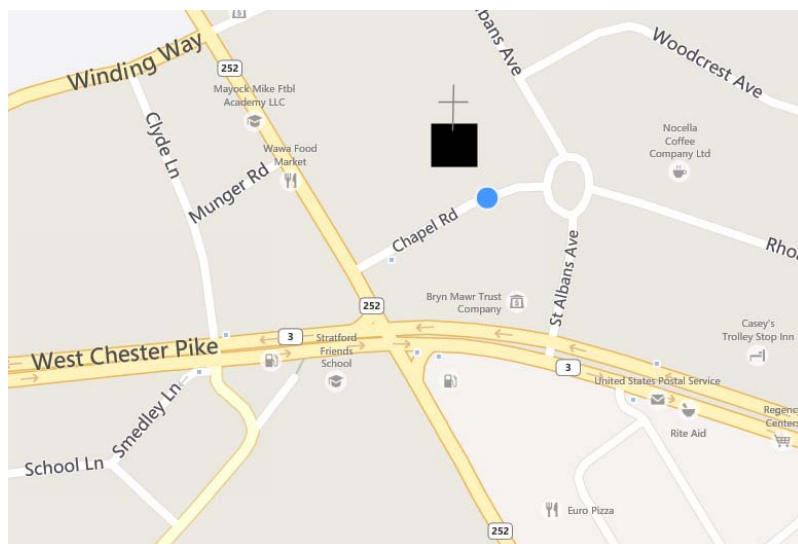
I-476 South to Exit 9 (Broomall - PA-3 West)  
Turn right at end of ramp.

### From South

I-476 North to Exit 9 (Broomall - PA-3 West)  
Turn left at end of ramp.

### From Exit 9

1. Head west on PA-3 (West Chester Pike) 3.3 mi
  2. Turn right onto PA-252 North 210 ft
  3. Take the 1st right onto Chapel Rd.
- Destination will be on the left



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## Chief Dispatcher – Easier Than You Think

...by Dave Messer, MMR

There are quite a few active operations-oriented modelers in the Philadelphia Division, and this issue I would like to discuss the requirements for the AP Chief Dispatcher certificate to recognize that effort. It can be done on your own or on other layouts, either friends or a club. In order to qualify, you must accumulate and log a total of 50 hours of operations activity, with a minimum of 10 hours in each of five different roles. These include “Engineer” (running a mainline train), “Yardmaster” or “Station Master” (running a freight yard or passenger facility), “Hostler” (running an engine service facility or assigning power to trains), “Towerman” (operating control panels or routing traffic), and finally “Dispatcher.”

In addition to the log of your operations, you must submit a schematic drawing of a layout (your own or another that you operate on) along with the train schedule or graph of the trains for an operating session.

As always, feel free to contact me with any questions or to arrange a layout review at 610-948-2191 or [dmesserprtr@comcast.net](mailto:dmesserprtr@comcast.net).

**Announcements:** I am delighted to announce that Rich Newmiller, MMR will be re-joining the AP team as an assistant. Rich is well known in the area as an outstanding modeler who has demonstrated exemplary creativity and skill in his modeling. Also, two division members have recently completed the requirements for AP Civil Engineer: Val Pistilli for his many years of dedicated and skillful work on the former GATSME Club layout; and Earl Paine, for the outstanding trackwork on his superb Reading mainline layout. Congratulations to them both.

*Dave Messer, MMR*

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## Planning Ahead – Division Meet & Event Schedules

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The Philadelphia Division is pleased to offer the following activity dates for your planning. If you have an item you would like included, please contact the editor. It will be included on a first come, first served, space available basis.

<b>June 7, 2014</b> Philadelphia Division Meet St. Albans Church/StARR Club Newtown Square, PA	<b>July 13–19, 2014</b> NMRA National Convention Cleveland, OH	<b>September 13, 2014</b> Philadelphia Division Meet Quakertown Train Station Quakertown, PA
<b>October 16-19, 2014</b> MER Convention Hub City Interchange Hagerstown, MD	<b>November 1, 2014</b> Philadelphia Division Meet Brandywine Town Center Wilmington, De	<b>January, 2015</b> New Jersey - Philadelphia Division Joint Meet Haddon Township, NJ

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Inside:

- RPM–Valley Forge Meet Recap
- Modular Railroads
- June Meet information
- Upcoming Events

Do you need to renew? If the date on your mailing label is highlighted, please renew promptly. Thank you for renewing promptly.

### **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.**

#### **Iron Horse Hobby Shop**

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

#### **Bussinger Trains**

Old Ambler Station, Ambler  
10-12% off retail

#### **Lin's Junction**

128 South Line St.  
Lansdale, PA 194446  
5% in addition to already discounted prices

#### **Nicholas Smith Trains**

2343 West Chester Pike (3) in Broomall  
10% discount (excludes O & G items)

#### **J & D Whistle Stop**

106 East Broad Street  
Quakertown, PA 18951  
15% discount on non-sale items

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ANNOUNCEMENTS & EVENTS, SALE ITEMS & ORDER FORMS, NMRA NEWS, AND MORE!**



## Highlights of the Winter 2014 NMRA Board meeting

The NMRA Board of Directors held its Winter meeting in Las Vegas, NV, on February 14, 15 and 16. The first day consisted of the Operations and Budget meeting with Department heads, and a closed Board caucus that evening. On Saturday the Board held its regular meeting, which was open to the public, and on Sunday the Board, Officers, and Department heads discussed the goals of "NMRA 2019," the Long Range Plan that is still being crafted. That meeting was also open to the public.

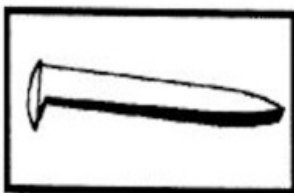
Here are some highlights from the Board meeting. Please note that this is an informal recap and should not be assumed to be definitive. The official meeting minutes will be issued shortly by John Stevens, NMRA Secretary, and published in *NMRA Magazine* and on [www.nmra.org](http://www.nmra.org).

- **New Europe Region approved** - The Board unanimously approved a contingency motion to accept a new Europe Region into the NMRA. Some of the names needed on a petition were not yet received and/or verified by headquarters at the time of the motion, hence the contingency. When it's official, the new region will have over 100 members from the outset. Atlantic District (AD) Director Kathy Millat worked alongside former AD Director Nobby Clarke to bring this to fruition.
- **Video recording/streaming policy** - The issue of commercial companies recording and/or streaming clinics at NMRA National Conventions was discussed at the Atlanta Board meeting in 2013. At that time a special committee was appointed to investigate alternatives to a temporary policy that had been put in place for that convention. The committee could not agree on a new policy, so at this Winter meeting the Board agreed to adopt the temporary policy as permanent.
- **New Marketing Director** - Marketing Director Page Martin was promoted to Vice President of Marketing, and introduced the new Marketing Director, John Parrish. Page also presented an impressive recap of his efforts over the past year, which can be seen in the "Marketing Department" column at the left.

**NMRA in the black for 2013** - Chief Financial Officer Frank Koch reported that the NMRA ended last year with a surplus of over \$240,000. He also reported that the NMRA headquarters building sold for almost \$900,000 - a sum that was higher than comparable properties in the area. The deal was a win/win for both the NMRA and the Tennessee Valley Railroad Museum, who would have had

- to build a new building to accommodate their operations.
- **California State Railroad Museum Display** - Paperwork is continuing on this initiative, which has raised over \$600,000 to date. Currently approvals are being slowed down by governmental entities within the CSRM. The Board would like to remind members to please send in their pledges or contributions if they haven't done so.
- **Kansas City approved for 2018 Convention** - Stephen Priest, *NMRA Magazine* editor and current RAC Director, gave the Board an impressive presentation pitching Kansas City as the location for the 2018 convention. The Board approved the site.

...continued on page 17



## ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name: \_\_\_\_\_ NMRA#: \_\_\_\_\_ EXP: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State/Prov: \_\_\_\_\_ Country: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Date Submitted: \_\_\_\_\_ Region: \_\_\_\_\_

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratch building and super detailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

### QUALIFICATIONS CHECKLIST:

#### 1. Rolling Stock (Motive Power & Cars):

Display six units of rolling stock either scratch built, craftsman kits or super-detailed commercial kits.

#### 2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.

Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

#### 3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.

All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).

Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: \_\_\_\_\_ Print Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_

Regional AP Chair: \_\_\_\_\_ Region: \_\_\_\_\_



## ALMOST SOLD OUT!



Photos by Val Pistilli

Between 1950 and 1957 the Reading purchased several thousand offset-side, 55-ton, twin hoppers built by long-time supplier Bethlehem Steel. These cars, classified as HTv, became one of the largest single classes of cars on the road's roster. Lasting into the Conrail era, they were used to haul a variety of bulk commodities including anthracite and crushed stone, and with some modifications, sand, slag and ferromanganese ore.

The initial production runs were painted black with the red and white "Anthracite" herald and the road name and other lettering in Railroad Roman. Beginning in 1952 the road name was changed to the large speed lettering, which is the scheme used for the exquisite Kadee model being offered now by the Philadelphia Division in six exclusive road numbers.

Please use the order form in *The Dispatcher* or on our website, [www.phillynmra.org](http://www.phillynmra.org).

**CAR ORDER FORM ON NEXT PAGE**





## Philadelphia Division Car Sales Form

Philadelphia Division is extending its discount pricing to all Mid-Eastern Region members. Print this form, fill in the blanks. Remember to enter your NMRA number to get MER member discount.

Pricing Matrix - <b>MER Members</b> (Proof of active membership in the MER required for discount pricing)						
Number of cars:	1	2	3	4	5	6
MER Members only	\$30	\$60	\$87	\$116	\$145	\$168
Shipping First car is \$7.50, plus 'add xx'	\$7.50	add \$3.00	add \$6	add \$9	add \$12	add \$15
Total:	\$37.50	\$70.50	\$100.50	\$132.50	\$164.50	\$190.50

**Enter your NMRA membership number here:**

NOTE: DISCOUNTED PRICES WILL NOT BE HONORED IF YOU ARE NOT A MER MEMBER. Your payment will be returned.

Pricing Matrix - <b>NON-MER Members</b>						
Number of cars:	1	2	3	4	5	6
Non-MER Members	\$36	\$72	\$105	\$140	\$175	\$200
Shipping First car is \$7.50, plus 'add xx'	\$7.50	add \$3.00	add \$6	add \$9	add \$12	add \$15
Total:	\$43.50	\$82.50	\$118.50	\$156.50	\$194.50	\$222.50

Number of cars: .	Amount Enclosed: .
-------------------	--------------------

Send cars to		
Name:		
Address:		
Address2:		
City:	State:	Zip:
Email:		

Payments are accepted via:

1) **MONEY ORDER** with this form, payable to "Phila Div NMRA".

2) or via PayPal. For PayPal, please email us at [phillynmra@gmail.com](mailto:phillynmra@gmail.com) and we'll send you a payment invoice. Make sure to include the number of cars desired and your NMRA membership number if you are requesting the MER member discount. You do not need a PayPal account to send money.

Mail Form to:  
Philly Division Cars  
P.O. Box 117  
Drexel Hill, PA 19026

## Division Shirts & Patches



### **DIVISION SHIRT/PATCH ORDER FORM**

The shirt is the Port Authority *Silk Touch* polo, a black, cotton/polyester knit with the division logo on the left chest and, if you desire, your first name embroidered on the right chest. The shirt is lightweight, comfortable, and virtually wrinkle-free. Shirts and patches may be ordered at most meets or anytime by mail or PayPal. Multiple orders for non-identical shirts should be placed on separate forms.

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Address: \_\_\_\_\_ Email: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Circle Shirt Size:    S    M    L    XL @ \$15    2X @ \$17    3X @ \$19    Quantity: \_\_\_\_\_

First Name added?    No    Yes @ \$3 ea.    Name as you'd like it to appear: \_\_\_\_\_

Check one: \_\_\_\_\_ Shipped @ \$5 + \$2 each additional    \_\_\_\_\_ Pick up at future meet

Patches @ \$3 each    Quantity \_\_\_\_\_    \_\_\_\_\_ Shipped @ \$1 for 1-2    \$2.50 for 3 or more  
(free shipping with shirt order)

Total: \$ \_\_\_\_\_    Make check or money order payable to: **PHILA DIV NMRA**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Mail to: **Philly Division Sales, 620 Edmonds Ave., Drexel Hill, PA 19026**

Info/Questions: **610-626-4506**    [phillynmra@gmail.com](mailto:phillynmra@gmail.com)    Email for PayPal invoice

See our website for more information: [www.phillynmra.org](http://www.phillynmra.org)





# BULLETIN

May/June 2014

## Notable National Convention Layout Tours



We're less than 90 days from the National Convention in Cleveland. The convention committee has been busy making sure everything is ready for a great week. All tours are filling up fast and you do not want to miss out. If

you have been waiting to register, now is the time. Here are some of the great layout tours we have available. Don't miss out on these tours to our area's best layouts. Many have been featured over the last year in *Model Railroader*, *Railroad Model Craftsman*, *N Scale* and *NMRA Magazine*.

### Akron HO Tour L313

This half-day tour stops at three HO layouts. Come see Frank Smith's 30x45 layout, the Bacher North Railroad. His Lenz controllers keep his freelanced railroad of 1950-1970 running smoothly. David Hazlett oversees the D H Rail, a shortline built for operation. This 25x30 freelanced shortline, while having minimal scenery, is high on operating activity featuring a car card forwarding system. Operating sessions use a crew of 10+ to keep the traffic in the yards moving and to service layout's many industries. Tom Schlueter created the South Ohio Beltline, which depicts Ohio in the 1930's on this beautifully scenicked layout.

### Southwest Tour L211

Ron Morgan's Union Pacific features a huge ethanol plant, two decks, and a 4-track helix. The Cuyahoga Valley Club's four layouts are in an 1876 NYC station right beside the Norfolk Southern Chicago mainline and was featured in the Nov. 2013 *NMRA Magazine*. Paul Novak's Gold Creek is built for operations with block controls and homemade throttles. Steve Riddlebaugh's new layout, Sandy River, in On30 has all handlaid track and turnouts.

### Medina Tour L411

This all-day tour stops first at Dave Bitte's extraordinary Allegany & Northern HO layout then we will visit the steel-themed HO layout of Aaron Dupont. You'll ride the rails at the Northeastern Ohio Live Steamers and have a box lunch on their 15 acres. On the way back to Cleveland, we'll visit Jeff Mitchell's HO CSX Toledo Sub-Division, featured in the March *NMRA Magazine* and John Puch's charming HO Union Valley Central RR. Web site for Live Steamers: [www.neols.net](http://www.neols.net)

## A few words from the President



### The Millenials

We hear a lot about the demise of model railroading and/or the end of the NMRA in the chat rooms. Pundits have been predicting the end of our world for many years. Heck, in the 1950s, the rise of plastic kits was seen as dooming craftsman kits and the entire hobby. Editorials were written on the subject. Somehow, we survived and indeed, our golden age in terms of numbers, was not achieved until the 1970-80's.

Today, we face a more serious challenge - the aging of the hobby. I believe the average age of an NMRA member is 63. For Life Members, 67. This is touted as proof of our demise. I even used to joke about that, plotting the age progression on a chart (it is not linear, meaning it does not increase 1 year for 1 year) to establish the End of Model Railroading on January 15, 2037. A fictitious date.

Well, some hobbies *have* disappeared. In the 1940's, tethered gasoline powered miniature race cars were so popular, pre-RMC "Model Craftsman" magazine dedicated a section to them. Gone. But not really. Morphed into RC cars and boats.

Studies show all hobbies are aging. It is more a function of changing times and technologies. The Millennials have been studied as the first true digital generation and supposedly, our future. Well, guess what? We have a stiff climb ahead. Millennials as a group do not embrace delayed gratification activities. Golf is aging. Too many rules, too hard to master. The PGA is worried.

Other studies show that Millennials do not join groups so Rotary, Elks and Chambers of Commerce are also aging.

The image we have of the self-absorbed, non-social, always texting Millennial is overly-broad but has a grain of truth. For this generation never knew analog or the very technology we take for granted. Raised in a digital age, they embrace an era of rapid change, instant gratification and independent sources of information. To them, "cloud" has a whole different meaning and the Internet holds all truths.

I am not belittling this generation; far from it. They are our grandkids and help me master my new iPad Air and Kindle. Nicer folks you will never meet.

But into building analog kits or scratchbuilding? The delayed gratification of a layout? Joining the NMRA to attend meetings? A tough challenge.

My answer is not to give up but also not to work fruitlessly against the tide. Each generation rebels against the excesses of the previous. I am hopeful the post-Millennials will actually reach out to do what their parents abhorred. Until then, I see a more fruitful albeit temporary hope in reaching out to Boomers with the time and money to adopt a hobby. While they will not extend our ultimate age limit, they may buy us time for that post-Millennial generation to find our hobby and maybe find us as well.

Pollyanna? No. I see that generation's eyes light up with Thomas and Brio and Lego. Come to Cleveland and the NMRA National Convention. Come to the National Train Show and watch the reaction to the Lego exhibit or Thomas. Let's go after that generation while they are formative and not compete with Apple, Google, Facebook and Twitter.

My thoughts, what are yours?

[Charlie Getz](#)  
NMRA President



### Southeast Tour L412

Frank Feko's Southern Ohio & Michigan is a large double-deck HO pike set in the 50s, and features an incredible swing bridge and great industrial modeling. Art Bumpus' B&O Spruce Creek Division featured in the April *NMRA Magazine* is set in West Virginia in the 1940s. If you like the color green and lots of craftsman kits and dioramas, you'll enjoy your visit. Brian Harko has created familiar scenes from this area on his freelanced two-rail O-scale main and On30 branch. DonStettin's Danbury, Elton, and Litton is a mountain coal hauling road featuring 19 bridges!

### Youngstown Tour L413

The YMRA Tour showcases five well-scenicked layouts, featuring coal hauling and related industries. Greg Oyster's 22'x24' N-scale, a modern day coal hauling division of CSX, has long mainline runs of 75-plus cars set in the West Virginia Mountains. Greg's layout was featured in the Mar/Apr issue of *N-scale Magazine*. Larry Poage's 13'x22' N-scale NS-Mahoning Division services the B&E iron works with various furnaces. Larry's layout was featured in the Jan/Feb issue of *N-scale Magazine*. George Sankey's HO Ohio Midland and Western is 75% scenicked and depicts the scenery in Western Pennsylvania and Virginia. The tour culminates as guests of the Youngstown Model Railroad Association. This club features two large layouts in their own building. Upstairs is a large two-rail O-scale layout. Fully scenicked, it features large locomotives and passenger trains with operating signals and a control panel on a balcony overlooking the entire layout. Downstairs you'll find the another huge layout. The Club's HO layout depicting coal-hauling and steel manufacturing at it was in the Mahoning Valley in the past. Hungry? The Club's concession stand will be open for lunch.

## Notice of 2015 Elections



The following NMRA Officers and Board of Directors positions are open for election in 2015:

1. President
2. Vice President, Administration
3. Vice President, Special Projects
4. Eastern District Director
5. Pacific District Director, and
6. At-Large North America Director

All incumbents are eligible to be candidates for this election

Please check Article III, paragraph 12, of the NMRA Executive Handbook (EHB) located at [http://www.nmra.org/national/organization/nmra\\_organization.html](http://www.nmra.org/national/organization/nmra_organization.html) for the extent of the districts affected. Qualifications for candidates are listed in the EHB. All submissions of candidate's names for consideration by the Nominations Committee for all offices except Pacific District Director shall be submitted to Tony Koester, Chairman of the Nominations Committee, [nkpfan@ptd.net](mailto:nkpfan@ptd.net), no later than June 15, 2014.

All submissions of candidate's names for consideration by the Pacific District Director Nominations Committee shall be submitted to Sam Mangion, Chairman of the Pacific District Director Nominations Committee, [mangion2@bigpond.com](mailto:mangion2@bigpond.com), no later than June 15, 2014.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate nominations committees. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than July 31, 2014.

## Koester appointed National Nominating Committee Chairman



NMRA President Charlie Getz has appointed longtime NMRA member and former At-Large World Wide Director Tony Koester as the National Nominating Committee Chairman, replacing Temporary Nominating Committee Chairman Stephen Priest. Priest had taken on the temporary position after Clark Koening stepped down at the February Board meeting.

## Colebrookdale Railroad News

The Colebrookdale Railroad will benefit from \$1.4 million in funding made possible by a PennDOT grant aimed at repairing and upgrading the line's rails, equipment and infrastructure.

The 8.6-mile line between Pottstown and Boyertown recently began carrying freight again and will also be home to The Secret Valley Line historic excursion railroad, opening in the fall.

"Seventy percent of the funding was provided by the state and we had to raise the other 30 percent," said Nathaniel Guest, president of the non-profit Colebrookdale Railroad Restoration Trust, which oversees the line.

The non-profit group has a for-profit subsidiary, Eastern Berks Gateway Railroad, which oversees the freight traffic and was the recipient of the grant. "This will allow us to make track improvements to a Civil War-era railroad which has among the oldest and tallest wooden trestles in Pennsylvania, all of which are in good shape," said Guest, a Pottsgrove High School graduate.

He said independently owned short-line railroads are on an upswing nationally as gas prices rise. They work as feeder lines to freight giants like Norfolk-Southern, which runs a major freight line that runs through Pottstown. "It's really business development at the grass roots level," he explained. "So many communities

Continued on page 16...



Remember to get the latest information and updates get our Guidebook APP for iPhone, iPad or Android and download our convention <http://guidebook.com/g/NMRA2014>

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Editor:

[Gerry Leone](#), MMR, HLM, and [Chuck Diljak](#)

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*The NMRA eBulletin is an official bi-monthly production of the National Model Railroad Association, Inc. Publishing Department ([Don Phillips](#), Manager). Its purpose is to keep every NMRA member informed about organization news and events. If you know of an NMRA member who is not receiving this mailing, please direct them to [here](#) to update their email address. If you no longer wish to receive these mailings, please don't mark them as SPAM. Instead, click the Safe Unsubscribe link at the bottom of this page. ©2014 National Model Railroad Association, Inc., P.O. Box 1328, Soddy Daisy TN 37384.*

## Education Department Update

By Bruce De Young, Department Manager



I devoted my last two columns in the *NMRA eBulletin* to the Department's EduTRAIN® Program. In this column I would like to put the spotlight on another Education Department Program - the NMRA's Boy Scout Merit Badge Program. The Coordinator for our BSA Merit Badge Program is NMRA's Secretary, John Stevens.

As you probably know, the Merit Badge program is an educational initiative of the Boy Scouts of America, and education is also a prime mission of the NMRA. So, if our two worlds have an overlap, it makes sense that we would get involved. That overlap occurs with the Railroading Merit Badge.

A look at the table of contents of the Railroading Merit Badge Booklet shows such topics as the history of railroading, modern railroads, signals, railroad safety, railfanning, careers in railroading, and model railroading. I would think most NMRA members have more than a passing knowledge of those topics and could easily serve as a Merit Badge Counselor for this badge. (They even include a "Timesaver" layout - what fun it would be to see some Scouts spend some time at the controls of that!)

The NMRA's initiative in this area is to encourage Regions and Divisions to get a number of members qualified to serve as Merit Badge Counselors (since minors are involved, the BSA has a number of steps a person must take to become a Counselor); and then to encourage Scouts to earn this Merit Badge by reaching out to local BSA Troops, offering our help. Who knows, this might be the first step in getting more young people to join the hobby at some point in their lives.

Many NMRA Regions and Divisions have already appointed BSA Merit Badge Coordinators, so if you are interested in getting involved, that is a good place to start. If your Division or Region is not currently involved, I would encourage you to roll up your sleeves and get a program up and running.

For more information, you can obtain a copy of the BSA Railroading Merit Badge booklet at your local BSA District Council Headquarters or online at: <http://www.scoutstuff.org/bsa/literature-media/merit-badge-pamphlets/railroading.html>

Within our organization, you can contact John Stevens through the NMRA website's email contact page: <http://www.nmra.org/national/email.html>

Additionally, the Southeastern Region's website has quite a bit of valuable information on the NMRA's Boy Scout Merit Badge Program which can be accessed at this address: <http://www.ser-nmra.org/programs>.

As an aside, a number of members of the Garden State Division, including me, are in the process of initiating the program in our Division. I will let you know how it turns out.

## Colebrookdale continued....

the size of Pottstown and Boyertown are losing rail access, even today. We want to make sure Boyertown and Pottstown don't fall into that trap," said Guest.

"Whether it's the excursion line, or the freight line supporting local businesses, people need to remember that reviving this rail line is ultimately about economic development," said Guest.

However, as a non-profit owner, "we can make investments and plans which a for-profit enterprise might not be willing to make. We want to preserve the options for this rail line for the future. We're here for the forever business." Governor Tom Corbett agrees.

"Pennsylvania has more operating railroads than any other state, and investing in our rail freight network keeps these invaluable assets in prime position to generate economic growth and jobs," Corbett said in a release from PennDOT announcing grants of \$33.4 million for 15 rail projects.

"Improving rail networks not only spurs our economy, it also increases safety by helping to ease traffic on our highways," Corbett said.

... Continued on page 18

Editor's note:  
We include coverage of national events and communications from the NMRA as a courtesy to division members. Anyone interested in receiving these email communications directly are welcome to contact the NMRA and have their email addresses added to the distribution list. Details can be found on the NMRA National website at <http://www.nmra.org>

## Region and National Conventions



May 2-4: Thousand Lakes Region, Sioux City, IA  
May 2-4: Niagara Frontier Region, Niagara-On-The-Lake, ON  
May 15-18: Midwest Region, Schaumburg, IL  
June 4-8: Lone Star Region, Round Rock, TX  
June 13-15: Mid-Continent & Southeastern Regions, Memphis, TN  
June 18-21: Pacific Northwest Region, Tacoma, WA  
June 19-22: Rocky Mountain Region, Salt Lake City, UT  
July 13-19: NMRA National Convention, Cleveland, OH

## Master Model Railroaders



530: Lou Adler, MCoR  
531: Dennis Clark, AR  
532: Peter MacDonald, AR  
533: Andrew Merriam, PCR  
534: Robert Reid, MER  
535: Sowerby Smith, AR

## In Upcoming Issues of NMRA Magazine



*Scratchbuilding SD39u and Slug Sets*

*Scrap Box Structures*


*Scratchbuilding a Wigwam Sawdust Burner*

*Remembering the Buck Pass Railroad*

## WINTER MEETING... Continued from Page 9...

- **Redesigned website nearing completion** - IT Director Ben Sevier reported that the completely revamped NMRA website is nearing completion and will hopefully be ready to go live sometime this summer.
- **L-Gauge standards not approved** - The Board did not approve proposed standards for L-Gauge (aka "Lego"). The Board issued this statement regarding the decision: "The BOD agreed that L-Gauge, as it is called by its fans, is an exciting pathway to scale model railroading and a real asset at the NTS and other train shows. Youngsters especially are enthralled and the skill involved can be amazing. We hope to see an enhanced presence of L-gauge in the NMRA as a SIG. As for adopting an L-gauge standard, we could not because we do not control the standard already established and patented by the major maker of L-gauge trains. In other words, there was nothing to set. When we set a standard, it is available for any manufacturer to use but where the sole standard is someone else's and patented, it is not available for use without permission from the patent holder. We have not adopted a standard without the right for free use of it. So we could not act upon the request from the L-gauge community."





**2014 Election Special**

Editors:  
[Gerry Leone](#), MMR, HLM, and [Chuck Diljak](#)

*The NMRA eBulletin is an official bi-monthly production of the National Model Railroad Association, Inc. Publishing Department ([Don Phillips](#), Manager). Its purpose is to keep every NMRA member informed about organization news and events. If you know of an NMRA member who is not receiving this mailing, please direct them to [here](#) to update their email address. If you no longer wish to receive these mailings, please don't mark them as SPAM. Instead, click the Safe Unsubscribe link at the bottom of this page. ©2014 National Model Railroad Association, Inc., P.O. Box 1328, Soddy Daisy TN 37384.*

## Voting Results Announced

NMRA Secretary John Stevens has announced the results of the voting which took place earlier this year for the Board and Canadian officer positions.

Please note the results aren't considered official until the Board of Directors meets this July in Cleveland and accepts the report of the Ballot Committee.

**Canadian District Director**  
 Fred Headon – 194 votes

**NMRA Canada President**  
 Clark Kooning – 198 votes

**NMRA Canada Vice President**  
 Steve McMullin – 198 votes

There were no write-in candidates, and some ballots did not indicate a vote for some candidates.

**Central District Director**  
 Peter Magoun – 1185 votes  
 Bob Beaty – 1 vote  
 Bruce Brintnall – 1 vote  
 John Burchnall – 1 vote  
 Russel K Ceasar – 1 vote  
 Bob Fink – 1 vote  
 Paul Mangan – 1 vote  
 Stan Whittingham – 1 vote

There were 1193 votes submitted, of which one ballot was blank.

Colebrookdale continued....

The work planned on the Colebrookdale includes replacing 10 percent of the line's roughly 24,000 railroad ties. "We can also start to put back some of the sidings and rebuild our switches, as well as subsidize the bridge maintenance work," Guest said. One of the sidings that may be extended as part of the work is a 1,000-foot extension of the siding in Pottstown in Memorial Park just north of where the line crosses King Street. That extension will help with the establishment of a station and platform for the Secret Valley Line excursion railroad in Memorial Park, "as well as better handling of larger freight trains at the Pottstown end of our line," said Guest. "We were very, very lucky with our application," he said. "We pretty much got everything we asked for, thanks in part to the fact that we are a multi-county, multi-community project which has the support of our local officials." Follow Evan Brandt on Twitter@PottstownNews.

## Around the Division



Division Assistant Superintendent Charles Butsch has expanded his attic layout to fill his available space. He has recently converted to DCC and has added additional scenery to the older areas of his layout as well as to the newest areas. Note the creative use of the space above his stairwell and how he has structured the supports.



## Additional Photos from the AWL Modular Railroad



The legs are awaiting their installation under the viaduct module



The corner modules are owned by two different members. Adhering to specs allows everything to be interchangeable.



The editor receives instruction From the setup crew



Corner module construction



Rob Curl adds details to his two modules.



Early in the setup process, modules are being placed in relative position to each other according to the master plan.



The Dispatcher has added three online pages of photos to accompany the article on pages 4, 5 and 6 of this issue. The photos are intended to show the setup procedures and personnel rather than the layout itself. Stay tuned for a future article depicting the layout modules and their builders with close-ups featuring the fine modeling of the club. *The Dispatcher* thanks Val Pistilli for submission of the photos for the article.



## Additional Photos from the AWL Modular Railroad



Modules from the Royersford Model Railroaders



The editor's grandson enjoying the AWL layout



The AWL module height gauge



Val Pistilli and Art Galloway supervise cable distribution



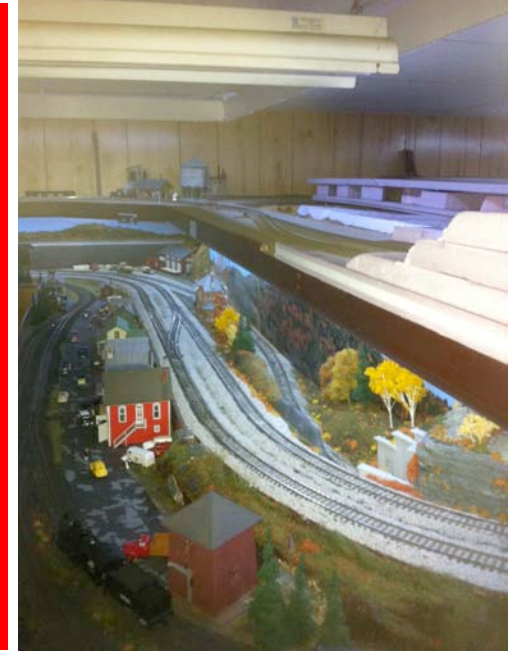
**THE  
CONVENTION**  
**JULY 13-20, 2014**  
**[www.2014cleveland.org](http://www.2014cleveland.org)**



## Around the Division



Bob Rule recently completed his LED lighting project. His goal was to replace legacy Christmas tree lights and shop fluorescents with new strip lighting focused on the layout only. Note the use of hardboard valances hung from the suspended ceiling to support the lighting strips. Bob's basement-sized layout is really three layouts in one. He models in HO, HOn3, and On30.

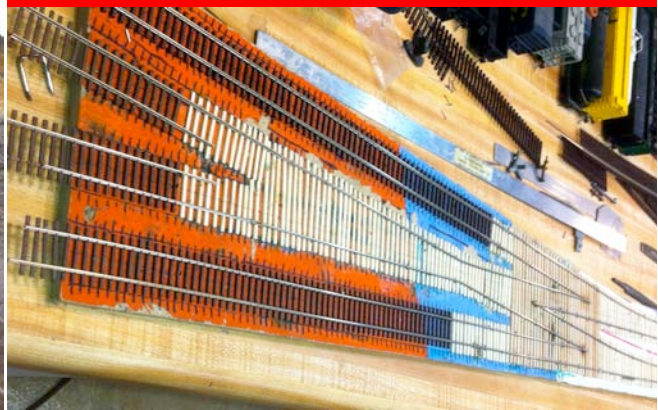




## Around the Division



Editor Earl Paine has recently finished hand laid trackage on his layout in preparation for the AP Civil Engineering Certificate. These shots were taken both early and late in the progress and were submitted with the AP application. This trackage was done without the use of Fast Tracks jigs, which would have significantly streamlined the process! Note the use of flextrack mixed in with the hand laid area.





# New Membership Recruitment Program

As an aid to membership recruitment, NMRA recently instituted a six month "Railpass" trial membership program which costs the applicant \$9.95. Building on this idea, the MER is instituting a program whereby it will pay the \$9.95 Railpass fee for interested applicants in the MER. In other words, we are making available FREE six month Railpass trial memberships to encourage recruitment of regular members.

## What's covered?

Same as Railpass—receive six issues of **NMRA Magazine**, three issues of **The Local**, eligibility to attend conventions and meets, eligibility to participate in contests.

## What's not covered?

Same as Railpass—applicants cannot vote or hold office, and will not receive the New Member Pak from national (it's rather expensive).

## Who can be recruited?

Anyone living within the MER who has not been a member of NMRA during the past two years.

## How will the recruitment process work?

(1) The prospective member fills out the MER trial membership application form which was sent to all division superintendents (not the standard NMRA Railpass form) (2) The "recruiter" should

also sign the form, and then forward it to: Bob Price, Business Manager, 666 Princeton Avenue Collingswood, NJ 08108. (3) Bob will record the information he needs in his data base, and will forward the application to the MER Treasurer. (4) The Treasurer will add the necessary check and forward the application and check to the national headquarters in Chattanooga.

## What happens after the member's six month trial period?

The Railpass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Railpass trial members will sign up to become regular members.

## Are there limits on the program?

The MER initially allocated \$2,000 for this program. The Board recently voted to extend the program to the end of 2013, or when the funds are spent – whichever comes first. When and if we approach either limit, Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be evaluated by the MER Board of Directors. If successful, we will try to continue it.

## For questions?

Contact Bob Price, Business Manager (mailing address is below, (856) 854-8585, [MER-BusMgr@comcast.net](mailto:MER-BusMgr@comcast.net)), or John Janosko, MER President, (919) 562-0260, [johnajan@embarqmail.com](mailto:johnajan@embarqmail.com).

## National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free "Railpass" Trial Membership

**YES**, please sign me up for a free six month Railpass trial membership in the NMRA—which includes membership in the Mid-Eastern Region, and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive **NMRA Magazine**, the monthly national magazine, and **The Local**, the bi-monthly regional newsletter. I will not be eligible to vote, hold office, or receive a New Member Pak.

I also understand that the \$9.95 cost of this six month Railpass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.)

At the end of the six months, I may join NMRA, paying the regular active member dues.

During the past two years, I have **not** been a member of NMRA.

Name: \_\_\_\_\_

Street Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Phone: ( \_\_\_\_\_ ) \_\_\_\_\_

Email: \_\_\_\_\_

Scale(s): \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Signature of Applicant: \_\_\_\_\_

Signature of Sponsor: \_\_\_\_\_ (Required)

(A Regional or Divisional officer or board member)

When completed and signed, sponsor should forward to the division clerk:

**Mark Wallace**  
665 Bonny Brook Ave.  
Trappe, PA 19462  
610-454-9510  
[mwallace665@verizon.net](mailto:mwallace665@verizon.net)

Clerk then mails or emails to:  
Bob Price, MER Business Mgr.  
666 Princeton Ave.  
Collingswood, NJ 08108  
[MER-BusMgr@comcast.net](mailto:MER-BusMgr@comcast.net)



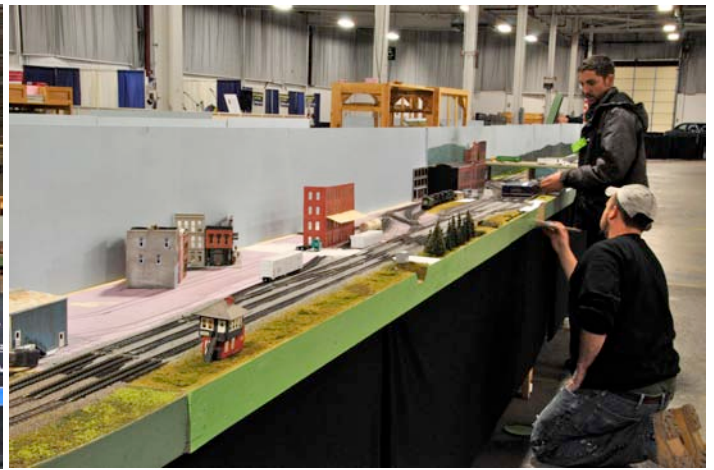
## Additional Photos from the AWL Modular Railroad



**The viaduct is assembled and connected to the rest of the railroad**



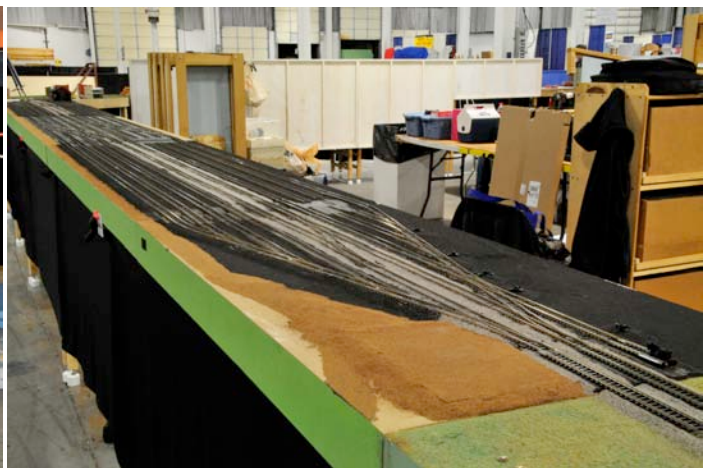
**This is the other side of the C design. Some of the branch modules can be seen behind the gentleman in the wheelchair.**



**Jaimie is putting final touches to the fascia paint as Ian looks on checking for areas missed by Jaimie.**



**One of the booster locations around the railroad. Booster locations are strategically located to balance the load throughout the layout.**



**Chris's new yard is installed and ready to go. This is the first time that the yard has been assembled in one piece.**