



THE DISPATCH

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



August 2015

www.phillynmra.org

Volume 22, No. 3

Next Stop: Quakertown

The September Division Meet will be held once again at the Quakertown Train Station, a very popular venue among our members. This beautifully restored building served the North Penn (Bethlehem) branch of the Reading Company, and then SEPTA until the mid-'80s.

The date is September 19th and the meet will commence promptly at 9am with doors opening at 8:30. Directions are located on page 7 of this issue.

The meet will feature three outstanding clinics:

1) "Railroading Down South: The BNSF Birmingham Subdivision" presented by Ramon Rhoades

"We'll take a look at a little known or photographed part of the vast BNSF system. Through hundreds of photographs, charts, maps and diagrams we'll cover the Birmingham Sub in detail. This fast-paced and visually engaging presentation will feature the trains, operations, locations, yards and terminals along the route, and will explain why each is an important link in the BNSF system that stretches from Atlanta to the West Coast. Let's take a trip to the deep South where you can see former Santa Fe Warbonnet locomotives running amongst the kudzu and pine forests, or through towns so small that time has literally passed them by."

2) "Airbrushing" presented by Jody Gontero

Jody, an accomplished modeler who has presented several clinics to his own Susquehanna Division, will now share his expertise on a topic that has often intimidated model railroaders. After hearing him speak, you may come away more enthusiastic about trying airbrushing.

3) Sam Parker will present his beautifully detailed HOn30 and On30 layouts through video cab rides.

Aside from the clinics, there'll be a white elephant table for anything you might want to sell, a model table to show off any completed or in-progress projects, door prizes, a 50/50 raffle, and of course, coffee, tea, donuts, and Philly pretzels.

Two fine layouts will be open for your perusal in the afternoon. The Coopersburg MRR Club has made great progress in the past year and will be open to all attendees. Also, John Wertan's home layout in nearby Perkasio will be open to visitors.

The J and D Whistle Stop, located immediately across the street will be open for your browsing or purchases.

As in the past, this promises to be a very informative and enjoyable day. All NMRA members welcome. Why not bring a friend and introduce him to the hobby and our organization. Free introductory NMRA memberships are still available. Hope to see you all there!

MER Convention Approaches

As the convention nears, hotel rooms are selling out fast. See page 12 for a list of available accommodations. Also make sure to register for the event at <http://www.delawarevalleyturn.org/>. Volunteers are still needed for floor operations, and while the clinics and layouts are pretty much in place, there are typically unexpected last minute cancellations, so backups are always welcome. Please use the links on the division home page to contact the appropriate chairmen: <http://www.phillynmra.org/>.

GATSME Club Makes Progress

The GATSME MRR Club, now referred to as the Rockledge Model Railroad Museum, is having its first open house in September. The club continues to extensively renovate its new quarters. Look for more data on the meet in the online section of this issue.

New Division Event Signs

It is sometimes difficult to locate parking and entrance locations at division events. The next time you attend a division event, be on the lookout for the new division lawn signs. They prominently display that an NMRA division event is inside.



Division Moves Forward with Scouts

One of the thrusts of the division this year will be to expand model railroading support to the Boy Scout troops in Philadelphia and the suburban areas. Division members in Delaware are already doing an outstanding job supporting scouting in the southern areas and it is hoped that increased involvement will soon be coming closer to Philly. Stay tuned...



From the Editor...

Wire nuts and terminal strips rule! I am now nine years into construction on my Reading Company layout and have been running trains for the last six. That's certainly long enough for some electrical gremlins to show their nasty presence.

Shortcuts that I took early on included skimping on wire drops, not powering frogs, using acid flux on electrical joints, and depending on rail joiners to conduct power. All of these have caused nagging problems requiring troubleshooting.

In addition, I also failed to document much of the wiring as I installed it. Years later I am finally preparing those diagrams (required for the AP electrical certificate) and am having to depend on my memory. Not a good thing!

Amidst the problems, one of the things I did correctly along the way was to color code the DCC busses and secure most, if not all, connections with wire nuts or at terminal strips.

As a result, adding additional power drops to address dead spots has been as easy as unscrewing a wire nut and adding an additional wire.

Localizing the cause of a nagging short can also be a major problem on a larger layout. Being able to disconnect power districts one at a time at the terminal strip has been a blessing.

On the advice of local division member Art Galloway, I will soon be installing toggle "kill" switches at the power district terminal strip connection points to further facilitate the troubleshooting process.

I have learned so much from our local division members. They are always willing to help and advise.

NMRA membership for me has been much more than a magazine subscription!

See you at the September meet...

Regards, Earl

Guest Editorial...

"Promoting the Hobby!"

We all have railroad magazines lying around on shelves, in bookcases, and in boxes under the layout, never again to be read except on that rare occasion when we need information on something we read somewhere.

I purchased the *Model Railroader* 75th Anniversary DVD a few years ago and decided to get rid of those old magazines prior to 2009. I tried giving them away at my last two open houses, but everyone laughed and said they had their own piles at home.

Then I got the idea of taking four *Model Railroader* magazines and leaving them at the doctor's office, dentist office, or anywhere I go that has reading material in the waiting room. When I go back the next time they're nowhere to be found. Someone is taking them home. That's a good thing!

Doing this serves a twofold purpose. Getting much needed space at home and most importantly "Promoting the Hobby."

Remember, the more model railroaders there are, the more manufacturers and local hobby shops stay in business.

We should do this as a way of getting people interested in model railroading.

Bill Fagan
Warminster, PA

Editor's note...

In addition to articles and photos, *The Dispatcher* welcomes editorial submissions from the membership at large. Feel free to let all of us know your thoughts. Submission details are located in the masthead on the right side of this page.

THE DISPATCHER

Official Publication of the
Philadelphia Division
National Model Railroad Association
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: October 2015. Due out approx. Oct 16. Deadline: Sept. 15th.

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Pennsylvania Railroad F Units *Models and Commentary by Les Souder / Edited by Henry Kramer*

Les Souder and Henry Kramer are members of the First State Model Railroading Club, located in Dover Delaware. During the club's Dover Days 2015 open house, Les showed and described his PRR "F" unit collection. If you have any questions or comments please feel free to send your feedback to us at FSMRRC@gmail.com.

PRR Designations:

E = Electro-Motive Corporation, later Electro-motive
Division of General Motors (EMD)

A = ALCO (America Locomotive Company)

B = Baldwin

F = Fairbanks-Morse

G = General Electric

F = Freight

P = Passenger

15 = Horsepower in hundreds (1500 HP)

All PRR "F" units were 1500 HP engines. They all had dynamic brakes. The original units were delivered without antennas. Radio telephone antennas were added in 1947-1948 and were removed in 1965 when they were replaced with standard radios.

Engine Categories:

EF-15 – These were F3 engines and this was EMD's classification for the first diesels delivered after WW2. They had better reliability and were geared for a maximum speed of 69MPH.

EH-15 – These were "helper" units and were basically the same as the EF-15 engines. They had stronger traction motors and were geared for a max speed of 50MPH. When they were paired with other classes of engines they were usually the lead unit so the engineer would not exceed their speed gearing.

EF-15A – These were also known as F7s. They had the same horsepower as the F3s but had heavier generators and stronger traction motors that gave it better reliability.

EFP-15 – Also known as FP7s. They were 4 feet longer than the EF-15s to accommodate a larger water storage tank. Units with dynamic breaking had very little water storage so they could not have steam generators. The EFP-15s had the capability of holding 1100 gallons of water.



Figure 1 – F3 Phase 2: These engines had high fans and a chicken wire grille between the portholes on the "A" units. They went into service in 1946 and were the first F3 engines that the PRR received after WW2. The models are decorated as they would have looked in 1955.



Figure 1B – F3 Phase 2 "B" unit.



Figure 2 – F3 Phase 3: These engines have low fans and louvers between the portholes. This model is decorated as it would have looked in 1960.



Figure 3A – In 1949 the PRR started using F7s. These engines represent PRR F7 engines as they would have looked in 1956.



Figure 3B – This is a PRR F7 "B" unit as it would have looked in 1956.



Figure 4A – This F7 “A” unit engine is configured as it would have looked in 1964. The difference between this unit and the one in Figure 3A is that the fuel tank skirting has been removed as well as the addition of a nose ladder. Also, MU connections on the nose were added. These changes and others were mandated by the Federal Railroad Administration (FRA).



Figure 5A – These EH-15 engines are decorated as they would have looked in 1957. EH-15 engines can be identified by an extra stripe on the door. This stripe was added to alert the engineer that they were lower-g geared engines. Normally these engines were usually at the front of a consist.



Figure 5B – Note the extra stripe on the door of this EH-15 engine.



Figure 6 – These F7 engines are decorated as they would have looked in 1960.



Figure 4B – This F7 “B” unit configured as it would have looked in 1964.



Figure 4C – Note the addition of MU connections.



Figure 7 – This F7 engine is decorated as it would have looked in 1965. Note that the radio telephone antennas have been removed and a “DOT” has been added on its nose. This “DOT” signifies that a radio has been installed in this unit.



Figure 8 – The PRR primarily used FP-7s as freight engines. The above FP-7 engines are painted as they would have looked when they were delivered in 1955. The PRR took delivery of six red units (two sets of ABA engines) out of the 40 engines that were delivered that year. PRR passenger engines in the 1940s were painted green with five yellow stripes. In 1952 this paint scheme was changed to red engines with five yellow stripes.

...continued on bottom of page 5



One of the important things about designing and building a layout is your accessibility to all areas of your layout and to the surrounding services (i.e. your water heater, furnace, electrical panels, and utility meters). We need to have access for cleaning and service, to do repairs, and remove those occasional derailments and the like. In order to provide access, one needs to do some forethought and determine where you will be building it, as well as circulation around the layout including egress from the area.

Most layouts are built in our basements, as my latest one was. I eventually moved it to the third floor attic space. It is this location that I would like to describe for you. My present layout is roughly in a 15' x 30' space. The high point is a whopping 6'-2" (I am 5'-8" and operate in a chair for the most part). It slopes down on each side to about four and a half feet on the long sides. There are windows at either end. This volume's shape along with the stairs from below defines the space.

The space was a challenge, but the layout design was, as well. I had brought up my 5'x 8' platform from its original location in the basement. The two short ends would be perpendicular to the length of the room and not accessible. The long lengths would be my working sides. One of these would be about 18" from one of the windows and the backdrop for that portion of the layout. So what to do to mask the window and still have access from that side of the layout? The solution was a removable panel about 24" tall and seven feet long made of tempered hardboard (1/4" Masonite) which I painted sky blue and added some photographic mountains. Several screws secured the panel to the side of the platform and a thin ledger strip of wood provided a seat on which the panel rested while I screwed

it in place. This panel could be easily removed for working from that side, allowing a 30" reach from both long sides.

Another place I needed access in the layout was under a mountain that had two tracks running through it. The mountain was large enough to cut an access hole inside between the two tracks, which allowed easy access. A one-inch high curb prevented a derailment from falling through the hole.

I have kept most of the layout shallow enough for arm's reach in most areas as the track circles the space looping on itself while ascending and descending along the way. A recent portion of the layout is an area about 4' x 5'. To have access for this heavily scenicked area I created a pop-up. This was a removable portion of the platform that has buildings and scenic material on it but is still removable so as to enable access to the surrounding layout. It's just big enough to pop through and do what is necessary. Since the pop-up is a full block in the town, I used a thin sheet of plastic as the top surface to mount the buildings and scenery on, and it overlaps the layout to form a curb at the street's edge, concealing any evidence of the pop-up.

My entire layout is accessible from underneath, although I don't enjoy venturing down to the underbelly, and any storage down there is on wheels for access to those areas.

I am fortunate not to have water heaters or furnaces to contend with although I do have air conditioner registers and returns that require access as the seasons change, and my space is heated with a mobile oil-filled space heater that sits next to my desk which is in the center of the room (both are movable, too).

The most important thing to remember is to plan ahead and know where you're going and where you will have to go to get there. 🛠️

PRR F Units

...continued from page 4



Figure 9 – F7 engines were delivered with nose coupler covers. The engine on the left shows them in the open position. When there were maintenance problems with them, rather than repairing them they were simply removed. The green unit on the right has had its coupler covers removed.



Figure 10 – This EFP-15 engine is painted as it would have looked in 1959. Note the addition of a water tank and that the fuel tank skirt has been removed. Ladders have also been added in the front and rear. Addition of a rear ladder was mandated by FRA in 1959. 🛠️

All of the photos in this article can be viewed in an enlarged format beginning on page 24 online.

The May, 2015 division meet was held on Saturday, the 30th in the "Fireplace Room" at the Fairview Village Church on Germantown Pike in Eagleville, PA. Superintendent Joe Bergmaier was unable to attend due to illness, so the business meeting was conducted by Assistant Super Charles Butsch with assistance from Clerk Mark Wallace. The main issues to be dealt with were the election of board members and changes to the bylaws to replace outdated wording and help smooth operations. While ballots were being counted reports were given by Clerk Mark Wallace and Treasurer Howard Kaplan. The results of the election were as follows: The four incumbent board members were reelected. As directed by the bylaws, a verbal vote was taken among the members present regarding the bylaws changes, and together with the absentee ballots the changes were approved.

The first clinician was Mike Prokop of the New Jersey Division with his presentation called "Light Up Your Layout with LEDs!" He demonstrated the



Mike Prokop (left) shows his LED exhibit to member Karl Siefert (center) and guest



Rob Hinkle presents his clinic

many types of LED strip lights that are available, along with neat ideas and techniques for using them to illuminate a model railroad, light up dark hidden trackage, staging yards, under the table storage areas, and display cabinets. Working hardware samples of the LED strip lights were exhibited along with power supplies, controlling devices, and mounting products and methods.

Jersey Director Bill Grosse reminded us about the upcoming "Delaware Valley Turn" MER Convention and the planned activities, and again stressed the continued need for volunteers.

Next up was our own board director and ops chairman, Rob Hinkle, with his clinic titled "Researching and Designing a Reading Company Layout." Rob started by presenting a little bit of the history of the Reading

Railroad as well as his modeling goals. He went on to discuss the various branches of the Reading and why he decided to model the Lebanon Valley Branch. He showed examples of prototype documents that were used to work on "layout design elements" which will be included in the layout plan. After discussing the track plan under construction, we got to see the operating paperwork that he's collected, and he discussed how he plans to use it in the operations of his model railroad.

A 50/50 raffle was held and was won by Kevin Feeney, currently an NER member, but soon to be a member of the Philly division. In addition to a variety of door prizes, there was a White Elephant table, and an interesting bring 'n' brag model in progress by member Fred Monsimer on display.



50/50 winner Kevin Feeney (left) talks with our newest MMR, Jim Dalberg

In the afternoon, attendees were treated to three wonderful layout open houses. Jerry Powell in Pottstown had his expansive PRR/Reading railroad open to visitors. Next tour was the long-established Schuylkill Valley Club in Phoenixville, which Jerry helped found. This is a fairly large and beautifully scenicked layout based on the main line of the Reading. And finally, another Reading-themed railroad, that of our own *Dispatcher* editor, Earl Paine. If you read *The Dispatcher* with any regularity, you would already have been familiar with it from the many editorials and articles Earl has written about his progress.

All in all, this was a very well-attended meet. We'd like to heartily thank the clinicians, the open house layout participants, all the attendees, and finally, the church maintenance staff, who went out of their way to accommodate us, and Steve Salotti and the Fairview Village Church for providing such a pleasant venue. 🏠

We Welcome Our New Philly Division Members

Michael Herschok, West Chester, PA
Phil Krugler, Bryn Mawr, PA
Michael Bowker, Lansdale, PA
Thomas Gregory, Warminster, PA
Tom Heisey, Phoenixville, PA
Rob Ischinger, Warminster, PA
Al Rozanski, Langhorne, PA
John Kelly, Hatfield, PA

MORE MEET PHOTOS ON PAGE 13 ONLINE

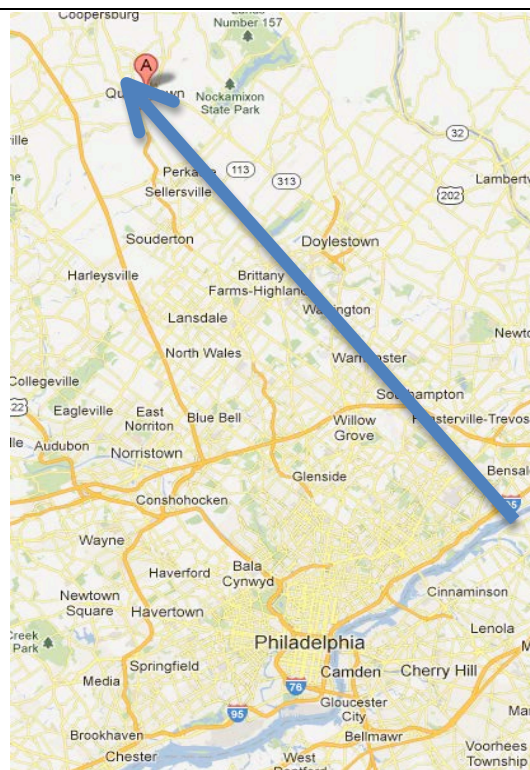
Directions to the September Quakertown Meet

Via the Turnpike - Take the Northeast Extension to the Quakertown exit. At the traffic light just past the toll turn left... that's Route 663. Follow that to Quakertown.

When 663 crosses over route 309 the road is then called Route 313 (Broad St.). Continue East on Route 313 (Broad St) approximately one mile to the train tracks. The station will be on the right before you cross the tracks.

Persons taking Route 309 North - follow 309 North into Quakertown. At Route 313 (McDonalds & Wendy's), turn right. Follow Route 313 (Broad St.) East approximately one mile to the train tracks. The station will be on the right before you cross the tracks.

For GPS use: 15 Front St., Quakertown, PA 18951



AP Report: Model Railroading – A Diverse Hobby

...by Dave Messer, MMR

It has become a cliché that model railroading is a diverse hobby encompassing model building, operations, scenery work, electrical and electronics/computers, and photography. But it just so happens that the NMRA Achievement Program is designed not only to recognize this diversity, but also to encourage you to expand your skills beyond your normal “comfort zone.”

The easiest way to enter the AP is with the Golden Spike Award, which, although not a formal part of the AP program, recognizes a basic level of accomplishment in the areas of Rolling Stock (Motive Power and Cars), Model Railroad Setting (Structures and Scenery) and Engineering (Civil and Electrical), which are not unlike the categories in the AP itself.

For those who wish to reward...and challenge themselves beyond this level, the Achievement Certificates recognize outstanding accomplishment in the areas of Railroad Equipment (Motive Power and Cars); Railroad Setting (Structures, Scenery and Prototype Scenes); Railroad Construction and Operation (Civil, Electrical and Operation); and Service to the Hobby and the NMRA (Association Official, Volunteer and Author). The crowning achievement is the Master Model Railroader Award, which can be considered comparable to the Eagle Scout Award in Scouting.

If this all sounds daunting—and yes, there is paperwork required to document your efforts—it is manageable if taken one step at a time. Check out the AP requirements in each area on the new NMRA website <http://www.nmra.org/education/achievement-program> for details, or contact me at 610-948-2191 or dmesserpr@comcast.net with any questions or to arrange a visit. 🗺️

Planning Ahead – Division Meet & Event Schedules

September 19, 2015 Philadelphia Division Meet Quakertown Train Station Quakertown, PA	September 26, 2015 New Jersey Division Meet Almonesson Methodist Church Woodbury, NJ	October 22–25, 2015 MER Convention “Delaware Valley Turn” Hotel ML, Mount Laurel, NJ
November 21, 2015 Philadelphia Division Meet Brandywine Town Center Wilmington, DE	January 9, 2016 New Jersey/Philly Division Joint Meet Haddon Township High School Westmont, NJ	March 18–20, 2016 RPM–Valley Forge Desmond Hotel Malvern, PA

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:

- September Meet Info
- PRR F-Units
- Layout Accessibility
- May Meet Report
- 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. 6th St. in Reading
10% discount with \$10 min purchase

Joe's Train Station Hobby Shop
21 East Street Road
Feasterville-Trevoze, PA 19053

Lin's Junction
128 South Line St.
Lansdale, PA 19446
5% in addition to already discounted prices

Nicholas Smith Trains
2343 West Chester Pike (PA-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

A promotional banner for the 2016 NMRA National Convention & Train Show. The banner features a red and white train engine with the year '2016' on its side, moving along a track. The text 'HIGHBALL TO INDY' is written in a stylized font below the train. The background of the banner shows a detailed model train layout with various buildings, tracks, and a forested hillside. The text '2016 NMRA National Convention & Train Show' is prominently displayed in the upper right. Below this, the text 'REGISTER TODAY!' is followed by 'CLICK HERE FOR PAPER FORM' and 'OR LINK TO NMRA ON-LINE FORM (Register @ Member Log-In, Top Of Screen)'.

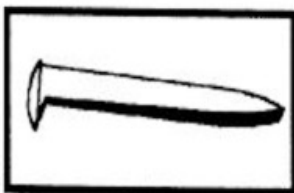
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& Train Show**

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<http://www.nmra2016.org/>

Future NMRA National Conventions

- 2017: Orlando, FL
July, 2017



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 patch 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

Note: Shirt includes a patch already ironed and sewn on.

Additional Patches @ \$3 each Quantity: _____ Shipped @ \$1 for 1-2 \$2.50 for 3 or more
Note: Patches have an iron-on backing (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 We accept PayPal – email for invoice.

See our website for more information: www.phillynmra.org

DELAWARE VALLEY TURN HOTEL UPDATE



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

Rooms at the convention hotel, The Hotel ML are selling out fast! If all the rooms at the advertised convention rate of $\$94 + 15\% = \108.10 , are sold out, and you don't want to pay the regular room rate, here are some suggestions for other hotels along NJ 73. Most are east of the Hotel, so it will be fairly easy to get to the convention from any of them. They are arranged by price, not by distance in each group. These were all available at the noted prices as of August 26, on the Orbitz website. You may find others online.

In the immediate area:

Red Roof Inn Mt Laurel	2 stars	$\$68 + 15\% = \78.20
Econo Lodge Mount Laurel	2 stars	$\$57 + 15\% = \77.05
Super 8 Mount Laurel	2 stars	$\$81 + 15\% = \93.15
La Quinta Inn & Suites Mt Laurel – Philadelphia	3 stars	$\$97 + 15\% = \111.55
TownePlace Suites by Marriott Mt. Laurel	2 stars	$\$109 + 15\% = \125.35
DoubleTree Suites by Hilton Mt Laurel	3 stars	$\$110 + 15\% = \126.50
Fairfield Inn & Suites by Marriott Mt. Laurel	2 stars	$\$114 + 15\% = \131.10

A little farther east:

Hyatt Place Mt Laurel	3 stars	$\$86 + 15\% = \98.90
Hilton Garden Inn Mt. Laurel	3 stars	$\$103 + 15\% = \118.45
HYATT house Mt Laurel	3 stars	$\$108 + 15\% = \124.20

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Our mailing address is:
MER-NMRA
801 S Newton Lake Dr
Collingswood, NJ 08108

Additional Photos from the May Meet

Photos by Mark Wallace



Mike Prokop presenting his LED clinic



Assistant Super Charles Butsch (left) presents appreciation certificate to clinician Rob Hinkle



Members mingle and discuss election results at break time



Door prizes on display



Dispatcher Editor Earl Paine (left) watches Mike Prokop's clinic with Jim Dalberg, MMR



Reading C424 #5212 whisks a westbound extra around a curve near Douglassville on Earl Paine's layout

More Photos from the May Meet

Photos by Mark Wallace



RDG RS3 #445 switching a cut of cars at Abrams Yard on Earl Paine's layout



Engine terminal on Jerry Powell's layout



Work train featuring an F unit with a camera mounted in the nose on Jerry Powell's layout



PRR Class Q2 #6195 rounds the curve pulling a heavy, mixed troop train with armor on Jerry Powell's layout



Roundhouse scene at the Schuylkill Valley Club



Road construction scene along the pike at the Schuylkill Valley Club

AROUND THE DIVISION

GATSME NEWS

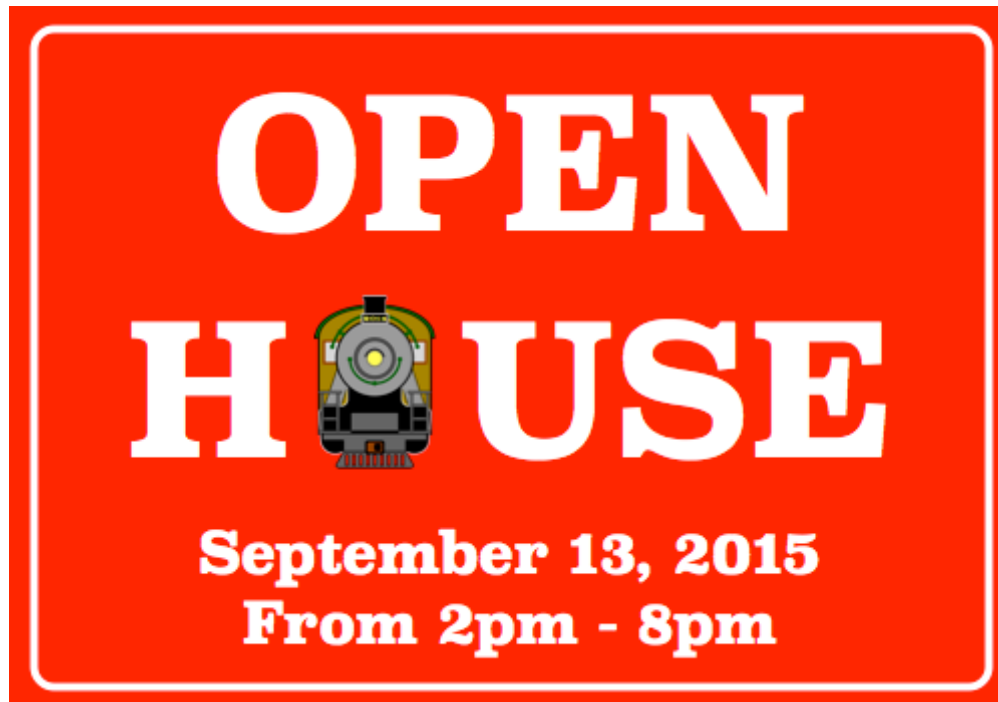
On Sunday September 13, from 2 to 8 pm, there will be an open house at the Rockledge Model Railroad Museum. This is a chance to visit the building that will be the new home of GATSME Model Railroad Club.

There will be an operating modular railroad layout, courtesy of Allegheny Western Lines.

This is the same day as the annual car show on Huntingdon Pike (one block away), so if you are interested in classic cars or hot rods, you can see two shows in one afternoon.

The address for the show is 323 Montgomery Avenue, Rockledge, PA 19046.

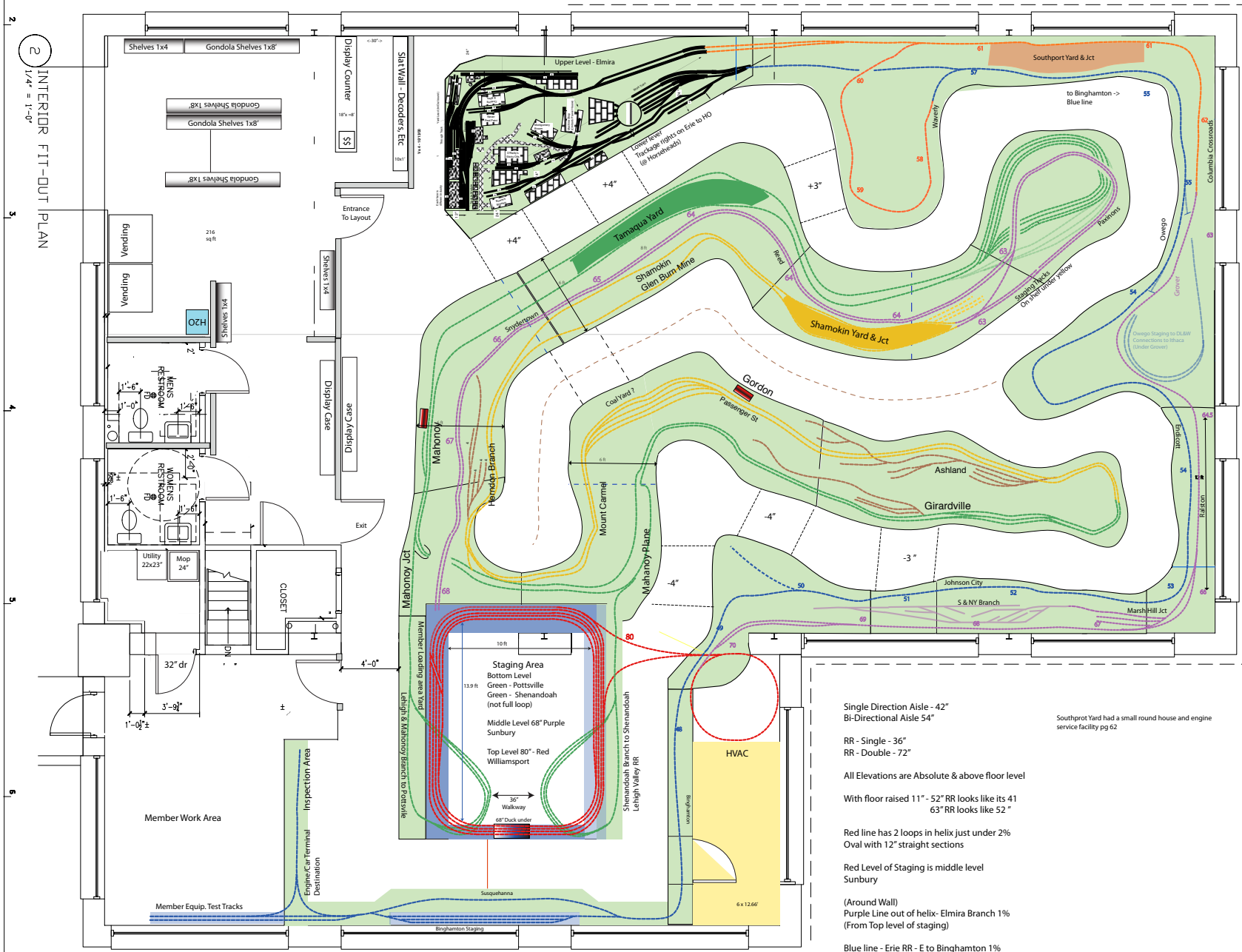
If you know anyone else who may be interested, feel free to share this information with them.



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

(Contact information located on page 2)

Layout planning has not yet been finalized for the new facility, but the plan below indicates possible future thinking.



Around The Division

Sad news about well known layouts...



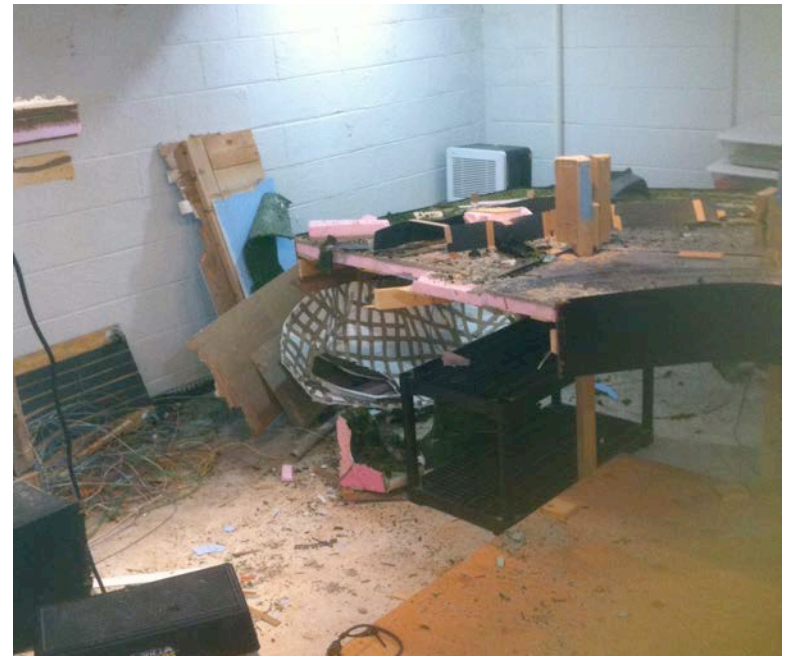
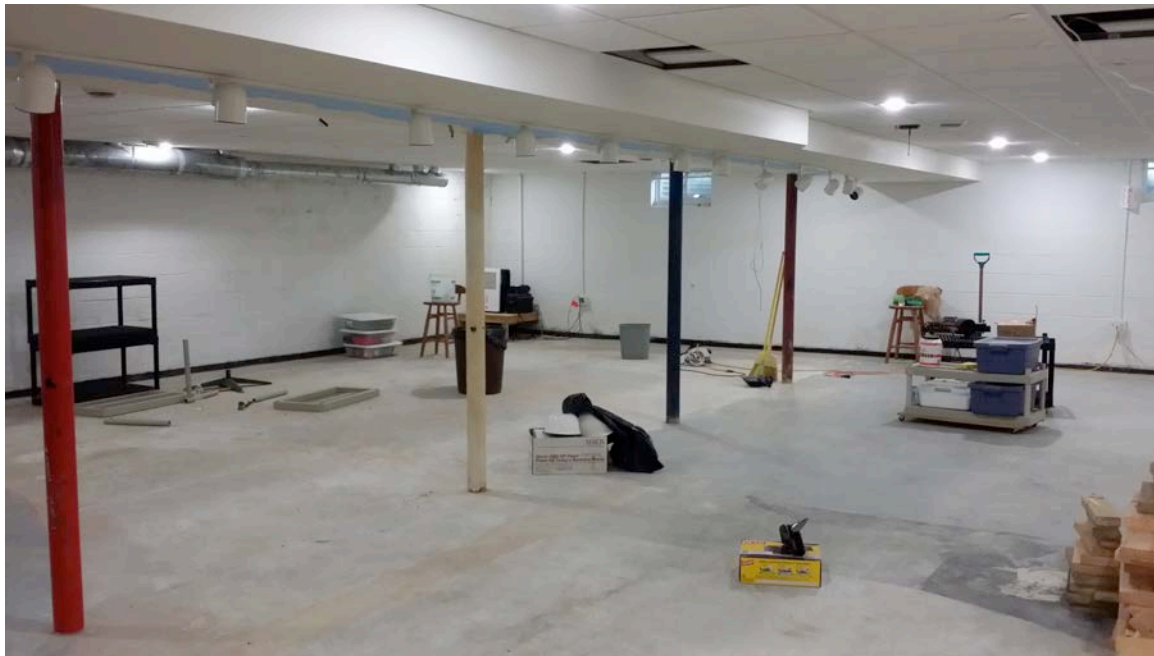
Editor's note...

More than a few large and well-known layouts in the division have been dismantled in recent months. Although these are sad occasions, these events are often precursors to bigger and better things to come. Both Bob Jans and Rob Arthur are downsizing and moving to new quarters and have certainly not given up the hobby. The GATSME Club layout in Fort Washington has been dismantled, as has the Logan Club in Souderton.

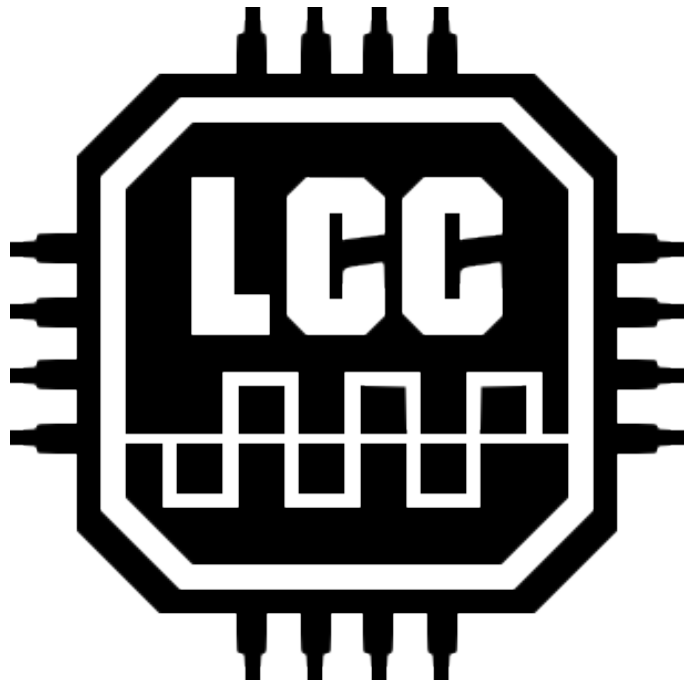
GATSME is now planning a rebirth in their new (and now club-owned) building. Many of the Logan members have joined Coopersburg and other clubs and are bringing their talents to new organizations.

KUDOS to division member Bill Fagan for making it a point to video all of those layouts so that they can live on via YouTube videos. You can view any of them by searching Bill's name on YouTube.

These 3 photos were taken during the demolition of Rob Arthur's layout. Many of its structures and much of the trackwork have been salvaged and will be used on others' layouts.



LCC DEBUTS...



“LAYOUT COMMAND CONTROL”

We have been hearing about NMRAnet for the past several years. The NMRA has renamed the protocol LCC (Layout Command Control) and formally adopted it as a standard. It was rolled out and featured at the Portland National Convention.

LCC is a new way to control equipment on a layout, which is NOT involved in actual engine operation. Examples include signaling, turnout control, stationary decoders, lighting, and anything else not involving actual propulsion-related commands which will remain on the standard DCC bus.

As more and more tasks are placed on the existing DCC bus, its performance and speed will slow due to the limited bandwidth (size of the pipe) of DCC.

The LCC bus was designed to work alongside (but separate from) the DCC bus, allowing the DCC bus to achieve its maximum speed. The new LCC bus is much faster than the DCC bus and can be more easily programmed for a myriad of digital tasks. The sky's the limit to what is possible. Vendors will soon be releasing products which will function concurrently with those of other vendors thanks to the NMRA standard.

Once again, the NMRA has taken the forefront in the standardization of the hobby. Stay tuned for a lot more information on this exciting development.



eBULLETIN

Slate of Candidates for 2016 Election

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Editors:

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

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This news came in just after the July/August NMRA eBulletin was mailed. Because it's important, we're sending out this special edition.
-Editors

The Combined Nominating Committees' Final Report



By [John Stevens](#)
NMRA Secretary

National Nominating Committee Chair Tony Koester has submitted the Combined Nominating Committees' Final Report to the National Board of Directors. The candidates for the 2016 election are shown below.

Atlantic District Director

- Peter Bowen
- Kathy Millatt

At Large World Wide Director

- Mike Brestel

Western District Director

- Steve Barkley
- Don Fowler
- Stephen Priest

Members may petition the NMRA to nominate additional candidates using the By Petition process which can be found in Sec A 10.1 paragraph 3 of the EHB (Executive Handbook, available as a PDF on our website at <http://www.nmra.org/executive-handbook>. All petitions must be received by the NMRA Secretary by September 15, 2015. For more information, contact NMRA Secretary John Stevens at snevets4@bellsouth.net.



BULLETIN

September / October 2015

Indy, here we come!



We've traveled to Portland, OR, and completed our work there. It's now time to move on to Indianapolis, IN, the

next stop for the NMRA National Convention and National Train Show (NTS).

Make sure you plan your family's schedule so all of you can participate in *Highball to Indy, 2016*. The convention begins Sunday, July 3, and ends July 10 at the close of the NTS.

Even though model railroading is the primary focus for the week, the inclusion of multiple non-rail and general interest activities will keep non-modelers actively engaged. So, modelers; don't come alone. Bring your spouse/companion along so they can also enjoy this week-long celebration of model railroading in downtown Indianapolis. There's also a Family Registration rate you might want to consider.

Downtown Indianapolis is compact and easily walkable. Many museums, sports facilities, shopping venues, and restaurants are located within a few blocks of the convention hotel. Covered, elevated walkways let you to travel throughout this area safely protected from the weather. Our convention activities will be held in the Westin Indianapolis and the NTS will be in the

Because the NMRA National Convention in Portland just ended last week, this issue of the NMRA eBulletin will focus on what happened at the Board of Directors meeting. We'll give Charlie a well-earned rest from his editorial until next issue.

SUMMARY OF THE BOARD OF DIRECTORS MEETING

Please note that this is an unofficial summary of what took place at the BOD meeting. The official minutes, authored by secretary John Stevens, will appear in several weeks on the NMRA website, www.nmra.org.

- The Board recognized the newly elected and re-elected members: Peter Youngblood, MMR (North America At Large Director), Mike Bartlett (Australasia Region), Joe Gelmini, MMR (Eastern District Director). It also recognized newly elected Vice Presidents Clark Kooning, HLM, MMR (VP/Administration) and Gerry Leone, HLM, MMR (VP/Special Projects) who took office at the General Membership Meeting on Thursday evening.
- Additionally, the Board thanked outgoing VP/Administration Dave Thornton for his many contributions and years of service. The Board also named Pete Magoun, MMR, new Lead Director.
- CFO Frank Koch reported that the NMRA is in very good financial shape.
- President Charlie Getz reported that "The Magic of Scale Model Railroading" display at the California State Railroad Museum is once again moving forward, following "political roadblocks" caused by the State of California's reorganization of several departments.
- The Member Discount program is picking up steam. Over 130 letters were sent out to various scenic and tourist railroads across the country asking for discounts for NMRA members, and many have responded positively. The Member Discount program will now be spearheaded by Bob Weinheimer, MMR, who will be looking at new venues for member discounts.
- The NMRA will begin to put a new emphasis on programs for

Indiana Convention Center. These two facilities are immediately across the street from one another and are connected by a walkway which will keep you out of the weather and safely above the traffic.

Registrations for Highball to Indy, 2016 have previously been accepted at the Cleveland and Portland conventions. Currently, registrations are accessible from the [Highball to Indy site](#) (paper) or by using the link to the NMRA site (www.nmra.org/conventions). Instructions detailing the registration processes are available on the home page. Choose a method and click on the appropriate link printed below REGISTER TODAY!

Start making your plans so you, too, can *Highball to Indy*.

www.nmra2016.org

The Combined Nominating Committees' Final Report

By [John Stevens](#)
NMRA Secretary

National Nominating Committee Chair Tony Koester has submitted the Combined Nominating Committees' Final Report to the National Board of Directors. The candidates for the 2016 election are shown below.

Atlantic District Director

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- Kathy Millatt

At Large Worldwide Director

- Mike Brestel

Western District Director

- Steve Barkley
- Don Fowler
- Stephen Priest

Members may petition the NMRA to

beginning model railroaders. Volunteers are needed to formulate and organize this program.

- The NMRA is looking into a possible "Swap Group" for members only. The group would allow members to swap or sell their used or extra model railroad items. Stay tuned for details on this.
- President Getz reported on the meetings he had with various model railroad groups while he was on vacation in China. Details will appear in an upcoming editorial in *NMRA Magazine*. In summary, members of the Chinese model railroading network, HASEA, are anxious to have the NMRA help them create a formal model railroading organization patterned after the NMRA in their country.
- NMRA Counsel Bob Amsler reported on the ongoing "vertical integration" tests. Currently one Region and one Division are being used as test organizations. He again emphasized that the national NMRA organization will not touch any Region's or Division's finances, and that each Region and Division will keep their own books and bank accounts. He also reminded each Region and Division that they should already be filing their tax returns annually. This is a very high priority project for the NMRA, and once the NMRA understands all the requirements of the IRS, we'll be opening the program to all Regions and Divisions.
- The Strategic Plan Committee reported that, while the plan is comprehensive, it is too large to be implemented all at once by the NMRA's limited volunteers. Therefore three main objectives will be initially focused upon: Education, Retention and Recruitment, and Communication. When one of these objectives gets completed, another will be added.
- The Layout Registry Program is moving forward. Watch the *NMRA eBulletin*, *NMRA Magazine*, and the NMRA website for details in the near future.
- Western Director Jack Hamilton has agreed to chair the newly formed Recruitment and Retention Committee.

In addition, The Board voted on several motions. Please see the official meeting minutes, which will be published at www.nmra.org, for all the details.

Awards presented to NMRA members at the annual banquet will be announced in the next issues of the *NMRA eBulletin* and *NMRA Magazine*.

Common sense talk about the three strikes policy: What is it and what does it mean?

We've been getting a lot of questions about the Visitor Policy that the NMRA Board reaffirmed and publicized in February of this year, limiting visitors to NMRA meetings to three visits during their lifetime.

nominate additional candidates using the By Petition process which can be found in Sec A 10.1 paragraph 3 of the EHB (Executive Handbook, available as a PDF on our website at <http://www.nmra.org/executive-handbook>). All petitions must be received by the NMRA Secretary by September 15, 2015. For more information, contact NMRA Secretary John Stevens at snevets4@bellsouth.net.

Buying or selling on eBay can help the NMRA

By [Alan Anderson](#)
NMRA Fundraising Dept. Manager

The NMRA has been coupled up with eBay since 2013 (See June 2013 *NMRA Magazine*, "Buy and Sell on eBay.") so that NMRA members who use eBay can make donations to the NMRA very easily. As a refresher, when you list an item for sale on eBay, you can specify that a portion of the selling price (as a percentage) can be donated to the NMRA. Your benefit as a seller is that your listing fees for that item will be reduced by the same percentage. So if you sell an item with 20% of the proceeds to be donated to the NMRA and your listing fees will be reduced by 20%.

Simply log in to your eBay account using, <http://givingworks.ebay.com> and select "For sellers" on the left column of your screen. If you haven't searched for and selected the NMRA as your favorite charity, and you should, you can do that the first time you log in and it will associate your account with the NMRA every time you log in. You can change it at any time, but why would you?

So sell that locomotive or rolling stock you don't need, or some photographs, or anything else really. We've had cell phones, toner, and artwork sold with proceeds to benefit the NMRA. Specify your donation amount as low as 10% or

This isn't really a new policy, since it was first adopted in 2007 and explained in the "President's Car" column in the November, 2007 issue of *Scale Rails* (now called *NMRA Magazine*). Then, as now, the needs of our insurance provider played a large part in the adoption of this policy, but there are also issues of basic fairness, as well as tax issues in the United States.

Here's the policy: Visitors are allowed three visits to an NMRA meeting IN THEIR LIFETIME. If they don't join by their third visit, they cannot attend any more meetings.

A lot of the questions we've been getting are from members trying to over-think the policy, worrying about this or that exception and making up complicated what-ifs. The policy does not apply to members' spouses who come along to the meetings so that they can go to dinner afterwards. It does not apply to non-member caregivers who aren't modelers, but who provide a ride to a member who cannot drive himself. It does not apply to events that are organized for the general public, like mall shows, swap meets, beginner clinic series, and the like, nor does it apply to things like joint meetings with another non-NMRA group or to family picnics or outings.

The policy does apply to non-members who continually show up at meetings at make themselves at home, month after month, year after year. Allowing freeloaders to participate as if they were members is unfair because it takes advantage of our members who HAVE paid up. We members are all paying to keep the organization going - what are the freeloaders doing, besides getting a free ride on our backs? Tolerating permanent freeloaders can give our insurance providers a reason to cancel an NMRA group's coverage if there's an incident, leaving individual officers and members responsible for paying the claim. The IRS has rules about giving benefits of membership to non-members, too - they say don't do it, and there are tax consequences if you do.

Now, if your Division and Region are already following the rules (which would be a really good idea if you want the protection of our NMRA Liability Insurance policy), this policy is not the big deal you might think it is. We all know that if someone comes and tries us out three times and still doesn't join, he or she is not going to join. So after the third turn-down, don't worry about it - just move on to the next prospect.

If you're still wondering whether your group is in compliance, just ask yourself: are you allowing people who aren't members to come to your meetings month after month, year after year, and participate as if they'd paid their dues? If the answer is no, then fine, just keep doing what you're doing. If the answer is yes, then you have some changes to make.

If you have additional questions about this policy or how to implement it, please feel free to contact an NMRA officer, director, or NMRA HQ. We'll get your question to the right person.

Mike Brestel
NMRA Insurance Coordinator
At-Large Worldwide Director

up to 100% of the selling prices. Those proceeds will be donated to the NMRA. When your item sells, your final listing fees will be reduced by the same percentage. Everyone Wins!

If you are buying on eBay, simply purchase the items you want and upon check out, add the amount you wish to donate to the NMRA. This assumes you have already chosen the NMRA as your favorite charity. Happy railroading!

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Editors:

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

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What's up in the forums?

If you're not logging into the forum of the Members Only section of our website, you're missing some good conversations! Stop by and join in!

If you're not logged in to the NMRA website as a member, when you click on one of the links below you'll be sent to the login page.

- [Clinic videos from past National conventions now available](#)
- [Contests at the National Level](#)
- [HO scale car weight](#)

Region and National Conventions

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



Sep 16-20	Pacific Southwest Region, Scottsdale, AZ
Sep 18-21	Australasian Region, Sydney, Australia
Oct 22-25	Mid-Eastern Region /Northeast Region, Mt. Laurel, NJ
Oct 22-25	Sunshine Region, Jacksonville, FL
Oct 23-25	British Region, Derby, UK
Oct 29-Nov 1	North Central Region, Ft. Wayne, IN
Jul 3-10, 2016	NMRA National Convention, Indianapolis, IN

Master Model Railroaders



560: William Percy, NCR
561: George Gilbert, SER
562: Charles Ricketts, PNR
563: Peter Jackson, AR
564: Robert Best, AR
565: Thomas Oxnard, NER

In upcoming issues of NMRA Magazine



- Donations through the workplace
- The Portland Celebration of Models
- Modeling with the Masters

PRR F Units – Large Photos

Editor's note.... These photos are the same as those on pages 3, 4, and 5 in the printed version of this issue. They are reproduced over the following 8 online pages here in large format allowing better views of the details. We are pleased that the online format of *The Dispatcher* allows us the space to print these larger photos.



Figure 1A – F3 Phase 2: These engines had high fans and a chicken wire grille between the portholes on the “A” units. They went into service in 1946 and were the first F3 engines that the PRR received after WW2. The models are decorated as they would have looked in 1955.



Figure 1B – F3 Phase 2 “B” unit.

PRR F Units – Large Photos (continued)



Figure 2 – F3 Phase 3: These engines have low fans and louvers between the portholes. This model is decorated as it would have looked in 1960.



Figure 3A – In 1949 the PRR started using F7s. These engines represent PRR F7 engines as they would have looked in 1956.

PRR F Units – Large Photos (continued)



Figure 3B – This is a PRR F7 “B” unit as it would have looked in 1956.



Figure 4A – This F7 “A” unit engine is configured as it would have looked in 1964. The difference between this unit and the one in Figure 3A is that the fuel tank skirting has been removed as well as the addition of a nose ladder. Also, MU connections on the nose were added. These changes and others were mandated by the Federal Railroad Administration (FRA).

PRR F Units – Large Photos (continued)



Figure 4B – This F7 “B” unit configured as it would have looked in 1964.



Figure 4C – Note the addition of MU connections.

PRR F Units – Large Photos (continued)



Figure 5A – These EH-15 engines are decorated as they would have looked in 1957. EH-15 engines can be identified by an extra stripe on the door. This stripe was added to alert the engineer that they were lower-g geared engines. Normally these engines were usually at the front of a consist.



Figure 5B – Note the extra stripe on the door of this EH-15 engine.

PRR F Units – Large Photos (continued)



Figure 6 – These F7 engines are decorated as they would have looked in 1960.



Figure 7 – This F7 engine is decorated as it would have looked in 1965. Note that the radio telephone antennas have been removed and a “DOT” has been added on its nose. This “DOT” signifies that a radio has been installed in this unit.

PRR F Units – Large Photos (continued)



Figure 8 – The PRR primarily used FP-7s as freight engines. The above FP-7 engines are painted as they would have looked when they were delivered in 1955. The PRR took delivery of six red units (two sets of ABA engines) out of the 40 engines that were delivered that year. PRR passenger engines in the 1940s were painted green with five yellow stripes. In 1952 this paint scheme was changed to red engines with five yellow stripes.



Figure 9 – F7 engines were delivered with nose coupler covers. The engine on the left shows them in the open position. When there were maintenance problems with them, rather than repairing them they were simply removed. The green unit on the right has had its coupler covers removed.

PRR F Units – Large Photos (continued)



Figure 10 – This EFP-15 engine is painted as it would have looked in 1959. Note the addition of a water tank and that the fuel tank skirt has been removed. Ladders have also been added in the front and rear. Addition of a rear ladder was mandated by FRA in 1959.