



THE DISPATCH

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



March 2017

www.phillynmra.org

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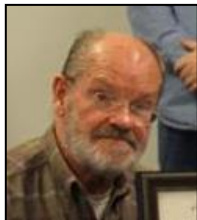
Next Stop: Southampton

The Philadelphia Division of the NMRA will hold its next meet at a new venue, the Southampton Community Center in Southampton, PA. The date is Saturday, April 1, 2017 and the time is 9:00am with doors opening at 8:30am. Map and directions can be found on page 7. Southampton has significance in having served as a station on the Reading's Newtown Branch, and the structure still stands a few blocks from our meet location. Plans are underway to restore it.

The morning program promises to be a good one with two excellent clinics planned for your enrichment and enjoyment.

First, member Don Borden will present his clinic titled, **"Prototype Steam Detailing on BLI Models."**

(This clinic had been planned for the January meet in New Jersey, but unfortunately inclement weather interfered.)



Don's interests include modeling steam locomotives built to a specific prototype. He does extensive research and study of specific prototype locomotives in order to modify a commercial model to represent that particular locomotive. BLI (Broadway Limited Imports) offers a variety of finely modeled steam locomotives, and Don does consulting and modeling of pre-production models for them. He currently is completing modeling of ATSF 3800 Class 2-10-2 locomotives. He is also working on a pre-production model of ATSF 4000 Class 2-8-2 series. You can view photos and information on BLI's upcoming offerings of 3800 Class 2-10-2 locomotives at: <http://www.broadway-limited.com/paragon2atsfmodernized2-10-2.aspx>.

Next, Jersey member Barry Rosier will present a clinic titled, **"Introduction to JMRI: The Java Model Railroad Interface."** This clinic will introduce you to what JMRI is, its history, and what it can be used for on your model railroad. Barry will discuss what is needed (software and hardware) for you to use JMRI. Then he'll visit the different modules within JMRI and give a demonstration of some of its features.

Barry is an accomplished model railroader who has a passion for sharing this great hobby with everyone. Barry shares his love of trains with the world as the webmaster for the Strasburg Model Railroad Club and a producer of the YouTube Model Builders Shows.



He primarily models HO and American Flyer S scale. He is currently working on restoring American Flyer trains collected during his boyhood, as well as creating a 1950s transition-era layout featuring the PRR and LV.

As usual we'll have coffee, donuts, and Philly soft pretzels, the white elephant table, door prizes, 50/50, and a model display table. The afternoon fare consists of open house layout tours. Hope you see you there!

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Call for Nominations

Every spring, the Philadelphia Division holds its annual election for Board of Directors. There are seven total Board positions, four of which are open for election or re-election this year. The term is for two (2) years. The Board then elects officers from among the Directors. One or two board members may be stepping down, so this is your chance to become active. If interested, please contact a member of the nominating committee: Joe Bergmaier, Mark Wallace, or Bill Fagan. If elected office is too big a step, consider volunteering to work on a committee. Currently a publicity committee is being formed and a chairman is needed.

MER 2019 Reminder

We need to start preliminary planning for the 2019 MER Convention. Our first order of business will be to find a hotel. Those interested in working on the Steering

Committee should contact a board member or use the link on the website home page, <http://www.phillynmra.org>.

Layouts Wanted

Our June 10th meet will be held in Conshohocken. If you have a layout in any phase of construction, live within a few miles of that area, and would be willing to hold an open house for that meet, please contact Director Bill Fagan. Contact information can be found on page 2.

We Welcome Our New Philly Division Members

Kenneth Griffin, Glen Mills, PA
Michael Jacobs, Churchville, PA
Chris Hill, Glenside, PA
Ralph Huttill, Holland, PA
Joseph Parisi, Middleton, DE
Don Richard, Wilmington, DE
Frank Stearns, Richboro, PA
Joseph Walters, Bear, DE



From the Editor...

So...my layout let me down! I recently had visitors from the west coast stop in unexpectedly to check on my layout progress. One of them is a New Haven fan and had brought along two Rapido FL-9s and an eight-car-long passenger consist (also Rapido).

A quick trip to the programming track set them up for speed matching and consisting, after which the train was placed on the layout, consisted, and acquired on the throttle. The train smoothly pulled away on one of the continuous run loops I use for display running. I had cleaned the track just last month and expected no problems.

After 25 feet, we had our first derailment, followed by several sudden stops due to dead spots. Eventually we got things semi-running only to have gremlins show up in other spots. It was impossible to sit back and enjoy my guests' company while watching the train.

The wheels and trucks on the guest train were checked for gauge and cleanliness—no problems there. Indeed, the same train had recently run on other railroads with zero problems.

I had not run trains in several weeks due to my work on expanding the layout, and had obviously ignored the necessary maintenance tasks.

Some of the derailments were caused by humps and dips in the trackage (probably the result of humidity changes) and others were caused by gauge changes in some of the hand-laid turnouts.

Dead spots were found at several locations where the turnout points were not making electrical contact.

I finally fixed everything, but had to face the fact that this was all caused by my own failure to address maintenance issues. Had I run trains regularly I would have wrestled with the gremlins before my guests arrived!

Lesson learned!

Maintenance is turning out to be a

much larger task than I thought it would be (and cannot be ignored). That task is exacerbated by the size of this larger than average layout...but that is a topic for a future editorial.

See you on April Fool's day! Earl

January Meet Report

...by Alan Silverblatt



In accordance with recent tradition, the Philadelphia and New Jersey Divisions held their joint winter meet on January 7, 2017 at Had-don Township High School in Westmont, New Jersey.

However, things didn't go exactly according to plan, courtesy of Mother Nature. The white stuff was already coming down before the meet started, and as the morning progressed it got thicker and heavier. By the time it was over, the roads had gotten pretty treacherous (as forecasted), and as a result very few Philadelphia members ventured out across the bridges. By this reporter's estimate, attendance was only between a third and a half of the usual numbers.

After everyone had their fill of coffee and donuts, things started out with an excellent presentation on turnout control by Barry Rosier. Barry covered an extensive array of mechanical and electronic methods for making those point rails dance to your tune. He also distributed a really useful handout detailing each approach, including descriptions, photos, diagrams, and cost comparisons.

Don Borden, scheduled to be the second presenter, was unable to make it. So, after a break, NJ Superintendent Bob Clegg instead engaged audience members to share their recent activities, achievements, questions, and lessons learned. The morning was rounded out by the usual contest entries and hundreds of swap table items. The meet wrapped up shortly after 11 AM, with everyone off to lunch and/or layout open houses.

All in all, it was a fun morning despite the weather challenges and light attendance. In the words of Pink Floyd, "Wish you were here."

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.

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Fig. 1



Take a look at Figure 1. Does your layout look like this during op sessions? Do the guys use the nearest flat spot to sort car cards? Well, here's an inexpensive little project to remedy that situation. It's a car card rack made from pre-finished wood shapes from the local lumber store.

The starting point is a couple of pre-sized wood pieces that can be found in the moulding aisle at Home Depot or



Fig. 2

Lowes. Look for them in little cubby holes. You may have to ask for "Hobby Wood." They come in poplar and oak and they range from 24" to 48" long, 1½" to 3½" wide and ¼" thick. I'm using the cheaper poplar grade, which comes with a smooth finish and is ready to paint.

Referring to Figure 2, the larger piece is 3½" wide by 30" long and the smaller piece is 1½" wide by 30" long.

The other main ingredient of this project is popsicle sticks. They are available from Michaels or A. C. Moore as "craft sticks." Caution: make sure to get the **THICKER** 1/12" (.2 cm) variety, NOT the thinner 1/16" (.15 cm) ones.

Referring to Figure 3, start by laying a small bead of glue (yellow preferred for faster set-up) along the bottom

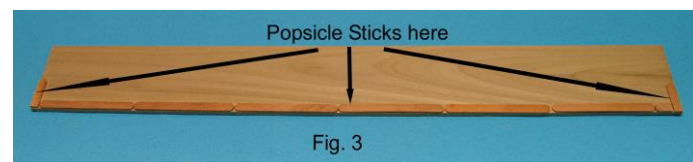


Fig. 3

and side edges of the larger 3½" piece of wood. Keep the glue within ½" of the edge. Next, lightly press the popsicle

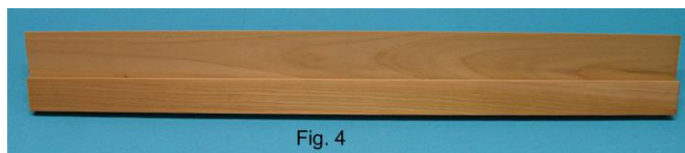


Fig. 4

sticks on the glue, keeping them flush with the bottom and side edges. The end sticks are about 1" long. Let this set up for around a half hour, which will keep the popsicle sticks from moving around during the next step.

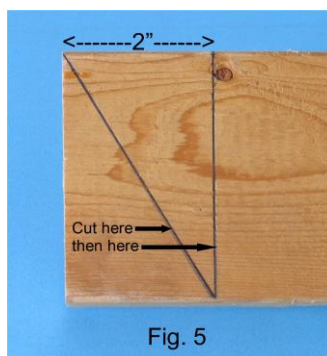


Fig. 5

After a half hour, lay a small bead of glue on top of the popsicle sticks. Then place the 1½" wide piece of wood on top of that. Carefully align the bottom and side edges of the two pieces of wood (see Figure 4). Add some clamps and set aside for drying.

The next step is to make some angled standoffs for mounting the rack to the layout fascia. This is another cheap and easy part to make. Referring to Figure 5, take a 2 x 4 and mark off 2" of length. Draw a line between the end points. Cut out the triangle pieces (Figure 6) that will yield two standoffs. **Note:** a hand saw works, but a chop saw makes a faster and more accurate cut.

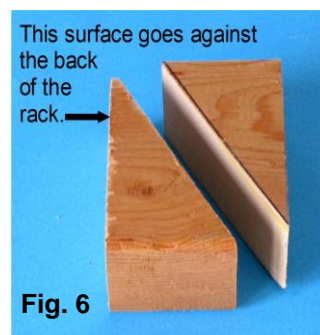


Fig. 6

Position a standoff at each end of the rack with its 3½" long side against the back of the rack. Glue the standoffs to the back of the rack as shown in Figure 7 and clamp until dry. **Note:** if you are making a 48" long rack, a third standoff is recommended in the center for strength.



Fig. 7

The completed rack is now ready for paint.

To mount the rack to the layout, drill a pilot hole in each end of the rack in the location shown in Figure 8. Secure the rack to the fascia with drywall screws. Depending on the location of the holes, a 3" long screw should be adequate. Mount the rack even with the top of the layout, which gives just the right amount of car card to easily grab

hold of.

The car cards slip easily in and out of the slot created by the popsicle sticks. I've mounted these racks in the yard and in front of each major town where the operator would stop his train to do some switching (Figures 9 & 10). Depending on how many cars will be delivered to a town, you can adjust the length of the rack by multiplying that number by ~2" (the width of the standard car card) + ¾" to allow for the end popsicle sticks. The angled rack keeps the cards separated and easily readable. See Figure 11 for a much improved operation at St. Paul. 📞

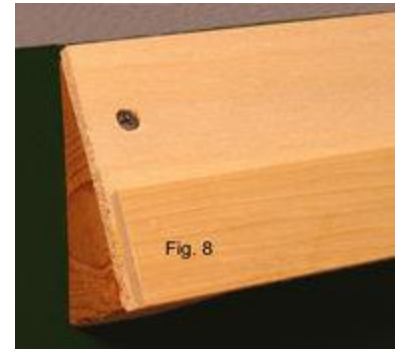


Fig. 8



Fig. 9



Fig. 10



Fig. 11

ABOUT THE AUTHOR... Don Bell is a long-time modeler and Division member who recently moved from Lansdale into the Schwenksville area. In only two years his new layout is operational with mostly completed scenery—an amazing amount of progress in such a short period of time! He recently hosted an ops session with his round-robin group which turned out to be an wonderful experience—thoroughly enjoyed by all. We look forward to future articles by Don.

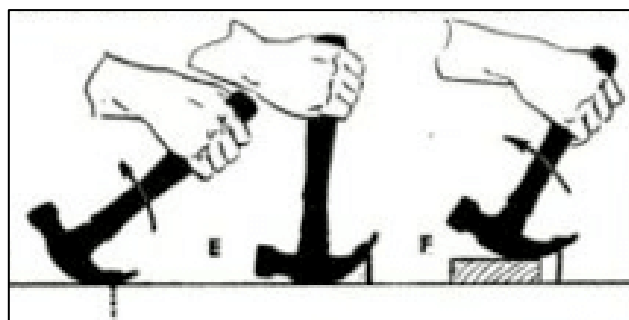
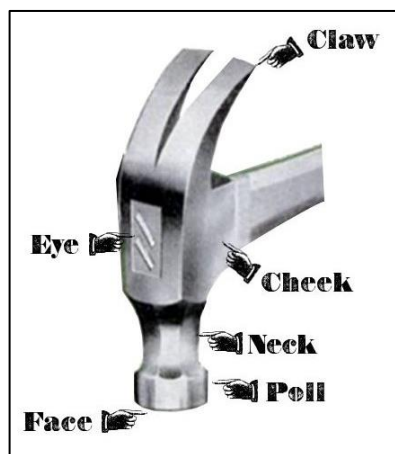


This will be the first in a series of articles on the use of various tools for those who may not have had the knowledge or opportunity to develop those skills.

Hammers are basic tools but are also notorious for causing thumb and finger injuries. It is estimated that some 50,000 Americans seek treatment every year as a result of a hammer injury. Here are some tips for using a hammer properly so that both you and the project you're working on are kept safe from harm.

1. Never bang the faces of two hammers against each other since they could shatter like glass; many hammers are very hard steel alloys.
2. Eye protection!! Nails or wood can fly or splinter. Get wraparound glasses and verify others in the area also have eye protection or else don't hammer.
3. Check the hammer before use. Look for firm attachment of the head to the handle. Also check for splinters, loose wrapping, or other defects in the handle. If the hammer has any defects or is wobbly, do not use it. Not only will it require more energy to use, but it is an accident waiting to happen.
4. Get a firm grip on the handle. This will ensure that you don't lose your hold on the hammer and have it flying out of your hand.
5. Hold the hammer at the end of the handle. Beginners are often more comfortable holding the hammer handle midway. It is more energy efficient to grip the handle firmly at the end, but hold it a bit higher up while you are learning if that feels most comfortable and secure for you. With practice, you will become more proficient at holding the hammer towards the end, affording yourself more leverage. If you are holding the hammer in the middle it is called choking up on the handle and you are pushing the hammer rather than swinging it as you should do it.

6. Hit your surface squarely with the hammer. Avoid banging a hammer sideways. Hit only with the head of the hammer and do not hit with its handle or side.
7. Use your whole arm and elbow. As well as maintaining a good grip, it is important to rely on the strength of your whole arm and elbow and not just rely on your wrist and hand to pound the hammer with. Most importantly, keep a straight wrist and allow the weight of the hammer itself to do the pounding, not your arm.
8. The start of the swing imparts the energy or momentum to the hammer; the rest of the stroke is for guiding and aligning to the surface to be struck.
9. Place your work against a hard surface. Do not try to do hammering work on carpet or other soft surfaces, since it requires more energy. If there is no weight behind the object being hit then use a bucking hammer or heavy weight behind the object in which you are driving the nail in order to absorb the shock and allow the nail to drive deeper into the wood.
10. Work in a natural position. Beginners, children, and the less proficient should hammer at waist height for the greatest ease. If you cannot move your work, keep your position as neutral and as natural as you can. Carpenters and electricians doing framing or other work may often have to swing the hammer sideways or upward, and it takes practice to develop this skill.
11. Check before you swing. Keep your work space clear of other objects and check that nobody is standing behind you or too near you when you use the hammer. You need plenty of space to swing the hammer without catching your arm or the hammer on another person or object.
12. Practice. Good hammering technique comes from trial and error. You will develop your own technique over time that feels the most comfortable and works best for your projects.



↑ Pulling a nail ↑
← Parts of a hammer Prying a long nail →



TYPES OF HAMMERS

Ball Pein (or Peen) Hammer – for riveting work with ball end - rivets used to be like a nail with a head on one end and flat on the other - the rounded head of the hammer was used to peen over the flat end of the nail after it had been inserted into the two (typically metal) pieces that were to be joined.

Blocking Hammer – used for auto body work.

Bucking Hammer – to back up the work on studs or other places where the flexing of the wood absorbs the impact of the hammer blow.

Bush Hammer – masonry tool used to texturize stone and concrete.

Chipping Hammer – excellent for chipping off slag and splatter around welds. It can also be used as a miner's or geologist's tool

Claw Hammer – the most common used for carpentry with a flat face, long handle and claw for removing nails on the back end.



Copper Hammer – specially designed for use in non-sparking environments or to avoid damage to struck objects.

Dead-Blow Hammer – hollow filled with lead shot.

Deadhead Rubber Mallet

Drilling Hammer – for drilling in rock with a chisel or a star chisel for round holes. (A star drill bit's cutting edge consists of several blades joined at the center to form a star pattern.)

Drywall Hammer – The serrated face of this appropriately named hammer gives you a better grip on the nail when installing drywall. You can use its hatchet-shaped back for cutting drywall.



Electrician's Straight-Claw Hammer

Engineer Hammer – a short-handled hammer, originally an essential component of a railroad engineer's toolkit for working on steam locomotives.

Framing Hammer or Smooth Face Framing Hammer – framing woodwork studs, joists, rafters

Lineman's Milled-Face Hammer – One milled face for driving staples used in pole-line work and common, unhardened nails. Other face is smooth for driving heavier duty hardware.

Mallets & Gavels: Rubber, Wooden, or Leather Mallet - carpenters use wooden mallets to strike wood chisels during carpentry work.

Mason's Club Hammer – all-round club hammer for general striking applications. Forged from tough,

high-tensile, carbon-manganese steel, with hardened and tempered face and claw.

Milled-Face Hammer – used to grab the object being struck preventing slipping.

Power Hammer/Steam Hammer/ Trip Hammer – used for forging.

Railway Track Keying Hammer

Rip Hammer

Riveting Hammer – round head is forged and hardened.

Flat striking surface with rounded cross peen.



Rock Climbing Hammer/Wall Hammer/Big Wall Hammer/Aid Hammer – a

type of specialty hammer used mainly in aiding climbing for the placement and removal of pitons, copper-heads, and circle-heads. They can also be used in the initial placement of fixed anchors (bolts) or the forceful removal of stuck free climbing protection.



Sledgehammer – versatile and built tough for the mining, building and construction industries. Some feature a brass head designed for use in non-sparking environments. The brass head also provides a softer, non-damaging blow.



Slide Hammer – used for breaking beads on car and truck tires.

Smooth-Face Bricklayer's Hammer

Star Dropper Hammer – designed for driving in star droppers, also known as fencing droppers. It can also be used to drive in marker pegs, stakes, and concreting stakes.

Steel Blacksmith Hammer

Steel Drilling Hammer – used for mining and confined environments. Also ideal for close work with enough head weight for effective hammering.

Steel Mig Weld Hammer

Stonemason's Hammer

Straight Claw Rip Hammer

Tack Hammer/Upholstery Hammer – has a magnetized face to pick up tacks.

Tinner's Hammer

Watchmaker's Hammer – 6 removable heads.

Welder's Chipping Hammer

See page 12 online for a list of references

Directions to the April Meet

From Northwest: PA-132 E to Pennsylvania Ave. (see "From West")

From North: PA-232 S, right on PA132 W to Willow St. (see "From East")

From South: PA-232 N, left on PA132 W to Willow St. (see "From East")

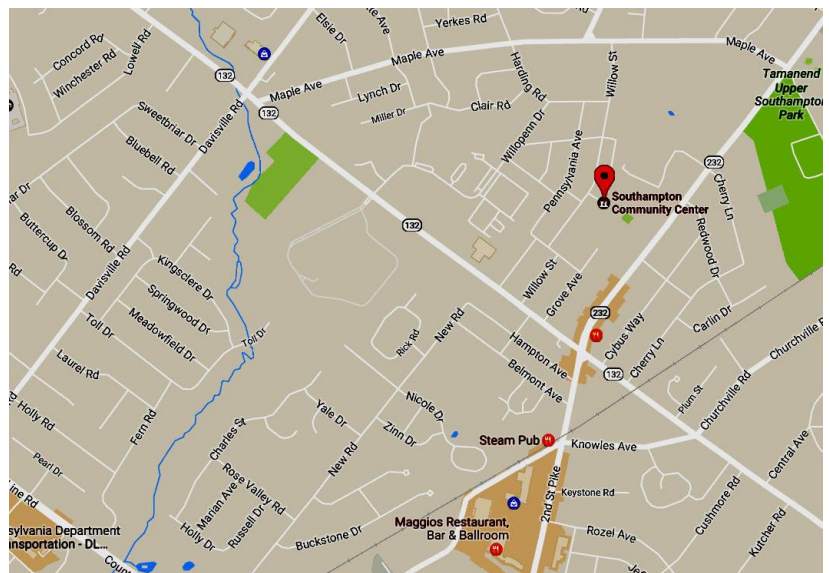
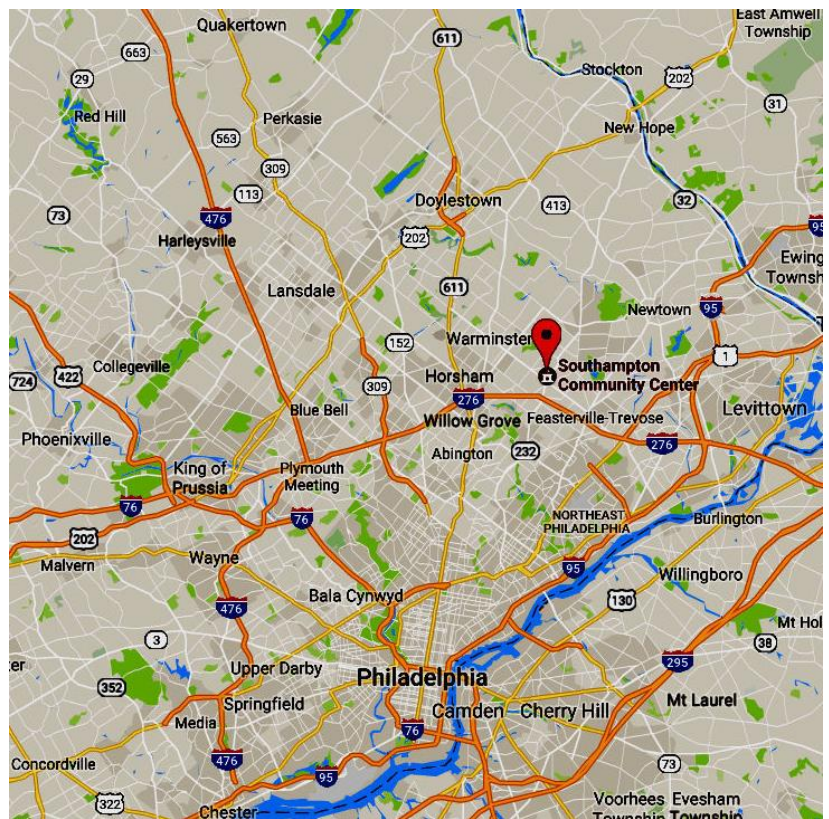
From East:

- PA TPK Exit 351/Bensalem - Take US 1 South
- Immediately exit right onto PA-132 W/E Street Rd 5.4 mi
- Cross PA-232, 2nd right onto Willow St.
- Turn right onto Willow St. 0.1 mi
- Turn left onto Moyer Rd. 157 ft
- Turn right onto Willow St. 0.2 mi
- Destination will be on the right

From West:

- PA TPK Exit 343/Willow Grove - Take US-611 North 0.1mi
- Take first right (after Sonic on right) - Mill Rd.
- Head southeast on Mill Rd. 0.9 mi
- Cross PA-263/Old York Rd. Name changes to Warminster Rd. 1.8 mi
- Turn right onto E. County Line Rd. 0.3 mi
- Turn left onto Newtown Rd 1.0 mi
- Turn right onto PA-132 E/Street Rd. 1.7mi
- Turn left onto Pennsylvania Ave. 0.1 mi
- Turn right onto Moyer Rd. 184 ft
- Turn left onto Willow St. 0.2 mi
- Destination will be on the right

Southampton Community Center
913 Willow St, Southampton, PA 18966



AP Report *...by Dave Messer, MMR*



This month's report is short, but there is more in the works. Congratulations to the two modelers who have completed the requirements for the Golden Spike Award: Joe Walters and Joe Parisi.

Planning Ahead – Division Meets & Other Upcoming Events

March 24–25, 2017 RPM East Ramada Greensburg Hotel Greensburg, PA	April 1, 2017 Philadelphia Division Meet Upper Southampton Twp.Comm. Center Southampton, PA	April 27–30, 2017 East Coast Santa Fe Modelers Meet Delaware Valley College Doylestown, PA
June 10, 2017 Philadelphia Division Meet Plymouth Fire Company Conshohocken, PA	July 30–August 6, 2017 NMRA National Convention The Rosen Plaza Hotel Orlando, FL	September 9, 2017 Philadelphia Division Meet TBA

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

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Inside:

- April Meet Info
- January Meet Report
- Build a Car Card Holder
- All About Hammers
- 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. 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!

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)

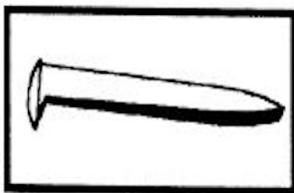
SWEATSHIRT: Gildan “Heavy Blend” 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

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

		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 ↓															
2																
3																
4																
5																
Patch @ \$3 each																
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		



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: _____



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 now Delaware. In total so far, 115 layouts and 383 videos. Here are the most recent layouts:



← **Don Richard's PRR Chesapeake Division**

Modeling 1967 era. HO Scale. Point to point, multi level with a helix. Wilmington to Baltimore. Digitrax DCC, 4 years old. Train running today is the "Colonial."



Joe Walters's Northeast RR →

is a multi-level HO Scale point to point and continuous running for open houses layout. Mainline runs from Pittsburgh to Bustleton. Point to point is Buffalo to Allentown. Most of Joe's vehicles and buildings are scratch built. Layout is 20 years old and uses the Easy DCC operating system.



← **Jim Richards's Susquehanna & Jersey RR**

The Susquehanna and Jersey railroad is approximately 15 by 20 feet and is HO scale. It is DC operation and most of the structures on the layout are craftsman kits from Fine Scale, Fos Scale, Bar Mills, Campbell, and South River. The layout is based on eastern PA and will have a large city eventually made up of Walther and Bachman kits. I particularly enjoy rail marine scenes and the point to point layout will terminate at the city end with a large pier. The Susquehanna and Jersey gives trackage rights to the Reading, the Maryland and Pennsylvania, the PRR, and the PRR/Reading Seashore Line.

Fred Meyers's freelanced Pennsy RR →

N Scale, 8x6x3 using Atlas track. Half layout is DC and DCC which is Digitrax. 45 engines and over 100 cars. Trolley is Kato UniTram track and operates on DC.



← **Art Waite's Central Bucks RR** – Art's layout is 4x8 and highly detailed started 12 years ago. DC operation, 2 track mainline, HO Scale



Roman Rusynko's R2 Railroad →

Freelanced in the present era. HO Scale, 85 % of track and 5% of scenery is complete. Digitrax DCC controlled. Railroad is 28'x17'. 49" to 60" in height with a dual track helix, code 83 flextrack with a 220' main line.



← **Green Ridge and Big Spring RR Club**

Large 44' x 36' train room. HO scale railroad with 2000 feet of track and 220 switches. 10-15 trains operating at the same time. With a small N scale layout located in one corner of the room Also featured is a low level layout under the main layout for the kids.

You can see these videos and others on the **PHILLYNMRA.org** website, just click on **Cab Ride Layout Videos**. 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 friends railroad videoed? E-mail me. More to follow in the next issue of ***The Dispatcher***.

References for Hammer Article from pages 5-6

<http://www.kleintools.com/search/hammer>

<http://www.homedepot.com/b/Tools-Hardware-Hand-Tools-Hammers/N-5yc1vZc98g>

<http://www.harborfreight.com/hand-tools/hammers.html>

<https://en.wikipedia.org/wiki/Hammer>

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<http://www.artofmanliness.com/2009/09/29/how-to-use-a-hammer/>

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

Rockledge Model Railroad Museum Plans 2017 Opening

GATSME Model Railroad Club, Inc. is hard at work building its new layout. After nearly two years spent converting the shell of a former lace mill in Rockledge, Pennsylvania into habitable space, club members are quickly filling their new home with benchwork to support what has been dubbed "GATSME IV," as this is the fourth layout the club has built since its inception in 1952.

This new layout will represent operations on both the Pennsylvania and Reading railroads between Philadelphia and Shamokin, Pennsylvania in the early 1950s. Thoroughly researched, the layout will feature prototypical industries and track arrangements. One special feature will be the Reading's Newtown branch that ran to Rockledge.

Club members are laying track in the staging loops and have made progress to the Conshohocken area of the layout. All track in the visible portions of the layout will hand laid because of the lower cost and the ability to build turnouts to fit the track arrangement rather than fit the track arrangement to premade turnouts.

The club expects to have laid sufficient track by late 2017 to allow it to open to the general public for show season this year. Things won't be too fancy, but trains will run. Once the layout is reasonably complete, the museum will be open to the public on at least a monthly basis.

The museum is located at 323 Montgomery Avenue, Rockledge, PA 19046. Business meetings are conducted the first Thursday of each month beginning at 7:30 p.m., Thursday being the regular meeting/work night. Members are also in the museum working on Saturday mornings from 9:00 to around 1:00. Visitors are always welcome; the club has memberships open as well. Just stop in and speak to one of the officers.

J. Pastelak

Contact: Jay Pastelak, Vice President and Publicity Chairman, past.jay@verizon.net or Doug Baer, President, dbaer@polarmicro.com.



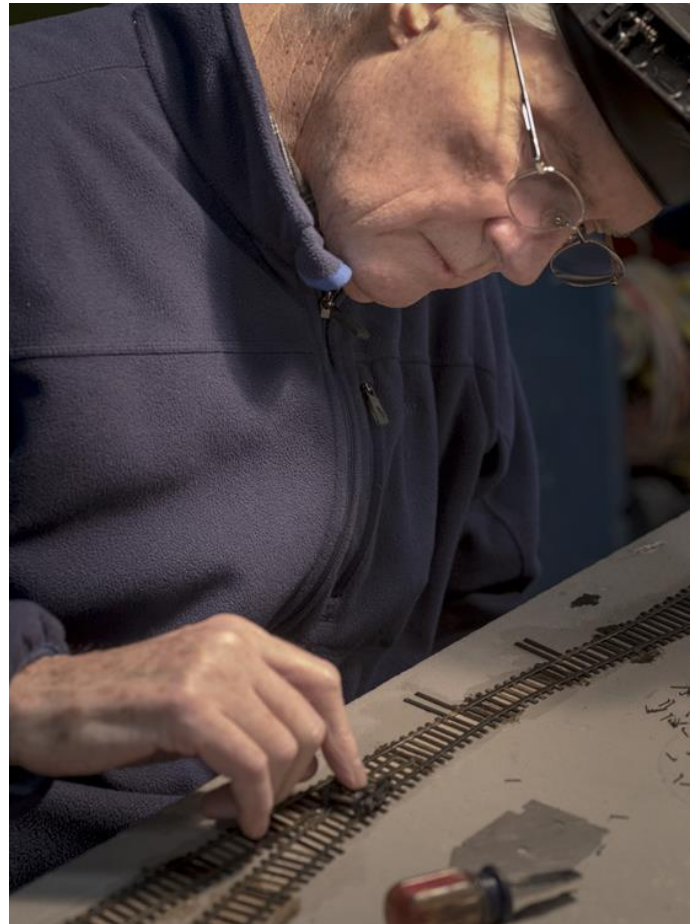
GATSME members assembling benchwork

Photos continue on next page

Photos from Rockledge Model Railroad Museum / GATSME



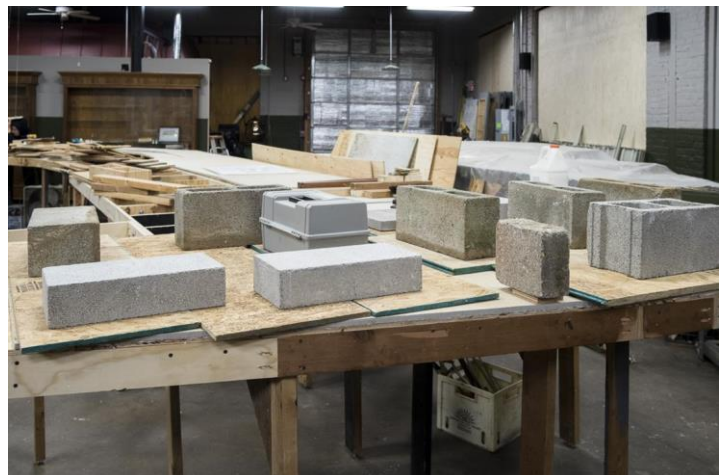
Charlie Woodward builds a turnout



Building a turnout: Bob Lynam checks clearances by running a spare truck through the new turnout



Charlie Woodward checks flangeways with an NMRA gauge



Homosite must be weighted until the gluse is well set

Photos continue on next page



Bill Lynam builds a turnout. A layout plan can be seen in the foreground.



Looking toward the northeast corner of the layout area



Doug Baer, president, Fred Monsimer, secretary, and Doug's son, Ross Baer, discuss a new section of the layout



Guy Frick gauges the rails as they enter a curve



Bob Custer, Jr. opens holes to install drops for wiring a section of the new layout

Announcing our 25th Annual Spring



East Coast Santa Fe Modelers



April 27, 28, 29, & 30, 2017 in Doylestown, PA

Meet Schedule

Thursday

An open house at Nick Brownsberger's for an evening with trains (email mjdvais for info)

Friday

Breakfast and Lunch at Doylestown Perkins (8:30 and 12 to 1:30)

- Set up at the College (2 to 4:30)
- Registration (2 to 4:30)
- Dinner (4:30 To 5:30)
- Clinics:
 - Keel Middleton on BNSF Intermodal (6 to 7)
 - Merrill Walz on The Fred Harvey Way (7:15 to 8:30)

- Everyone is invited to Don Borden's Cajon Pass Layout (9 on)

Saturday

Breakfast at Perkins (6 to 7)

- Registration (7 to 8:15)
- Clinics:
 - Bob Walz on Steam Locomotive Development (10 to 11:10)
 - Don Borden on Prototype Steam Operations and Prototype Sounds (11:20 to 12:30)
- Lunch (12:30 to 1:15) at University Dining Hall
- Auction (1:15 to 3:15)
- Clinics:
 - John Barry on Rice O Roni – San Francisco Fleet (3:30 to 4:55)
 - Nick Brownsberger on Basic DCC Wiring (5:10 to 6:00)
- Dinner (6 To 7) at University Dining Hall
- Clinics:
 - Keel Middleton on 50 Years of Changes on the ATSF (7 to 8)
 - Bob Walz on ATSF Business Cars & History (8 to 9)
- Clean Up and Load Out (9 to 9:45)
- Everyone is invited to Don Borden's Cajon Pass Layout (10 on)

Sunday

Breakfast at Perkins (8 to ?)

- Everyone is invited to Don Borden's Cajon Pass Layout (10 to 1)



RPM-EAST

RAILROAD PROTOTYPE MODELER SEMINAR

Railroad Prototype Modeler in metro-Pittsburgh, PA

It is time to make your RPM-East plans and fire up your modeling efforts after a long winter! There will be plenty of action March 24 & 25 at the prototype modeler gathering in Greensburg, Pennsylvania.

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

Registration is only \$35, with an additional banquet cost of \$28.

A single-day registration of \$20 will be available at the door.

RPM-East will be held at the Ramada Greensburg Hotel and Conference Center, 100 Ramada Inn Drive, Greensburg, PA 15601. A special hotel room rate of \$104 per night that is available beginning January 1, 2017.

Site updated 03/06/2017

http://hansmanns.org/rpm_east/index.htm



BULLETIN

January/February 2017

General Interest Tours at the Orlando Convention



Five, Four, Three, Two One! We have lift off! The Kennedy Space Center is one of the most exciting places to visit while you are in Florida.

In 1968 the **Kennedy Space Center** became the primary launch center for NASA. The Kennedy Space Center Visitors' Complex is the only place in the world where you can walk under the largest rocket ever flown. You'll also be able to touch a moon rock, meet an astronaut, experience the International Space Station, stand nose-to-nose with Atlantis, and so much more. This is one tour that is really "out of this world!"

Or, step back with us to the 11th Century where knights do the bidding of kings! Join us at "**Knights of the Realm**" for a four-course feast and a show that will entertain you with pageantry and thrills. You'll also be able to visit an authentic medieval village containing a series of workshops including a basket shop, carpentry shop, metalsmith and a blacksmith creating chain mail armor one link at a time. See you at the show!

Did you know that **St. Augustine** is the oldest continuously occupied settlement and port in the continental United States? St. Augustine has 452 years of history including rule by Spain, Britain, and the U.S., and is full of sights and attractions that will entertain and educate. To get there you'll take a ride on the Old Town Trolley Tour -- one of the best ways to see most of the city in the shortest time. Your conductor will narrate the tour with a fascinating and fun mix of trivia and humorous stories. It's a tour that you will not want to miss!

Do you feel the need for speed? Our convention has arranged a private tour of the **Daytona 500 International Speedway**! You'll get a behind-the-scenes look at what makes the Daytona 500 the "World Center of Racing." You'll see the driver's meeting room, NASCAR Sprint Cup Series Garages, Tech Inspections, the Coca-Cola Theater, and Gatorade Victory Lane, along with the Champion Car of the Daytona 500 for 2017. You'll also have time to visit the Motorsport Hall of Fame of America which contains displays honoring all forms of motorsports. Ladies and gentlemen, start your engines!

A few words from the President



The State of the Hobby and the NMRA

Each January, the United States President gives an address to Congress entitled the "State of the Union." This address advises Congress on how the government is working, as well as those issues facing society in general.

Well, with apologies to the U.S. President, I would also like to address the state of our hobby and that of our association.

The full text of these thoughts can be found in the January issue of *NMRA Magazine* but let me summarize by stating that the state of each is excellent. Never has the hobby been more fulfilling and never has it been more rewarding. I think we would all agree that model railroading has never looked better nor operated more realistically. From DCC to new technologies that offer unlimited promise, we are living a true golden age in our hobby.

Similarly, the NMRA has never been stronger or more enjoyable than it is today. Gone are the "politics" of the old days and the inward focus that emphasized insular issues over the hobby in general.

But technological advances and increased realism are not the only reason the hobby is satisfying to an extent never before seen. It is today's hobbyist who also adds to the scene. For as we age, one advantage is that we now have the time and in many cases, the discretionary income to pursue our hobby in ways only dreamed of in our younger years. At last, with the kids out of the house and college paid, there is money available for that newest N-scale diesel or HO craftsman kit.

Despite my earlier more gloomy prognostications on our future, I refuse to either admit or predict the demise of scale model railroading anytime soon. Our hobby is just too satisfying and appealing to believe it is in its "last days." One need only look in the eyes of a child at a train show or witness the excitement at a Thomas event to conclude that trains remain fascinating to younger generations, as they have been for decades and decades.

Therefore, I remain bullishly optimistic about our future. It is not optimism without foundation for it is based upon the fascination of trains for generations and generations. It is also based upon the fascination of the younger generations with new technology, which our hobby increasingly offers. I do not believe that we will live to see the day when our hobby no longer exists. That is why I conclude the state of our hobby remains strong.

Similarly, claims that the NMRA is no longer relevant to the hobby or will soon disappear are simply without foundation. There is no evidence that the NMRA is in danger of either event happening. Of course, the NMRA faces challenges. From a fairly realistic high membership number of over 26,000 in the mid-1970s, to today's 18,000+ members, we have seen a decline in member numbers. But so has the hobby. That is not to say we cannot improve the Association or cannot do better for the hobby. In past and future columns I have and will discuss what we can continue to do to improve both the NMRA and the hobby.

The State of the Hobby is sound and the NMRA remains a proud leader of that hobby. There are challenges on the horizon but I look forward to this new year and the wonders it will bring.

As I always say, and mean: Well, those are my thoughts; what are yours?

Charlie

Charlie

Winter BOD meeting in Atlanta, February 18-19

What convention would be complete without a trip to a model railroad manufacturer? **Broadway Limited Imports** President Bob Grubba, Vice President Ken Silvestri, and their staff will be providing a behind-the-scenes tour of their operations. During the tour they'll explain how they choose the models they produce, technological advances in sound equipped locomotives and cars, and how you can have "rain and thunder" on your layout. They'll also review common customer service and DCC questions. This is a rare opportunity and we're proud to be able to offer this tour during our convention!

Registration for the NMRA 2017 Convention is open! Register for the convention on line at www.nmrastores.com and choose the 2017 convention tab. If you'd like a paper registration form, visit www.nmra2017orlando.org.

Model reviewers wanted for "Research & Test Car" column

Ever thought you'd like to do product reviews for *NMRA Magazine*? Here's your chance!

We're looking for individuals who want to share their knowledge and passion for models with other NMRA members. You'll have fun doing it and you'll be paid author rates!

For more information, contact editor [Cynthia Priest](mailto:Cynthia.Priest@sreditor@pairedrail.com) at sreditor@pairedrail.com.

Patent and trademark attorney needed

The NMRA needs a volunteer patent and trademark attorney to manage the various patents and trademarks owned by the NMRA.

It will not entail a significant amount of time -- most likely just one to two hours a month on the average. The attorney would monitor the patents and

The Winter Board of Directors meeting will once again be held in Atlanta, Georgia, on February 18, and 19 at the Drury Inn & Suites. The Budget and Operations meeting will begin at 2:00 PM on Friday, February 17, and the Board will be in caucus that evening. Both of those meetings are only open to invited guests.

The regular, open session of the BOD meeting begins at 9:00 AM on Saturday, February 18. Because the agenda is not yet finalized, there's no way to tell if the meeting will continue on Sunday. All members are invited to attend the open sessions. Watch www.nmra.org for details.

Results of the Regional Advisory Council Director Election

By [John Stevens](#), NMRA Secretary

The Regional Advisory Council (RAC) Director election opened Saturday, December 10, 2016 and closed at the end of the day Tuesday, December 20, 2016. After votes were tabulated, Steve August was re-elected RAC Director.

The election was run using electionbuddy, an online voting system, which sent email to all RAC members at the opening of the election on December 10. The announcement included a unique voting key and instructions.

Ballots were submitted by 16 of 18 RAC members.

The Regional Advisory Council Director is the voice of each of the NMRA's 18 Regions on the NMRA's Board of Directors. If your Region has some special concerns or questions, address them to [Steve August](#).

Wondering about the NMRA member survey you received? Here are some answers.

By [Christina Ganzer](#), NMRA Marketing Consultant

On December 10th, the NMRA emailed a survey to all members in our email database. While our intentions were good, there were some aspects of the process that caused issues for our members. In addition, there were some complications with the Constant Contact software (which we use to send out this *NMRA eBulletin* and the surveys) that inadvertently reverted our personalized settings and messages back to a default state. We couldn't see this until the survey was actually mailed. While it's still a mystery as to why it happened, we take responsibility for this and apologize if you were inconvenienced.

However, we'd like to take this opportunity to explain the purpose and importance of that survey, and the ones coming in the future.

various patents and trademarks owned by the NMRA.

It will not entail a significant amount of time -- most likely just one to two hours a month on the average. The attorney would monitor the patents and trademarks to meet all deadlines for renewal and to maintain the intellectual property. The position would report to the Robert J. Amsler, Jr., NMRA General Counsel.

Please contact [Robert Amsler](mailto:Robert.Amsler@nmra.org) at nmralegal@charter.net if you're interested.

We're looking for retention and recruitment success stories!

By [Christina Ganzer](#), NMRA Marketing Consultant

As we work towards continuously improving the NMRA, we'd like to gather information from our members on successful techniques you've used for retention and recruitment. It's our plan to collect this information, compile it in a concise and organized format, and distribute it as guidelines for best practices that Regions and Divisions can employ.

We recognize and understand that every Region and Division has its own unique challenges (geography, population density, funding, etc.), so it's our hope to assist you with retention and recruitment activities that have proven successful in a variety of areas. Your assistance will be greatly appreciated, and will hopefully prove beneficial to the entire NMRA family.

Submit your info and stories to Marketing@nmra.org. If your Region or Division has supplemental materials, such as brochures or presentations, please submit those, too!

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Editors:

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

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The NMRA eBulletin is an official bi-monthly production of the National Model Railroad Association, Inc. Publishing Department ([Don Phillips](#), Manager). Its purpose is to keep every NMRA member informed about organization news and events. If you know of an NMRA member who is not receiving this mailing, please direct them to [here](#) to update their email address. If you no longer wish to receive these mailings, please don't mark them as SPAM. Instead, click the Safe Unsubscribe link at the bottom of this page. ©2016 National Model Railroad Association, Inc., P.O. Box 1328, Soddy Daisy TN 37384.

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However, we'd like to take this opportunity to explain the purpose and importance of that survey, and the ones coming in the future.

In an effort to improve communication with members, and gain valuable insights and feedback on both the positive and negative aspects of the NMRA, we developed this initial survey. It was meant to give us an overall picture of the state of the organization through the eyes of the members. Many of the questions were "required" and some prompted you to provide written answers. The reasons for this were to gather as much useful information as possible and allow for personal experiences, rather than limiting your answers to choices supplied by us. To date we've received almost 2500 responses and greatly appreciate so many members taking the time to complete the survey. We hope that your responses will provide the NMRA with a good foundation of information from which we can learn and use to start improving the organization at every level.

We plan to continue sending out surveys every other month. These surveys will be much shorter and focused on specific topics. As I mentioned, the NMRA hopes to incorporate positive changes in the coming months based on both member feedback and ideas, and our own observations and experiences. In addition, we hope to open the lines of communication even wider, which will hopefully lead to a better and brighter future for the NMRA.

[Editor's side note: if you clicked on the "SUBMIT" button but got an error, the red asterisks in front of the questions did not indicate the questions with problems. Instead, they indicated questions that required an answer. If you received an error you may have inadvertently skipped answering a question. If this error happens to you again, look for the question with the exclamation mark inside of a triangle preceding it -- that's where the error is. -Gerry]

WWW.NMRA.ORG DOWN?

By [Ben Sevier](#), Manager, Information Technology Department

A week before Thanksgiving the NMRA website went down. The cause was a massive hardware failure in one of the bays of the web hosting service that we use to host the website. We weren't the only ones affected - there were a number of business and organizations that were brought down as well. I don't have all the details, but it took a while for the network engineers to determine the scope of the failure, attempt to bring the hardware back on line (based on what did come out, it appears the disk arrays were massively corrupted), make the difficult (expensive) decision to replace all the affected hardware, then restore each customers system one by one. This all takes time, and a lot of very long days for the engineers. Our site began to come back on line on Thanksgiving Day, and a couple of days later our webmaster (Scott Povlot) had verified the restoration, made a couple of fixes, and we were back in business.

This type of thing happens in the computing business. Microsoft's Azure service has been having a number of problems the past few months, as have some of the other larger services. There are things we can do to mitigate the effect of a failure, but those increase the cost to us, the customer. I will be discussing this with the Board of Directors at the meeting in February.

Submit your info and stories to Marketing@nmra.org. If your Region or Division has supplemental materials, such as brochures or presentations, please submit those, too!

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Editors:

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What happened to the Division Business Car column website posts for December?

By [Jim Zinser](#), MMR

The Division Business Car made an unscheduled stop at Malfunction Junction, that's what happened. So the items I talked about in my December column in *NMRA Magazine* didn't get posted to the website.

Actually there were three stops in Malfunction Junction. The first was the NMRA website going down just as the items were being prepared for posting. Meanwhile the next malfunction happened inside of John Grubb, the graphics guy who does the posts. His pacemaker/defibrillator was the culprit. John's fine now, but before he was able to finish his work, our Business Car ran straight into malfunction number three: John's computer died.

We're working to get this last issue resolved, so by the time you read this, the items may already be posted. To find them, log in to the Members Only section of www.nmra.org, and click on the NMRA@HOME icon. But if they're still not there, please check back frequently.

Cincinnati Division 7 donates \$10,000 to the Diamond Club Fund

Cincinnati Division 7, one of the many very active Divisions in the NMRA, recently donated \$10,000 to the NMRA to help pay for additional scanning for the NMRA Online Archives, otherwise known as the Diamond Club. To date over 6,000 slides, 19,000 negatives, and 1,600 large-format drawings have been scanned, all paid for with Diamond Club donations.

The Division is known for its many and varied community programs, which include donating large numbers of model railroad books to public libraries around their area. In addition, they sponsor hugely successful train shows that generate the income that allows them to continue their generosity. The Division has donated over \$50,000 to the NMRA over the past 30 years.

The NMRA greatly appreciates Division 7's gift. **THANK YOU!**