



# THE DISPATCH

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



February 2015

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

Volume 22, No. 1

## March Meet in Elkins Park

For our March 14th meet we will be convening at a new, authentic, railroad venue, the Elkins Park Train Station. Doors open at 8:30am and the meet starts promptly at 9:00. Detailed directions can be found on page 7 of this issue.

Located on the SEPTA Warminster and West Trenton lines (historically the North Penn Branch of the Reading Company), the station building itself has been unused by SEPTA for over ten years but the trains still stop there. The schedule can be found on the SEPTA website at: <http://septa.org/schedules/rail/index.html>.

The address for your GPS is: Spring and Park Avenues, Elkins Park East, Elkins Park, PA 19027. But why drive *when you can take the train!!*

For more about the Elkins Park Train Station, check out the website at <http://www.elkinscentral.com/>.

Parking may be a little challenging. The folks at the Elkins Park Train Station Renovation Project have told us that there is plenty of street parking and an adjacent SEPTA parking lot on the opposite side of the tracks which is very inexpensive, but not free. It could also be crowded. If you can car pool, it is recommended. If you take the train, the added benefit is that the Cheltenham Hills Model Railroad Club, which will be open for us in the afternoon, is only a short walk away.

We have a great clinic lineup with the focus on variety. Instead of two longer clinics, we will have four shorter ones.

- Charles Butsch will give a stand around show-and-tell on weathering freight cars.
- Earl Hackett will discuss 3-D printing and what is involved in getting things made through this revolutionary process.
- Alden Smith will talk about how he scratch built his Jenkins-Jones mine.
- We will be treated to a guided tour with a virtual cab ride of Bob Gross's beautiful N-scale layout. Video photography courtesy of Bill Fagan.

The Cheltenham Hills Model Railroad Club, a short walk up the street, will be open during the afternoon for your viewing pleasure.

## Mid-Eastern Region Convention Joint Planning Continues

While the upcoming MER convention is progressing nicely, we still need lots of clinicians, ops sessions, and Philadelphia Division layouts. **Chuck Higdon** (732-914-1161 or [vze5crrw1@verizon.net](mailto:vze5crrw1@verizon.net)) is handling the layouts and op sessions, while **Fred Willis** (856-795-7189 or [fwillis73@yahoo.com](mailto:fwillis73@yahoo.com)) is in charge of clinics. In addition, the following directors are coordinating these activities from the Philadelphia Division side:

**Layouts:** Pat McTeigue – 215-441-8407

[tonightowl1@comcast.net](mailto:tonightowl1@comcast.net)

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

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

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

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

If you are interested in helping out, even as a general floor volunteer, the easiest way to make contact is to navigate to the Philadelphia Division website home page at <http://www.phillynmra.org> and simply click on the appropriate link in the notice at the top of the home page.

## Call for Nominations

Yes, it's election time again! Are you tired of the same old faces? Think you can do better? Like to boss other people around? Then why not throw your hat into the ring! Get involved and make a difference in your division. See page 3 for more details.

## East Coast Santa Fe Modelers Reconvene in Doylestown

The ECSFM group and the Philadelphia Division have shared close ties over the past few years. Joint meets have been commonplace, and although going a different direction this year, the division is still considering more joint meets in the future. The ECSFM has changed their dates this year to April 16 through 19 in the same Delaware Valley College venue as earlier meets. Many NMRA members will be attending. Full details and the agenda of that meet are included on page 20 in the online section of this issue.



## From the Editor...

We are all aware that the technology being used in model railroading continues to develop and refine.

DCC has been with us for over 20 years and has become a standard for the majority of layouts, especially those designed for operations.

There still exist, however, a sizeable number of layouts still using DC for propulsion. This is significant because it indicates that, for whatever reason, some have decided to avoid recent advances.

To complicate things, the model railroading industry is now investigating the next generation of technologies for train and layout control.

NMRA LCB (layout control bus), "dead rail" (using wireless DCC), and "BlueRail" (using the new faster bluetooth technology) are among others being developed.

The JMRI project also continues to mature and is now used for far more than mere loco programming.

Smart phones and tablets are making their way to area layouts as controllers as well as are RFID readers.

Enough acronyms! What do they all mean? Who is actually using this stuff in our area?

*The Dispatcher* seeks to publish a series of articles designed to feature some of these technologies as they are observed on division layouts.

The main idea of these articles will be to simplify the "techspeak" so common to technology clinics and discussions.

Last issue we covered the explosion of podcast shows related to model railroading.

This issue talks about using your smartphone as a throttle and what you need in order to implement that on your layout.

Tell us what you are doing so that we can all share!

Regards, Earl



## From the Super...

### Cheltenham Hills Model Railroad Club

Shortly after WWII, ten model railroad enthusiasts decided to start their own club. Founded on February 7, 1946, the club was originally called the **Germantown HO Engineers**. Their meeting place was on the second floor of a paint store in Germantown, and their first layout was completed in June, 1946. A month later, the club moved to a bigger facility in the basement of the PRR signal tower in Chestnut Hill. They moved their original layout to this facility until 1952, when they started a new layout. The new trackwork was completed in 1955, but scenery and revisions continued until they moved the club to their present location in Elkins Park in 1962. By this time the club had 22 members and they needed more space. They also decided to change the name to the **Cheltenham Hills Model Railroad Club** and they named their layout the **Penn Falls Railroad**. The original layout was so good that it still exists today with a few minor changes and improvements. The old electrical operating system has been replaced with a new Digitrax DCC system, which has greatly enhanced operations.

The layout boasts some major highlights. The first thing you will encounter as you walk in the door, is an amazing, hand-built lift bridge, which connects both sides of the layout. Imagine the aisle as a river with cities, towns, and industries on both sides. The bridge not only connects the railroad, it is a means of crowd control during open houses. It has worked flawlessly for over fifty years with only minor adjustments. On the right hand side of the river is the Berkenstock freight yard, engine servicing facility and the waterfront pier. Look closely and you will find

...continued on page 3

## 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:** April 2015. Due out approx. Apr 16. Deadline: April 1st

### Online Subscription: Free.

Make sure the clerk has your current email address.

**Print/Mail Subscription:** \$10.00 per yr. or \$2.00 per single issue

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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Every spring, the Philadelphia Division is required to hold its annual election for Board of Directors. There are seven total board positions, four of which are open for election or re-election this year. The nominating committee is comprised of the three members of the board who are not up for re-election: Joe Bergmaier, Pat McTeigue, and Mark Wallace.

The term is for two (2) years to serve as a director in helping to manage, maintain, and operate the various programs and events within the Philadelphia Division. We hold between four and five meets per year, with the added responsibility of assisting the New Jersey Division in hosting the MER Convention this coming October. We have a variety of committees, groups, and individuals to whom we relate in our role as model railroading ambassadors.

If you are interested or know of someone who might be, please contact Joe, Pat, or me at the numbers or addresses listed in masthead on page 2.

### Bylaws – Some Changes are Being Proposed

Every organization operates on a series of rules or regulations. These often make the difference between total chaos and an orderly way of getting along successfully while creating fun memories. Ironically, the railroads on which we base our models, have always used a strict set of rules. These regs were often borne of the accidents, loss, and bloodshed of those who were unfortunate to have been casualties of many legendary or even minor accidents. Old heads have said railroad rules were written in blood. While the railroads require their employees—dispatchers, conductors, engineers, and similar operators—to memorize whole chapters, we model railroaders get by with considerably less.

Our division's bylaws, as with the NMRA and Mid-Eastern Region, is a set of governing or necessary operating rules. They describe the board, essential committees, and certain appointed positions such as the Achievement Program Coordinator and Newsletter Editor. They dictate how often to hold meets as well as the methods for conducting business. The original bylaws were formulated in the form of our original charter when the division was founded in 1969 and were updated approximately eleven years ago. However, the board, by necessity, has had to deviate from the bylaws in a few minor areas that we would like to amend with the approval of the division members.

### The changes being discussed are:

1. The formal separation of the office of "Clerk-Paymaster" into the offices of "Clerk" and "Treasurer." While the current bylaws do give the option of operating this way, this change will permit clearer definition of the duties of each office.
2. Removing the 2-term/4-year limit for officers. While it is good to rotate the leadership around the various board members, in reality, as we discovered last June, there may be no one else interested in serving in a particular office, and the board members may be perfectly comfortable with the existing officer continuing to serve in his capacity. Other divisions in the NMRA do not have these limitations. Still, each office term is for a single year only—officers must be re-elected each year—so should anyone else become interested, he has frequent opportunity to challenge the incumbent.
3. Adjusting when the term of office begins and ends for our elected directors such that business can be conducted efficiently without "lame-duck" or impractical calendar limitations.
4. Fixing some contradictory language in making changes to the bylaws.
5. Clarifying the legal status and formal description of the Philadelphia Division within the opening paragraph or articles.

We will be publishing these changes in the upcoming election edition of *The Dispatcher* that is sent out to every member along with the ballot. If you have any questions or concerns, please do not hesitate to contact any one of the directors—see the masthead on page 2. These changes will help future boards, and hence, the division, to operate more smoothly. 🏠

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## Super's Column: Chelten Hills Model RR Club

...continued from page 2

many detailed and fascinating scenes.

On the left hand side of the river there is a small town with an industrial area, bridges, a dam, and some beautiful, detailed scenery. Continuing on you will reach the "city" area with a large railroad terminal (modeled after the St. Louis Terminal), a trolley system, and a very large and detailed passenger yard.

After your eyes have traveled over the 1,750 feet (28 scale miles) of track, 150 plus turnouts, and all the amazing details, you will probably want to go back and gaze at it all over again!

The club always welcomes guests and new members. They meet every Thursday evening at 7:30pm (except holidays). Stop in, say hello, and talk "trains" with the members and get a closer tour of the layout. Who knows, you may decide that want to join them.

Joe Bergmaier,

NMRA/MER Division 3 Superintendent, and a former member of Chelten Hills Model Railroad Club. 🏠

It's time to make your RPM–East plans to rekindle your modeling efforts after a long, cold winter! We will meet again at the Ramada Greensburg Hotel and Conference Center on Route 30 just east of Greensburg, PA, on March 27 and 28. The conference center is located a few miles from the Pennsylvania Turnpike, east of Pittsburgh.

Here is what we are planning.

- two days of prototype and model presentations
- a large display room to share your modeling efforts and learn new techniques
- a variety of vendors selling goods for prototype modeling
- Thursday evening operating sessions on local model railroads
- an informal Saturday buffet
- Sunday model railroad layouts to visit

A wide variety of rail-related subjects will be presented. Nearly 30 speakers are now lined up for the meet. Check our website for the latest details. A tentative presentation schedule will be available a couple of weeks before the event.

Registration is only \$38, with an additional buffet cost of \$28.

The Ramada has a special hotel room rate of \$105 per night, plus taxes.

Registration forms, hotel information, and more details can be found at the RPM–East website: [http://www.hansmanns.org/rpm\\_east/index.htm](http://www.hansmanns.org/rpm_east/index.htm).

PayPal is now an option for registration directly from the website!

Don't miss the 2015 RPM-East prototype modeler meet sponsored by Division 2, MCR.

### Welcome to Our New Philly Division Members!

Michael Berus  
Richard Ing  
Allen Young

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## Smartphone Throttles

...by Earl Paine



More and more layouts are set up to use smartphones or tablets as throttles. Layout owners are realizing that adding this feature to their layouts replaces the need for additional expensive wireless (or wired) throttles. The software needed to accomplish this is a part of the JMRI software project and is free. Information on the JMRI project is available at: <http://jmri.sourceforge.net/>.

I took the opportunity to set up my Reading layout for smartphone throttles and found it much easier to do that I thought it would be! What follows is a basic list of what you will need to do the same on your layout.

- A computer connected to the internet using a wireless router: Most of us already have this in our homes. It can be a Mac or a PC or a computer running on Linux. The same wireless signal that connects your electronic devices to the internet will work for your smartphone throttles. After setting things up, the internet connection is no longer needed as long as the wireless router stays working. Most owners leave their internet connection active and use their computer for other uses when not model railroading.
- A connection between your computer and your layout. I use a LocobufferUSB for my Digitrax system. I purchased mine from the source at <http://www.rr-cirkit.com/>. It was dead easy to get my computer connected to the layout. Other DCC systems require different interface hardware, but most can connect a layout to the computer.
- The JMRI software (which is free) needs to be downloaded and loaded onto your computer. This software can be obtained at the JMRI website listed above. Be sure to download the version specified for your computer.
- Smartphone software for your handheld device. iPhone users need to download the application *WiThrottle* from the App Store. *WiThrottle Lite* is free and works well. The full version of *WiThrottle* is \$10.00 and adds all the features that DCC is capable of. The URL is <http://www.WiThrottle.com/WiThrottle/Home.html>. Android users need to download Engine Driver software, which does a similar task on android phones at <http://enginedriver.rrclubs.org/>.

Once those elements are in place, it's merely a matter of loading JMRI (either the locobuffer or the Panel Pro version) and turning on the WiThrottle server from the pulldown menus.

Each of the bulleted items above deserves an individual complete article, which goes into more detail. It is the intent of this summary to whet your appetite with the basics. Stay tuned for more detail in future issues. 🏠



## January 2015 Joint Division Meet Report

...by Mark Wallace (including photos)



With the holidays behind us, Philadelphia Division members traveled this past January 10<sup>th</sup> to the Haddon Township High School to join with our hosts, the New Jersey Division, for a morning filled with a variety of model railroading activities.

The morning's program, known as "Works-in-Progress," was a repeat of a multiple, mini-clinic format that has been utilized at various meets over the past several years, and also at the MER's 2010 Princeton Junction Convention. It consisted of a variety of clinics run simultaneously and repeated for four sessions lasting 30 minutes each.

Members were free to choose to attend any of the clinics, located at various tables around the school's large cafeteria, in any order they wanted. Folks could leave early or move quietly between clinics. At the end of each clinic, a bell was rung; folks could circulate, get some refreshments, browse or shop at the various vendor tables present, and catch up with old friends. The presenters would take this time to reset their clinics for the next session.

The clinics featured a range of opportunities where you could learn about 1) weathering freight cars (given by our assistant superintendent, Charles Butsch), 2) building a car-float loading bridge, 3) cutting foam with a hotwire, 4) styrene modeling techniques, 5) the latest in using L.E.D.s for lighting the layout, 6) photoetching model parts (given by division member Glyn Thomas), 7) building track work in road paving, 8) modeling automobiles, and several more! In this format the clinic presenter can utilize a more informal approach for presentation and demonstration with appropriate interaction with his audience, much like one would do when showing, describing, and demonstrating at one's workbench.

There were several railroads open for visiting Saturday afternoon after the meet that were hosted by various members of the New Jersey Division throughout the South Jersey area.

A hearty thanks to New Jersey Division Superintendent Bob Clegg, Director of Clinics John Gallagher, and all our friends at the New Jersey Division for inviting us and hosting the January meet. This March 14th we will meet at the Elkins Park train station for a round of interesting clinics, vendors, and display. If you have a model in any stage of construction or of any prototype that you want to display or share, please bring it with you. There will be more about this event elsewhere in *The Dispatcher* and on our website. It should be fun and we'll see you then! 🚂



**Opening comments by Clinic Director  
John Gallagher of the New Jersey Division**



**New Jersey Division member Herb Gishlick  
presents one of the mini-clinics**



**Model contest entries – Category: Weathered Reefers**

**Additional photos of the meet can be found in the online section**

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## Managing Your Membership

...by Mark Wallace, Clerk



When you joined the NMRA, you provided the organization with all sorts of information about yourself and how to get in touch with you: your physical address, phone number, and email address. While the NMRA has a very strict privacy policy, the national office regularly updates and shares certain information with the Mid-Eastern Region (MER) who in turn provides your division with the latest information. For instance, these updated lists are used as a basis for notifying you when the latest edition of the division's official newsletter, *The Dispatcher*, is being published online and free for your enjoyment.

While over the last decade, email has become one the easiest ways to communicate among members, from time to time as your division clerk (a fancy title for secretary), I am asked and am pleased to help with an occasional update of an address or similar. However, with this technology comes the complexity and subtleties of the average email address. If one wrong letter or number is entered, then the address is useless. We would have no way of contacting you via email and, if necessary, would have to try and call or write.

With the new NMRA website located at <http://www.nmra.org>, as well as our division's website at <http://www.phillynmra.org>, comes a new, more efficient way to keep your information up to date as well as access to articles and features in the "Members Only" area. I encourage all of you to try managing your membership this way!

Here's how it works—and I am paraphrasing the NMRA magazine, because I just did this myself as a test and it only takes a few minutes. The first thing to do is to register. Even if you were registered to access the Members Only content at the old website, you're going to have to register again on the new site.

Start by going to the <http://www.nmra.org> website and in the upper right hand corner in the dark red bar, click on the words "Membership Log In/Registration." This will open a new page called "Members Only." Next, click on the blue bar that says, "Need a username? Register now." At the appropriate spaces, enter a suitable username and your email address, and then click on the blue bar that says "Create New Account." You will see a

message that says that an email confirmation has been sent to your inbox.

Go to your email inbox, open the message, and follow the instructions. Basically you receive an allowance of one log in back at the [nmra.org](http://nmra.org) website to create the permanent password. Once you set your password, that's it!

Now when you log in, you will see to the right, a box that will present all of your membership information. If you were to move, rather than forgetting to provide either the division or the NMRA a forwarding address, you could simply make the changes at this location. The same thing would hold true if you decided to change your email address or other aspects of your membership. In this age of information management and privacy, the NMRA encourages you to help make changes more quickly as well as securely and discretely.

There is an added bonus too; now whenever you go to the NMRA webpage, you can gain access to all of the "Members Only" content that you want. For instance, there are a lot of good articles, how-tos, and clinics available on the NMRA@HOME button. You just click on the "Member Log/In Registration" heading in the upper right hand corner of the screen on the red bar, enter your username and password and you're there. You can access it from your computer, tablet, or smart phone (if you have internet browsing capability).

Again, your NMRA—the national, region, and division—are all encouraging those with internet access to securely manage their membership online through the [nmra.org](http://nmra.org) website. Of course, you can always ask us to help you with an address change or email update. But using the online method speeds up your changes and gives us all more precious time to spend on model railroading.

One more thing. Our own division website provides a shortcut to the NMRA member log in page in the Member selection of the pull-down menu. And while it is far more advantageous to update your information through your official NMRA member account—mainly because you can check your existing information for accuracy—our website also provides a "back door" for "quick-and-dirty" access to the update page. In the right sidebar on the home page, just click on the button that looks like a PRR station sign. 🚦



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## March Meet Directions

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**PA Turnpike from the East, Exit 343 "Willow Grove"** - South on PA611 about 6 miles. Slight left on Elkins Ave.(If you miss Elkins Ave, the next left is Spring Ave.) Left on Spring Ave. to Park Ave.

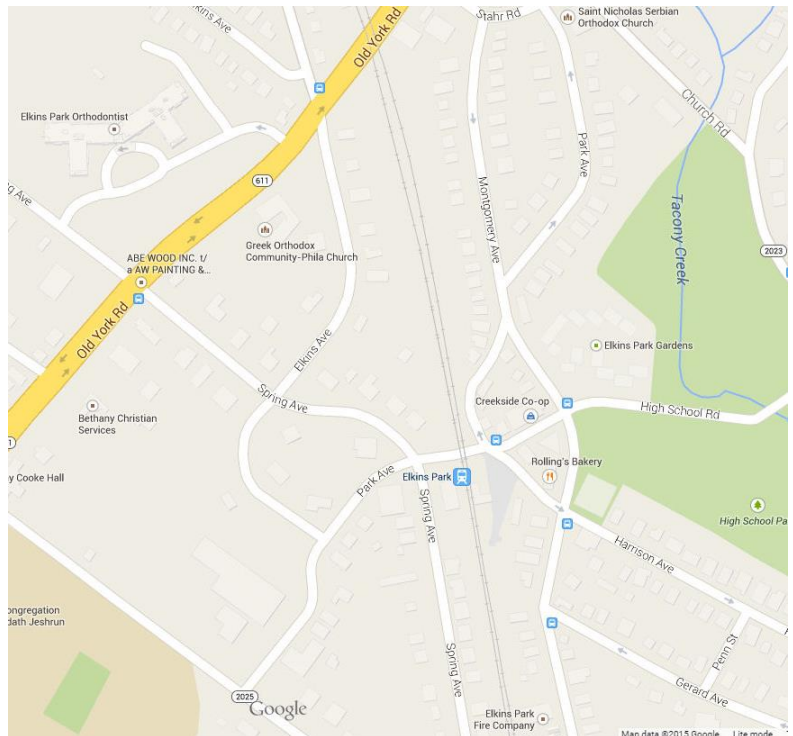
**PA Turnpike from the West, Exit 339 "Fort Washington"** - South on PA309 about 5 miles. Left on Cheltenham Ave.(309) about a mile. After passing Broad St. on right, move to right lane to make Left on overpass (North) on PA611/Old York Rd. Right on Spring Ave to Park Ave.

**From Southwest** - US1/City Ave. North to US1/Roosevelt Expressway North. North on PA611/Broad St. Bear right on PA611/Old York Rd. Right on Spring Ave. to Park Ave.

**From East/Northeast within Philly** - PA73/Cottman St./Twp Line Rd. West/North. South on PA611/Old York Rd. Left on Elkins Ave. Left on Spring Ave. to Park Ave.

**From DE, South Del. Co.** - I-95 North to I-476 North. Take PA Turnpike East, following directions **PA Turnpike from the West**.

**GPS address:** Spring and Park Avenues, Elkins Park East, Elkins Park, PA 19027



**Parking:** Street parking or adjacent SEPTA pay lot.

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## AP Report

*...by Dave Messer, MMR*

I am very pleased to report that division member Dick Foley has completed the requirements for **Association Volunteer** for his outstanding efforts in support of two National Conventions, Valley Forge Express and Independence Junction. If any members who served on either or both of these convention committees, chair Bob Charles ([rcharles@aol.com](mailto:rcharles@aol.com)) can verify participation in VFE, and I can serve the same role for IJ2006. However, the Volunteer Certificate is not limited to service for national events, but also covers a wide range of individual effort at the regional and division level, including division officer and board members, and serving as layout open house host for regional and division meets. For details on the requirements, please consult the AP Program requirements at [www.nmra.org](http://www.nmra.org). As per usual, I can answer any questions if you contact me at 610-948-2191 or [dmesserpr@comcast.net](mailto:dmesserpr@comcast.net). 🏠

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## QuikTips

*...by Dave Messer, MMR*

**Car Weights** - All cars should follow NMRA practice for weight to improve operation. Rather than spend money for commercial car weights, use machine screw nuts (1/4" x 20, available in bulk packs from Home Depot and Lowe's), to allow more flexibility in adding weight. They should be secured in place with ACC or water-based contact cement. 🏠

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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>March 14, 2015</b> Philadelphia Division Meet Elkins Park Train Station Elkins Park, PA	<b>March 27–28, 2015</b> RPM East Ramada Greensburg Hotel Greensburg, PA	<b>April 16–19, 2015</b> East Coast Santa Fe Modelers Meet Delaware Valley College Doylestown, PA
<b>May 30, 2015</b> Philadelphia Division Meet Fairview Village Church Eagleville, PA	<b>August 23–29, 2015</b> NMRA National Convention Portland, OR	<b>October 22–25, 2015</b> MER Convention "Delaware Valley Turn" Mount Laurel, NJ

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

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**4325 Wendy Way  
Schwenksville, PA 19473**

Inside:

- March Meet Info
- Call for Nominations
- January Meet Recap
- Smartphone Throttles
- 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-Trevose, 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!**



# *The Next National Convention*



<http://www.nmra2015portland.org>

Portland, OR

August 23–29, 2015

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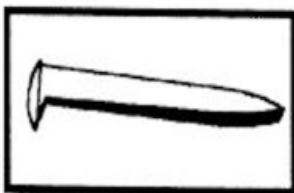
## *2016 NMRA National Convention*



[www.nmra2016.org](http://www.nmra2016.org)

Indianapolis, IN

July 3–10, 2016



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





# BULLETIN

January/February 2015

## Portland Daylight Express



Reminder, the Portland Daylight Express Convention will be August 23 - 29, 2015 and is the 80th NMRA National Convention.

Whither Portland? There was some confusion after our first *NMRA eBulletin* contribution as to which Portland is hosting this event. There are 16 Portlands in the United States (and one in Ontario, Canada), two of them the largest city in their state [Maine and Oregon], both with International Airports. The convention is being hosted, for the third time, at the 29th largest city in the United States, PORTLAND, OREGON!

### Non-Rail & General Interest Tours

Let's start off the New Year with a quick listing of the many General Tours being planned. Each will be described in full in the next few months on the website. We'll let you know when tickets are available:

Bob's Red Mill Factory tour, store & lunch (self-pay) then a stop in Aurora at the Antique stores. Oregon Wine Tasting. Powell's Books. Distilleries Tour. Oregon Zoo for a train ride. The World Forestry Museum. Spirit Dinner Boat Cruise. Oregon Coast, including stops at Tillamook Cheese Factory, Garibaldi, Cannon Beach and Seaside. Fabric Depot & Pendleton's Shopping Excursion. Gorge Cruise on a Sternwheeler (includes continental breakfast and lunch). Pittock Mansion, Rose Test Garden & Japanese Garden. Art Museum, Courthouse Tour, Walking tour of downtown. McMinnville- Double trouble trip- Part of group will be left at the Evergreen Aviation Museum, other part will be left downtown McMinnville for shopping, wine tasting, Quilt shop. Walking tour of the Bridges of Portland. Last Thursday Street Fair (Galleries, shops open). Evening- Symphony in the park. Saturday Farmers Market & Swan Island Dahlia's Farm.

### A few words from the President



### Happy New Year

As we start this new year, my very best wishes to you all for a wonderful year filled with joy and wonder.

And one thing I wonder about is why the NMRA is considered by some non-members as an "HO organization." We are not, you know, although most of our members happen to model in that scale. But so does the hobby at large, which we reflect.

Let me use one scale as an example: N scale. Our lead Director on the Board, Jack Hamilton, is an avid and excellent N-scale modeler. Yours truly switched to N in 1967 at college in order to build a layout to fit under a dorm bed. I happily created the "Muy Poco lines" and enjoyed it until the narrow gauge bug bit in 1969. Had Tom Knapp been around, Nn3 might have been the answer. Now I model in HO<sub>N3</sub> and dabble in On3.

The NMRA is scale-neutral. Most of our standards work for any scale and we have N-scale standards as we have specific standards for HO, S, TT, Z and O. Yes, we have Large Scale standards, too. Our conventions feature N on display, in contest entries, modular layouts and the NTS, home layouts on tour and in clinics. The same can be said to a degree about any scale.

Model Railroad is model railroading. There is no "right" scale or gauge. Frankly, I am most impressed by Z as it seems to capture and allow the wide open spaces associated with railroading. Who is not impressed by the heft and detail of O or the charm of G, especially in an appropriate outdoor setting? I could go on but the one constant is that we celebrate and support all scales. So if you hear someone say we are an "HO organization," I think not!

Our BOD meets in late February and elections are also coming up. Please vote if you qualify to do so as we have some great candidates. It is your organization regardless of scale.

Happy New Year,

[Charlie](#)

### 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 2:00 PM on Friday, February 20, and the Board will be in caucus that evening. Both meetings are only open to invited guests. The regular, open session of the BOD meeting begins at 9:00 AM 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.



## Charlie Getz inducted into NG Hall of Fame



During the recent Narrow Gauge Convention held in Kansas City, our own President Charlie Getz was inducted into the Narrow Gauge Hall of Fame for his column in the Narrow Gauge and Shortline Gazette. Charlie's column is the longest running column in any U.S. model railroad magazine.

Congratulations, Charlie. Well earned, and well deserved!

We hope that there are some tours that appeal to everyone. Our tour planners are working with a disabled member so that we can provide meaningful accessibility information about outside sites - layouts and industrial facilities.

Check our website  
<http://www.nmra2015portland.org/> for updates as they are confirmed. And remember, registrations are open!

## SLC Convention is nailed down!

The Convention Department has now completed negotiations for Salt Lake City July 7, 2019 through July 14, 2019. The Convention will be at the Little America Hotel. 2019 will be the 150th anniversary of the driving of the Golden Spike at Promontory, Utah.

The Convention Department is seeking bids for 2020. Information required to submit a bid is available in the Executive Handbook or you may contact Robert Amsler at [conv@nmra.org](mailto:conv@nmra.org) for further information.



## From Standards and Conformance

### New TN-12 Turnout Design submitted for consideration and action by NMRA BOD

This Technical Note, TN, has been posted for consideration and action at the next NMRA BOD meeting, February 2015. This TN is a significant review of the current Recommended Practices, RPs, and forms the basis to make major changes to the RP-12.x series listing the dimensions of turnouts. Please submit your questions and suggestions to [Didrik Voss](mailto:Didrik.Voss@nmra.org), MMR, Manager, S&C Dept. before the BOD meeting. Your suggestions will be considered and may be adopted in future versions of the RPs.

## Register for the new NMRA website

[Ben Sevier, NMRA IT Manager](#)

## Wouldn't insurance for everyone be great?

[Mike Brestel](#)

*At-Large World-Wide Director and NMRA Insurance Coordinator*

Wouldn't it be great if the National NMRA would purchase a liability insurance policy to cover the meetings, conventions, and special events for every Region and Division in the U.S. and Canada? Wouldn't it be great if this insurance were available with a minimum of paperwork and red tape?

Wouldn't it be great if this insurance were also available, at bare-minimum cost, to all the 100% NMRA model railroad clubs in the U.S. and Canada? And to NMRA-affiliated SIGs such as the LDSIG and the OPSIG? And for events that NMRA Regions and Divisions co-sponsor in cooperation with non-NMRA groups such as the National Narrow Gauge Convention and the many RPM meets held across North America?

Well, this insurance IS available, for all the uses I've mentioned and more!

Each year, the NMRA purchases a General Liability Insurance Policy that provides up to \$1 million per event in protection for all NMRA business activities in the U.S. and Canada. All Region-, Division-, 100% NMRA Club- and NMRA SIG-sponsored events are covered up to the limit of liability provided for in the policy. Our provider this year, and for several years past, is the Peerless Insurance Company, a part of the Liberty Mutual Group. (Unfortunately we have not been able to arrange for similar insurance in other parts of the world, and dues for the Australasian and British Regions is lower in reflection of that fact.)

This policy is in place, first, to protect the National NMRA corporation, and also to protect the interests of Regions, Divisions, 100% Clubs, NMRA-related SIGs, and NMRA members where conventions, meetings, and special events warrant coverage. The special events can include meets that a Region or Division co-sponsors along with non-NMRA groups. The policy even provides protection in addition to their homeowner's liability policy for NMRA members who open their private home layouts for NMRA-sponsored tours and operating sessions. It does not replace or duplicate standard homeowner's insurance, rather it offers the NMRA, its officers, tour organizers, and members supplemental lawsuit protection in the event of an injury or accident.

"Hmm, I don't see the general public or non-members listed as among those who are protected," you say. "Does this mean we can't let the general public or non-members attend our shows and other events?" No, injuries to the general public and non-members ARE covered, so go ahead and invite the general public to attend, if it's that kind of event! If someone is injured at our event, member or not, and he or she turns to us for reimbursement, THAT's when we're protected. That's what the insurance is for.

"Okay," you say, "this IS great. But nothing's ever free, so where's the catch? Who's paying for this?"



## Register for the new NMRA website

*Ben Sevier, NMRA IT Manager*

Have you registered on the new NMRA Web Site yet? The completely rewritten NMRA web site ([www.nmra.org](http://www.nmra.org)) has "members only" items that are only available if you have logged into the site with your new member account. While there is much to see on the site for non-members, NMRA members who are logged in have access to NMRA Data Sheets, past editions of the *NMRA eBulletin* and the *NMRA Bulletin*, the President's Car column and many other types of items that may be of interest to you. There is also a page that shows you information that is currently held in your NMRA Membership record, with a button to send an email to the staff with any corrections you wish to make. However, you cannot make any changes on the web site; the information is "view only."

If you have not yet registered for your NEW account, some things to keep in mind: 1) no other NMRA logins or passwords will work on the new site - meaning, your Company Store account information, the account you may have created several years ago on the old NMRA web site, or any other NMRA login you may have will not be recognized on the new site. You must create a new account. 2) In order to create your new account, the email address you wish to use for the account must match the one in your membership record in the NRMA database. If this is not so, please contact the NMRA office and update your email address. 3) The registration process will send an email to the address we have in your membership record that provides a one time login. You need to make sure that your email system does not send the password email to your junk folder or trash! Once you have logged into the site with your new account, please change your password to one you can remember - you can always change it later.

One other note: if your membership has expired (you just hadn't gotten around to renewing yet...), you will not be able to create your account. If this is the case, please renew your membership, give the system a couple of days to update the website, then create the account.

There are instructions on how to create your account in the Frequently Asked Questions page on the website. You can find it by going to the bottom of the page (blue area) to the far right, under "About." If you have problems or questions creating your account, please send an email to [web@nmra.org](mailto:web@nmra.org) and one of the web team will assist you.

event, member or not, and he or she turns to us for reimbursement, THAT's when we're protected. That's what the insurance is for.

"Okay," you say, "this IS great. But nothing's ever free, so where's the catch? Who's paying for this?"

Well, we all are. The National NMRA purchases this policy each year with funds that come from our general budget, which includes member dues, income from conventions and other activities, investments, and other income. Then each Region and Division has access to the benefits of the policy, usually without any additional expense to them.

As you can imagine, the insurance company reasonably wants to know just who and what they're covering. So they ask that each year, each Region and Division provide NMRA HQ with a list of their activities, including locations, for the year. If an event or location changes during the year, it's not a problem - each group is asked to provide the best and most complete information they have available.

The insurance company also very reasonably wants NMRA HQ to know who our members and all our officers are, and to be sure that we are not providing protection to groups or individuals who are not members (except for when we are co-sponsoring an event). We pass this information on to the insurance company as asked.

Providing our coverage for co-sponsored events is a little more complicated. The insurance company, again very reasonably, wants to be sure that we're not handing out our coverage willy-nilly, so they require that certain conditions be met in order to call an event co-sponsored. These conditions are not at all unreasonable or difficult to meet, and are established to be sure that the NMRA or one of its Regions or Divisions is truly involved in the planning, management, and fortunes of the co-sponsored event.

These don't seem like unreasonable demands, do they? This is a great deal, especially when you consider the cost if each Region and Division needed to purchase this insurance on its own.

I remember that back in the days before the NMRA purchased this insurance for us, my Division had to buy its own liability policy at a cost of around \$1,000 per year. If you multiply that cost by the roughly 170 Divisions and the 15 Regions operating in the U.S. and Canada, plus our many 100% clubs, plus the cost of insurance for SIG activities and for co-sponsored events, the total bills for all these individual policies could be well over \$200,000 per year. Now, that's a lot of money!

Yet that same protection is available to all of us for little or no extra cost, just because we're NMRA members. You really can't beat a deal like that!

If all this sounds like as good a deal to you as it does to me, and if you want to know more, take a look at the Liability Insurance information available on our website, at <http://www.nmra.org/liability-insurance>. The first link on that page is a general introduction to the program, with a number of FAQs that we've collected over the years. Then the other links are to memos and forms that cover specific parts of the program.

After you've taken a look at the program and read all the questions and answers, you may have additional questions about how the program would apply to your particular event or situation. If that's the case, we encourage you to call HQ at 423-892-2846, or to email them at [nmrahq@aol.com](mailto:nmrahq@aol.com). Or you can email me at [mbrestel@zoomtown.com](mailto:mbrestel@zoomtown.com). We'll have the answers you need, or else we'll get them for you.

Insurance that's provided for you and your group, just because you're NMRA members, may seem like a deal that's too good to be true. But the value of this liability coverage has proven its worth many times over the years. There's really no reason for anyone in our U.S. and Canada NMRA family to miss out on this wonderful financial protection tool.

We look forward to hearing from you!



We are looking for suggestions from members on services or information they would like to see available on the NMRA website, either public or "member's only". What would be interesting to you? What would make the web site more useful to you?

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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.

## Region and National Conventions



(Only those Region conventions occurring within the next three months are listed)

[Aug 23-29: NMRA National Convention, Portland, OR](#)

## Master Model Railroaders



548: Dave Jacobs, MCoR  
549: Vincent Gallogly, NER

## In Future Issues of NMRA Magazine



The 2015 Election Ballot and candidate statements

RTR Remodeling, Part 2

The Sky's the Limit



# eBULLETIN

2015 ELECTION: SPECIAL NOTICE

Editor:

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

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## Having trouble removing your mailing label to place on your ballot?

U.S. members are required to remove the peel off mailing-label from the cover of *NMRA Magazine* and then attach to their ballot before mailing the ballot to Headquarters.

Some members report they are having difficulty removing the mailing label. Every vote is important and you shouldn't be denied the opportunity to vote just because of difficulty with the mailing label.

If you can't get the label to come off the cover of the magazine in one piece, **print your name and membership number in the space provided on the ballot. Remove what you can of the mailing label and fasten it to the ballot. Include a short note that you had difficulty removing the label from the magazine cover.** Be sure that you fill in the ballot before mailing it to Headquarters.

John Stevens  
NMRA Secretary



## More January Meet Photos

Photos by Mark Wallace



Jersey member Steve Lang demonstrates his scratchbuilding techniques



Jersey Clinics Director John Gallagher shows how to pave railroad crossings



Left and right - Mike Prokop of the New Jersey Division presents his clinic on LED lighting





## More January Meet Photos

Photos by Mark Wallace



Above and below – Philly Division's Assistant Superintendent Charles Butsch presents his popular clinic on weathering rolling stock using paints





## More January Meet Photos

Photos by Mark Wallace



Philly Division's Glyn Thomas demonstrates photo etching of parts



Herb Gishlick, MMR of NJ presents on modeling figures inside vehicles



Left and right – New Jersey Director Bill Grosse demonstrates hot wire foam cutting on his homemade apparatus





# 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.  
801 S. Newton Lake Drive  
Collingswood, NJ 08108  
[MER-BusMgr@comcast.net](mailto:MER-BusMgr@comcast.net)



# East Coast Santa Fe Modelers Meet



**April 16, 17, 18, & 19, 2015 in Doylestown, PA**

*Student Center of Delaware Valley University*

<http://www.delval.edu>

**You can find all of the Meet information and much more by visiting us on the web at:**

<http://www.ecsfm.org/>

## **Thursday, April 16**

- 6:00 PM. - Car Pool to Bob Bucklew's RR Layout w/ dinner on the road.  
7:00 to 9:00 - Open House visit

## **Friday, April 17**

- 9:00 AM - Breakfast at Perkins  
10:30 to 1:00 PM - Gathering at Don Borden's for discussions and socializing  
2:00 to 4:30 PM. - Registration, set up of sales tables, networking.

### **Dinner:**

- 4:30 to 5:30 PM. - In the University Dining Hall

### **Clinics:**

- 6:00 to 7:00 PM - Jared Harper: "Running Trains on the Alma branch, May, 1943". (1 hour)  
7:15 to 8:30 PM - Ramon Rhodes: Santa Fe in Joliet during the 1960's. (1 hour)  
9:00 PM - On - Everyone is invited to **Don Borden's** Cajon Pass Layout after the clinics.

## **Saturday, April 18**

### **Morning**

- 7:00 to 8:15 AM - Registration  
8:15 AM - Welcoming comments.  
8:30 to 9:50 AM - ECSFM business meeting in Coffee House Room

### **Clinics:**

- 10:00 to 11:10 AM - Ken Silvestri: "The development of the Santa Fe Modernized 2-10-2" (1 hour)  
11:20 to 12:30 PM - Train Control Systems (TCS): "Introduction of the new WOW Diesel Sound decoder and update to the WOW steam decoder" (1 hour)

### **Afternoon**

- 1:30 to 3:00 PM - **Auction:**

### **Clinics:**

- 3:00 to 4:25 PM - Bob Bucklew: "JMRI has more than DecoderPro and control panels" (1.25 hours)  
4:35 to 6:00 PM - Steve Sandifer: "Santa Fe's E Units: a look at the various E passenger locomotives used by the Santa Fe, their evolution and assignments". (1 hour)

### **Dinner:**

- 6:00 to 7:00 PM - In the University Dining Hall

### **Evening:**

- 7:00 to 8:30 PM - Stuart Forsyth: "Cajon at War: How Santa Fe Ran the Railroad . . . and how to use train sheets to model operations". (1.5 hrs.)  
8:30 to 9:45 PM - Cleanup and load out.  
9:45 PM-On - Everyone is invited to **Don Borden's** Cajon Pass Layout after the clinics.

## **Sunday, April 19**

Everyone is invited to Don Borden's layout for an informal operations session and introduction to the new Train Card / Engine Card operations plan.



# Photos from the Delaware & Susquehanna Model Railroad Club

Haddon Heights Train Station, Haddon Heights, NJ

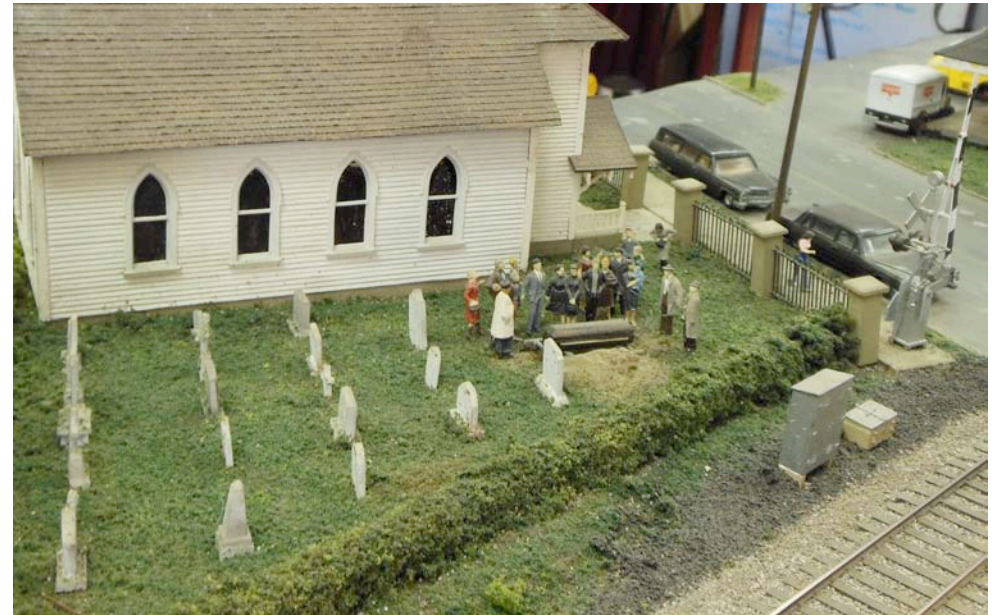
Photos by Howard Kaplan





## More D&S Scenes

Photos by Howard Kaplan





## More D&S Scenes

Photos by Howard Kaplan





## More D&S Scenes

Photos by Howard Kaplan





## Around the Division...

Photos by Earl Paine unless otherwise noted



Layout planning commences in Ron Bigham's basement (Ron Bigham photo)



Editor's #1 grandson get his start with Thomas

*The Dispatcher* seeks to cover any and all model railroading activity in the division. Send in your photos, captions, and articles to the editor. Contact info can be found on page 2. We are happy to come to your layout to take photos, as well.



Editor's #2 grandson learns tools on the railroad



Don Borden works on Pat McTeigue's layout during a round robin session



Reading and Northern shop tour at the recent Reading Modelers second annual meet