



THE DISPATCH

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



October 2016

www.phillynmra.org

Volume 23, No. 5

November Meet in Wilmington

On November 12, 2016, the Philadelphia Division will once again hold its late fall meet at the Brandywine Town Center Community Center near the intersection of US-202 and DE-92 in Wilmington, DE. Directions can be found on page 7 and a full-size map at the event listing on the Division website at <http://www.phillynmra.org/events/philadelphia-division-meet-111216>. Doors open at 8:30am with the program starting promptly at 9:00am.

Our morning program consists of two very unique clinics that should prove very interesting and enjoyable. First up will be Division member **Jeff Witt** with his presentation on “**John Allen’s Gorre & Daphetid Railroad.**” Many of us remember back in the ’50s, ’60s, and ’70s when John Allen was revered as one of the great model railroaders of that time. His masterpiece layout was groundbreaking in many ways, but most notably for its floor-to-ceiling scenery, something very bold and less common for that era. In addition, Allen was also a professional photographer and as such was renowned as a pioneer in model railroad photography. Jeff will take us on a journey back in time revisiting this amazing railroad with rarely-seen photos and material that should make this clinic a real eye-opener for both old timers as well as modelers seeing this layout for the first time.

After a break for a setup change, we’ll reconvene to hear Division member and Santa Fe aficionado **Don Borden** discuss “**Prototype Operations and Sounds on Santa Fe’s Cajon Pass in the Late 1940s.**” Don will utilize videos to demonstrate and explain basic steam locomotive functions and sounds, what is involved in selecting a sound decoder to duplicate these operations and sounds, and how to design a simple and uniform throttle functionality to enable easy prototype operations.

He will then explain how to create a loco roster with uniform functionality, i.e. all models having the same button functions and similar performance. Don will focus on using WOW sound decoders in particular, but the principles apply to other types, as well. The presentation will consist of both a PowerPoint including videos and a live demonstration.

As usual, there will also be a white elephant table for anything you might want to sell, a model table to show

...continued on page 3

AP Bonanza!

Based in part on the outreach assistance provided by Earl Paine and Bill Fagan, I am extremely pleased to report that we have a large number of Philadelphia Division members who have completed the requirements for Achievement Program Certificates this month:

Nick Brownsberger – Model Railroad Engineer: Civil and Model Railroad Engineer: Electrical for his superbly-engineered layout that pushes the boundaries of train control technology

Earl Hackett – Association Volunteer for his service to the MER

Charles Long - Model Railroad Engineer: Civil and Model Railroad Engineer: Electrical for his outstanding trolley layout

Earl Paine – Master Builder: Scenery and Model Railroad Engineer: Electrical for his excellent Reading layout

Alden Smith – Master Builder: Scenery for his beautiful Western Maryland layout

In addition, **Jonathan Black** has earned his Golden Spike Award.

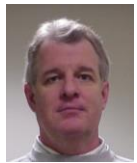
Congratulations to all the recipients – the certificates will be presented at the next Division meet as soon as they have been received from National.

- Dave Messer, MMR

Philly Division to Host MER 2019

It’s official! At the recent Durham MER Convention the Philadelphia Division officially committed to hosting the MER Convention in 2019. The Division has not hosted an NMRA event since the national convention (Independence Junction) ten years ago, and the last MER convention it hosted was Brandywine Junction back in 1997, almost 20 years ago!

It’s still a ways off, but the Division will need manpower to pull this off successfully, so please keep it in mind. Stay tuned for future announcements and appeals for help as the Division gears up for this event.



From the Editor...

What do we mean by the term “cutting edge” when it comes to our model railroads?

By definition it means that a model railroader is using the newest and latest techniques and equipment in the enjoyment of the hobby.

We are all aware that 3D printing, laser cutting, LCC technology, battery development, BlueRail vs. WIFI, digital photo manipulation, JMRI, and many other new “things” are revolutionizing model railroading.

As Editor, I try to keep abreast of those in our Division who are the early adopters, and try to report on what they are doing.

It’s one thing to attend clinics and read about the cutting edge, but to actually visit layouts and see Division members utilizing examples of it, is far more informative.

One recent example was my visit to Nick Brownsberger’s under-construction PRR-based layout. I was told to bring an iPad or smart phone.

I was expecting to use my device as a throttle—nothing new there. I’ve been using my phone to control my own railroad since 2012.

Upon arrival, I was asked by Nick to log my iPad and phone into his home WIFI connection, and instead of opening a throttle app, he had me open my web browser.

He then had me enter an IP address into the browser and I was suddenly confronted with all of his JMRI control panels.

It was amazing to be able to see his entire railroad (including train detection and PRR-style signals) wirelessly on my iPad. Every turnout and route responded by merely touching the virtual buttons on the screen...even from upstairs. Wow!

He never had to build any physical panels, with all their related wiring, diagrams, and mini-toggles switches, not to mention the labor involved.

I spent the next hour or so running

one of his yards on the layout without being tethered to a single location.

There were several other operators “sharing my panel” on their own iPads. I was worried that I might throw a turnout inadvertently and cause a problem for someone else. I quickly adapted to the fact that their commands (and the associated train locations and numbers) were instantly showing up on my pad simultaneously with theirs.

I then opened up my Wi-throttle app and acquired a train to run on the same iPad. The throttle app replaced the control panel that I was using earlier.

Then I wondered, “How could I run a train and still change a turnout? Another iPad? Or my phone? I only have two hands!”

No problem there. I was able to use a four-finger “swipe” on the screen to instantly move between the panel and the throttle.

Nick explained how he had designed and installed the system using RR-CirKits boards over Digitrax Loconet. The panels were created using the free JMRI Layout Editor software. There were costs for his system (detection boards, signal boards, turnout controller boards, etc.), but they were offset by the savings of not needing physical panels and/or throttles.

By now I was regretting the time and money I had spent building individual physical panels on my own layout. Lots of soldering wires to toggle switches ☹.

I proceeded to recruit Nick to present clinics at Division meets. He is certainly willing, so look for him in the future at our meets.

Like anything else cutting edge it takes willingness to experiment, learn, and grow. Nick continues to do just that.

Nick’s layout is on the November Open House list. Go and see it for yourself. It’s well worth the trip.

See you in Wilmington. Earl

THE DISPATCHER

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Submissions: THE DISPATCHER welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. The editor reserves the right to, when necessary, paraphrase small portions of the text in order to fit the space available.

Next Issue: December 2016. Due out approx. Dec15th. Deadline: Dec. 1st.

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On Saturday, September 10, 2016, the Philadelphia Division held its early fall meet at a new venue, the Perkasio Fire Company #1 in Perkasio, PA. It was originally planned to be held at the Quakertown Train Station, but a scheduling snafu forced a change in venue at the last minute.

Prior to the start of our clinic sessions, our Achievement Program Coordinator, Dave Messer, MMR, was on hand to present AP certificates to several members. Golden Spike Awards were presented to Norma Toll, Ron Albert, Al Zollers, Charlie Long, and Earl Paine. In addition, Alden Smith earned his certificate in Master Builder: Structures. Alden's outstanding structures have been the topic of clinics and articles in *The Dispatcher* and show off his excellence in this facet of modeling. The Division congratulates these recipients and encourages them to continue in their journey toward Master Model Railroader. It's great to see such new-found enthusiasm in the Achievement Program, and many thanks go out to Dave Messer and his assistants in the AP Committee, Chairman Earl Paine and Bill Fagan for their hard work.

The morning proceeded with two top-notch clinics that proved very interesting and entertaining. First up was Division member Glyn Thomas. Glyn, who originally hailed from the UK, had modeled British and other foreign railroads for many years before coming to the US. The building of his Lehigh and Susquehanna Division layout, based on 1948 Central Railroad of New Jersey operations in the Lehigh Valley, was a 10+ year journey to becoming a US model railroader. Glyn illustrated his layout with comparisons to prototype archive material, and explained some differences in approach between US and British modeling. Mauch Chunk, now Jim Thorpe, is a popular modeling theme in the UK and serves as the centerpiece of Glyn's layout, including many of the structures arranged in as prototypical fashion as possible. In addition, Glyn had brought a display of cars and structures he had built for the layout and discussed them after his clinic.

During the break, the drawing was held for the door prizes. Following this, we held a raffle for two tickets to the Eagles/Browns game for the very next day. Unfortunately, the timing was not good and the proceeds did not meet our expectation. Nevertheless, we thank those who participated and congratulate Charlie Long for winning the tickets, and Phil Krugler for the second prize, the folding stadium seat. We also thank Kevin Feeney for these generous donations.

Next, Division member Mike Baker, experienced model builder and owner of TMB Custom Models and Nick & Nora Designs in Newark, Delaware, presented his clinic titled, "Scratch Building: How to Fabricate That Unique Piece of Equipment for Your Railroad." Mike has previously treated the Division members to his expertise on topics including airbrushing, painting, and gluing, but this was probably the most comprehensive of all his clinics and drew much enthusiasm. He delved into each aspect of the research, planning, preparation, and execution of a project. It was essentially everything you could ever want to know about scratch building a model.

For the afternoon session, open house layout tours consisted of Keystone N-Trak in Dublin, PA, and Ron Patzer's HO model railroad in nearby Sellersville. Ron was kind enough to host the Division immediately prior to demolishing the layout. His railroad depicted the Erie, E-L, DL&W, and the PRR, complete with beautiful scenery featuring the famous viaducts of the area. He intends to move to new quarters and build a new version. We thank both Keystone and Ron for their gracious hospitality and wish Ron good luck on his move. A slideshow of Ron's layout can be seen on the Division's website home page, <http://www.phillynmra.org>, and photos of Keystone will soon be posted, as well.

Many thanks to our clinicians, Glyn and Mike, and to all the attendees. Hope everyone had fun. We would also like to thank Angela Trotter and the Perkasio Fire Company for enabling us to secure this wonderful venue at the last minute.

Our next get-together will be at the Brandywine Town Center in Wilmington, Delaware on November 12th. Further details can be found on pages 1 and 7 in this issue and on the Division website at <http://www.phillynmra.org/events/philadelphia-division-meet-111216>. Hope to see you then! 🚂



GOLD MINE! AP Coordinator Dave Messer (right) presents certificates to five Golden Spike Award recipients – L to R: Ron Albert, Norma Toll, Charlie Long, Earl Paine, and Al Zollers [Photo by Rob Hinkle]

November Model Railroad Open House Event

PA & NJ: <http://pennsyrr.com/index.php/mroh-schedule/event-list>

MD & DE: <http://www.modelrailroadopenhouse.com>

off any completed or in-progress projects, door prizes, a 50/50 raffle, and of course, coffee, tea, donuts, and Philly pretzels. Afternoon layout tours are courtesy of the November Model Railroad Open House event. Maps and directions to some of the local layouts will be available at the meet. Come and have fun!

November Meet ...continued from page 1

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MEET COVERAGE CONTINUES ONLINE ON PAGE 14



The purpose of this article will be to focus on how to file or shape a larger size LED (light emitting diodes) to fit a particular application. This would apply to situations where you may not have smaller LEDs on hand or where it may not be worth the shipping cost to get the exact size you need. In the text I will sometimes refer to the LED as a chip.

Source of materials: I suggest Digi-Key (digikey.com) for discrete LEDs or resistors (or diodes, if needed, to convert an AC or DCC signal to useable DC). A temperature-controlled soldering iron with a fine tip and core solder is helpful, as well as 28 AWG or 30 AWG Kynar wire (also from Digi-Key). LED strips have become a lot less expensive and are a great source of LEDs and resistors surface mounted on a pre-printed flexible strip. The strips typically come in 5-meter long rolls of 300, and they can be cut at each 3-LED interval. They are driven by a 12-volt regulated supply. My LED strips came from LED Wholesalers through amazon.com. Another source is <https://www.flexfireleds.com>.

Homemade tools: An old brass pen with a flat surface on the cap is useful for mounting the device for filing. You can make yourself a third hand for holding the chip while soldering—a small alligator clip works well for this (figure 1). The clip can be held in a pair of needle-nose pliers with a rubber band to hold them closed, or hemostats, if available (figure 2). The meter for testing can be replaced with a 9-volt battery with a series 2000-ohm current limiting resistor which will work for LEDs that are 5 milliamps or greater.

Applying power to LEDs requires the use of a series, or “in line” ballast resistor. This is a resistor used to reduce the current to a level that can power the LED at the desired brightness without exceeding the manufacturer’s specifications. So when starting a new LED implementation project, the primary consideration is always that of the maximum current and wattage rating required for the ballast resistor:

- Use Ohm’s law to determine the resistance by dividing voltage by current.
- To determine current use voltage divided by resistance.
- To determine the wattage use voltage times current, or current squared times resistance.

Use of a 12-volt DC regulated power supply for LED lighting of engines, cars, structures, and street lights is standard, but use of other supplies, including batteries, is also possible as long as you make sure to limit the current.

So now with the preliminary information provided it is time to show some pictures and describe remanufacturing methods. We’ll be using the LED strips (figures 3–7):



Figure 3 - Package as received



Figure 4 - Spool removed from package showing lead in. These are waterproof.



Figure 5 - Edge view



← Figure 6 - Different style removed from package showing lead in. These are not waterproof, but are easier to work with.

Figure 7 – Close-up view →



The first task is to remove the LED from the strip without damage. Since these devices are sensitive to heat we want to quickly de-solder with the soldering iron and tweezers, separating the LED from the tape, then quickly remove the iron and let it cool down. I do recommend testing the device after removal since I've had a few smaller LEDs fail in the process of removal. I've also found it easier to cut the tape behind the LED to quicken the process (figures 8–15).



Figure 8 – Separate out one LED



Figure 9 – Slice the tape behind



Figure 10 – Pin the tape to a backing



Figure 11 – Tweezers for manipulation



Figure 12 – De-solder the other side

Now test the chip with your meter; since the ohm ranges do not provide sufficient voltage to turn the junction of the LED on, instead use the meter's diode test function and test both ways. One way (what we call forward bias) will light the LED; the other way (what we call reverse bias) will show open (infinity symbol) or "OL" on a digital meter. I read 2.565 VDC (volts DC) on my meter when the LED is forward biased and the LED is turned on, emitting light. This VDC reading is dependent on the level of current passing from the meter through the LED. Since you now have tested and found a good LED, it is convenient to mark one side with a black permanent marker to indicate that it is the cathode or negative lead. That is normally the same terminal where your black meter lead was placed when the LED was turned on (figures 16–18).



Figure 13 – Front of LED



Figure 14 – LED side view



Figure 15 – Back of LED



Figure 16 – Ready to probe – LED is off

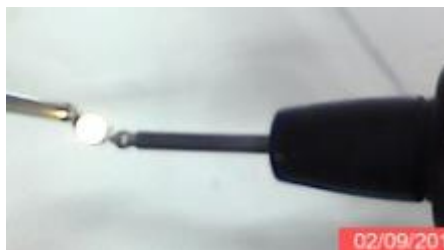


Figure 17 – Probe touching – LED is on



Figure 18 – LED marked black on cathode side

With the chip now isolated and marked, we can now start to file the corners and sides of this device. We do not want to file the metal tabs too much on the ends since they are still needed to power the LED. At this point you may wish to attach a rod to the back of the device (I used a pen) with some goo or other adhesive to assist in handling (figures 19–21).



Figure 19 – LED mounted to end of pen

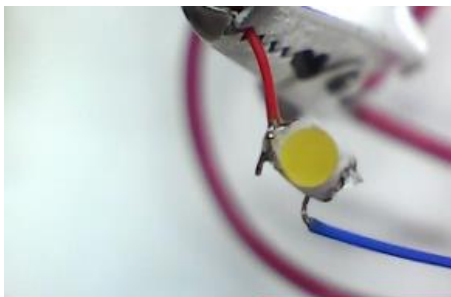


Figure 20 – LED filed with leads soldered on



Figure 21 – LED powered up

Also the leads can be carefully trimmed and/or soldered to the *back* of the chip rather than the sides, as shown in these pictures, to further conserve space.

On a recent project I was able to file down some LEDs to fit properly inside of automobile fenders. I had mentioned to New Jersey Division member Michael Prokop (njwrr@aol.com) about some of the LED work I had done, and he had told me he also has filed LEDs in order to fit them into tight spaces.

An excellent link I've found showing a technique for soldering wires to LEDs is <http://www.acidmods.com/forum/index.php?topic=27394.0>.

So in summary you see that these chips can be filed and remain operational.

Some Precautions

The chip used for this demonstration was packaged in plastic. If it had been mounted on a beryllium oxide, also known as Beryllia, or aluminum oxide, also known as Alumina, it would have been either very difficult or next to impossible to file it since these substrate materials are harder than the file. These types of materials are often used to conduct heat energy from the chip to the outside air or other thermal heat sink for cooling. So again, check the LED manufacturer's specifications before trying this.

Also remember that LEDs are available in several different sizes and a smaller device may be found to do the job. Some have backside connections while others have front terminals with metal plating or clips wrapping around the edge to the back for bonding and soldering so knowledge of the construction of the devices is imperative before trying this technique.

Shaping of the LEDs must not damage the hermetic seals nor significantly affect the heat dissipation of the device. One major concern is that if you do remove LED packaging material, you must be sure that you do not break the hermetic seal since air will get into the chip and oxidize the surface which will accelerate the deterioration of the LED and cause premature failures.

Another concern is always for thermal issues. Most of the heat developed in the LED is carried away from the device through the metal leads or through metal pathways including the solder and the wires routed from the device. Such thermal pathways must be maintained so that heat from the chip surface can migrate out to ambient air via conduction and convection. If the unit overheats it can also cause premature failure, often much faster than failures from damage to the hermetic seal. Excessive heat is a real problem for all electronic devices, and the path for cooling to occur must be maintained. So make sure to allow air flow and do not overinsulate the area around the device.

Details can be easily obtained on the Internet for whatever LED or semiconductor device you wish to use by following these steps: (a) Navigate to the distributor's website, (b) enter the manufacturer's part number, (c) download the PDF file provided, (d) look over the semiconductors data sheet on the device, and (e) be sure to stay within the required parameters for voltage, current, wattage, temperature, and when using duty cycle/time. 📄

MAKING COLORED LEDs

To create colored LEDs you can always use white LEDs and add a color filter. If you want a different color, use a small section of "stick-on" white label on the front of the LED and color it with whatever color Sharpie or permanent marker you choose. Try it and you will be surprised how great it looks. I had tried several other means to color the face of the LEDs, but other methods were not as consistent and as easy as this method. In this way you need not purchase all the desired colors of LEDs when the standard, white LED can be used for all of your applications (other than infrared or ultraviolet).

MER 2016 Convention a Success

...by Earl Paine

"Tracks to the Triangle" in Durham, NC convened on October 20th and was a rousing success. The event was hosted by the Carolina Piedmont Division and provided excellent accommodations, food and member amenities. It was well run! The seven Philly Division members who attended were Joe Bergmaier, Rob Hinkle, Nick Brownsberger, Dick Lush, Eric Dervinis, Dick Foley, and Earl Paine. The convention opened Thursday night with ops sessions and clinics kicking off almost immediately. The clinics were a mixture of RPM-style car topics, detailed, layout construction and modeling, and the rollout of the newest LCC technology.

Earl, Nick, and Joe assisted with the setup of the contest area and attended the judging clinic. Saturday, all three participated as apprentice judges and were indoctrinated to the matricies and procedures of both contest judging as well as AP merit award judging. They will be able to continue their development as judges at the division level under the supervision of Coordinator Dave Messer.

There were many Durham and Raleigh area layouts open for viewing and ops sessions. The front lobby had a constant stream of conventioners coming and going to events held both at and away from the convention center.

Superintendent Joe Bergmaier gave his report on Philly Division activities. The resurgence of the Achievement Program was noted and applauded by the MER Board of Directors.

More details and photos to follow in the next issue of *The Dispatcher*. 📄

November Meet Directions

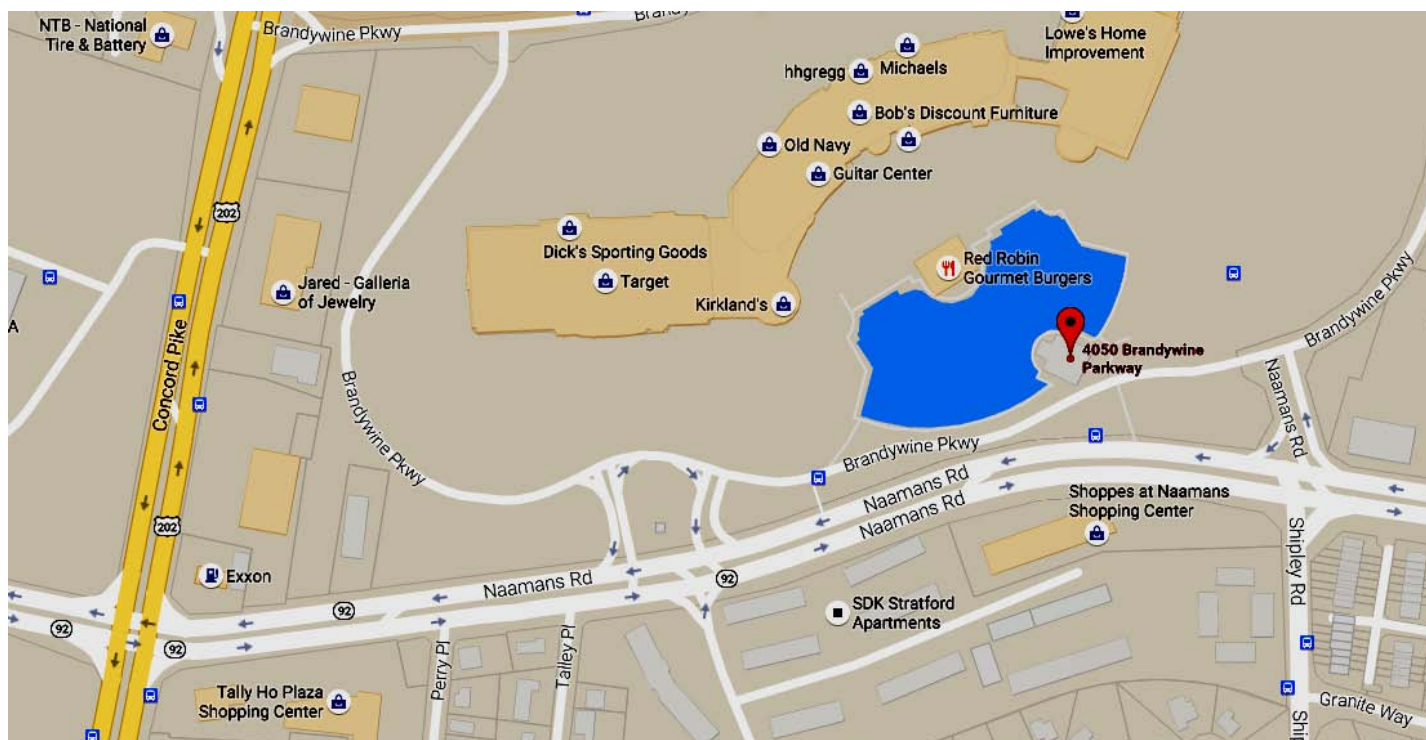
The **Brandywine Town Center** is a large shopping complex located on an “ell”-shaped piece of property near the intersection of the Concord Pike (U.S. 202) and Naamans Road (Del 92). You may remember this as the former site of a race track. One leg of the “ell” joins the Concord Pike. The other leg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

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

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

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

The actual address is 4050 Brandywine Parkway, Wilmington, DE 19803



Planning Ahead – Division Meets & Other Upcoming Events

November 12, 2016 Philadelphia Division Meet Brandywine Town Center Wilmington, DE	November 12, 2016 New Jersey Division Meet St. Charles Borromeo School Sicklerville, NJ	January 7, 2017 New Jersey/Philly Joint Division Meet Haddon Township High School Westmont, NJ
March/April 2017 Philadelphia Division Meet TBA	May/June 2017 Philadelphia Division Meet TBA	July 30–August 6, 2017 2017 NMRA Convention The Rosen Plaza Hotel Orlando, FL

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

THE DISPATCH

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of the National Model Railroad Association

**4325 Wendy Way
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Inside:

- November Meet Info
- Filing & Shaping LEDs
- Perkasie Meet Recap
- MER Convention Report
- November Open House Info

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. 6th St.

Reading, PA 19602

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)

Broomall, PA 19008

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!

Philadelphia Division of the NMRA, Inc.

(A Nonprofit Organization)

Financial Report for the Year Ended June 30, 2016

Respectfully Submitted by Howard Kaplan, Treasurer

STATEMENT OF ACTIVITIES

INCOME

MER Dues Rebate	\$267
Non-dues Program	82
Fundraising	121
Interest	56

TOTAL	<u>\$526</u>
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EXPENSES

Program	\$1,167
Depreciation	225

TOTAL	<u>\$1,392</u>
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NET LOSS	<u><u>(\$866)</u></u>
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STATEMENT OF FINANCIAL POSITION

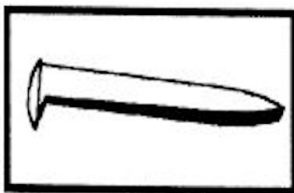
ASSETS

Cash and Cash Equivalents	\$26,845
Equipment, net	418

TOTAL	<u>\$27,263</u>
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FUND BALANCE	<u><u>\$27,263</u></u>
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TOTAL LIABILITIES AND FUND BALANCES	<u><u>\$27,263</u></u>
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ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name: _____ NMRA#: _____ EXP: _____

Address: _____ City: _____

State/Prov: _____ Country: _____ Postal Code: _____

Date Submitted: _____ Region: _____

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratch building and super detailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

Display six units of rolling stock either scratch built, craftsman kits or super-detailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.

Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.

All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).

Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Print Name: _____ NMRA #: _____

Regional AP Chair: _____ Region: _____

Division Shirts & Patches



Short Sleeve Polo



Division Patch



Short Sleeve Button-Down Work Shirt
(name can be added)*



Long Sleeve Button-Down Work Shirt
(name can be added)*

* Name and patch positions reversed for shirts with pocket

ORDER FORM ON NEXT PAGE

For more information check out these websites and search for the appropriate model number:

Port Authority – www.portauthority.com

Polos: K500, K500P (pocket), K500LS (long sleeve), K500LSP (long sleeve w/pocket)

Button Down: S508 (short sleeve), S608 (long sleeve)

Gildan – www.gildan.com

Sweatshirts: Pullover (G180), Pullover w/hood (G185), Zip-up w/hood (G186)

Philadelphia Division Apparel Order Form

All apparel comes in **black** (the official Division color), with Division patch sewn and ironed on, and, if desired, first name embroidered

POLO: Port Authority "Silk Touch" 65/35 polyester/cotton, soft, comfortable, lightweight, virtually wrinkle-free, available in short or long sleeves, with or without pocket (K500, K500P, K500LS, K500LSP)

BUTTON-DOWN SHIRT: Port Authority "Easy Care" Twill, 55/45 cotton/polyester, available in short or long sleeves, both with pocket (S508, S608)

SWEATSHIRT: Gildan "Heavy Blend" 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

Note: Larger sizes are available—just ask

Size	Price (subject to change)								
S-XL	16	18	21	23	21	21	13	17	21
2XL	18	20	23	25	23	23	15	18	23
3XL	20	22	26	28	25	25	17	19	26

Name		
Address		
City, St, Zip		
Phone		
Email		
Signature		
Mail to: PhillyNMRA Sales 620 Edmonds Ave., Drexel Hill, PA 19026		Questions: 610-626-4506 phillynmra@gmail.com

		No pocket				Pocket		Long Sleeve		Long Sleeve + pocket		Short Sleeve		Long Sleeve		Pullover		Pullover Hoodie		Zip-up Hoodie		Phone		Email		Signature		Mail to: PhillyNMRA Sales 620 Edmonds Ave., Drexel Hill, PA 19026		Questions: 610-626-4506 phillynmra@gmail.com																				
		Polo				Button-Down		Sweatshirt		First name as you'd like it to appear (if desired – add \$5 each shirt)												Qty	Price	Total																										
		1	↓ Enter Size ↓																																															
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SHIPPING: Shirts @ \$5 + \$2 each additional shirt																									Patches @ \$2 any quantity (ships free with shirt order)																									
PICKUP: Future meet or by special arrangement																									Free																									
Make check payable to: PHILA DIV NMRA															We accept PayPal–email for invoice: phillynmra@gmail.com															TOTAL																				



Bill Fagan:

The Video Vigilante



I've been videoing model railroads for a few years now. Visiting layouts in California, Idaho, Maryland, Florida, Pennsylvania, and New Jersey, and soon Delaware. In total so far, 102 layouts and 343 videos. In September, I visited three new layouts, those of Jonathan Black, Clyde Queen, and the Caldwell Model RR Club.

Jonathan Black's Bear Mountain HO Scale layout.→ Circa late 1870s. Modeling Jim Thorpe (Mauch Chunk), PA. The Lehigh and Susquehanna RR and the PA & NY Canal & RR Company lines. Layout is DC and measures 12' x 16', with a hidden 2-1/2 turn helix. Excellent scenery and structures, mixed scratch built and modified commercial, including number of through and deck bridges. Jonathan lives in King of Prussia, PA and is a member of the PhillyNMRA, Division 3 of the Mid-Eastern Region of the NMRA.



← **Clyde Queen's Mustache Mountain On30 RR** is a logging railroad from Irvington to Ulmen, both fictitious towns. Measures 10x19 using Easy DCC. His railroad appeared in the *Narrow Gauge and Short Line Gazette* in Sep/Oct 2009. The scenery, buildings, and people are so lifelike and highly detailed. Clyde is the NMRA's MMR #283 awarded in March 1999, and he lives in Nampa, Idaho.

Caldwell Model RR Club in Caldwell, Idaho.→ The club owns its own building and has a 25x40 HO layout, and in a separate room, a 12x15 N-scale layout. They also maintain several portable layouts. Modeling from Pocatello, ID to Helmiston, OR with a branch line to Burke, ID and a logging camp in Cascade, ID. Scenery and details are a work in progress, but what is completed is well modeled. Controlled by Digitrax DCC. Photo is from the HO layout.



You can see these videos and other layouts on the PhillyNMRA.org website; just click on **Cab Ride Layout Videos** on the home page.

If you want to see future videos send me (bfagan777@hotmail.com) your email address and I'll put you on the distribution list. Do you want your railroad or a friend's railroad videoed? Email me. More to follow in the next issue of *The Dispatcher*.

Photos from the September Meet

Photos by Rob Hinkle



Superintendent Joe Bergmaier greets a packed crowd



Dave Messer congratulates Alden Smith on earning his AP Structures certificate



Superintendent Joe chats with MER Director Ken Montero



Attentive attendees



Clinician Glyn Thomas (left) receives congratulations for a job well done



Clinician Mike Baker (right) ponders where he'll make space to hang yet another appreciation certificate

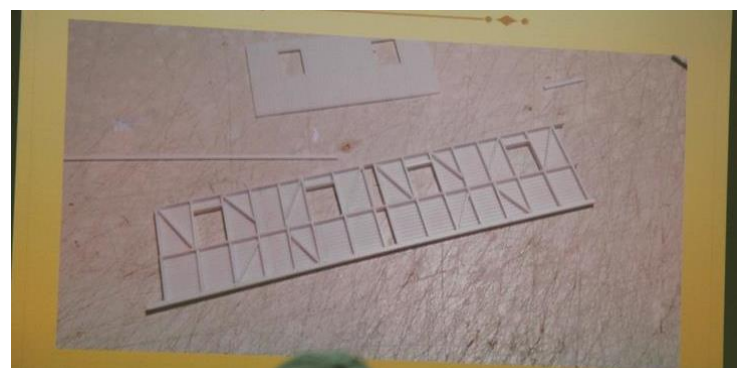
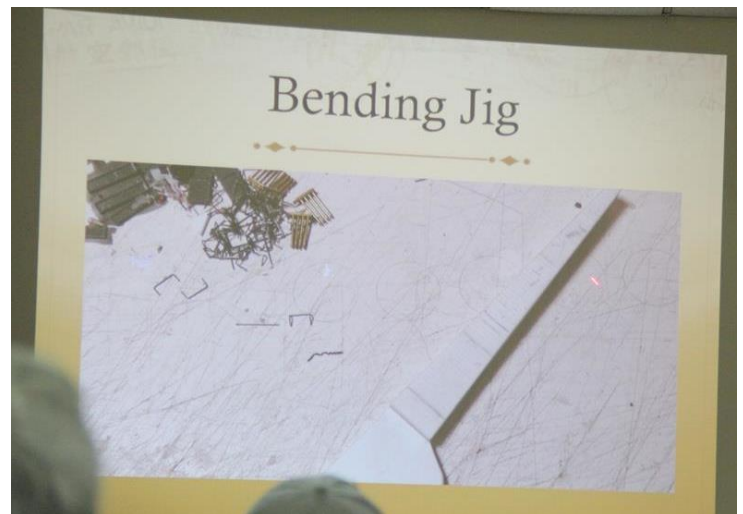
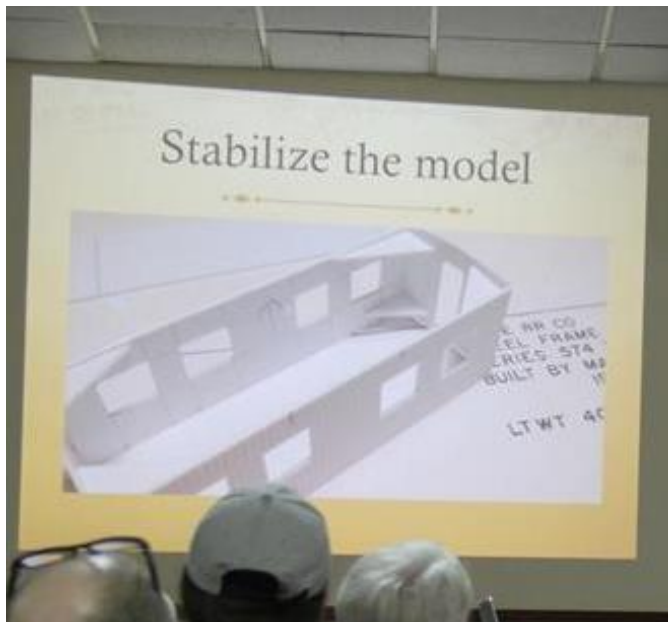
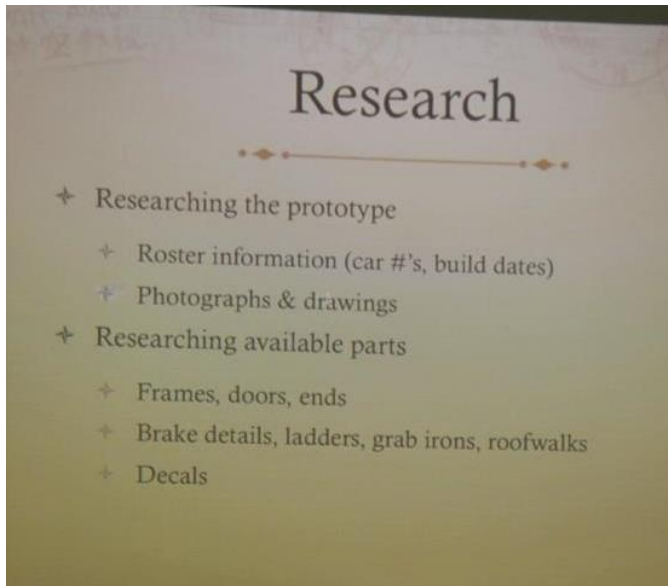


Members mingle at break time



“Bored” Members man the front table









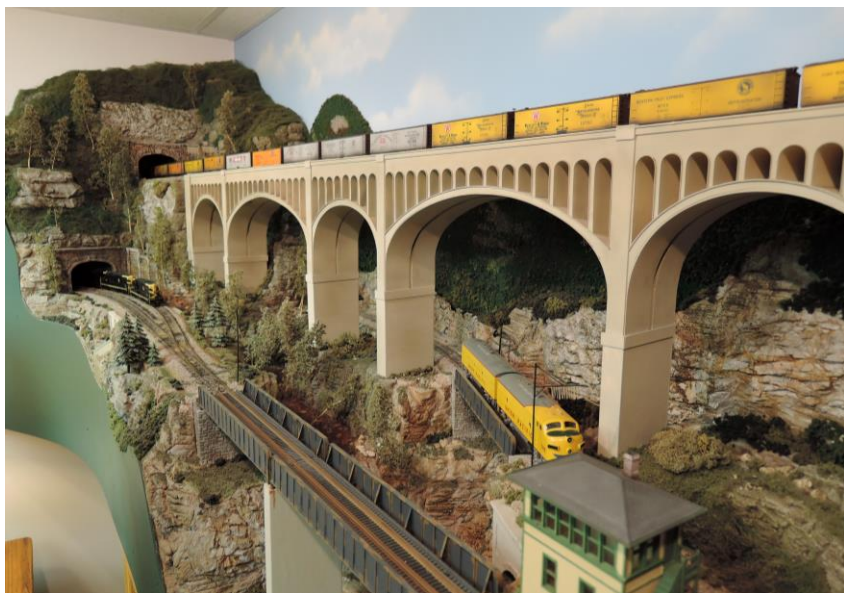
Assistant Superintendent Charles Butsch takes in the view



Division Member Ron Albert admires Ron's craftsmanship

Ron Patzer's Stoney Creek Railroad

Photos by Howard Kaplan



Upcoming NMRA Conventions



NMRA 2017 Orlando

2017

<http://nmra2017orlando.org/>



NMRA 2018 Kansas City

2018

<http://www.kc2018.org/>

NMRA 2019 Salt Lake City

2019



FROM THE EDITOR...

Let's try something new!

If you are reading this online page, then you probably have access to the Internet.

Click on the link below to view the September/October eBulletin from NMRA National
We can now use the 3 pages saved to publish more photos of Division activities.

<http://campaign.r20.constantcontact.com/render?m=1111139991619&ca=e1ce2131-e4f8-44fa-a172-9f5e654b331f>

Additional National NMRA Coverage...

nmra.org
your portal to more fun in scale model railroading

A special note about the promotional emails you'll be receiving from the NMRA.

Beginning this August the NMRA will be sending all members one promotional announcement per month from video production companies who are supporters of the NMRA.

As we mentioned in the July/August *NMRA eBulletin* article, these promotional announcements are in exchange for these model railroad video production companies donating videos to the NMRA. In other words, the video production companies are giving us educational videos for our website for viewing by NMRA members, and we are passing along information about those video production companies to NMRA members.

As the article stated, the NMRA mailing list never leaves our hands – the video companies are sending us the graphics for their promotional email and the NMRA is sending out the emails, not the video production companies. So no outside company will ever see your personal information or email address, nor will they be able to use or sell your email address. Your email address remains private and in the hands of the NMRA only.

There will only be **one promotional email per month** sent to you. You can choose to click on the link to participate in the promotion, delete the email, or ignore the email. You can also opt to unsubscribe from the promotional emails by using the "SafeUnsubscribe" link at the bottom of the promotional email page. Unsubscribing from the promotional emails will not affect your subscription to the bi-monthly *NMRA eBulletin*. In other words, you'll still receive the *NMRA eBulletin* even if you opt to unsubscribe from the promotional emails. (Note: do NOT unsubscribe from this email, or you will cease to get anything from the NMRA.)

Please note that if you choose to respond directly to the video production company's promotion, you may begin receiving email from the video production company directly.

We think that receiving educational videos for our members is a great benefit... one that is well worth the inconvenience of one promotional email per month.

We hope you take advantage of this special opportunity by watching -- and learning from -- the videos these companies are giving us! The videos will be uploaded to our site in a week or so. To find them, go to the Members Only portion of www.nmra.org and look under the "Special Programs" menu found near the top of the page.

In exchange for us sending you this special TrainMasters TV email, TMTV has donated educational videos to the NMRA. These are posted on our website and viewable exclusively by NMRA members.
We appreciate TrainMasters TV's support and generosity!

Sample the in-depth model railroading how-tos on TrainMasters TV!

Hundreds of videos available



- Super-detailing
- Expert tools and tips
- Weathering
- Layout design secrets
- Layout construction
- Realistic scenery tricks
- DCC decoder installs
- Operation insights
- Layout tours
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"I can't imagine life before Trainmasters TV. It is worth every penny."

– Guy E.



Take your hobby to a new level with TMTV >>

trainmasters.tv



Around the Division



Close up photo of the On30 modeling of Bob Rule. This layout is also on the November Open House Tour.

AROUND THE DIVISION

...continued from previous page



Don Borden working as dispatcher earns hours towards his AP Chief Dispatcher certificate



Board member John Seibert receives directions from the dispatcher



Close-up of the detail on Nick's 52nd Street flyover bridge



Ron Bigham manages the arrival and staging yards using his iPad for control

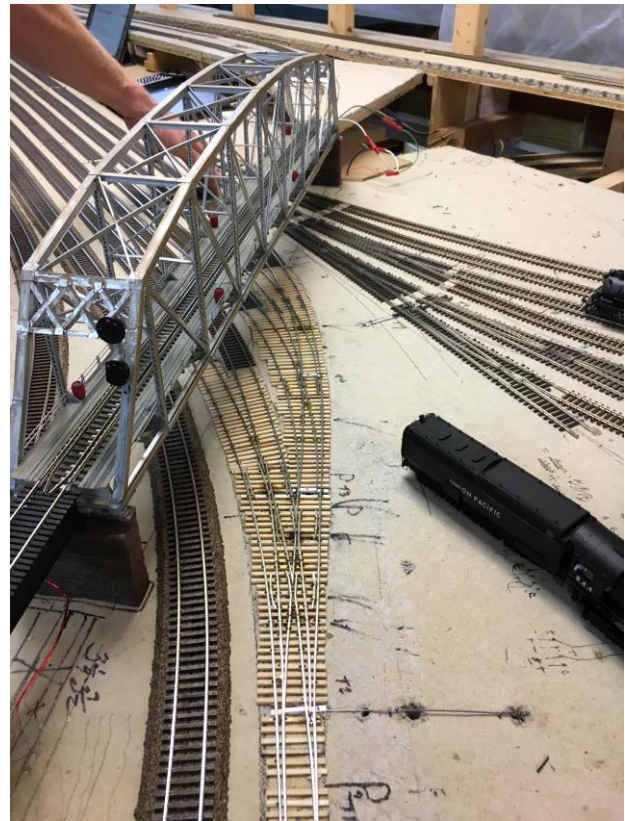
AROUND THE DIVISION

Member Nick Brownsberger recently held his second operating session for his Tuesday night round-robin crew. Nick's layout, mentioned in this issue's editorial (on page 2) recreates the PRR main line and its many junctions in the Philadelphia area.

This is just phase one of Nick's planned basement-filling model of more extensive PRR territories.

This layout features extensive use of the JRMI software suite and RR-CirKits interface boards. The PRR-style signals are working as is a fully implemented JRMI Layout Editor dispatcher panel.

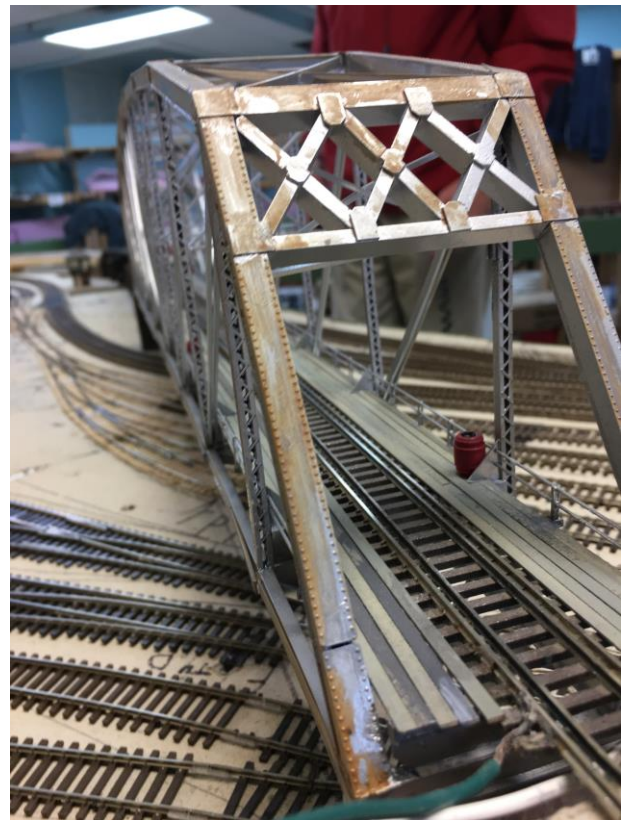
Nick is open as a part of the November Model Railroad Open House event.



Nick's scratchbuilt 52nd Street flyover bridge was entered as a contest model at the MER Durham Convention



Nick's portrayal of the Whitford Bridge on the PRR near Thorndale. He plans to eventually use the models in this area to fulfill the requirements for the AP "Prototype Model" Certificate.



Close up of the detail on the 52nd Street bridge

Around the Division

...continued from previous page



Division Clerk Mark Wallace operating at Overbrook



Overview of Nick Brownsberger's new 52nd St. receiving yard



Nick's main line is fully signaled per PRR specifications



Members Ron Bigham, Rob Ischinger, and Pat McTeigue manage 52nd Street receiving yard

TIMONIUM SHOW NOTICE

We are pleased to remind you of the upcoming Great Scale Model Train Show on Oct 29th and 30th. Saturday hours are 9-5, Sunday 10-4. Show is located in the Cow Palace at the Maryland State Fairgrounds, at 2200 York Rd. in Timonium, Maryland.

As you know, the show is a consistently excellent place to find almost every kind of model railroading product and service, as well as hobby tools, railroad-related wardrobe, books and videos, and genuine historical artifacts from the real thing, and more. And, of course, the many operating layouts, covering an acre of space, are a visually stunning presentation of the hobby.

HUGE Z SCALE INVENTORY LIQUIDATION: At this show only, you will find an inventory of quality Z-Scale merchandise from the estate of a master craftsman, valued at over \$100,000! This is a bargain opportunity unlikely to be repeated for a very long time. Z scale is tiny; if you stand 6 feet tall, you'd be only half an inch at Z Scale!

TRAIN SHOW UNIVERSITY (TSU): Our clinic schedule has grown in response to the popular demand and participation. At this show, we'll be running FIVE clinics, including Scenery, DCC Basics, JMRI (run trains with your computer), Resin Modeling Techniques, and LED Lighting Methods. Everything is presented by experts in easy-to-understand language, with plenty of demonstrations. You will come away both inspired and confident.

TRAIN CONTROL SYSTEMS (TCS) will be demonstrating their state-of-the-art, new, WOW sound decoders. Their system is the gold standard of the industry. Locomotive sounds are produced from high definition digital recordings of the real, operating equipment; from chuff to pressure let-off to diesels revving up, and more. A feast for the ears – don't miss it.

MTH will have a large display to show off their newest and best in various scales, and answer your questions about features and operation. This high-end, quality manufacturer is famed for its many innovations, attention to detail, superior quality, and very affordable prices.

HUNTERLINE is bringing their traveling store where you can walk in to see and buy their craftsman kits and supplies, including the preferred Mt. Albert lumber products.

MINI-CLINICS and DEMONSTRATIONS will be held throughout the show at various dealer and manufacturer tables and areas.

BUILD A BACKYARD RAILROAD from easily acquired inexpensive materials found at home improvement and construction material stores. Ride-on Garden Railroads will show you how with instructions, materials lists, and a demonstration.

DOOR PRIZES and SCRATCH-OFFS: The show gives away SERIOUS prizes, including merchandise certificates totaling over \$1,000, which you can spend like real money at the show. Receive an "instant winner" scratch-off ticket when you enter, and sign up for the door prize drawings at the prize table.

DISCOUNT ADMISSION? But of course! We are so pleased to offer a discount to people such as you who are on our contact list and attend so often. You will find the discount at our web site: www.gsmts.com. From the home page, click link on left side for Discount Admission Coupons. On the next page, use Box B if you don't have a dealer code. Print as many coupons as you like, for yourself and for friends. But PLEASE CUT THEM OUT and present the coupon portion only (not the whole page) when you come in. Thanks!

LIFETIME PASS: If you come to the shows often, or know someone who does, consider a lifetime pass, good at all our shows for the rest of your life! Cost is \$125 per pass, or \$100 each for orders of 2 or more. A terrific holiday idea, especially for younger or new hobbyists. At the bottom of our home page (www.gsmts.com) click the link for "Get a life-time pass!"

THANK YOU! Our continued growth is owed in great part to your continuing presence with us. Consequently, regular vendors are expanding their table count and adding more inventory. And we have welcomed many new vendors who recognize the value and opportunity of the Great Scale Model Train Shows. We are very grateful to you, and extend sincere thanks for your support of our vendors and the show.

We welcome your contact by email or by phone at 434-823-4809, and look forward to seeing you again at the October show!

New member Ron Bigham has started construction on his new PRR-based layout. Phase one of his layout uses a central area of his finished basement and wraps around a ductwork closet. Ron is using 2x4 lumber to form the base of the lower level and $\frac{3}{4}$ inch plywood for his subroadbed. This is phase one of his larger layout featuring local industrial switching on the PRR Middle Division. Look for more from Ron in the future...



Ron's 2 x 4 construction is anchored to the duct chase structure



Ron paints and stains all of his subroadbed. Who does this?

AROUND THE DIVISION - Bigham layout continued...



Construction close-up showing subroadbed installation with painted, hand-edged homasote



Ron paints ALL of his subroadbed. Note his use of furniture legs...

AROUND THE DIVISION – Bigham layout continued...



Subroadbed radii are 36-38-40-42... perfect for PRR long-wheelbased locos



Future switching areas are cut wider to fit CAD plan



Trackwork has begun. Ron is using Fast Tracks SweepSticks to accurately lay out curves.

AROUND THE DIVISION – Bigham layout continued



Ron's finished subroadbed is ready for splice plates and final positioning



Ron's substructure was cut and assembled from his CAD plan to exactly match the subroadbed. Phase 2 will include a second level portraying Cassandra on the PRR Middle Division main line. The second level will extend the layout into the adjoining room.