



THE DISPATCH

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



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www.phillynmra.org

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Joint January Jam in Jersey

As has become customary, the Philadelphia and New Jersey Divisions will join forces to cohost their mid-winter meet at the Haddon Township High School cafeteria in Westmont, New Jersey. The date is January 9, 2016 and the time is 9:00am with doors opening at 8:30am. This time there are two very interesting clinics planned for your enrichment and enjoyment.

First, Jersey member Ed Sproles will present a clinic titled: **"Build Your Own Resistance Wheelsets."** In this clinic, Ed will describe the process of building resistance wheelsets via PowerPoint presentation, including examples of his work as well as a live demonstration of the process.

Locomotives, as well as rolling stock with lighting, such as a passenger car or caboose, draw power from the rails that can be used to electronically sense occupancy on a particular segment of track and relay that information to various electronic systems. But what about track occupation detection for other rolling stock such as freight cars? Modelers of modern day operations no longer use cabooses. Resistance wheelsets provide the answer. When these are used on any freight car or piece of rolling stock, a small amount of current flows from one rail to the other through the wheelset, thereby providing the power to effect occupation detection. Two applications among many others could be lighted railroad crossing signals or signaling systems. Other applications may be discussed.

Next, Philly member Bill Fagan will present **"Cab Rides of South Jersey Model Railroads."** Bill, who serves as Philadelphia Division's videographer, will show videos of some South Jersey layouts he recorded whereby attendees will take virtual "cab rides" accompanied by narration by the layout owner.

Using miniature cameras mounted on a flat car in front of the locomotive, Bill has developed a successful technique of capturing a unique view of a model railroad. While on one hand allowing viewers to become 1:87 scale engineers in the cab, this also enables close-up observation of the layout's track plan, scenery, structures, and operation. This proves not only to be entertaining, but particularly helpful in assessing the quality of the layout owner's workmanship. And no doubt there'll be

some laughs as we observe "prototype"-sized people (often with big guts) diving out of the way of the camera.

Both clinics will provide time for a Q&A to address your needs for further information.

And then, what is a Jersey meet without all the other stuff? It'll be there...the contest, the coffee and donuts, the camaraderie, and the swap tables, too, and don't forget that the Friday night layout tour is back! If you want the maps and directions, drop an email to Bob Clegg at bobcatCS@comcast.net and you will receive them by return email. Just put "Friday Night Tour" in the subject line.

Wanted: New Blood in the BOD

Yes, it seems a little early to be talking about elections (division elections, that is), but it's not too early to start thinking about becoming more involved in the Philly Division. There are "regulars" who attend most meets—you know who you are and your enthusiasm is very much appreciated. We would encourage you to consider running for the board of directors this spring. If that seems too big a step, why not just consider helping out on a committee. Please contact a board member if you are interested.

RPM—Valley Forge 2016

Registrations are already coming in and vendors are signing up for RPM—Valley Forge 2016. Over 300 people attended in 2014. Think about joining us March 18–20, 2016 at the Desmond Hotel in Malvern, PA. Complete information can be found at the RPM website, <http://www.rpmvalleyforge.com>. You can also find the flyer in the online section of this issue. No electronic access? No problem. Send an SSAE to Paul Backenstose to receive all the info: 103 W. Uwchlan Ave., Downingtown, PA 19335.

We Welcome Our New Philly Division Members

Michael Junod, Southhampton, PA
Fred Larimore, Drexel Hill
Gerald Kaplan, Lewes, DE
Bill Morse, Philadelphia, PA
Alexander Santagada, Bear, DE



From the Editor...

Operate early and often! That's the mantra. My round robin crew and several well-known area operation gurus had been nudging me towards some early operating sessions on my Reading Main Line layout.

I had been stubbornly resistant, but realized that "the first session" could be avoided no longer. The mainline was in, and industries, yards and town signage are now present.

However...the turnouts are not all powered, the cars not all properly weighted, there are only paper signs for industries, naked plywood a-bounds, the Loconet is still evolving, and there were no car cards. Yikes!

I was not, however, permitted to use those facts as delaying excuses. Damn the torpedoes; full speed ahead!

The prep started with a list of trains to be run and jobs to be assigned. Hours were spent on custom "one-time-only" switch lists governing car movements. Cars had to be prespotted to match the lists.

A spreadsheet was prepared to support a sequence of trains to be run and assign operators. We would be using verbal permissions to dispatch trains by the sequence, rather than at specific times. A train description was prepared for each train in the sequence for the crews.

Many sets of engine wheels were cleaned as well as countless feet of track. Temporary Caboose Industries hand turnout throws were installed where needed. The totality of the preparation was overwhelming.

I knew in advance the 18 operators that would be attending, many of whom had not yet operated the full length of the main. I questioned my sanity and crossed my fingers as the evening approached.

I'll report in future Form 19s what ensued, but I can readily say that it was a worthwhile endeavor.

See you in New Jersey, Earl



From the Super...

All of us have our own comfort or safety zone—a place where we would always desire to be—a place where decisions are easy because we have done them so often that it is second nature to us. But what happens if we are facing an event or decision that requires us to think or do something new, or something "outside the box?"

I think we have all been there at times in our lives. The fears of making the wrong decision, the fear of failure and falling short of expectations, letting others down, embarrassment, our own insecurities. These are the reasons we go back to the tried and true methods that we have learned, even if those methods will keep us from trying a new approach to a problem.

I have been there many times in my life. At first I was afraid of doing something new and getting reprimanded for failing. But a funny thing started to happen to me; even if I failed, I still learned a valuable lesson, and the next time I had to do it, I figured out what I did wrong the previous time and corrected it. I started to gain more self-confidence by overcoming my fears, expanding my horizons, and developing new skills. I learned from failure and I learned from success. This was a win-win situation. Now, I'm always thinking outside the box when it comes to problem solving.

(continued on page 4)

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.

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November Meet Report

by Mark Wallace (including photos)



Our Division's November meet once again returned to the Brandywine Town Center located north of Wilmington DE. Joining our meet this time as our invited guests were scouts and their leaders from Troop 52 in West Bradford, Chester County, Pennsylvania and Troop 75 from nearby Christiana, Delaware.

One of the prime missions of the NMRA is assisting with the Boy Scouts of America (BSA)'s program and especially supporting their Railroading Merit Badge. The MER's Scouting Liaison, Don Jennings, drove all the way from his home in Cary, North Carolina to give a talk on the Merit Badge Program and to challenge division members to become merit badge counselors. Incidentally, Delaware has had an active program in the southern portion of the state for quite some time. Paul Buckley brought an exhibit the First State Club uses for their Railroad Merit Badge program (see the article in the December, 2014, Vol. 14, No 6 issue of *THE DISPATCHER*).

The general goal of this meet's clinics was to furnish the scouts with a basic understanding of certain facets of model railroading, while also providing valuable material for existing modelers.

Our first clinician was division member Mike Baker of Nick & Nora Designs in Newark, Delaware with his clinic titled "Painting 101: Locomotives and Rolling Stock." Mike's PowerPoint presentation focused on his airbrushing techniques from preparation to finish, as well as examples of his work. He also discussed the the latest types of available paints now that Testor's Floquil line of paints is no longer being manufactured. Examples of his fine work were on display in the table area.



Mike Baker presents his clinic



Fred Monsimer receives clinician award from Treasurer Howard Kaplan

November is also National Model Railroad Month and in keeping with that spirit, member Fred Monsimer brought and set up (with a little help from Editor Earl Paine) an entire HO modular layout! Fred is part of the Royersford Modular Model Railroaders Club (RMMR) which had its roots in the now defunct Lansdale Model Railroad Club and the Oaks Model Railroad Club. The club constructs modules that can be arranged and aligned to provide a variety of interesting layouts. In this instance, Fred included curved sections that created a closed loop layout. It was powered by a DCC system and contained industries and switching as well as mainline running. This demonstration served as a wonderful example to the scouts and visitors alike of how easily a model railroad can be constructed, wired, and operated. Perhaps just as amazing was how Fred managed to fit the entire layout in his vehicle. Photos of that and the other meet highlights can be found in the online section.

Fred then presented his actual clinic on building a modular layout that included some of his own techniques as well as the differences among the popular systems of constructing modular layouts that include "Free-Mo," the NMRA standards, and the variations that the RMMR uses. Further information about the RMMR club can be found at their website at <http://www.royersfordmodular.org/>.



NMRA/MER Scout Liaison Don Jennings explains the merit badge program and how the NMRA can assist



Attendees view the HO modular layout and other exhibits during the break

Rounding out the morning was our 50/50 raffle won by new member Phil Krugler, and the distribution of door prizes. After the formalities, the scouts (and other attendees) were invited to explore and operate the modular layout.

In addition to the 30 plus loyal members, there were over 7 NMRA visitors with at least another 28 scouts and their leaders for a lively group. Many of our visitors come from nearby divisions and, of course, any member of the NMRA is welcome to join us. The scouts of Troops 52 and 75 left with model railroad magazines, lists of open houses, trial memberships, and plenty of new ideas. And if any of our

readers are interested in becoming merit badge counselors for this or any other area of interest, they are invited to contact Don Jennings via email at donj1044@aol.com.

The afternoon layout tours were held courtesy of the annual November Model Railroad Open House event, with three in particular located in nearby Wilmington and Hockessin.

The theme of this meet was Superintendent Joe Bergmaier's idea and he deserves credit for his leadership in furthering one of the NMRA's missions—that of introducing and spreading the hobby of model railroading to future modelers through involvement with groups like the Boy Scouts. Initially the logistical feasibility was questioned, but it actually worked out very well, and scouts, members, and guests all enjoyed themselves.

Thanks to all of the clinicians, presenters, and especially Don Jennings for helping to make this Saturday morning event both enjoyable and informative. We thank the troop leaders, parents, and the scouts for their visit with us. A grateful thanks to “our man in Wilmington,” MER *Local* Editor Earl Hackett for once again arranging and making the Brandywine Community Center available to the division, and to Clinics Director John Seibert without whose tireless efforts our meets would amount to little more than a continental breakfast. We further thank Don Jennings for returning our yellow MER layout lawn signs to the folks at the region. And, of course, thanks to all of the division members who attended. We hope you had fun.

Our next division event will be a joint meet with the Jersey Division at the Haddon Township High School on January 9, 2016. More information is available in this issue as well as at <http://www.phillynmra.org/>. See you next time! 🚂

MORE MEET COVERAGE ON PAGE 15 ONLINE



Display used by the First State Model Railroad Club in their Railroad Merit Badge program

From the Super *(continued from page 2)*

Why am I telling you this, you may ask? Well, our November meeting was my latest foray outside the box. This past summer I took my family to Walt Disney World. What a great place to go with your kids and grandkids, especially if you are a kid at heart, like me. Walt Disney was infected with the railroad bug like us, and he incorporated trains into many parts of the park. Walt was also an outside-the-box thinker. So I came up with an idea to introduce the Boy Scouts to our world of trains by introducing them to the NMRA.

When I told my board of directors of my brilliant idea, it was met with caution and a little bit of skepticism. This was certainly something that we never tried before and there were concerns that we couldn't put together a program that would entertain the scouts and not alienate our members, or vice versa. Well, I did understand their concerns, but I also realized that I had thought this out thoroughly for a few months and was confident we could pull this together, especially since I knew the capabilities of my board. I had a lot of optimism because I had a great group of people on my board who I knew could pull it off.

Well, it turns out the scouts loved it and our members had a good time, too. The clinics were relevant to both the novices and to the old timers. Troop 52 from Marshallton is ready and anxious to start building modules and they are hoping some of us can help them out. We are in contact with the Chester County Council to spread the word to other troops. Our ultimate goal is to spread the word to the other county councils in our territory.

Is this the end of the story? My answer is that this is only the beginning! My hopes are that once the scouts spread the story, they will be able to have “train gatherings” with other troops. The troops will be able to take this new-found passion and perform community service by working with retirement villages and the Veterans Administration to help them build and provide model layouts in their facilities—something that some of us may find useful later on in our lives!

This is a win-win situation for everyone. We introduce the hobby of model railroading to a future generation of NMRA members, and we help them achieve merit badges in Railroading and Community Service. We also help the elderly, disabled and our honorable veterans by providing them with the joy of model railroading. ***What more can you ask for!*** I ask all of you to join myself and the Boy Scouts in doing something worthwhile for yourself and your hobby and making a difference for others.

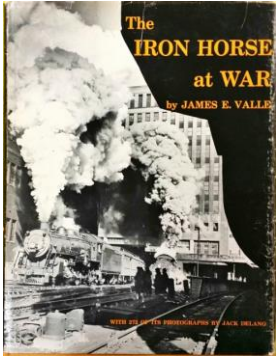
MERRY CHRISTMAS AND HAPPY HOLIDAYS TO ALL, AND TO ALL A GOOD NIGHT! WE HOPE TO SEE YOU SOON AT ONE OF OUR UPCOMING MEETS.

Joe Bergmaier Superintendent – Philadelphia Division 3, MER, NMRA.

Collecting Brass Engines by the Book

by Henry Kramer

It's Thursday, the night is hot and muggy—too hot to work on trains. I am at one of the Thursday work sessions of the First State Model Railroad Club (FSMRRC) in Dover, Delaware. Along with several other members I am in the air-conditioned meeting room and we are talking about trains.



Jim Valle is there and I ask him about the book he wrote years earlier on steam engines during the Second World War. It turns out that the book Jim wrote chronicles the contribution that American railroads made to our participation in the Second World War. As many modelers know, this time period was truly the Golden Age of steam engines.

The tremendous surge of traffic pushed the steam engine to its very limits at the time when diesel power was just starting to be introduced. Jim's book titled *The Iron Horse at War* (copyright 1977) traces O.W.I. photographer Jack Delano's trek from Chicago to Los Angeles as he records the enormous surge in railroad activity on the Santa Fe Railroad, one of the largest and busiest railroads of the period. The book has 309 photographs, and 272 of these are by Jack Delano.

This may be very interesting but what does it have to do with collecting brass engines? It turns out that Jim has also been collecting HO scale brass engines that appeared in his book. He started collecting brass engines back in 2002.

Jack Ryan, a longtime member of the FSMRRC had passed away and his wife gave his train collection to one of our club members. This member brought some of Jack's items to a meeting to give away to other club members who wanted them. Among these items were two brass locomotives that were in poor condition.

As it happened, they were both Santa Fe Railroad engines, and pictures of these locomotives appeared in Jim's book. That is when Jim caught the "brass engine collecting" bug. From then on Jim has been combing through train shows, the Internet, estate sales, and even yard sales in search of HO brass locomotives that had appeared in his book. He currently has nine brass steam engines and two diesels and was kind enough to show them to me.



The two locomotives that got Jim started collecting brass were a 4-8-2 class 3700 Mountain and a 4-6-4 class 3460 Hudson. The HO brass 4-8-2 Mountain was made by Sam-hongsa and carries road number Santa Fe 3749. The actual engine went into passenger service around 1922 and operated throughout the Santa Fe system. The same class engine (road number 3736) can be seen in Jim's book on page 209 heading east with a troop train in tow near Dennison, AZ. Road number 3733 can be seen on page 192 undergoing class 5 repairs at the Santa Fe's Albuquerque, NM shops.

The 4-6-4 class 3460 Hudson that Jim obtained carried road number Santa Fe 3463 markings. This engine class entered service in 1937 and worked passenger service east of La Junta, CO. As can be seen on page 135 in Jim's book, the Shopton Passenger Work Record Board is dominated by 3400 class Pacifics and 3460 series Hudsons. Page 137 shows engine number 3438 waiting for a road assignment at the Shopton, IA roundhouse. When Jim received this model engine it had been dropped and required major body work. As you can see, Jim did a marvelous job restoring it to its original condition.

The next engine Jim showed his by now entranced audience was his 4-8-4 Northern, Santa Fe road number 2918. This engine type entered service around 1938 and with its



Henry Kramer and Jim Valle are members of the First State Model Railroad Club located at 1282 McKee Road, Dover, DE 19904. The FSMRRC is an HO modular club that holds work sessions most Thursday nights. If you wish to contact Henry or Jim, or find out more about the club, you can e-mail them at FSMRRC@gmail.com or leave a voice mail at 302-307-6002.

(continued on page 12)

Mid-Eastern Region Convention Report

...by Howard Kaplan

The 2015 Mid-Eastern Region Convention, nicknamed the “Delaware Valley Turn” took place from Thursday, October 22 through Sunday, October 25, 2015 at the Hotel ML in Mount Laurel, New Jersey. The convention was hosted by the New Jersey Division with assistance from the Philadelphia Division, and participation from other MER divisions and the NER. By accounts it was one of the most successful regional conventions in recent history.

Activities consisted of 51 clinics, a silent auction, a contest room, a Free-Mo modular layout with op sessions, 17 layout op sessions, 57 layout tours, 4 prototype tours, and one non-rail tour. Saturday night’s program included a banquet, keynote speaker, and awards. Tickets were also sold for door prize drawings.

Most people attend conventions for the clinics, and this year’s were many and varied covering virtually every aspect of model railroading from modeling techniques to scenery to operation to prototype information. There was a notable concentration in rail marine terminal operations, including car floats, reflecting the growing interest in that area of modeling, as well as electronics with topics such as LEDs, microcontrollers, DCC decoders, etc., echoing the growth in electronics and technology.

The prototype tours consisted of trips to the Amtrak Central Electrification and Traffic Control (CETC) Center in Wilmington, Delaware, the Conrail (shared assets)

operations center near the hotel, the PATCO facility, and the Perdue Grain facility. Unfortunately the grain tour didn’t pan out as expected, but Ron Baile, a long-time Jersey member jumped to the rescue and took the gang to some other sites of interest in the area. The one non-rail tour was to Longwood Gardens in Kennett Square, PA.

Every NMRA regional convention includes a contest room, and as expected, this one contained some magnificent examples of modeling talent in various categories. Photos of some of the entries as well as the contest winners can be found later in this issue.

The Free-Mo modular layout was quite impressive, and featured a module with a coal terminal and car float, which understandably drew lots of



Registrar Bill Grosse mans the front table

praise from convention attendees—lots of constant activity in that room.

Of all the aspects of the convention, it was perhaps the silent auction that was the most surprising. With an expectation of perhaps 300-400 items submitted for auction, the tables were situated in the same room as the modular layout with the thinking that the space allotted would suffice. But in the end, the actual number of items neared a thousand! During the entire convention and especially at the close of the auction, volunteers scrambled to get the items into some sense of order to enable processing of the bids. This one will certainly go down in the record books.

The Saturday night festivities consisted of a buffet dinner, followed by the presentation of contest awards by MER General Contest Chariman Martin Brechbiel. Each year the Philadelphia Division presents their New Modeler Award to a first-time entrant winning a popular vote for the best model. This year’s winner was Thomas Oxnard with his model of the Squam Lakes Woolen Company. The featured keynote speaker was Pat McKnight, Steamtown historian and archivist, speaking on Steamtown National Historic Site, naturally, and then on the marine terminal operations in New York.

When one is producing any event, it’s rare that everything goes perfectly, and this case was no exception. But after having watched the Jersey guys in action from many years of attending their meets, I wasn’t surprised at how well they rose to the occasion to plug up the holes and keep everything

running as smoothly as conditions allowed. Kudos to them, and to all the other participants and volunteers who contributed to make this one of the best regional conventions ever. 🏠



Philly member Mike Dettinger browses the items in the silent auction room



Judges hard at work in the contest room

**MORE CONVENTION PHOTOS AND
ACKNOWLEDGEMENTS ON PAGE 19 ONLINE**

Directions to the January Joint Meet

***From Philadelphia Via Ben Franklin Bridge**

Follow **US 30 East** to Oaklyn. Turn **left** onto **Cuthbert Blvd.** and follow Local Directions below.

***From Del. Mem. Bridge or Com. Barry Bridge via I-295**

Cross the Bridge and take **I-295 North** to **US 30 West (exit 29B)**. **US 30** (White Horse Pike) west to Oaklyn. Turn **right** onto **Cuthbert Blvd.** and follow Local Directions below.

***From Points North Via I-295**

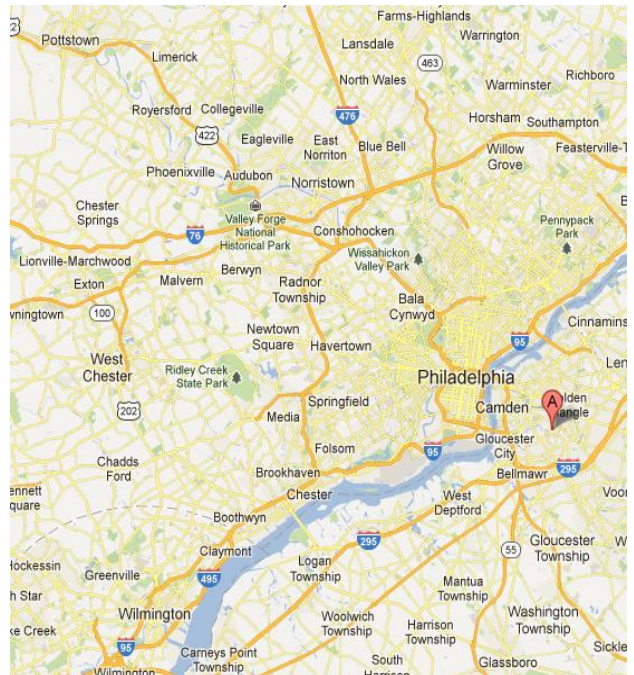
Follow **I 295 South** to **US 30 West (exit 29)**. **US 30** (White Horse Pike) west to Oaklyn. Turn **right** onto **Cuthbert Blvd.** and follow Local Directions below.

***Points Southeast in New Jersey**

Use the **Atlantic City Expressway** or **US 322** (Black Horse Pike) and continue onto **NJ 42 Freeway North**. Exit onto **US 130 North** (Crescent Blvd.) Just before the second traffic light, turn **right** onto **Wilson Ave.** then bear **left** and follow around to **Nicholson Road**. Continue to the end at **US 30** and turn **left**. Follow local directions below.

***Local Directions**

From **US 30** turn onto **Cuthbert Blvd.** and proceed about a mile. You'll see a driveway next to a chain link fence on the right. Turn into the driveway and follow it to the cafeteria entrance for Haddon Twp. High School. If you miss the driveway, continue on **Cuthbert Blvd.** and turn **right** onto **Park Blvd.** Turn **right** on **Briarwood Ave.**, stay **right** on Buckner Ave. and then left onto Memorial Ave. Follow Memorial Ave. to Haddon Twp. High School. The cafeteria and parking are in the rear of the school. The address for GPS users is 406 Memorial Ave., Haddon Twp., NJ 08108.



AP Report: You Can Do It!

...by Dave Messer, MMR



I am very pleased to report that Division member Ted Fort has earned his Golden Spike Award, and Earl Hackett has completed the requirements for AP Scenery and Structures.

The two modelers are at different stages in their AP "Journey," Ted just beginning, and Earl needing only two more certificates to gain his MMR, but as so often happens both were uncertain as to whether they could proceed to the next step. The answer was, yes, they could, and I suggested ways for both of them to move forward and encouraged them to do so.

And *you* can, as well. Yes, there is paperwork required to document your efforts and gain recognition for them, but it is manageable if taken one step at a time.

Check out the AP requirements in each area on the updated NMRA website www.nmra.org for details, or contact me at 610-948-2191 or dmesserpr@comcast.net with any questions or to arrange a visit. For those planning to attend the upcoming RPM meet in Malvern, you can bring models for review in the display room, but please let me know in advance. 🍷

Planning Ahead – Division Meets & Other Upcoming Events

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	April 2, 2016 Philadelphia Division Meet Elkins Park Train Station Elkins Park, PA
May 6–8, 2016 East Coast Santa Fe Modelers Meet Delaware Valley College Doylestown, PA	May/June, 2016 Philadelphia Division Meet TBA	July 3–10, 2016 NMRA National Convention Westin Hotel Indianapolis, IN

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

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Schwenksville, PA 19473**

Inside:

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

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



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

Delmarva Model Railroad Club Annual Holiday Open House

Great fun for the whole family!

Come see over 8,000 sq.ft. of operating train layouts.

Z Scale, N Scale, N-Trak Modules, HO Layout, S Gauge, O Gauge Tinplate,
O Scale Lionel, and LGB (G gauge).

Free Admission – Free Parking

103 East State Street, Camelot Hall, 2nd floor Delmar, DE 19940.

Next to St. Stevens United Methodist Church

2015-2016:

Saturday, Jan 2nd from 11am - 4pm

Sunday, Jan 3rd from 12pm - 4pm

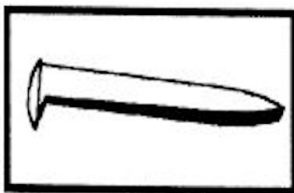
Saturday, Jan 9th from 11am - 4pm

Sunday, Jan 10th from 12pm - 4pm

More information at: www.delmarvamodelrailroadclub.org

or like us on facebook: <https://www.facebook.com/DMRRC!>

Or contact: 302-856-9250 or 410-723-1709



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

Collecting Brass *(continued from page 5)*

80" drivers made some of the longest through runs (requiring only on-line servicing) of any locomotive of its time. When Jim acquired this engine its exterior paint was intact so he did not have the heart to change its number. However, its sister unit (number 3770) engine can be seen on page 227 heading eastbound out of the San Gabriel Valley en route to Kansas City, MO where it will make a quick turn and head back west. Another picture, taken two days later can be seen on page 245 as this engine is just entering the northern yard limits of the San Bernardino yard.

The first Texas type to be added to the Santa Fe fleet was road number 5000. This 2-10-4 engine was put into service in 1930 and was an immediate success. Her crew dubbed her "Madame Queen" in honor of her great size and mechanical excellence. Unfortunately, engine 5000 was a "one-off" engine. The depression years curtailed traffic and further engines were not ordered until 1938 when ten slightly larger sisters were built. Number 5000 however could always be distinguished from the 35 other Texas types (numbers 5001 through 5035) by her large Elesco feedwater heater, which sits like a crown atop her smokebox. Engine 5000 makes two appearances in Jim's book. On page 176 it can be seen at the Clovis, NM roundhouse and again on page 179 pulling freight at the coaling dock and water tank at Yeso, NM.

Jim has also collected one of the larger Texas sisters. The first ten of these engines were built in 1938; they were equally divided between coal and oil burners and were the largest non-articulated engines ever built. Their Worthington feedwater heaters were smaller than the original number 5000. Although Jim's model carries number 5008 it is identical



to number 5006 that can be seen on pages 184-185. All of these engines worked on the subdivision between Belen and Clovis, NM. In 1944 a second group of 25 Texas 5000 class engines were added to Santa Fe's roster. These engines were

the last major investment in steam motive power that the Santa Fe was to make. As an interesting aside, these engines could haul trains that were so long that the Santa Fe felt constrained to install semaphores atop the cabooses so that the rear-end crew could communicate with the engine crew without making a mile-long trip over the swaying car tops. These semaphore-equipped cabooses can also be seen on pages 184-185.

After a break, Jim next showed us his 2-8-2 Class 4000 Mike. Jim's model was made by Sunset Models, Inc. This classic locomotive with road number 4097 can be found on pages 158-160 and again on pages 161-165 in Jim's book as it gets ready to make its next 100-mile run to Waynoka, OK



and then onward towards the Texas panhandle. As you can see on page 162, a division superintendent's business car was added this train so Mr. Delano could ride in comfort through the Great Plains. However, rather than taking advantage of this perk he opted to ride in the cab and take several pictures of the engineer and fireman hard at work at the controls.



The next engine Jim showed his audience was his 4-6-2 Class 3400 Pacific with road number 3414. Jim's model was made by AHM. A picture of this type of locomotive can be found on page 168 as a helper behind a 3750 class Northern making its way

from Curtis, OK to Pampa TX. Of the total of 1,500 engines built for the Santa Fe, only 250 were coal fired, Jim's model happens to be one of these coal-fired engines. By the war years these engines were coming to the end of their useful life and were relegated to running as helpers, although some were assigned to freight service in California's Central Valley where the grades were slight but schedules called for fast running service.

The 2-10-2 Santa Fe road number 3851 was the next engine that Jim showed. His model was made by United-Japan and can be seen on page 222 in Jim's book. Delivered between 1919 and 1927, these 3800 class engines were the main freight power on Santa Fe's Southern California lines. Where the 2-8-2 class 4000 Mikes primarily moved freight east of Clovis, NM, the 2-10-2 class 3800 engines primarily moved freight west of Clovis where the grades were steeper and required greater pulling power. On pages 223-225 you can see 2-10-2 3800 class engines moving freight up and over the Cajon Pass.



The final brass steam locomotive Jim showed us was an unpainted Chicago and North Western 4-8-4 class "H" Northern. Built by ALCO, this engine class was the largest engine operating on the road between Chicago and Omaha. The crews operating these engine types call them "Zeppelins." On pages 80-82 in Jim's book you can see engine 3014



preparing to depart Chicago for Clinton. Additionally, on pages 90-91 engine 3016 can be seen taking on coal on its eastbound trip to Chicago.

In addition to the nine brass steam locomotives

Jim also showed us two diesel engines that were featured in his book. Jim devotes an entire chapter (*Diesels Across the Desert*) in his book to diesels. Diesel engines of this era had significant advantages and disadvantages over their tried-and-true steam cousins. The transmissions in early diesel engines were unreliable and could not stand up to the rigors of hauling heavy loads. That is why most early diesels were assigned to lighter passenger trains rather than heavier freight service. On the other hand, steam engines consumed large quantities of water. Since the Santa Fe operated in desert areas where water had to be brought in by rail cars this posed a huge challenge. Santa Fe needed to furnish three million gallons of water per day that their thirsty steam engines required to cross the arid wilderness and climb the steep grades of



the Arizona Divide. A picture of a string of typical Santa Fe water cars can be seen on page 211 of Jim's book.

The first Diesel engine Jim showed us was a pair of FT "covered

wagons." These engines were painted blue and cream with cream "cat whiskers." The familiar Santa Fe vermilion, yellow, and silver "warbonnet" color scheme that was in use on passenger engines was not adopted for freight engines until after these engines entered service. Manufactured by General Motors' EMD division, the original demonstrator, engine number 100, was introduced in 1940. These first of their kind 1,250 HP engines came in "A" and "B" units and could be made up into four-unit A-B-B-A freight "locomotives" totaling 4,500 HP. FT unit number 103 can be seen in Jim's book on pages 146-147 on her way to Emporia, KS. These engines proved to be so successful that by the end of 1942, 88 units had been delivered to the Santa Fe. Further, even during the height of the war the Santa Fe continued to receive these engines and by 1943 they managed to



acquire a total diesel fleet of 347 units.

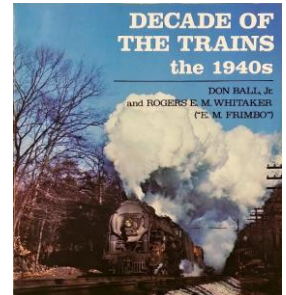
The last engine in Jim's collection is the DL-109 styled Santa Fe diesel #50 (photo on previous page). This engine was built in 1940 by ALCO and delivered to the Santa Fe in 1941. At 2,000 HP per unit they had significantly better traction power than previous diesel prime movers. Only two of this style unit were delivered (50 and 50A), the pair were first assigned to the twice-a-week, Chicago-to-Los Angeles "Super Chief" service. However, it was quickly discovered that they were not up to this demanding transcontinental schedule and were reassigned to lesser trains running between Chicago and Kansas City. A picture of this diesel can be found on page 139 of Jim's book.

(All of the pictures of Jim's engines were taken on the FSMRRC's layout.)

Other Interesting Information

After viewing all of Jim's locomotives he proceeded to tell us about some of the issues he encountered while writing his book. It turns out that at about the same time that Jim was writing his book another author was writing a similar book titled *Decade of the Trains the 1940s* (copyright 1977) by Don Ball, Jr. This book used many of the same Jack Delano pictures Jim used, but it also includes pictures from several other sources. At 287 pages the scope of material covered is much broader than Jim's book, however, the story is mostly told through picture captions and tends to jump around and is difficult to follow.

Finally, Jim showed us a picture he picked up some years ago at a train show (see below). When he got home and examined the picture closely he noticed a "blue spot" on the picture. At first he thought that this "blue spot" was a blemish on the picture, however, after a close examination he saw it was a blue flag that was on the engine. Jim told us that an engine with a "blue flag" on it meant that the engine was undergoing an inspection and could not be moved. At night, a blue lantern would be used to indicate an ongoing inspection was taking place. 🚩



Both of these pictures were taken by Jack Delano and were downloaded from the Library of Congress (www.loc.gov). In addition to numerous black & white pictures, Mr. Delano also took many color photographs and several are now available for downloading.

Be an author...

Our thanks to Henry Kramer for submitting articles in response to our call for material.

THE DISPATCHER staff continues to seek articles and photos for publication. Any topic related to model railroading and/or prototype railroading is welcome. We stand ready to assist you with editing, ideas, and page layout to make the task as easy as possible for those interested in sharing their knowledge.

Be aware that the material you publish with us can earn points towards the AP Model Railroad Author Certificate. Our contact information is located in the sidebar on page 2.

Additional Photos from the November Meet

Photos by Mark Wallace



Q&A session following Mike Baker's clinic on airbrushing techniques



Don Jennings discusses the merit badge program with Troop #52 leader Melissa Pendill, who just happens to be Superintendent Joe Bergmaier's daughter



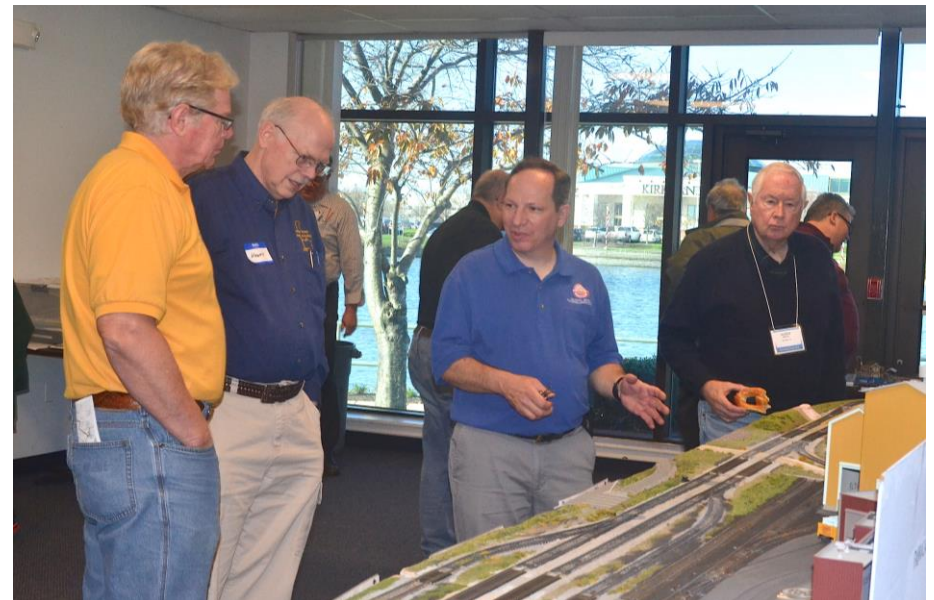
Dick Foley studies the modular display



Scouts intermingle with members during break



Fred Monsimer presents his modular construction clinic



Members interact with Fred Monsimer at the modular display



Superintendent Joe Bergmaier (right) meets and greets



Board Member Rob Hinkle stands vigil at the door prize table



Achievement Program Coordinator Dave Messer, MMR (right) confers with Fred Monsimer



Boy Scouts enjoying the modular display at the November meet



Paul Buckley from the First State Model Railroad Club with its Railroad Merit Badge program display



Clinician Mike Baker's display of typical cars and structures he has constructed, painted, and weathered



Attendees enjoying the modular display



Mike Baker (right) receives his clinician certificate from Superintendent Joe Bergmaier



Big-wig pow-wow: (Left to right) Past Superintendent Dick Foley, and MMRs Rich Newmiller and Dave Messer



How many Directors does it take to set up a PowerPoint presentation?

Modular Display Layout Assembly at the November Meet



Dispatcher Editor Earl Paine (right) gets put to work helping Fred Monsimer by holding a platform while Fred attaches the legs to create a free-standing module



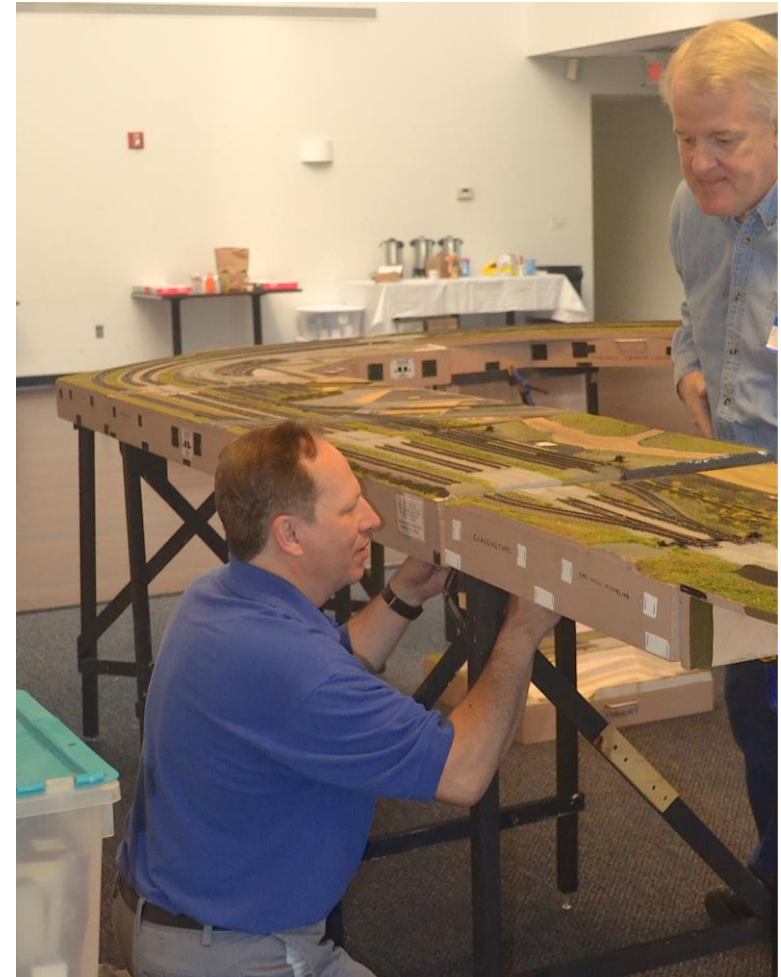
Assembled module is aligned, squared, leveled, and clamped to adjacent modules

Editors note:

Hats off to Fred Monsimer!

Fred single-handedly brought a complete set of modules to the meet. They were tightly packed in his car and carted in during multiple trips out to the parking lot.

He quickly drafted some help and had the entire layout completed in time for his clinic and continuous display during the meet. **Our thanks for a job well done!**



Fred and Earl realign a section for assembly of the track



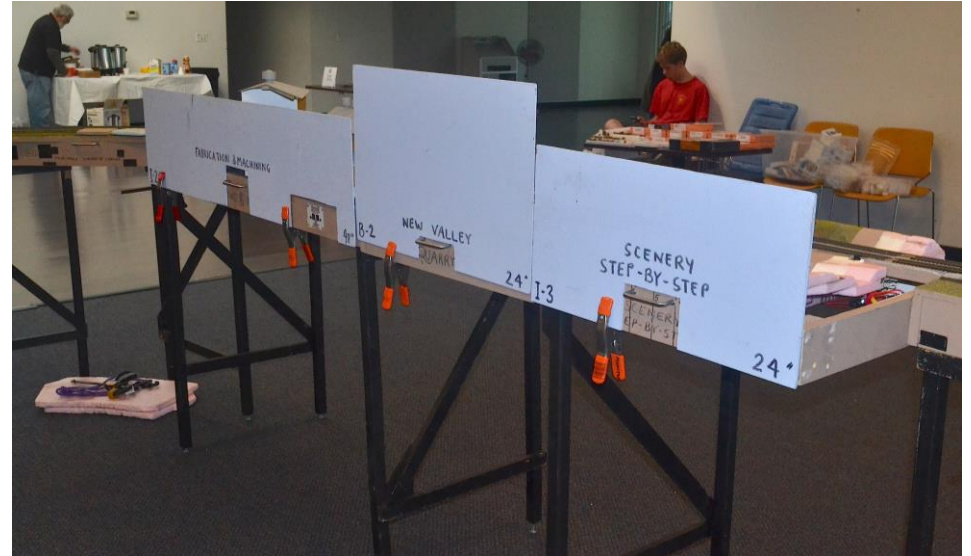
The completed display of modules including the end or turning sections. Earl and Fred continue to assemble the track and connect the wires for command control as Superintendent Joe Bergmaier admires the work underway.



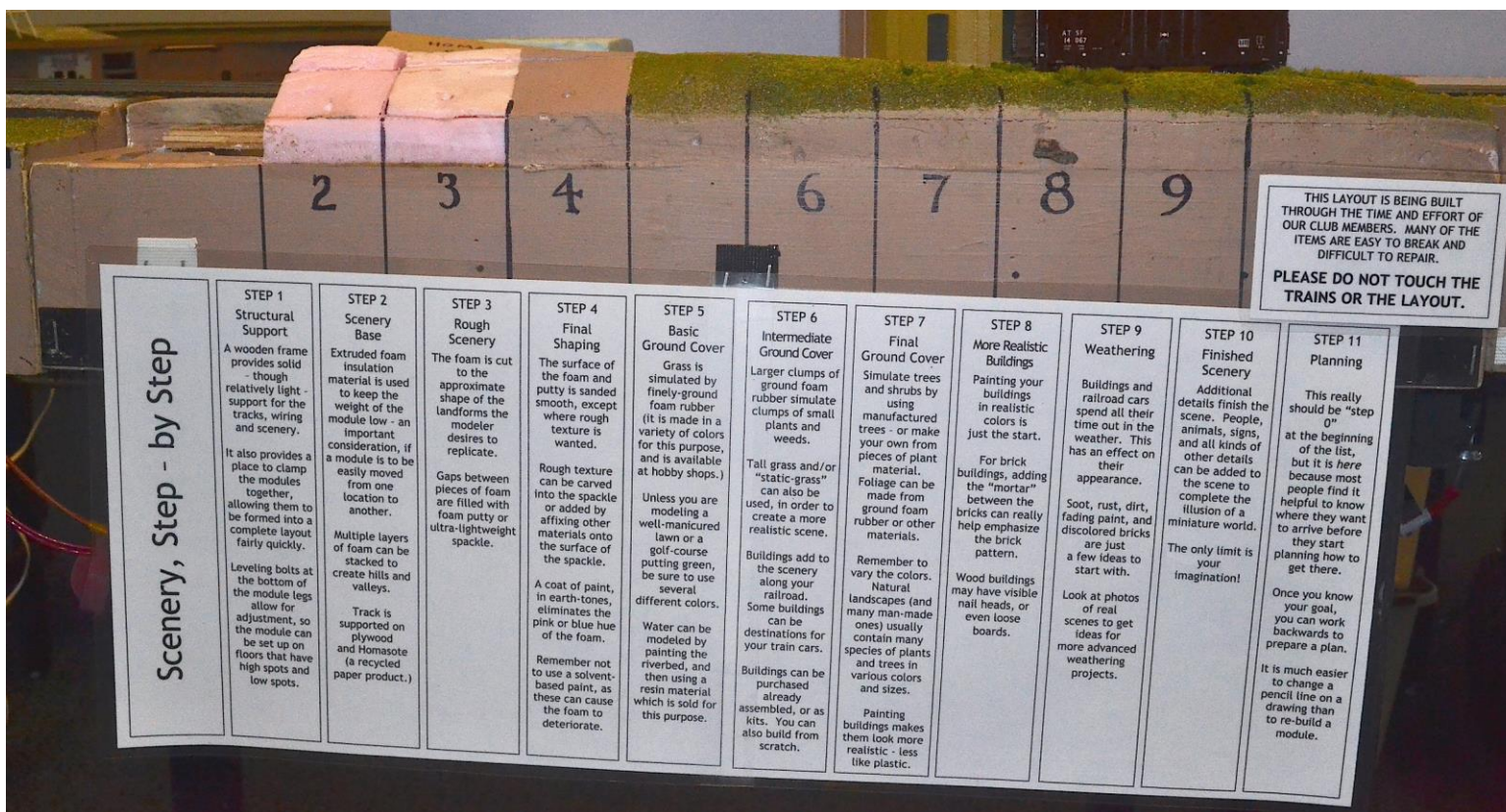
Fred begins to place the buildings and props that becomes the scenery along the pike. The module has been constructed to not only allow the placement of the building, but the loconet connections and other electricals built into and beneath the platform.



Earl and Fred assemble and clamp the backdrop sections, each of which is labeled for proper placement to create a realistic scene along the viewing side of the module



The completed section of backdrops installed along the edge of the modules showing the labels and method of clamping or supporting the individual pieces



Top left: The completed section of modules from the front or viewing side

Top right: Fred tests and inspects the setup of the completed modular display—a demonstration train has been assembled on the track with the DCC system activated for running

Bottom: Along the side of one of the modules is a display describing the step-by-step construction process for producing the scenery

Fred Monsimer's Modular Layout

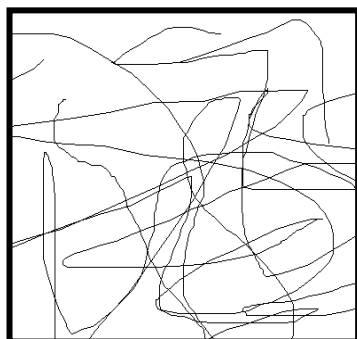
Photos by Howard Kaplan



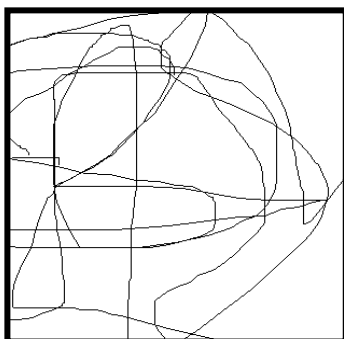
At the November meet, Fred Monsimer constructed a modular layout display and then presented a clinic on how to build a module. We couldn't believe that he was able to fit that entire layout in his car, but when the meet was over, several of us helped Fred dismantle the layout and carry the pieces to his car. And lo and behold, he got everything packed in...just! The photos above are the evidence.

The Third Rail

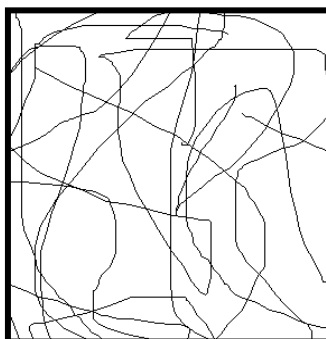
by Charles Butsch



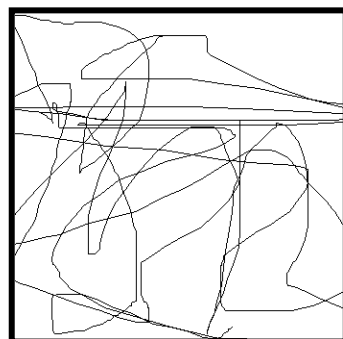
Ouch!



Ugh!



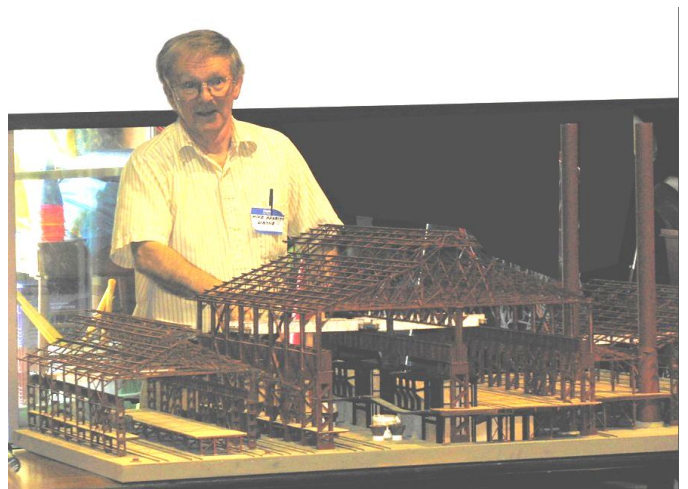
Arghhhh!



Under-layout wiring is my least favorite task in the hobby.

Around The Division

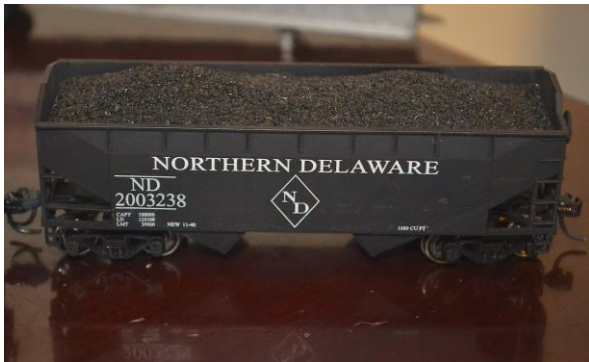
I think most Division members know who **Mike Rabbitt** is. He's our "steel" aficionado, and he's shared his expertise in this field through many of his informative clinics as well as his beautifully detailed, accurate, and resourceful modeling. Well, back in October at the MER convention, Mike suffered a fall just before he was about to present his clinic on Alan Wood Steel and had to be taken to the hospital. We're glad to report that he is recuperating and doing fine. But we now understand that he will be moving to new quarters early in 2016 and he wanted to inform the division that if any member wanted to see his layout before it is dismantled, he should contact Mike to make an appointment. His phone number is 610-688-3352. We all wish Mike well in his new residence. 🏠



Railfanning the November Meet Exhibit Table: A Hopper Car Observed...

by Mark Wallace

At the November meet in Mike Baker's table top exhibit, I spied a nicely painted and detailed 70-ton offset hopper lettered for the "Northern Delaware." I have seen this kind of car in photos of several magazine articles illustrating coal drags, but never saw this particular lettering on boxcars and certainly not on a locomotive or a caboose.

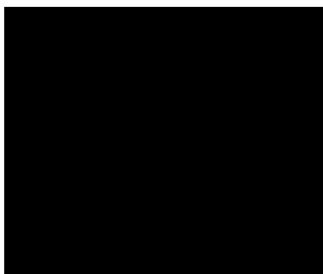


Being a WM fan, I was intrigued about this seemingly overlooked coal railroad among the native lines in our division's territory such as the Pennsy, Reading, B&O, as well as lesser roads such as the Wilmington & Western or the Plymouth & Lower Merion.

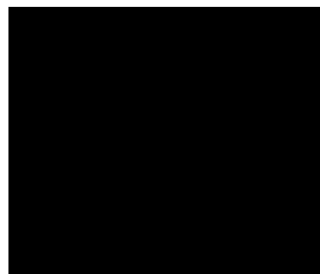
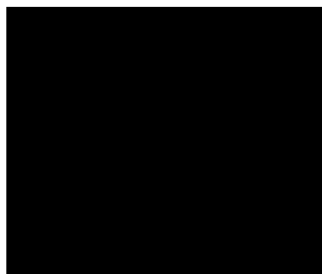
After thinking this car belonged to the long defunct Delaware & Northern Railroad that ran between Arkville and East Branch, New York, a little research turned up that the Northern Delaware is actually the freelanced name invented by the Northern Delaware (Nor-Del) Railroad Club based in Hockessin, New Castle County, Delaware! Yet again another great example of proto/freelancing fooling your author. This car was carefully detailed in similar fashion to other proto/freelanced lines such as RPI's "New England, Berkshire & Western" (NEBW), or both of GATSMC's "Great Lakes & Eastern" (GLE) and "Susquehanna & New York" (S&NY), and of course the late John Allen's venerable "Gorre & Daphited" (G&D). Occasionally such cars can add variety and though not "perfectly correct" are still good enough to create an alternative universe as well as fool the casual railfanner/foamer. More information about the Northern Delaware Railroad Club can be found at <http://www.nordelmodelrr.org/> as well as on Facebook and other social media. And nice job, Mike! 🏠

The Third Rail

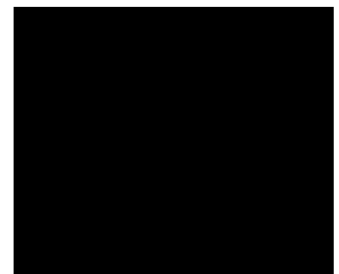
by Charles Butsch



Is Charles home?



Yep, he's on the
3rd floor expanding
his layout...



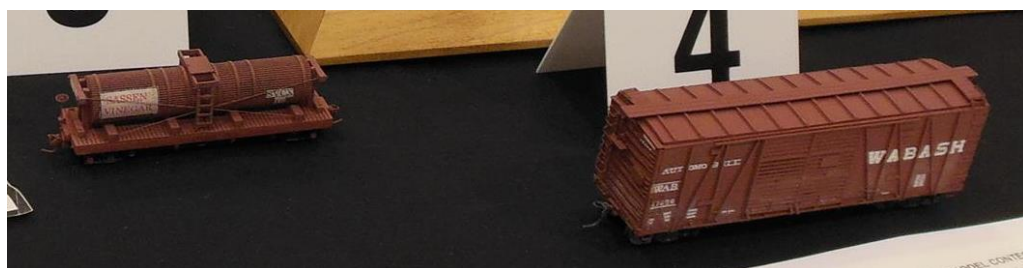
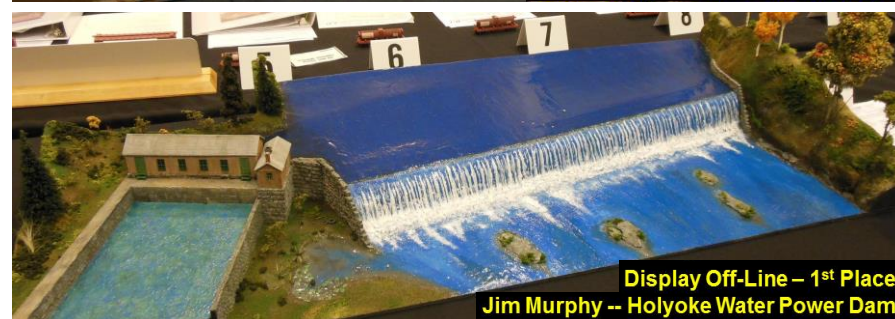
and he's blown
another circuit
breaker.

MER Convention Coverage - Many thanks to our Philadelphia Division participants:

<u>Convention Committee Members</u>	<u>Floor Volunteers</u>	<u>Clinicians</u>	<u>Layout Tours</u>			
Howard Kaplan *	Alan Silverblatt *	Rob Hinkle *	Alden Smith *	Dave Messer, MMR *	John Werten	Sam Parker *
Joe Bergmaier *	Howard Kaplan *	Alden Smith *	Bill Fagan *	Dick Foley *	Ken Rideout	Steve Salotti *
Rob Hinkle *	Joe Bergmaier *	Charles Butsch *	Bill Kachel *	Don Borden *	Mike Rabbitt *	Steve Staffieri
	John Seibert *	Earl Hackett *	Bob Gross *	Earl Hackett *	Pat McTeigue *	Ted Wilks
	Rob Hinkle *	Mike Dettinger *	Bob Rule	Earl Paine *	Ray Machler *	
		Rick Melcher *	Bruce Friedman *	Fred Lagno	Rich Murray	
		Mike Rabbitt *	Carl Huth	Jim Hart *	Ron Patzer *	
		Dick Foley *	Chelten Hills	Joe Walters	Saint Alban's Club	
* denotes NMRA member						

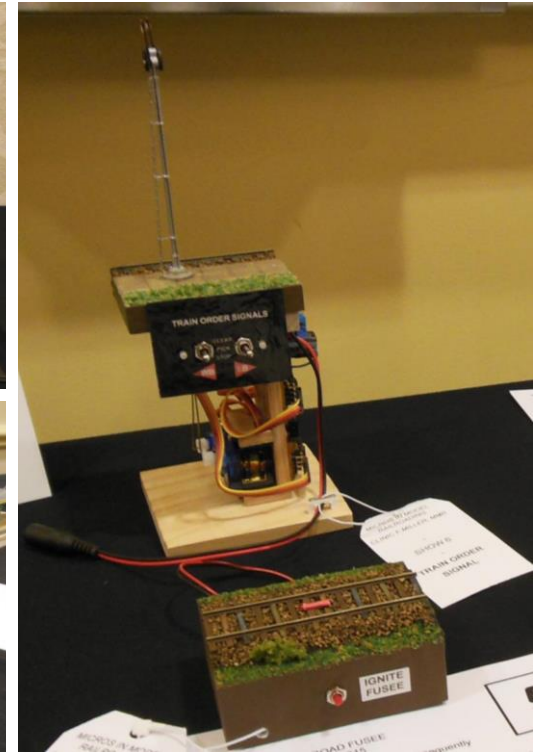
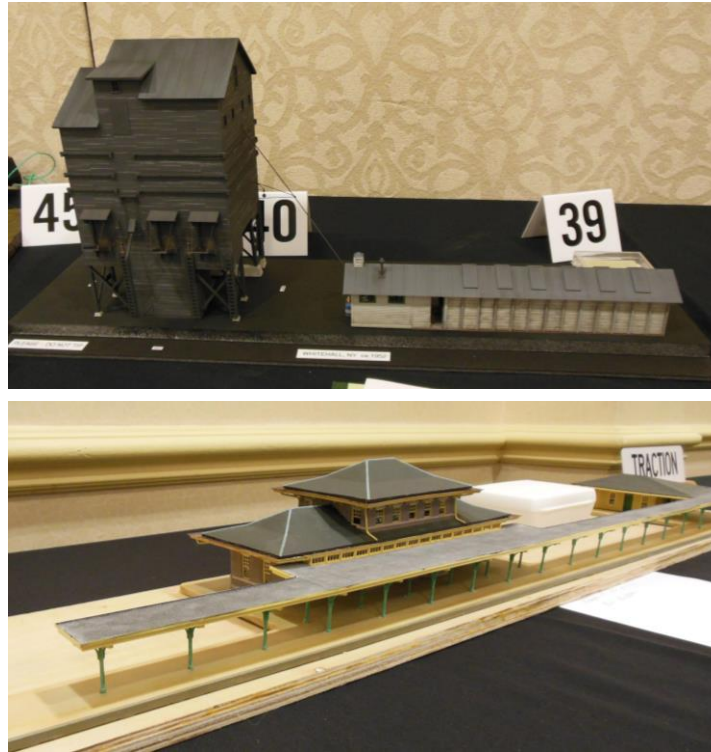
Contest Room

Photos by
Howard Kaplan



MER Convention Coverage – Contest Room (continued)

Photos by Howard Kaplan



The following photos courtesy of the MER



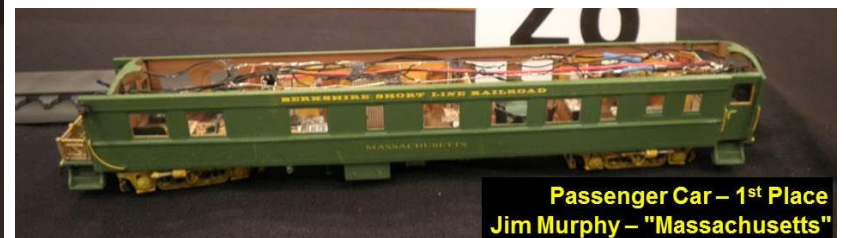
Henry (Bud) Kaiser Award
Best in Show
Richard Walz – Waterfront



Display On-Line – 1st Place
Stephen Ascolese - Fuel Depot



Steam Engine – 1st Place
David Albertson – C&O 0-10-0 C-12



Passenger Car – 1st Place
Jim Murphy – "Massachusetts"

MER Convention Coverage – Contest Room (continued)

Photos courtesy of the MER





Jersey member Mike Prokop constructed these modules to depict the Linden Street Freight Station facility located on the Delaware riverfront in Camden, NJ. This was the only property and operation retained by the Reading RR after the consolidation of services with the PRR in southern New Jersey that formed the Pennsylvania-Reading Seashore Lines in 1933. This Reading station and car float operation survived until 1962.

Railroad Prototype Modelers Valley Forge

An NMRA Sponsored Event

March 18, 19, 20, 2016

at the

**Desmond Great Valley Hotel & Conference Center
Malvern, PA**

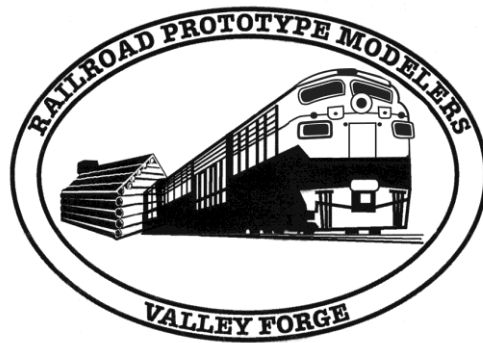
**Thursday night &
Friday Operating Sessions**

Clinics

Model Displays

Vendor Rooms

Sunday Home Layout Tour



**Information & Updates
RPMValleyForge.com**

or

Paul Backenstose

103 West Uwchlan Ave.

Downingtown PA 19335

(Please include an SASE for a reply)

registrar@rpmvalleyforge.com or (610) 269-2763

Interested in Presenting a Clinic?

Jim Dalberg

clinics@rpmvalleyforge.com or (610) 648-0089

Vendor Information

Steve Salotti

vendors@rpmvalleyforge.com or (610) 489-1940

Chesapeake Division to Host Arduino Microprocessor Clinic

On Saturday, February 27, 2016, Kurt Thompson (former Chesapeake Division Superintendent) will be hosting a 3 to 4-hour hands-on clinic on Arduino programming and model railroading applications. The clinic will cover the basics of programming an Arduino microprocessor and connecting it to a couple of rapid prototyping circuits.

When you leave the clinic, you will have programmed a couple of sketches (Arduino speak for program) and have tested them. We'll talk about various input and output devices and how to interface them with the Arduino. Some of these will include 5V relays to operate Tortoise switch machines and other devices. You will also leave with your own Arduino Uno.

You won't go away able to program an entire model railroad, but we'll discuss various options and ideas. As Kurt said in his previous presentation, Arduinos are here to be the little men of the railroad handling simple and repetitive tasks (like manning your towers).

Before you come to the clinic, you'll want to go to the Arduino website and download the latest Arduino IDE (1.6.5 is the one I have downloaded). The website is www.arduino.cc. You will need to bring along your laptop to the clinic as well. Also bring along your ideas, questions, and thoughts, and we'll look over various projects.

The cost for the clinic is \$10.00/person to cover the cost of the Arduino Uno and the prototyping board and gizmos. We are accepting participation fees through the end of January. Early sign up is appreciated. Since we have the large conference room, we can host up to about 40 members. Please sign up early so we can get the necessary number of Arduinos ordered and delivered.

The clinic will be held at the Severna Park branch of the Anne Arundel County Public Library. The doors open at 9 AM and we'll get started about 9:30 once everyone is set up and powered up. The library does have Wi-Fi if we need to download anything from the website or the Internet.

We have the room until 4:45 PM so around 12 or so we'll break for lunch and head over to one of the local restaurants for lunch. In the past, several of us enjoyed Squisto's for pasta and salads.

Please contact Kurt Thompson (kurtrain@verizon.net) or Tom Casey (pastsuper.chesdivmernmra@gmail.com) to register.

East Coast Santa Fe Modelers 2016 Meet May 6-8, 2016

To date, the board has scheduled noted Santa Fe author Robert Walz, who has offered a wealth of possible presentations, and Kevin Loof.

Kevin will give presentations on the 1959 Rose Bowl Train and modeling techniques. Kevin is an expert at structure design, laser cutting, 3D printing, and modeling. His N-scale model of the Raton Depot won Structures 1st Place and Best of Show at this past summer's SFRH&MS convention.

Additional presenters are being invited.

Mike Davis
ECSFM, Treasurer

Holiday Season Model Railroad Open Houses

November 2015-March 2016

To see this schedule in grid form, click [HERE](#)

Note: The grid is in Adobe pdf format.

If you don't already have the Adobe reader, you can get a free download [HERE](#).

Abington Lines Model Railroad Club

Admission Free - Donations Appreciated

Location: 2066 Second Street Pike (PA Rt 232), Richboro, PA 18954 (2 miles north of PA 332, on the right)

Phone: (215) 598-7720

Website: <http://www.abingtonlines.org>

Scale: HO (standard, narrow gauge & traction)

Information: Come see multiple trains with digital radio control and sound, operating on our 20' x 60' two-track mainline exceeding 1,000 feet in length. Enjoy the scenery depicting the PA rolling hills. Marvel at our trolleys, life-like villages, detailed buildings, operating roundhouse, industrial switching areas and waterfront complete with rail car ferries. Also enjoy our extensive narrow gauge section with old time operating engines.

Open 12-4pm on Dec. 5 & 6, 12 & 13, 26 & 27, Jan. 2 & 3, 9 & 10, Feb. 6 & 7, 13 & 14.

Burlington County Model Railroad Club

Admission Free - Donations Appreciated

Location: Basement (right side), Burl. Co. Footlighters Playhouse, 808 Pomona Rd, Cinnaminson, NJ 08077

Phone: (856) 733-0010

Website: <http://www.bcmrc.org>

Scale: HO

Information: We call our miniature railroad the Rancocas Valley Lines, which is appropriate for this area. We represent portions of a railroad that goes from tidewater to mountains, running through the typical stations and industrial areas of a large city, then countryside, while serving industries. We run 5-8 trains simultaneously on a double-track mainline along with several other trains operating in various yards. Come and see the progress on our expansion project, more than doubling our layout!

Open 12-5pm on Nov. 28 & 29, Dec. 5 & 6, Dec. 27 (Sun. only), Jan. 9 & 10, 16 & 17, Feb. 13 & 14, 20 & 21.

Coopersburg Area Society of Model Engineers - C.A.S.M.E.

Admission Free - Donations Appreciated

Location: Basement of Borough Building, 5 North Main St., Coopersburg, PA 18036

Phone: (215) 538-0501

Website: <http://www.casme.org>

Scale: HO

Information: Our layout dimensions are 35' x 44' and when finished, there will be in excess of 3500 feet (58 scale miles) of track and over 100 switches. A computer-assisted dispatching program using JMRI software, controlling our Digitrax DCC system, allows up to 12 trains to be operated through beautiful scenes and past operating signals over the layout.

Open 12-5pm on Nov. 28 & 29, Dec. 5 & 6, 12 & 13, Jan. 2 & 3.

Cheltenham Hills Model Railroad Club

Admission Free - Donations Appreciated

Location: 8000 Old York Rd. (Route 611) Elkins Park, PA 19027 (located in the old train station)

Phone: (215) 635-9747

Website: <http://www.cheltenhamhillsmrr.org>

Scale: HO

Information: Come join us for our 65th year! Come see the 1750 feet of track, the 300-car freight yard and the steam and diesel engine facility. Our operating lift bridge allows trains to cross between parts of the layout. Our modern control system allows us to run 6 to 8 long trains with realistic sounds; sometimes very long ones. We also switch cars in the main yard and among custom-made buildings. We can provide wheelchair accessibility by appointment. Please call any Thursday evening to schedule this access.

Open 12-4pm on Dec. 12 & 13, Jan. 9 & 10, 23 & 24; snow dates Jan. 30 & 31.

Keystone N-Trak

Admission Free - Donations Appreciated

Location: Dublin TEC Center, Suite 216, Rear Entrance, 123 N. Main St. (Rt. 313), Dublin, PA **New Location!**Website: <http://www.keystonentrak.us> Scale: N scale

Information: Keystone is a modular N Scale club modeling to N-Trak international standards. This enables each member's modules to link to form model railroads at public and private events. We travel to various N Scale events and are a participating member of the Eastern N Lines Partnership. New members are always welcome. Meetings are every Tuesday at 7 p.m.

Open 11am to 4pm on Nov. 14 & 15, Nov. 21 & 22, Dec. 19 & 20, Jan. 9 & 10, 16 & 17, 23 & 24, 30 & 31.

Open Tuesday nights Nov. 3, 10, 17, 2015, 7-9 p.m.

Royersford Modular Model RailroadersAdmission Free (see note below)
Donations Appreciated

Location: Multiple (see schedule below for locations, dates, and times)

Phone: (610) 888-4306

Website: <http://www.royersfordmodular.org> Scale: HO

Information: Movable modular railroad layout, on display at multiple locations again this season.

Dec. 12 & 13 (10a.m.-4p.m.) [Greenberg's Show](#) at The Greater Philadelphia Expo Center, 100 Station Drive, Oaks, PA.Jan. 16 & 17, 18 (Monday), 23 & 24 (12-4p.m.) at [Phoenixville YMCA](#), 400 East Pothouse Road, Phoenixville, PA.

We hope to add at least one other show - please see the web site for additions or changes.

There is an admission fee to enter the Greenberg's show, which also includes other layouts and vendors.

Open: See [web site](#) for additional details of dates, times and locations.**Schuylkill Valley Model Railroad Club**

Admission Free - Donations Appreciated

Location: 400 South Main Street (rear entrance), Phoenixville, PA 19460; diagonally across from Library

Phone: (610) 935-1126

Website: www.svmrrc.com

Scale: HO (standard and narrow gauge)

Information: Scale model trains run through realistic wooded Pennsylvania scenery featuring logging, bridges, tunnels and Tony the Tank Engine on the Philadelphia to Reading point-to-point system. There are 4 different railroads depicted on a 1,000 square-foot layout. Hundreds of buildings, vehicles, figures and trees create realistic scenes. Great for kids of all ages. Numerous buttons allow visitors to bring scenes to life!

Open 1-5pm on Nov. 28 & 29, Dec. 5 & 6, Jan. 9 & 10, 16 & 17, 23 & 24

Saint Alban's Railroad Fellowship - StARR

Admission Free - Donations Appreciated

Location: Saint Alban's Episcopal Church, 3625 Chapel Rd. Newtown Square, PA (Under Thrift Shop)

Website: <http://www.StARR-MRC.org>

Scale: HO

Information: Modular layout fills 4000 square-foot area with 200 feet of 4 track mainline with working signals, 3 branch lines, steel mill, coke plant, oil refinery, meatpacking plant and three working classification yards. We have a unique custom waybill system for freight and passenger operations that routes over 1000 pieces of equipment throughout the system. A large variety of roads and eras are featured. The layout is controlled by DCC with computer enhancement.

Open 1-4pm on Nov. 7, 28 & 29, Dec. 26 Jan. 3, 16 & 17, 30 & 31, Feb. 13 & 14, 27 & 28.

Note: Dates for all club open houses are Saturdays and Sundays unless otherwise noted. Not responsible for errors or omissions in the schedules. Dates and times subject to change without notice. In case of inclement weather, please verify directly with the club whether their shows will run as scheduled.

Holiday Season Model Railroad Open Houses - November 2015-March 2016

Converted for the web by Fred Monsimer of Royersford Modular Model Railroaders
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