



# THE DISPATCH

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



October 2014

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

Volume 21, No. 5

## November Meet in Wilmington

On November 1, 2014, the Philadelphia Division will hold its late fall meet (as has become the custom) at the Brandywine Town Center Community Center near the intersection of US-202 and DE-92 in Wilmington, DE. Directions can be found on page 7 and a full-size map at <http://www.phillynmra.org/?p=214>. Doors will open at 8:30am with the program starting promptly at 9:00.

On the agenda will be Mike Baker of Nick & Nora Designs in Newark, DE, discussing maintenance-of-way equipment. The second clinic will be presented by MER General Contest Chairman Martin Brechbiel on how to fill out and submit paperwork for contest and Achievement Program model entries.

The program will also include a report from the 2014 MER "Hub City Interchange" in Hagerstown, MD, as well as a short PowerPoint presentation introducing the 2015 MER "Delaware Valley Turn" to be held in Mt. Laurel, NJ, and with which our division is assisting.

We will also be holding a model contest. The category is "anything goes," so please bring anything!

Afternoon layouts are courtesy of the annual November Model Railroad Open House event, and we will try to have maps available for the local layouts.

## MER 2015 Convention Taking Shape

Plans are moving right along with the 2015 MER convention now named "Delaware Valley Turn." The event will take place at the Hotel ML in Mount Laurel, NJ on October 22-25, 2015. This promises to be one of the best conventions ever. The itinerary includes clinics, layout and prototype tours, model judging and display, and a full buffet. Unexpected extras include free-mo modules with ops and a white elephant/silent auction room. Over 40 layouts of all scales will be open and it is hoped that 100 slots for operating sessions will be available. The soon-to-be-accessible website is <http://www.delawarevalleyturn.org>.

We still need lots of clinicians, ops sessions, and Philadelphia Division layouts. If you can help in any way, please contact **Chuck Higdon** at 732-914-1161 or [vze5crrw1@verizon.net](mailto:vze5crrw1@verizon.net) as well as the appropriate

Philadelphia Division director so we can coordinate our efforts and records with New Jersey:

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**Clinics:** John Seibert – 267-319-5391

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**Ops:** Rob Hinkle - 610-279-2394

[robhink@comcast.net](mailto:robhink@comcast.net)

## Division Financial Report

The division financial statement is included in the online section of this edition of *The Dispatcher* on page 9. The report, prepared by Treasurer Howard Kaplan and published annually, outlines the Philadelphia Division's financial status.

## Update Your Membership Data

Membership information can now be changed online by using NMRA's extensively redesigned website, <http://www.nmra.org>. The specific page for information changes can be found at <http://www.nmra.org/update-membership-information>. The easier route is through the division's website, <http://www.phillynmra.org>. Just click on the link on the right sidebar and you're there.

Your membership data, and in particular your email is provided to the division so that the highest level of communication possible can be offered to members.

## November Open House Event

November is National Model Railroad Month and once again many open houses will be accessible to model railroad enthusiasts across the states of Pennsylvania, New Jersey, Maryland, and Delaware. This year's open house schedule features 215 total open houses with a record-setting 131 layouts, including 18 new ones. The schedules and location information are readily available at <http://www.modelrailroadopenhouse.com>. This is an excellent opportunity to see many of the fine layouts located throughout the four-state area.

This event is made possible each year by division member Bruce Friedman (whose own layout is on the schedule) and his dedicated group of volunteers.

While not an NMRA function, the division is well-represented by many of the layout owners on the tours.



## From the Super...

As summer turns to fall, we see nature's changes on our environment – leaves change colors, temperatures get cooler, days get shorter, children return to school, less baseball and more football, fewer BBQs, etc. We also start to think “indoors” – reading, TV, and our hobbies.

In my case, trains start to dominate my life and thoughts. Last year I had a traumatic awakening that involved major changes to my “dream” layout. Let me begin.

After many years of procrastinating and blaming my time constraints on family, children, sports, work, grandkids, and life in general, I finally decided the time had come for the “BIG ONE,” the ultimate dream layout that I’ve always wanted. And what a grand plan it was! It incorporated my love of PRR and Reading, was totally prototypical, and would allow me to use the motive power that I love (and already had). It was Reading to Harrisburg, the PRR Middle Division to Altoona, and finally to Horseshoe Curve and Gallitzin. My friend, Earl Paine, designed a track plan that included all the great signature features of the PRR: Enola Yard, Jack’s Narrows, Alto Tower, Slope, the “Curve,” MG Tower, Allegrippis, Bennington Curve, Gallitzin tunnels and the helper runaround to AR Tower. It was geographically correct and even the grade to the summit was identical to the prototype. I was ecstatic!

I worked on this for a couple of years, putting together all the skills I could muster and finding a few new ones. My background in construction engineering helped me with the benchwork, I knew how to solder, I laid all the 4-track main and even superelevated the curves. I worked both ends towards Altoona where I would finally face the “beast”...the dreaded helix!

As I tackled this unsavory task, reality finally set in. Yes, I could build a helix (even if I didn’t want to), but as it took shape a major flaw in my plan surfaced. Are you aware of how much space a 6-foot diameter helix takes up? It overwhelmed the room and left no place for visitors to sit down; and worse it meant the Altoona engine facility would have to be on the wall side of the helix. The only way to get to it was to crawl inside the beast to run it. This may sound like a minor problem to a 30 year old in good shape, but for me that was 35 years too late. Being an out of shape, overweight geriatric with bad knees and back problems, this was not an option.

Stopped “dead in my tracks,” I spent the next few months thinking, praying, and delaying. I finally reached the foregone conclusion to tear it down and do something different. This was one of the toughest choices I ever had to make, but every day that passed, I was convinced that it was the right decision.

I investigated a few options before I settled on a Philly-based layout. No more mountains and majestic scenery, but it did allow me to incorporate the PRR, B&O, and the Reading as they existed in the Philly area. Again, “Earl the Pearl” came up with a fantastic plan. The beast is now in a location that does not affect operations, it will be only 2 levels instead of 3, and most of the track will be double track. No mountains, but a few bridges and a tunnel under the Art Museum, plenty of city buildings, and a couple of yards.

The moral of this story is to embrace change and not to fear it, and to learn from your mistakes, pick yourself up, and get back to work. You may find out how good you really are.

See you in Wilmington!

Joe

## THE DISPATCHER

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

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**Submissions:** THE 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.

**Next issue:** December, 2014. Due out approx. Dec. 16. Deadline: Dec. 1st

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Address all print subscription applications, renewals, address changes, etc. to the clerk. Please mail payment to the clerk. Make checks payable to “Philadelphia Division, NMRA”

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The normal references to model railroad safety usually lean towards concerns about dangerous tools, chemicals and fire hazards.

It is well known that sharp blades, power tools, power wiring (both 110 volts and DCC current), chemical fumes, hot solder, atomized paint, and many other hobby related hazards exist. The necessity of proper training and knowledge in the practice of building procedures cannot be over emphasized.

This article, however, refers to other often less-discussed safety issues that can arise with the layout structure itself. In the past several decades the proliferation of multi-deck and mushroom layout designs has grown. It is not uncommon to deal with duck-unders, low clearances, lift-outs, gates, multiple floor levels, and step stools/ladders in aisles.



Author's raised-step "viewing notch"

On more than one occasion, this author has stepped off of (or onto) platforms and lowered floor areas designed to facilitate train viewing. These were all platforms and hatches familiar to this author, yet they still caused problems. The resulting injuries were minor but could have easily been worse! In each case, the trains, operations, and scenery diverted attention away from the normal

physical awareness of the physical areas being traversed.

The problem intensifies when visitors, unaware of platforms, obstructions, and low clearances, peruse layouts during open houses or casual visits. Many times visitors can already be physically challenged by stairs and the like during their daily lives.

Architects, designers, and ergonomic engineers deal extensively with issues involving humans safely interacting with their environs. Most of these situations are governed by building codes, safety restraint dimensions, and government handicap regulations.

Not so our layouts.

Liability for injuries suffered by visitors is usually a function of the layout owner's homeowners insurance. The NMRA also provides coverage for sanctioned events in members' homes. Each and every owner

welcoming guests to his layout should consult with his insurance agent to make sure that there is liability coverage.

That being said, it still behooves layout owners to take a hard look at the layout room for potential injuries and take steps in advance to achieve a higher level of safety.

What can layout owners do to minimize injury hazards?

- \* Cover exposed layout edges with cushioned buffers (pipe insulation, etc.), especially those above duck-unders and nod-unders. A significant percentage of visitors can be 6'4" or taller so prepare for them, as well.

- \* Install "safety signage" warning of these and other areas where someone can be injured.

- \* Clearly mark areas where the floor levels change. This includes raised flooring, stairs, step-ups and other tripping hazards. Stair risers are typically 7 - 8" high with a run of 8 - 12"

- \* Install sturdy handrails and/or handle supports as necessary to assist changing levels both up and down.

- \* Clearly mark the edges of a raised platform and install a toe strip or other safety barrier to prevent a "step-off" injury

- \* Install warning gates to call attention to hazards.

- \* Clear the floor areas of any non-needed stools and tripping hazards.



The author's entrance to a raised floor area is protected by a two-way swinging gate and a sturdy handrail



The ends of the raised floor are protected by repurposed cabinet doors which can be opened for maintenance

(continued on next page)



## Layout Safety *(continued from previous page)*

- \* Paint the edges of changing floor areas in safety colors.
- \* Install vinyl, rubber wiring protectors where any wires cross aisle areas. Do not cover them with carpeting.
- \* Whenever possible, install stability handles at chest or eye level to assist stepping onto and off platforms.
- \* Make use of carpet runner guides for visitor paths through tight spaces.
- \* Warning devices such as swing gates and telltales hung from the ceiling help divert attention away from the trains and towards a floor level change.
- \* Rope or barricade off areas of the layout that should be off limits.
- \* When possible (if you have the room) have some chairs throughout the layout area for those who might need a brief rest after climbing up or down platforms or stairs. Be careful that the chairs do not become tripping hazards on their own.
- \* Install metal or vinyl stair edging to the ends of stairs and platforms to give tactile feedback to visitors (through their feet) to step down.
- \* If a duck-under is necessary, install handrails underneath to assist visitors as they traverse bent over. Markings on the floor help to indicate when it is safe to stand up.
- \* Push back any movable stools or platforms from aisle areas.
- \* Pay attention to outside areas leading to the layout. This includes signage on turf areas leading to rear entrances and outside basement stairs. 🚧



**ADDITIONAL PHOTOS  
CAN BE FOUND ON  
PAGE 16 IN THE  
ONLINE SECTION**

## September Meet Report

...by Howard Kaplan

On September 13, 2014, the Philadelphia Division returned to the beautifully restored Quakertown Train Station to hold its early fall meet. Members were treated to clinics presented by author and historian Ben Bernhart on the PRR Schuylkill Branch and by division member Mike Rabbitt on the Alan Wood Steel complex near Conshohocken, PA.

There were additional presentations by John Forsythe and Dave Strouse of TCS Systems on their new *diesel* WOW decoders, and by members of each of two layouts which would be open for the afternoon session: David Long for the Coopersburg Area Society of Model Engineers (CASME) in Coopersburg, PA, and John Wertan for the Logan Model Engineers in Souderton, PA. In addition, the Keystone N-Trak club in Dublin, PA was open for division members.

Many thanks to all of the clinicians, presenters, and club members for helping to make this an informative and enjoyable day. And, of course, thanks to all the division members who attended. Hope you had fun.

Photos of the Logan and Coopersburg club layouts can be found in the online section. 📷

All photos (except Ben Bernhart) by Mark Wallace



David Long (left) accepts appreciation certificate on behalf of the Coopersburg Club

**CLUB LAYOUT PHOTOS  
BEGIN ON PAGE 18 ONLINE**



John Wertan provides an introduction to the Logan Model Railroad Club



Bill Fagan receives his 2013 Golden Spike Award – the first GS since 2007



Ben Bernhart presents his clinic on the PRR Schuylkill Valley Branch



Superintendent Joe Bergmaier (left) presents appreciation certificate to clinician Mike Rabbitt



John Forsythe of Train Control Systems demonstrates the new WOW diesel decoders





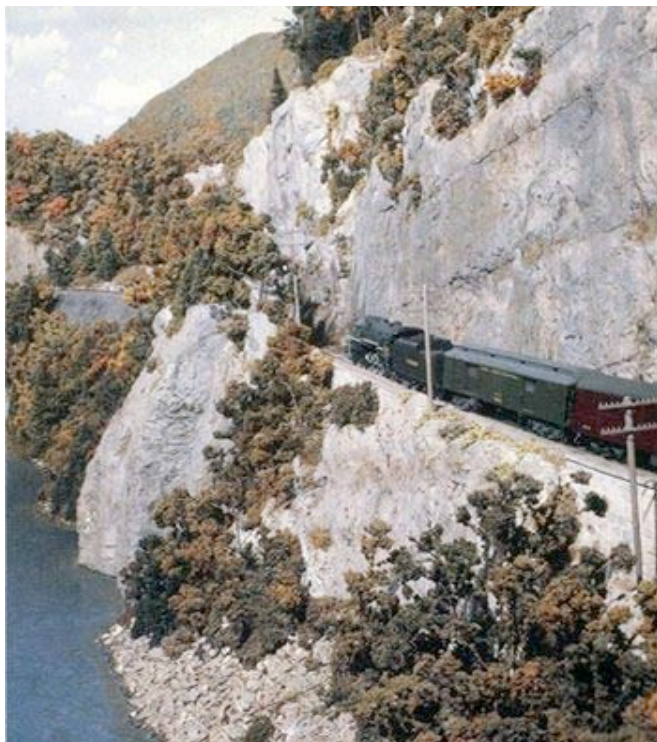
The Rensselaer Polytechnic Institute Model Railroad Society was formed in 1947 and built its first HO layout in the sub-basement of the Pittsburgh Building. When I arrived at RPI in the fall of 1956, I found a fairly large layout with a yard at one end and a wide peninsula forming a “home and back” configuration. Its most prominent feature was a large multi-span deck truss structure with an arch truss at one end extending across the layout, designed and built by RPI graduate and railroad author William Middleton, although scenery on the layout as a whole was crude at best. The club had been built by a mixture of new students, local Troy, NY residents, and returning World War II veterans, a few of whom had experience working for prototype roads. Noted photographer and author Jim Shaughnessy was one of the graduates who lived nearby and visited the club often.

The location was not ideal, because it typically flooded 2 inches or so in the spring thaw, bringing mud that dried to a fine silt that got into everything, including the motor-generator set that provided the track power, so it was with mixed feelings that the club was asked to move in 1962 to make room for computer mainframe power components. I was able to secure the basement of the University Building (formerly St. Joseph's Seminary) adjacent to the campus. I remember having to clean the grease off the walls of the room, which had been used as the bakery. The “Middleton Bridge” was re-installed on the new layout, and trackwork was begun. However, in 1968 another forced move resulted in a third layout being built in the Peoples Avenue Complex (another former convent), and the bridge went along. By this time I had built a house and started work on my own layout, so my involvement in the RPI Club diminished, although I often arranged for the Hudson-Berkshire Division, NER to visit.



Finally, when demolition threatened once again, the Society moved to its present permanent location in the basement of Davison Hall (dormitory) in 1972. This time it essentially started over; a few buildings and bridges from the previous layout (but not the Middleton Bridge, which I inherited), were the only items reused on the layout, which is located in three rooms totaling 123 feet long and 33 feet wide.

Set in 1950 in the steam-to-diesel transition era and ranging from urban and heavy industrial areas to bucolic countryside, the current layout is the first of the club layouts that follows prototype locations and historical accuracy in terms of equipment. Named the New England, Berkshire & Western, it duplicates scenes taken from the Rutland RR and the parallel D&H RR's line from Troy, NY north and running on the west side of Lake Champlain, including the spectacular Red Rocks section. Each scene is copied as historically accurate as possible, including a superb representation of downtown Troy, making the layout one of the most prototypically accurate in the country. 🏠



#### Editor's Note:

Division Member John Wallace is a recent graduate of RPI and was active as a member and officer of the club. *The Dispatcher* will seek his input for a modern comparison of the author's recollections. Stay tuned for further coverage in future issues!

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## November Meet Directions

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The **Brandywine Town Center** is a large shopping complex located on an “ell”-shaped piece of property near the intersection of the Concord Pike (U.S. 202) and Naamans Road (Del 92). You may remember this as the former site of a race track. One leg of the “ell” joins the Concord Pike. The other leg joins Naamans Road. The complex includes the Regal Cinema, Lowe’s, Michael’s Arts & Crafts, Target, and many other stores. The main structure is surrounded by a maze-like parking lot which, in turn, is surrounded by a road which circles the perimeter.

The Center’s **Community Building** (our meet location) is a separate structure with a prominent central atrium. It is located next to a large decorative fountain, on the south side of the complex near the Naamans Road entrance.

**From Concord Pike (U.S. 202) going south** – a fraction of a mile south of the PA/DE state line, turn left into the Brandywine Town Center (the marker is the sign for Lowe’s and Target, among others). Follow the perimeter road in either direction until you see the Community Building (near the decorative fountain).

**From I-95 going south** – at the state line, there is a three-way split – I-95, I-295, and Naamans Road (Del 92). Stay to the extreme right, and take the exit to Naamans Road. At the top of the ramp, turn right (west) on to Naamans Road. After a little over four miles, turn right into the Brandywine Town Center (it is opposite Shipley Road, which comes in from the left only). Turn right on to the perimeter road, and then left into the parking lot near the Community Building (which is near the decorative fountain).

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## It’s Not That Bad – AP Report

...by Dave Messer, MMR

One of the most common responses when I point out to Philadelphia Division members that their modeling efforts would qualify them for one or more AP certificates is that filling out the paper work is difficult, or more commonly a pain in the \_\_\_\_.

Well, the truth is that recent MMR recipient Jim Dalberg, whose outstanding modeling work has been largely done for years, was one of the biggest procrastinators. After years of my “nudging,” Jim finally took the plunge, and put together an excellent package documenting his work both with written descriptions and digital images – and perhaps somewhat to his surprise found it not all that difficult.

The forms are available online from the NMRA website, <http://www.nmra.org> and I am always available to help at [dmesserpr@comcast.net](mailto:dmesserpr@comcast.net) or 610-948-2191, and by personal visit to review your work.

Hmmm . . . and now for our esteemed Editor. 🏠

### Welcome to Our New Members!

Robert Borowski	Kevin Scribner
Howard Frazier	Dave Hopson
Michael Jones	Steve McClellan
Robert Ruley	Michael Dettinger
Karen Marcus	

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## QuikTips

...by Dave Messer, MMR

**Safe Plastic Solvent** – For applications where you don’t need instant bonding of styrene, try Plastruct Weldene, a non-toxic solvent that is less volatile than most products of this type, which seemingly evaporate out of the bottle. Support the joint and be patient until it sets, usually within 30 seconds. 🏠

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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>November 1, 2014</b> Philadelphia Division Meet Brandywine Town Center Wilmington, DE	<b>November 15, 2014</b> New Jersey Division Meet Knights of Columbus Hall Forked River, NJ	<b>January 17, 2015</b> New Jersey - Phila. Division Joint Meet Haddon Township High School Westmont, NJ
<b>March 14, 2015</b> Philadelphia Division Meet Elkins Park Train Station Elkins Park, PA	<b>April 17–18, 2015</b> East Coast Santa Fe Modelers Meet Delaware Valley College Doylestown, PA	<b>August 23–30, 2015</b> NMRA National Convention Portland, OR

Check at <http://www.phillynmra.org/events> for links to these and other upcoming regional and national events.

# THE DISPATCH

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

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**4325 Wendy Way  
Schwenksville, PA 19473**

Inside:

- November Meet Info
- Layout Safety
- September Meet Recap
- RPI Layout Reflections
- 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

### **Joe's Train Station Hobby Shop**

21 East Street Road  
Feasterville-Treose, PA 19053

### **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

**VIEW THE DISPATCH ONLINE IN FULL COLOR! ADDITIONAL ARTICLES, PHOTOS,  
ANNOUNCEMENTS & EVENTS, SALE ITEMS & ORDER FORMS, NMRA NEWS, AND MORE!**



# Philadelphia Division of the NMRA, Inc.

(A Nonprofit Organization)

## Financial Report

for the Year Ended June 30, 2014

Respectfully Submitted by Howard Kaplan, Treasurer

### STATEMENT OF ACTIVITIES

#### INCOME

MER Dues Rebate	\$138
Non-dues Program	351
Fundraising	12,120
Interest	47

<b>TOTAL</b>	<b><u>\$12,656</u></b>
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#### EXPENSES

Program	\$1,680
Fundraising	11,949
Depreciation	500

<b>TOTAL</b>	<b><u>\$14,129</u></b>
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<b>NET LOSS</b>	<b><u><u>(\$1,473)</u></u></b>
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### STATEMENT OF FINANCIAL POSITION

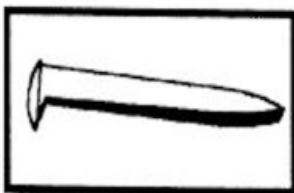
#### ASSETS

Cash and Cash Equivalents	\$27,585
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<b>TOTAL</b>	<b><u>\$27,585</u></b>
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<b>FUND BALANCE</b>	<b><u><u>\$27,585</u></u></b>
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<b>TOTAL LIABILITIES AND FUND BALANCES</b>	<b><u><u>\$27,585</u></u></b>
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## 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: \_\_\_\_\_

## 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 @ \$16    2X @ \$18    3X @ \$20    Quantity: \_\_\_\_\_

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

Check one: \_\_\_\_\_ First shirt shipped FREE + \$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: <http://www.phillynmra.org/>





# BULLETIN

November/December 2014

## Next Stop: PDX 2015



The Portland Daylight Express Convention, to be held August 23 - 29, 2015, is our next National Convention.

This is the 80th NMRA

National Convention and a perfect opportunity for members who may not have participated in the largest annual get-together of NMRA members to experience this unique event.

Planning has been underway since our successful bid at the NMRA Board meeting at Sacramento in 2011. Through promotions at recent National and Regional conventions, we've been building registrations and already have quite a few registrants from the far side of both the Pacific and Atlantic. We're also pleased with the number of family registrations to date - many visitors are planning to make an extended visit to experience the Pacific Northwest as well as the convention.

We're always on the lookout for new clinics and clinicians. If you have a topic which has been successfully presented at your club or division meet, please consider offering it for a wider audience.

The successful Cleveland convention last year had two innovations which we plan to adopt. One was a smartphone app that let attendees to see the latest convention timetable. Many attendees used the phone rather than the printed timetable while checking the next clinic session or other activity.

The other was the opportunity to pre-register silent auction items online. At Cleveland, 79 participants registered 1100 items in advance, significantly reducing processing time on the day. Our Auction chair, is planning similar for PDX 2015.

Check out our website at [www.nmra2015portland.org](http://www.nmra2015portland.org). Registrations are open!

### Title

by Author

Text

### A few words from the President



### Title

Text

## Notice of the BOD Winter Meeting, 2015

The Winter Board of Directors meeting will be held in Scottsdale, AZ. on February 20, 21, and 22 at the Chaparral Suites. The Budget and Operations meeting will begin at 2:00pm on Friday, February 20, and the Board will be in caucus that evening (Board and invited guests only). The regular BOD meeting begins at 9:00 a.m. on Saturday, February 21. Because the agenda is not yet set, there is no way to tell if the meeting will continue on Sunday. All members are invited to attend the open sessions. Watch [www.nmra.org](http://www.nmra.org) for details.

## The official slate of candidates for the NMRA 2015 election



From John Stevens, NMRA Secretary

With nominations and petitioning now closed, the following is the official slate of candidates for the 2015 election:

### President

Charlie Getz  
Jack Hamilton (By-petition)

### VP Administration

Clark Kooning  
Dave Thornton

### VP Special Projects

Gerry Leone

### At Large North American Director

Bob Ferguson  
Vincent Gallogly  
Alan Saatkamp  
Paul Voelker  
Bob Weinheimer  
Peter Youngblood

### Eastern District Director

Joe Gelmini

### Pacific District Director

Mike Bartlett  
Kelly Loyd

Ballots will appear in the February issue of NMRA Magazine.



## Two ideas to help get new members



Here are two innovative ideas that are easy to implement that just may help you get new members.

From Ken Mattern of the Mid-South Division: "When I returned from Cleveland I notified my superintendent that I would sponsor three RailPass memberships at our next mini-meet. At the following meeting I challenged all 12 members attending to sponsor at least one RailPass. To my pleasure the total number of sponsorships is now 17! I then challenged the members to be in direct and frequent contact with their sponsored members, to personally remind them of division meetings, invite them to visit their layouts and promote the hobby as much as reasonable."

From Al Hovey of Rio Grande Division 6: "At train shows, rather than wearing a badge or having a sign that says, 'Ask me about the NMRA,' we have badges that read, 'Ask me how to get started in model railroading.' Once we get them interested in the hobby, then we sell them on the benefits of the NMRA."

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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.

## Bob DeWitt brass model collection donated to the National Model Railroad Association

(SODDY DAISY, TN) The National Model Railroad Association (NMRA) is pleased to announce the immediate donation of a sizeable portion of the Bob DeWitt Collection to its "Magic of Scale Model Railroading" Exhibit at the California State Railroad Museum (CSRM). The Bob DeWitt model collection represents not only the motive power but entire trains of virtually all the major railroads in both the United States and Canada, and is one of the largest and most comprehensive model railroad collections in the world.

The portion of the collection donated to the NMRA at this time is valued at over \$250,000. It's Mr. DeWitt's intent that his entire collection be donated to the NMRA over a period of several years. Both he and his wife, Roxanne Christ, have requested that the collection be kept intact and preserved for future generations.

The NMRA hopes to immediately display this donation when its exhibit at the CSRM is completed, estimated to be within two to three years.

"This is a donation of unprecedented generosity," said Charlie Getz, president of the NMRA. "It will really make what was already going to be a spectacular display, a world class exhibit worthy of international note. The entire organization is truly overwhelmed."

Each of the locomotives in the collection is a brass import, super-detailed and professionally painted to represent specific railroad prototypes. The passenger and freight trains are equally appointed, and each is modeled to be part of a specific train as it ran during a specific year or era.

For more information, contact NMRA president Charlie Getz at [pres@nmra.org](mailto:pres@nmra.org)

## Region and National Conventions



[Aug 23-30: NMRA National Convention, Portland, OR](#)

## Master Model Railroaders



542: Katherine Millatt  
543: William Messecar  
544: Gene Sing  
545: James Dalberg

546: Joseph Norris  
547: Steve Perry

## ***The Next National Convention***



### ***The 2015 NMRA National Convention***

(<http://www.nmra2015portland.org/>)

Portland OR  
August 23–30, 2015

[Downloadable 2015 Registration Form](#) (PDF)

([http://www.nmra.org/sites/default/files/conventions/national/2015/nmra\\_2015\\_regform\\_20140903.pdf](http://www.nmra.org/sites/default/files/conventions/national/2015/nmra_2015_regform_20140903.pdf))

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### ***Future NMRA National Conventions***

- 2016: Indianapolis, IN ([www.nmra2016.org](http://www.nmra2016.org))  
July 3–10, 2016
- 2017: Orlando, FL  
July, 2017



# 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 Safety Article on Pages 3 and 4



Safety gate in action... hinge available at Home Depot



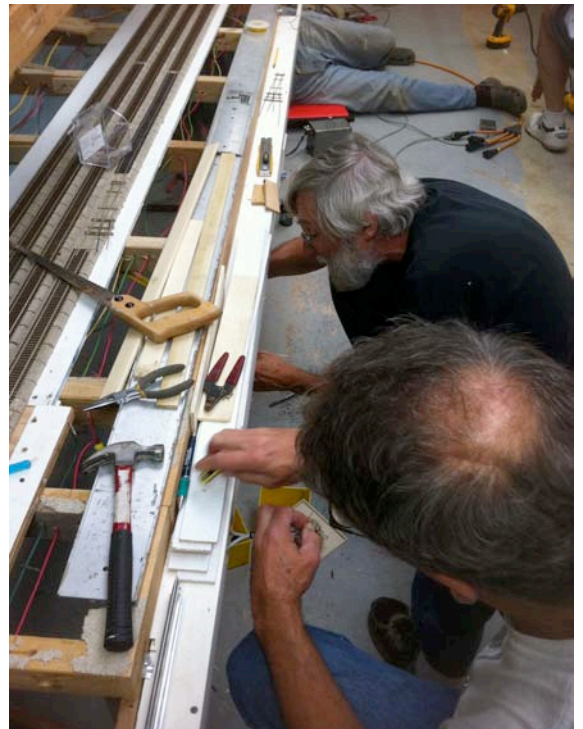
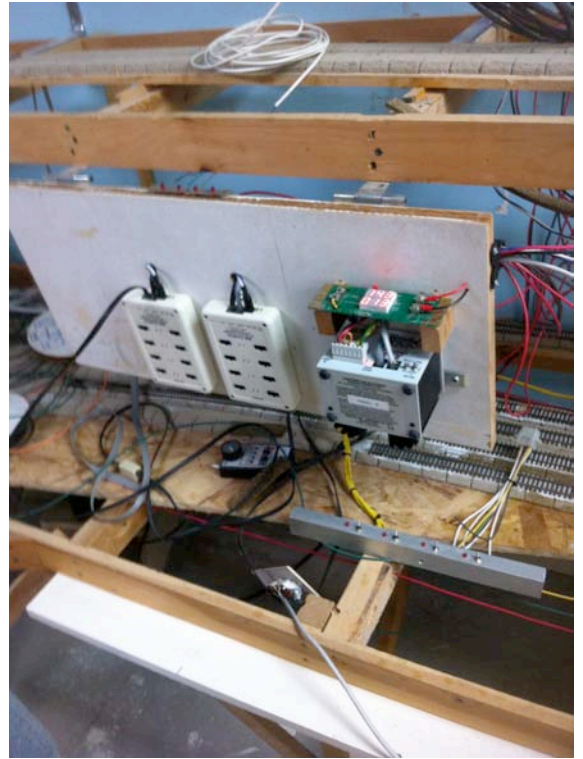
Platform protection, stair edging, and handrail installation



The editor's layout with safety equipment installation in progress. Still to come are additional handrails, carpet square installation on the mushroom raised floor area, and more protected platforms to view the third level at 78 inches.



## Around the Division



Member Nick Brownsberger has finished his basement expansion and has started the reconstruction of his multi-level PRR HO model railroad. These photos were taken at a recent round robin.

Electronics from his former layout have been incorporated into the new one on swing-under panels (upper right). Nick uses his experience as a contractor to design and construct a unique benchwork design supporting multiple levels on both sides of a vertical knee wall (upper left). Art Galloway and Roger Greenawalt proceed with the wiring installation under the lower level of the layout (lower right).

Nick's layout, when complete, will fill his 1,600 square foot basement and include a model of Enola Yard.

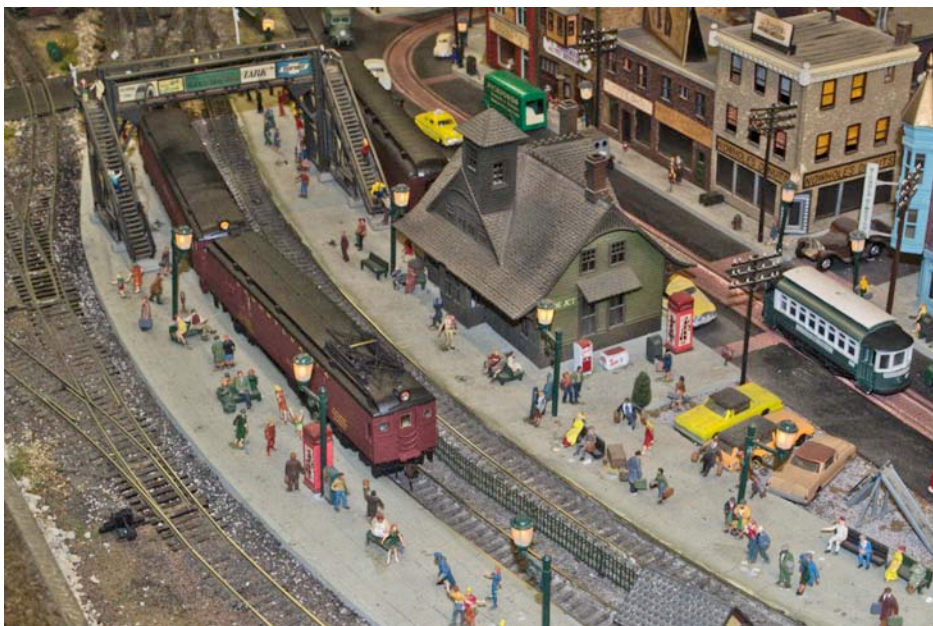
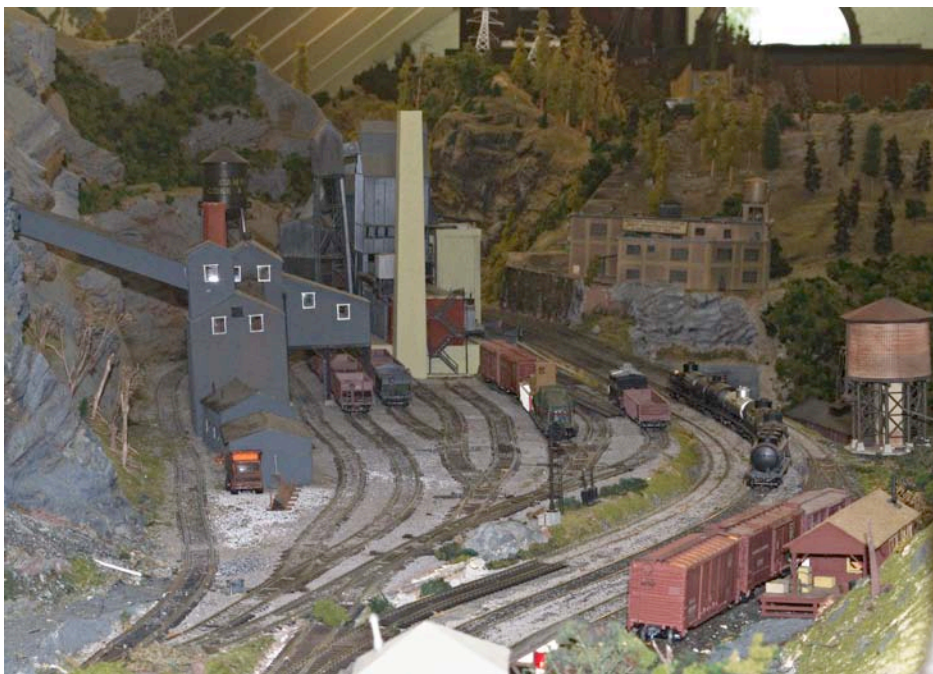
Send any news announcements for the "Around the Division" coverage in *The Dispatcher* to the editor!

(Contact information located on page 2)

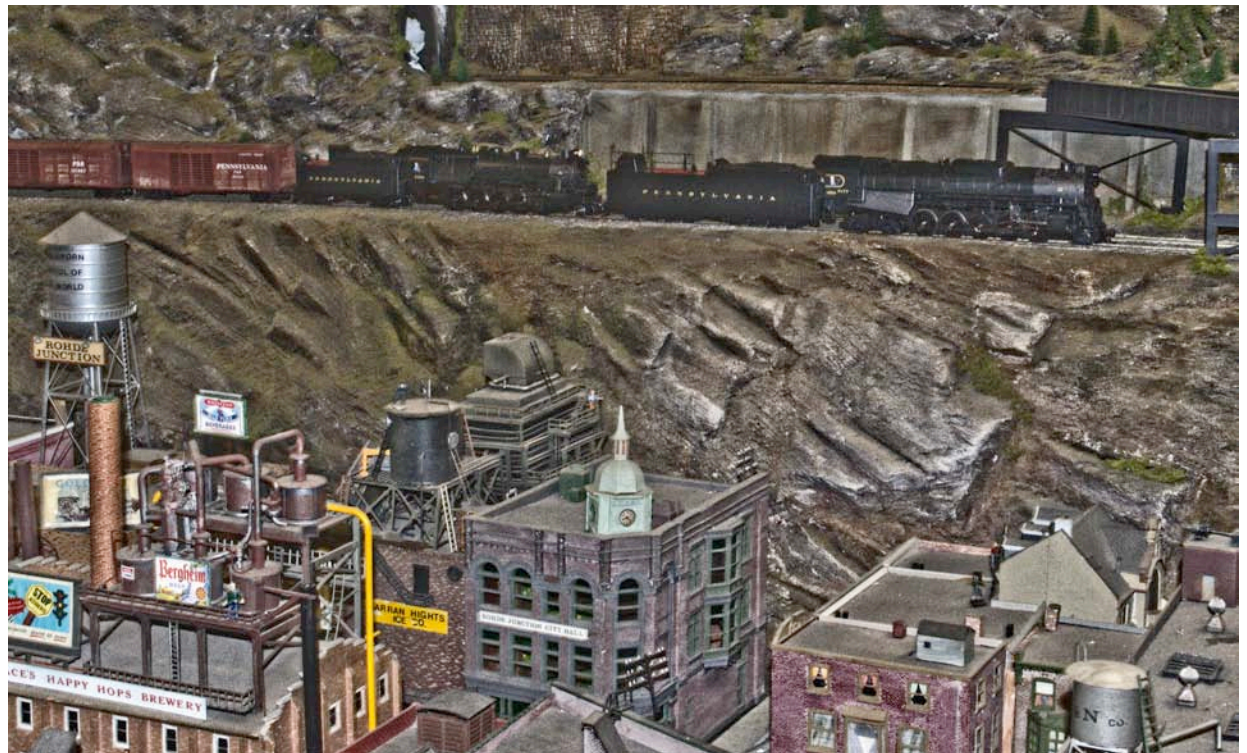
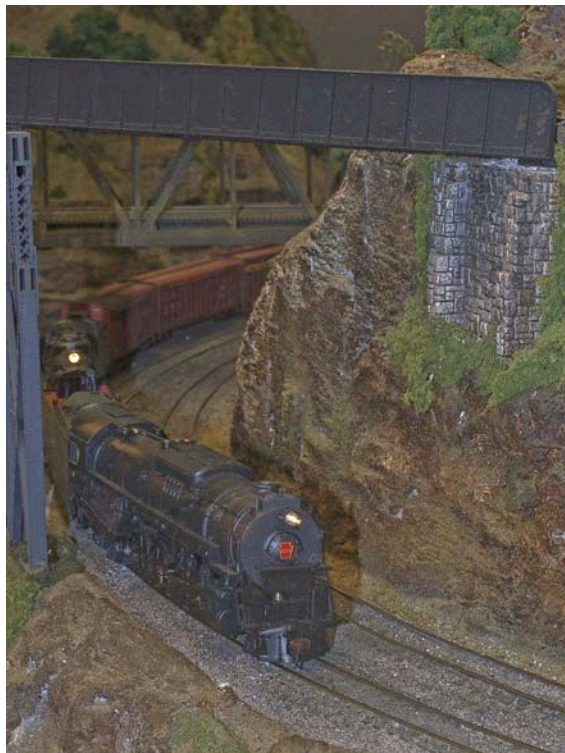


## Scenes from Logan Model Railroad Club

Photos by Mark Wallace













## Logan Photos (continued)













## Coopersburg Photos (continued)

Photos by Howard Kaplan





