



# THE DISPATCH

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



May 2016

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

Volume 23, No. 3

## June Meet in Newtown Square

Our next Division Meet will be held on **Saturday, June 11<sup>th</sup> at the Newtown Public Library in Newtown Square, PA. Doors open at 10:00am**, with the program expected to start as soon as equipment can be set up. Map and directions to the meet can be found on page 7.

The morning session begins with our annual business meeting, where Division reports will be presented and the election held. **All election ballots brought to the meet must be submitted by 10:30am.** The meeting will recess, and a break will follow during which check in and raffle sales will continue, and ballots will be counted.

Next, we will be treated to an all-new clinic presented by **Ramon Rhodes** entitled **"The Santa Fe Railway in Chicago during the 1970s."** In this fast-paced presentation we will take a look at the changes that occurred on the Santa Fe Railway in Chicago during the 1970s. Using hundreds of photographs and a series of charts, graphs, and diagrams, we will see the changes that shaped the railroad during that decade—changes that include the consolidation of facilities and the spinning off of passenger service to Amtrak.



Election results and business meeting adjournment will occur either immediately before or after the clinic.

Time permitting, we'll be showing the the NMRA's new video introducing the hobby of model railroading, as well as some more of Bill Fagan's cab ride layout videos.

And, of course, we'll have our 50/50 raffle, door prizes, model display table, white elephant table, shirts and patches, coffee, donuts, and Philly pretzels. Open house layout tours are expected to be the afternoon fare. Come and enjoy the camaraderie. Hope to see you there!

## Assistant Super Charles Butsch to Head Up Scouting Committee

Assistant Superintendent Charles Butsch has agreed to chair the Division's Committee on Scouting. He will be in charge of distributing and coordinating the paperwork to enable Division members to become involved in volunteering with the Boy Scouts and in

becoming merit badge program counselors. If you are interested, please contact Charles or click the link in the Bulletin Board on the sidebar of the website.

## Division Pike Registry

We'd like to re-institute the Pike Registry to serve as a directory to Philadelphia Division members' model railroads. Photo and cab ride tours of many layouts are already featured on our Division website, but we'll be preparing a form requesting specific information in order to compile a more comprehensive listing. In the meantime, if your layout already does appear on the website and you'd like to add more photos or information about it, or if it doesn't appear and you'd like it to, please contact Howard Kaplan or use the link in the Bulletin Board on the sidebar of the website to submit your data or requests.

## Model RR Business Cards/Passes

And along the lines of the previous item, we'd like to include a page in *The Dispatcher* of model railroad business cards and passes. Other divisions have been doing this for quite some time and we thought it would be a worthwhile and fun addition to our newsletter. If you have samples of either and would like to see them published, please send or email a copy to Earl Paine or Howard Kaplan to be included in future issues or see the Bulletin Board in the sidebar of the website.

## Request for New Meet Venues

The Philadelphia Division comprises five counties in southeast Pennsylvania as well as the entire state of Delaware. As such, we try to vary our meeting places to accommodate as many members as possible over the course of the year. More recently we have procured two railroad-related venues, those of Quakertown and Elkins Park, thanks to hard work by our Event Chairmen John Seibert and Pat McTeigue. These are great meeting places, but we don't want to wear them out.

So we are appealing to the general membership to suggest new meeting locations. No one would know better those venues available in your particular neighborhood. It need not be railroad related—it could be a church, community center, municipal building, firehouse, library, or any other organization or concern.

*(Continued on page 2)*

## Form 19



### From the Editor...

It's been gratifying to see the new energy in the division over the past 12 months. Each meet has been well received by all in attendance and new and fresh faces have been in attendance.

The Executive Board has obviously done a great job in securing railroad-related new venues for our events. The former Reading Company Stations in Quakertown and Elkins Park are examples.

The Susquehanna Division will also be holding their meet in Quakertown at the same station. NMRA membership guarantees admittance to any NMRA event regardless of what division you reside in, so feel free to check the Susquehanna Division website for dates and times and attend their meets as well.

There has also been an upsurge in articles submitted to *The Dispatcher*. New authors Alden Smith and Rick Melcher have been published in this edition.

As Editor I have done my best to keep articles predominantly from local modelers and will continue to do so when possible. Keep the articles coming!

A word about our current division election. The election issue and ballot was "snail-mailed" to all registered division members in order to reach everyone. If you didn't receive one please contact the Clerk immediately.

Ballot returns are already being received. They can be mailed per the directions on the ballot or hand-carried to the upcoming June Meeting.

There are several new members who are running for board positions so returning your ballots is more important than ever.

New blood and fresh ideas are vital to any organization and it's nice to see that happening. Congratulations to all those running for being willing to contribute their time and energy to our common goal!

See you in June, Earl

## Division News...

*(continued from page 1)*

While we are not financially strapped and can certainly afford a reasonable fee or donation, free venues are always welcome. Please contact the aforementioned chairmen, or use the link in the Bulletin Board on the sidebar of the website to submit your suggestions.

### Sad News

Philadelphia Division member Mike Napolitano passed away on April 30<sup>th</sup>. Mike was also a long-time member of the Pennsy Society and the Logan Model RR Club, as well as a good friend to many. He will be missed.

### Suggestion Box

The Board of Directors is charged with promoting the mission of our Division first and foremost for the benefit of the members. For that reason, we will begin placing a suggestion box on a table at each Division meet. Please feel free to leave your suggestions, advice, criticism, etc. You can include your name and contact info if you like or remain anonymous. And of course, you can always leave suggestions in Bulletin Board section on the right sidebar of the home page.

### We Welcome Our New Philly Division Members

Robert Koury, Wilmington, DE  
Eileen Lambert, Phoenixville, PA  
William Lambert, Phoenixville, PA  
Bachmann Industries, Inc.,  
Philadelphia, PA  
John Campbell, Philadelphia, PA  
Joseph Carroll, Newark, DE  
Ramsey Chew, Philadelphia, PA  
Sherman Everlof, Phoenixville, PA  
Robert Buggeln, Chalfont, PA  
Peter Copp, Glenmoore, PA  
Paul Kelly, Philadelphia, PA  
Richard Livingston, Seaford, DE  
G. Burton Parshall, Downingtown, PA  
Arthur Treisback, Wilmington, DE

## THE DISPATCHER

Official Publication of the  
Philadelphia Division  
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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:** August, 2016. Due out approx. Aug 15<sup>th</sup>. Deadline: July 18<sup>th</sup>.

**Online Subscription:** Free.

Make sure the Clerk has your current email address.

**Print/Mail Subscription (b&w, first 8 pages):** \$10.00 per yr. or \$2.00 per single issue. Address all print subscription applications, renewals, address changes, etc., to the clerk. Please mail payment to the Treasurer. Make checks payable to "Philadelphia Division, NMRA".

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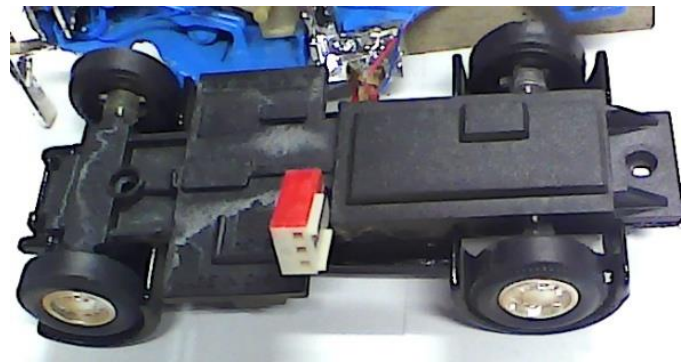
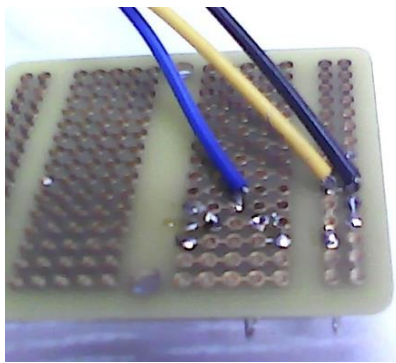
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When starting a new LED (light emitting diode) implementation project, one primary thought is that of the rating required for the ballast resistor (a resistor used to reduce current to a level that can power the LED). First consider the voltage drop for each LED. Starting this project I determined that the available nominal supply voltage for the LEDs = 24 volts AC. Since the voltage was that high, the decision was made to wire all LEDs in series with one ballast resistor and one rectifier diode. Furthermore, in this application, the LEDs are not to be too bright, which is a vague statement and in need of explanation—the need to raise the resistance in order to lower the LED current and therefore reduce the luminous output was determined, but by how much was left for a later decision.

Start by determining what the voltage drop on each LED would be at 20 milliamps (mA). I discovered by testing a population of units that the average value for the LEDs planned for use would be 2.8VDC. Also, a rectifier diode is needed to convert the AC to half wave DC, and so the total drop in voltage for 5 LEDs plus one diode drop =  $(2.8V \times 5 = 14.0V) + 0.7V = 14.7V$  drop. If the nominal supply voltage of 24VAC is rectified without filtering, the output measures 12.4VDC half wave rectified which can still provide enough to drive the LED string through the diode plus a 2200 (2.2K) ohm limiting resistor even at low voltage, and will prevent excess drive current at high line voltage. If the light output needs to be raised, then the resistor can be lowered, or some filtering can be added with some small value of capacitance to raise the average rectified output voltage. Stay tuned for more on LEDs in future issues. 🛠️



The two photos above show the connector board that will be mounted under the platform or perhaps in the foam. The resistor is shown on the left with long leads so that it may be changed easily for different light levels.

The above photo shows the other connector on the car which will be concealed under the car and below the foam.



Left: The subassembly of three LEDs in the rear of the truck—one for license plate and two for the brake lights. They are mounted on a piece of styrene to maintain position while installing.

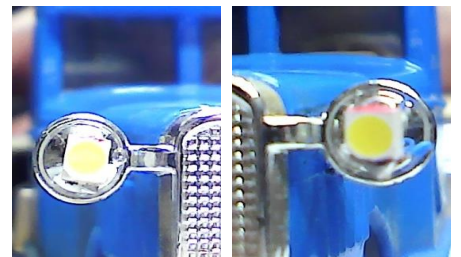
Right: The interior of the front end of the truck and the wires going out to the headlights.



Above two photos: The powered LEDs used for brakes and license plate with normal (left) and excess (right) illumination

Right two photos: Close-up of the left and right headlight LEDs mounted on the reflector. The reflector could have been

hogged out with the Dremel tool and the LED recessed into it, but it was decided that when the light is on it will not make much visual difference. The LEDs are currently supported by the Kynar wires.



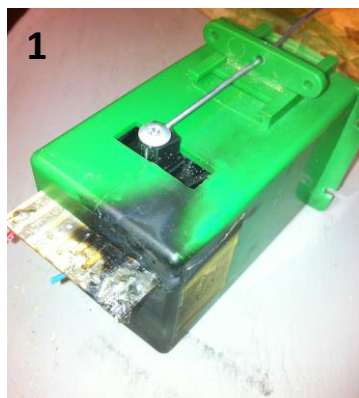


The three photos above show the LEDs off (left), then at about 5 milliamps (middle), then overwhelming at full brightness, 20 milliamps (right). It may look better with round LEDs and may be converted in the future.

## Safety Warning

...by Earl Paine

Thanks to Clerk Mark Wallace a possible fire was averted on the editor's (and this author's) layout last month. When the layout was powered up a Tortoise instantly flared up and caught fire. Luckily,



Mark was within several feet of the flare-up and quickly shouted to have the power turned off. The whole incident took less than 10 seconds but that was enough time for open flames to burn the bottom and sides of the Tortoise. (See photos 1 and 2.)

A possible disaster was averted thanks to a quick reaction by Mark (as well as his being in the right place at the right time). Things could have been much worse. Thanks, Mark!

Now for some sobering facts. The nearest (and single) fire extinguisher was upstairs in the kitchen. The nearest smoke detector was at the other end of the basement. There were no exit signs at the main stairs or the outside bilco door egress stairs. Wow...

We all know that the multiple shared amps on our DCC systems are capable of melting ties and plastic wheels. We also know that the commercial DCC equipment has extremely fast solid-state circuit breaker protection to prevent bad situations. We all know to do the "quarter test" on our DCC power districts and ensure that those protective circuits are working.

But this was NOT a DCC-powered application! Tortoise power came from a center-tapped set of 2 amp DC transformers recycled from an earlier layout. That dual

transformer setup (see photo 3) drives the 50 plus Tortoises scattered around the layout.


Those two transformers also have overload circuits (although older). They obviously were not up to the task!

The cause was a poorly done solder joint on the end terminal (12-volt power) of the Tortoise. This was a used Tortoise from another layout and needed the pads resoldered with new wires. The connection in question was intermittent after installation and was reheated to reflow the solder. This probably caused a cold solder joint. What was unknown was the fact that this "repaired connection" was poorly done, even though the Tortoise was then operating correctly. All seemed well for several weeks until that connection failed as described above.



## Lessons Learned

- Fires can happen from what seems like bulletproof 12-volt, low voltage wiring
- Overload and short protection can fail to prevent problems
- Have a certified fire extinguisher available in the layout area—more than one if the layout is larger
- Install multiple smoke detectors in the layout area
- Have all exits clearly identified to all people
- Make sure that all solder joints (and other wiring connections) are clean and secure
- All layout and workshop power should be able to be turned off at a single central location identified to all

Probably the most important thought to take away from this potentially fatal situation is to always be vigilant when using electricity of any kind. Never assume that low voltage electrical connections cannot cause a fire. Be safe! 





In the last issue of *The Dispatcher* my focus was on building relatively simple trackside structures. Now I will describe how to build a more ambitious project. Several years ago I wanted to add another coal mine to my 1950s HO Western Maryland layout. Coal, after all, represented about 50% of WM revenue and in my world you can't have enough coal mines! I already

had two mines and one truck-served tippie. This decision came from staring, for years, at an unused wall, 18 feet long. It required, however, a connection to a stub end of track at a paper plant and building a "dog-legged," lift-out section of track to join the 18-foot space. A doorway to another room of the layout was right at the end. I won't get into that, but just let me say that planning that took a lot of thought. Talk about putting the cart before the horse.

While roaming the aisles at the Timonium train show, I spotted an outstanding mine on display. It was (drat) an O-Gauge, built-up kit. The builder told me it was *only* available in O. I told him I needed one in HO and he thoughtfully gave me the brochure, with dimensions, pictures, etc. Now it was much easier to plan since dimensions could be reduced to HO size.

The plans are shown in Figure 1. Next step was to build an 18' x 8" section with two tracks and runaround and attaching to the wall—rather routine. The mine site needed to be 4' x 28". Now the design began. I chose to use 3/16" white foam board found in all craft stores. It costs about \$1.99 for a sheet that, I believe, measures about 30" x 18". It is strong, flat, cuts easily with a razor cutter, and can be glued securely with good ol' Elmers.



Figure 2 - The exploded facades

corrugated "metal" styrene siding was glued to all of the sections. I cut the styrene into individual pieces, each 3/4" wide by 1 1/2" high. I use Liquid Nails to attach all the Evergreen siding pieces. It adheres nicely to the foam board and dries securely in a few hours. In this period, mines were constructed of corrugated metal sections over a steel, or possibly, wooden frame. You will note the sections join up to each other. The picture shows that the siding has not been painted. I sprayed all the completed pieces a flat gray color using an aerosol product.



Figure 4 - The mine shaft begins to take shape

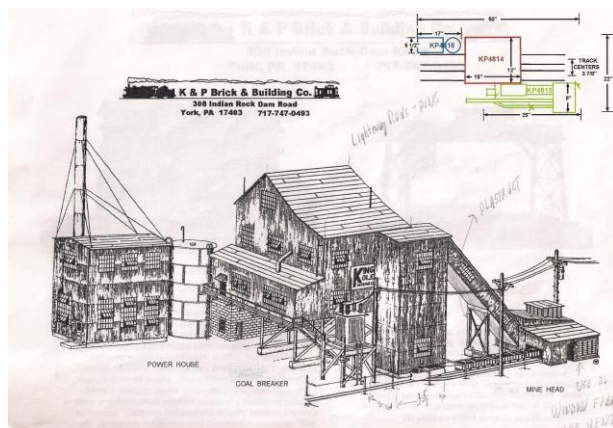


Figure 1 - The original O-Scale kit plan

Using the pictures, the shape became reality. I purchased 16 Tichy industrial, tilt out, windows. The nice thing about these units is that they can be glued in the open position and tilted out. Prototype mine pictures seem to show all windows open, maybe even open in cold weather.

The sections were designed and prepared using the plan. Figure 2 shows the exploded view. Evergreen



Figure 3 - Construction begins with the mine head

Next to be built was the mine head and shaft (Figures 3, 4, and 5). Foam board for this mine head was covered with wooden coffee stirrers. These replicate wood siding and are easy to stain. These stirrers come in a box of 1,000 and cost \$1.99. Purchase them at party supply stores. They can be used for decking as well as siding, or for a complete wooden building. In the final completed picture the wooden barn/shed was made this way. The foam board makes an excellent base for constructing any building. All of this material is very inexpensive. The roofing material is ribbed, thin plastic carpet underlayment. Hardware stores carry this in big rolls. Mike Rabbitt, the steel mill expert, constructed all of his massive buildings using this product over cardboard. Years ago, he gave me some to use. Details like walkways, stairs, structural shapes, and railings are available from hobby shops or the Walther's catalog. Also note that in the completed view, the office



**Figure 5 - Mine shaft roofing and details added**

welded sections. The smoke stack is a piece of PVC pipe. So costs are kept real low using ordinary items.

Add details like vehicles, figures, coal loaders, and landscaping to complete the project. Figure 6 shows the finished scene. 🚧

building was scratch built using Evergreen products.

When joining the sides together use bracing made from the foam board. The core structure is very sturdy. Adding a floor gives it extra strength.

The power house building is just a rectangular design. The round water tank is made from a used caulk cartridge painted black and ribbed with narrow pieces of painters tape to simulate



**Figure 6 - Completed structure with scenic details**

## April Meet Report

*...by Mark Wallace, Clerk*



On April 9, 2016, our Division returned to the the restored waiting room at the Elkins Park Train Station for our meet. The exterior station platform is still used as a station stop along SEPTA's former Reading Line just below Jenkintown. This line funnels the trains from the Warminster and West Trenton branches as well as the Lansdale-Doylestown line to provide a variety of commuter passenger trains every few minutes.

The station, constructed in 1898 for the Philadelphia & Reading Railroad, has been remodeled and is presently utilized in cooperation between SEPTA and the Cheltenham Center for the Arts. The Center has been given temporary possession of the station's interior, with their goal of providing a community center.

The Meet opened with Superintendent Joe welcoming everyone and introducing our guests. The morning's format included two clinics. Division member Michael Dettinger presented his clinic, "Tunnel Liners: A Discussion on Design, Material Selection, and Techniques." Barry Rosier from our neighboring New Jersey Division presented "Turnout Controls: An Examination of Manual, Electric, and DCC Control Methodologies."

Both Mike and Barry are contributors on the "YouTube Model Builders Monthly Tech Show with Barry and Mike" that can be seen at <http://www.youtubemodelbuilders.com/>. In addition to their respective topics, they provided helpful comments on the new NMRA Layout

Command & Control (LCC) and how LCC could be added to reduce stress on the DCC track bus and provide greater flexibility for adding signaling and other types of controls, as well as some as-of-yet unimagined technologies for our model railroad layouts.

Finally, representatives from our three layouts gave us a rundown for those visiting: Cheltenham Hills Model Railroad Club, Ted Fort's layout, and the GATSME club in their newly renovated building in nearby Rockledge.

We thank our hosts, the Cheltenham Center for the Arts, for allowing us the opportunity to hold our Meet in an historic, railroad-themed venue. We wish them continuing success.



**Barry (left) and Mike receive their clinician certificates**

On next Meet is on June 11<sup>th</sup> at the Newtown Public Library in Newtown Square, PA. We will convene a little later than usual—10:00am. On the agenda is our annual business meeting complete with election of Directors to the Board, reports, and other business. Of course, there will be the usual interesting clinics, vendors, a white elephant table, a 50/50 raffle, and displays. If you have a model in any stage of construction or prototype that you want to display or share, please bring it with you! There will be more about this event elsewhere in *The Dispatcher* and on our website. It's all fun and we'll see you then! 🚧



**Modeling the Elkins Park Station:** In the recent June, 2016 issue of *Model Railroader*, as part of an article on building N-Scale, T-Trak dioramas, many of the staff took on the challenge and contributed various examples of the 12" x 14" modules. Associate Editor Eric White crafted a scratch-built replica of the Elkins Park train station complete with an underpass and adjacent buildings that can be seen on page 75. Eric used a variety of interesting techniques to selectively compress a very creditable model.

**MEET PHOTOS CONTINUE ON PAGE 12**



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## June Meet Directions

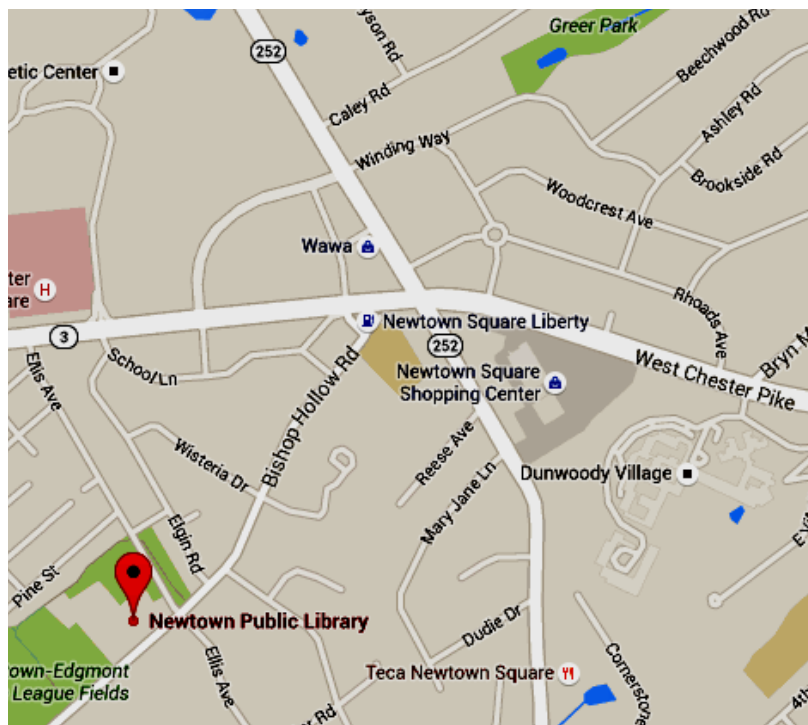
**From the West:** US-202 to PA-3 (West Chester Pike) east 9.9mi to Bishop Hollow Rd. (traffic light)(1 block before PA-252). Turn right and follow 0.5 mile to library on right.

**From the North and South:** I-476 to Exit 9 – Broomall/Upper Darby and follow exit sign toward Newtown Square. West on PA-3 (West Chester Pike) 3.5 miles. Cross PA-252 and 1 block later (traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to library on right.

**From the Center City and Southeast:** Head west on Market Street, which becomes PA-3 (West Chester Pike). Continue for 7.6 miles. Cross PA-252 and 1 block later (traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to library on right.

**From Philadelphia and Northeast:** US-1 (City Ave.) south/west. Turn right on PA-3 west (West Chester Pike) and follow for 5.8 miles. Cross PA-252 and 1 block later (traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to library on right.

**Address:** Newtown Public Library, 201 Bishop Hollow Rd., Newtown Square, PA 19073. Park in lot.



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## AP Report

*...by Dave Messer, MMR*

There is apparently some uncertainty among Philadelphia Division members about how to go about obtaining AP Certificates to reward your modeling efforts, so here's the scoop. Go to the NMRA website, [www.nmra.org](http://www.nmra.org), and click on Education, then Achievement Program, where you will find information on all of the certificates. Read all of the requirements carefully—they are very specific, but if you have questions, feel free to contact me at [dmesserpr@comcast.net](mailto:dmesserpr@comcast.net) or 610-948-2191.

When you have completed all of the requirements for a particular certificate, read the instructions and then fill out the forms in PDF format and then send them to me via email at the above address, or print them out and mail to me at 263 Mingo Road, Royersford, PA 19468, along with a request for an AP review. That way I will have the information in advance to facilitate the review. Don't worry about signatures—we will do that after the review.

That's really all there is to it—the rest is up to me and the Regional and National AP staff, and you will have the award to recognize your efforts.

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## Help Wanted

Help needed with construction of new layout. I would like to join/or start a Round Robin work group with fellow model railroaders. If interested, please contact Joe Bergmaier at (610) 269-8558 or email at: [job922@gmail.com](mailto:job922@gmail.com).

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## Planning Ahead – Division Meets & Other Upcoming Events

<b>June 11, 2016</b> Philadelphia Division Meet Newtown Public Library Newtown Square, PA	<b>July 3–10, 2016</b> NMRA National Convention Westin Hotel Indianapolis, IN	<b>September 10, 2016</b> Philadelphia Division Meet Quakertown Train Station Quakertown, PA
<b>September 17, 2016</b> New Jersey Division Meet M. Joan Pearson Elementary School Delanco, NJ	<b>October 20–23, 2016</b> MER Convention “Tracks to the Triangle” Durham, NC	<b>November, 2016</b> Philadelphia Division Meet Brandywine Town Center Wilmington, DE

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

# THE DISPATCH

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**4325 Wendy Way  
Schwenksville, PA 19473**

Inside:

- June Meet Info
- Working with LEDs
- April Meet Report
- Scratch Building a Coal Mine
- Layout Safety
- Upcoming Events

Do you need to renew? If the date on your mailing label is highlighted, please renew promptly. Thank you for renewing promptly. New members receive one complementary printed copy.

## **Discounts for Division Members at Local Hobby Shops**

**Be sure to patronize the area's hobby shops that are now offering discounts on model railroading purchases to members of the Philadelphia Division.**

### **Iron Horse Hobby Shop**

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

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

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

### **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)

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



## AROUND THE DIVISION...



**In progress**

Homasote continues to be one of the preferred subroadbed materials. Preparing it, however, creates mountains of dust!

Member Nick Brownsberger and Editor Earl Paine recently cut down five 4' x 8' sheets of it for their large HO layouts. The sheets were cut into strips 8 feet long by 2 inches wide, and then angle cut for roadbed shoulders. A percentage of them were then then kerfed for use on curved track sections.

Nick used his portable table saw outside and completely filled up a 60-gallon trash can with the resulting dust. This is definitely an "outside job" and dust masks are a must!

The result was over 920 feet of subroadbed.

Homasote can be hard to find, but is now available at Division area Home Depots. Ask for "sound insulation board."



**Nick deals with mountains of dust!**

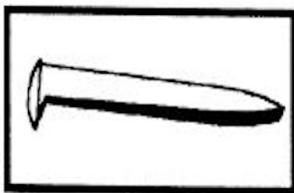


**Finished product**



**Earl's portion in his garage**





## 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 @ \$5 ea.    Name as you'd like it to appear: \_\_\_\_\_

Check one: \_\_\_\_\_ Shipped \$5 (free for Division members) + \$2 each add'l    \_\_\_\_\_ 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](mailto:phillynmra@gmail.com)    We accept PayPal – email for invoice.

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

## April Meet Photos

Photos by Rob Hinkle



Superintendent Joe Bergmaier greets the group



Members mingle and enjoy refreshments during the break



Clinician Mike Dettinger reveals everything you ever wanted to know about tunnel liners



Clinician Barry Rosier "switches" the topic to turnout control methodologies

**Layout open house hosts receive their appreciation certificates from Superintendent Joe Bergmaier:**



Ted Fort (left)



Greg Riley (right) on behalf of the Cheltenham Model RR Club



Eric Dervinis (left) on behalf of GATSME/Rockledge Model RR Museum

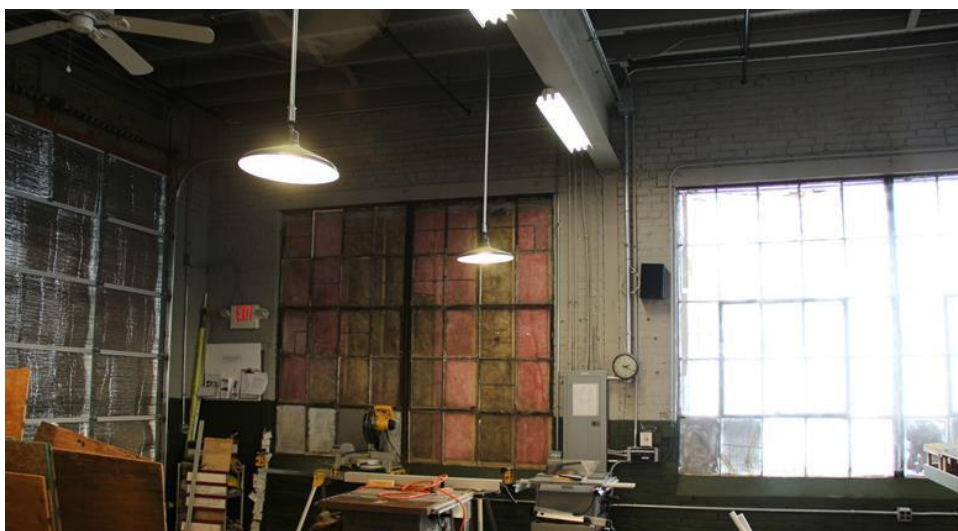
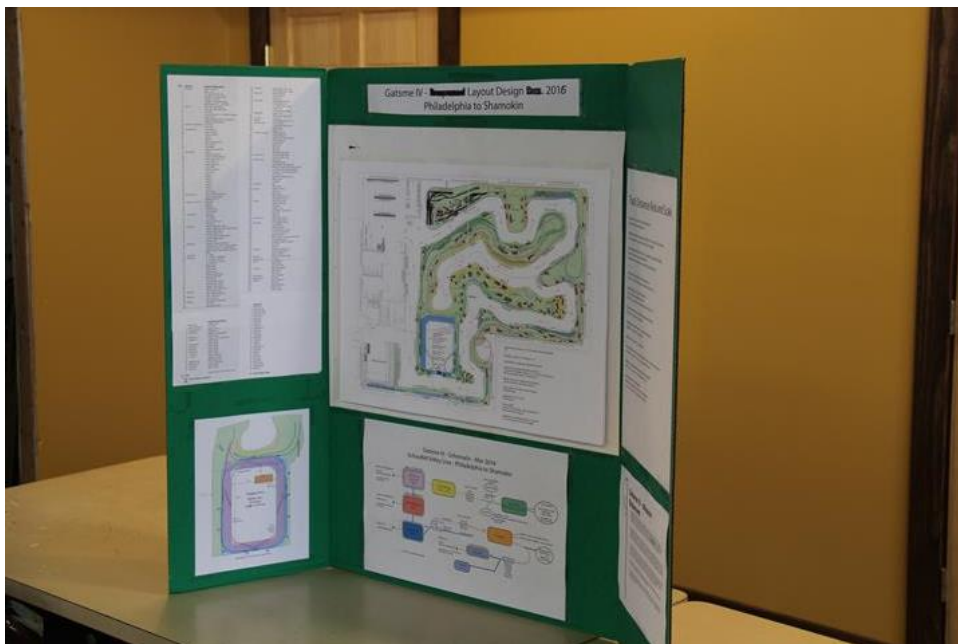


## APRIL OPEN HOUSE

# GATSME/Rockledge Model Railroad Museum

A few years back, GATSME was forced to move out of the building in Fort Washington that had served them well for many years. Their new home in Rockledge, PA (a short distance from the former Reading Company's Fox Chase/Newtown Branch) was originally a 1927 textile mill. The rehab of the structure is nearing completion and the club will soon be starting the construction of their new layout. Check out their website at <http://rockledgemrm.org/>.

Photos by Rob Hinkle





## APRIL OPEN HOUSE

## Ted Fort's PRR/Paoli Local

As is common among modelers, Ted models an area of his past to preserve memories growing up. In his case, it's the PRR 4-track main line from Narberth to Paoli, PA on July 17, 1944—a frozen moment in time depicting how life would have looked back then. It is a shelf layout 20' x 20' square, and about 3 to 4 feet deep. Included are troop trains, military consists, passenger, and MP54 commuter trains. Other features include an impressive scratch built representation of the 1880 Ardmore Station (which no longer exists) as it appeared back then, as well as Paoli Tower.

Photos by Howard Kaplan





## APRIL OPEN HOUSE

## Chelten Hills Model Railroad Club

CHMRRC is a private, DCC HO-scale model railroad club, funded by annual member dues and donations from open house shows. They are located in the former Reading Company freight station, a half mile south of the Elkins Park passenger station at 8000 Old York Rd., Elkins Park, PA. (215) 635-9747. Meetings held every Thursday at 7:30pm. Business meeting 3rd Thursday of each month at 8pm. New members welcome. Find them on Facebook.

Photos by Howard Kaplan







### Something Different, Something New at Tracks to The Triangle

The 2016 MER Convention, *Tracks to The Triangle*, being held October 20-23 in Durham, NC will include several new and exciting features you won't want to miss.

This year's convention will feature a **Railroad Prototype Modelers' (RPM) room** which will have tables for model display and be an opportunity for attendees to share prototype information, modeling techniques and fellowship. It will be open throughout the convention. RPM coordinator Bill Hanley says the event will develop greater knowledge and understanding of both prototype and modeling information among convention participants.

Also, a unique addition this year will be an **Author's Book Signing Table**. Several renowned modeling and prototype authors will be featured as clinicians at *Tracks to The Triangle* and will offer signed copies of their books for sale during the convention, or if you already have a book, they will be happy to sign your copy! Authors include Bernard Kempinski, Lou Sassi, and Dr. Cary Poole.

Convention hosts Carolina Piedmont Division will display their annual **Holiday Trains for Kids Raffle Layout** at the convention hotel. This year's layout features a special one-of-a-kind theme based on Layout Design Elements of Edenton, North Carolina. The layout includes a cotton mill, peanut mill facility, passenger depot and a company town mill workers' village. The structures of the mill village are being scratch-built by CPD13 members. *Tracks to The Triangle* attendees will have the opportunity to participate in the annual fund raiser to purchase train sets for needy children by buying raffle tickets to win the layout.

For the latest convention updates, and to register for Tracks to The Triangle please go to the convention website : [www.MER2016.org](http://www.MER2016.org)

Thanks to a strong registration response, additional rooms are now available at the special convention hotel room rate of \$99.99/night at The Marriott at Research Triangle Park using this website: <http://tinyurl.com/nzcjwvz>

Questions: contact Jack Dziadul - [jackdziadul@gmail.com](mailto:jackdziadul@gmail.com)

Jack Dziadul, Co-Chair, Tracks To The Triangle

Stephen Milley, Co-Chair, Tracks To The Triangle





## 2016 NMRA National Convention & Train Show

***REGISTER TODAY!***

***PAPER FORMS / CLICK HERE***

*or*

***LINK TO NMRA COMPANY STORE / CLICK HERE***

***Plan to "highball" to Indianapolis, IN July 3-10, 2016 . . . and enjoy the annual convention & train show of the National Model Railroad Association!***

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