



THE DISPATCH

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



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Can You Say Conshohocken?

The Philadelphia Division of the NMRA will hold its next meet at a new venue, the Plymouth Fire Company in Conshohocken, PA. The date is Saturday, June 10, 2017 and the time is 9:00am with doors opening at 8:30am. Maps and directions can be found on page 7. From a railroad perspective, half a mile away from our venue the SEPTA trains stop at Conshohocken Station on what used to be Reading's Norristown Branch. Adjacent to the tracks is the Schuylkill River Trail, much of which follows the former right-of-way of the PRR Schuylkill Branch, which also had a station here. The outbound structure still exists as a coffee shop.

The morning session begins with our annual business meeting, with Division reports presented and the election held. All election ballots brought to the meet must be submitted by 9:15am. After a short break the results will be announced, followed by the first of our two excellent clinics.

Members who attended last November's meet will recall the wonderful presentation given by Jeff Witt on the legendary John Allen and his model railroad, the Gorre & Daphetid. This time Jeff delivers part two entitled "John Allen in Print: A Survey of his Publications." Jeff is a participant in the Gorre & Daphetid Reminiscence Project (GDRP) and as such, we will again be treated to both his and their comprehensive collection of memorabilia.

Next up will be member Nick Brownsberger with his presentation entitled "DCC Wiring for Model Railroads Using Digitrax Components." It could be described as a

discussion of wiring for the DCC beginner, but including a lot of valuable information for experienced modelers on how to wire a layout. Topics covered will include converting a DC layout to DCC, power supplies, command stations,



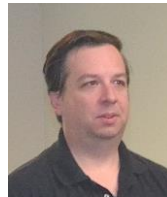
boosters, power districts vs. blocks, and much more. Nick is truly a high-tech modeler, having implemented

and continuing to implement the most state-of-the-art controls on his layout.

As usual we'll have coffee, donuts, and Philly soft pretzels, the white elephant table, door prizes, 50/50 raffle, and a model display table. Members are encouraged to bring projects in any stage of completion to display and discuss if desired.

The afternoon fare consists of open house layout tours. Hope you see you there!

Rob Hinkle to Lead MER 2019



Division Director Rob Hinkle has graciously volunteered to chair the 2019 MER Convention being hosted by the Philly Division. As a regular attendee of regional conventions and having served on the 2015 MER convention committee, it's a sure bet that we're in good hands.

Rob has already started scouting out hotels, the selection of which will be our first order of business. Those interested in working on the steering committee should contact Rob. Contact information is on page 2.

Layouts Wanted

If you have a layout in any phase of construction and would be willing to hold an open house for a future meet, please contact Director Bill Fagan. Contact information can be found on page 2.

Fallen Flag: Lin's Junction

For many years, a mainstay of model railroad retailing in the Philadelphia Division has been the Lin's Junction hobby shop. Sadly, economics have made it unrealistic for them to continue in business.

Lin's was a wonderland in which to purchase your model railroading items. Their inventory was comprehensive, the prices were reasonable, and they extended an additional discount to PhillyNMRA members. The staff was knowledgeable, and several were



(Continued on page 2)



From the Editor...

Spring and summer are upon us once again. For many of us, that means getting out the mowers and cutting the rapidly growing grass, or attending to countless other outdoor maintenance tasks. Model railroading must, as a result, take a lower priority during the fair weather.

Consider, however, that a model railroad also needs maintenance during the spring and summer months.

The relative humidity rises significantly as temperatures rise, causing dried out wood to absorb moisture and increase in size. This usually means that rail gaps widen as the bench work under them lengthens. This is the opposite of what happens when winter arrives—layout shrinkage and track buckling. Either way, the warmer months are the time to note how much your layout has moved with the humidity changes.

Many claim that ballasting track with glue and “locking things in” will avoid the problem. They are often correct, but then comes that extra cold winter where the ballast and glue has failed. Don’t minimize what Mother Nature and the laws of physics can do!

Those modelers who were wise enough to paint, or otherwise seal their bench work during the construction process will be much happier than those who didn’t. Those with dehumidifiers in the layout area (or whole-house air conditioning) can also reduce the problem. Dehumidification can also rid the layout area of moisture and mildew-related odors that so many basements suffer from.

If you do install track during the warm months, be sure to leave 1/32nd inch gaps every several feet or so to allow movement in the future. Also avoid ballasting that new trackage until after the cold weather exposes any kinks.

Spring and summer are also a great time to purge your layout area of “things” that you no longer need. This

could include anything from modeling equipment to other household items stored under the layout. Yard sales are prevalent, and a good way to “clean out” and regain space. Or consider donating unwanted modeling items to the Division for door prizes.

The warm months are also the time to think through and plan changes to the way you operate and/or display your railroad during the fall and winter. Such changes take time and cannot be rushed. The warmer months can go by faster than you think. Use them to your advantage when and if you can!

See you in Conshohocken... Earl

Lin’s Junction

(continued from page 1)

active in the hobby. And there was a good chance you’d see someone else you knew.

The Division extends its best wishes to all the employees of Lin’s Junction and thanks for their years of service.

Henning’s, the large-scale dealer that has shared the space, will be adding an HO/N section, but it will be about a month before renovation of the allotted space is completed. The inventory will slowly be built up throughout the year with expectations that by the holidays they should have a reasonable selection. In any case, they have generously decided to extend a 10% discount to all Division members.

Door Prizes Wanted

Regular attendees of the meets will notice that of late the door prize table looks more like a tool aisle display from a dollar store. Tools are always useful, but it would be nice to have more model/railroad items. A few members have been generous in contributing some, and we truly appreciate it, but they are few and far between so we’ve had to use them sparingly to make them last over several meets.

If you have any unwanted modeling/railroad-related items that you’d be willing to part with—anything really—we’d be very grateful. And who knows, you might win it back.

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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Building Resin Kits

...by Dave Messer, MMR



If you want to introduce variety in your rolling stock modeling, or to model a specific prototype not readily available in ready-to-run form, there's nothing like resin kits from manufacturers like Funaro & Camerlengo, Speedwitch Media, etc. Opening the box and looking at the complex molded parts can be daunting if you are not familiar with them, but here are a few tips to make modeling easier.

- 1) Before starting, read the directions thoroughly all the way through to familiarize yourself with the overall process. Sometimes the wording can be a bit convoluted, so in these cases it is even more important.
- 2) Remove each part carefully from the casting sprue by gently pushing down with a sharp #17 X-Acto chisel blade in a hobby knife, then remove flash with a small file.
- 3) Test fit each step in the assembly before cementing the parts together with small amounts of ACC.
- 4) Drill holes carefully and gently; let the drill do the work. Drill once, clean off the drill bit and repeat to make sure the hole is clean.

- 5) Check the weight of the car—including the trucks—before final assembly to make sure it complies with NMRA standards; add weight as needed.
- 6) Before painting, clean the model thoroughly with soap and water, using an old toothbrush to get rid of mold release agents that may interfere with paint adhesion.
- 7) After the paint is thoroughly dry, apply a clear gloss finish to allow decals to adhere.
- 8) The decals supplied with these kits use a very thin film, so apply them carefully, supporting larger areas with the paper backing and then sliding them into position using tweezers. Allow each section to dry and then carefully apply decal solvent to make them adhere to the surface details; "prick" any bubbles with a single-edge razor blade.
- 9) Finish the model with a clear dull finish and weather as appropriate.

Following these steps will make the entire process easier and more enjoyable, and who knows, you might end up with a model that would qualify for the NMRA Achievement Program. 🏆

April Meet Report

...by Mark Wallace, Clerk



On Saturday, April 1, 2017 the Philadelphia Division ventured to a new venue in the large meeting room at the Southampton Community Center in Southampton, PA. Filling in for Superintendent Joe Bergmaier was our able Assistant Superintendent, Charles Butsch who greeted approximately 50 assembled members and guests.

Photos by Rob Hinkle

Leading off the program was member Don Borden's **"Prototype Steam Detailing on BLI Models."** Don's interests include modeling steam locomotives built to a specific prototype or an actual locomotive. Using photos and records from his favorite railroad, the ATSF, Don extensively researches and studies a specific prototype locomotive as a way of modifying or "kitbashing," a commercial model to closely represent that particular locomotive. Don does consulting for BLI (Broadway Limited Imports) and helps in the development of pre-production models for them. He is also gradually replacing his brass collection with these newer, more reliable locomotives. Don brought examples of the ATSF 3800 Class 2-10-2 (Santa Fe Type) locomotives and discussed the various modifications. You can view photos and information on BLI's upcoming offerings of 3800 Class 2-10-2 locomotives at: <http://www.broadway-limited.com/paragon2atsfmodernize/d2-10-2.aspx>.

Don also heads up the East Coast Santa Fe Modelers who are an active group of model railroaders dedicated to all things ATSF and even BNSF. He has an extensive layout at his house representing the "Santa Fe Coast Lines Division," from Los Angeles over the Cajon Pass to Victorville, California in 1948.

After a short break, Achievement Program certificates were presented by the AP Committee Chair, Earl Paine, who stood in for our AP Coordinator Dave Messer, MMR. Alden Smith received a certificate for Scenery while Charles Long received certificates for Civil and Electrical Engineering. Golden Spike certificates were awarded to Tom Crop, Don Henkensiefken, and Joe Walters.

After another short break, Jersey Division member Barry Rosier presented our second clinic titled, **"Introduction to JMRI: The Java Model Railroad Interface."** This clinic offered a good review for experienced modelers as well as an excellent primer for newer modelers as to what the Java Model Railroading Interface or "JMRI" is, its history, how it is



Don Borden (left) receives his clinician certificate from Assistant Superintendent Charles Butsch

set up, and what it can be used for on your model railroad.

Barry used a computer connected to a section of track to show what's needed (software and hardware) for you to use JMRI. He reviewed the various modules within JMRI and how they do different things as well as demonstrating how to modify the configuration variables (or CVs) on a diesel locomotive, and then running it on a demonstration section of track. Very cool sounds and lights.



Members Don Henskiesfen (middle) and Tom Crop (right) receive Golden Spike Certificates from AP Committee Chair Earl Paine

One of the more interesting questions and discussion was the NMRA's new Layout Command Control (LCC) standard and how that will remove much of the electronic command signaling from the present DCC track-buss that's used to transmit signals between your throttle and your locomotive. Barry used the term "throttle latency" to describe what many of us have experienced on larger layouts when the presence of many decoder-controlled locomotives results in slowed response times, delaying what you have commanded your locomotive to do. LCC would remove a lot of extraneous commands from the track-buss involving things like decoder controlled turn-

outs, signals, or accessories, leaving only the throttle-to-locomotive commands.

Barry is an accomplished model railroader who has a passion for sharing this great hobby with everyone. He is the webmaster for the Strasburg Model Railroad Club and a producer of the YouTube Model Builders Shows. He is creating a 1950s transition-era layout featuring the PRR and LV.

Rounding out the morning was our 50/50 raffle, door prizes, and special announcements. Our usual round of refreshments: coffee, donuts, and Philly soft pretzels as well as several swap tables, the white elephant table, and model display table were present, and complete with vigorous activity.

The afternoon fare of layouts to visit consisted of Tom Crop's nearby layout, Don Henskiesfen's layout, and the Abington Lines Model Railroad Club in Richboro.

A special thanks to the Southampton Community Center for the free use of their meeting space and the good vibe they provided to our morning.

Our next Meet is on June 10th at the Plymouth Fire Company in Conshocken, PA. In addition to the important business of electing Directors to the Board, there will be progress reports and announcements on your Division's current activities. By now you should have received your ballot and notice of the meeting via USPS mail. If for any reason you haven't, or if you have misplaced your copy, you'll find a ballot you can print out in the online version of the Election Issue of *The Dispatcher* which can be accessed on the home page of the Division website or directly at <http://www.phillynmra.org/wp-content/uploads/Disp2017-04.pdf>.

And of course, there will be the usual interesting clinics, vendors, swap tables, a white elephant table, a 50/50 raffle, and displays. If you have a model in any stage of construction or prototype that you want to display or share, please bring it with you! There will be more about this event elsewhere in *The Dispatcher* and on our website. Remember Rule #1— it's all fun. We look forward to seeing you then! 📞



Asst. Supt. Charles Butsch presents clinician certificate to clinician Barry Rosier (left)

More photos on page 12

AP Report

...by Dave Messer, MMR



There isn't anything new to report this month, although there are several Division members working on certificates. So I would like to take the opportunity to thank two Division members for their outreach efforts, which makes my job a lot easier—and more importantly has put the Philadelphia Division at the forefront of AP Certificates awarded. Bill Fagan has made a significant contribution in conjunction with his video efforts to introduce the AP program to several members and encouraged several of them to submit Golden Spike certificates, and Earl Paine has emerged through his operating contacts as a strong force in not only outreach but has also assisted me in several AP evaluations.

Having said the above, I would like to point out that although both of these members have fulfilled a useful outreach role—and Earl has also done quite a bit of what I like to call "nudging," I need to emphasize that the primary responsibility is for the members to carefully read the AP Regulations for the certificate they wish to pursue at the NMRA website www.nmra.org, contact me at 610-948-2191 or dmessprpr@comcast.net if they have any questions, and submit the completed and signed paperwork to Earl or myself to review prior to scheduling an evaluation. 📞



This is the second installment 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.

Screwdrivers are basic tools, but they are capable of doing harm to yourself and to your work if not used properly.

EYE PROTECTION – Hardened screws can split or shatter so get wraparound glasses and verify that others in the area also have eye protection, otherwise don't start using the screwdriver. Now, I have to admit that I don't always wear this type of eye protection, instead depending on my regular glasses which are safety rated—but they should also have side shields, and I often fail to use them; I have seen and heard of injuries from lack of safety precautions.

Actually more injuries occur when trying to remove stripped or frozen screws that have rusted, and you may wish to review the following website for help: <http://www.wikihow.com/Remove-a-Stripped-Screw>

MORE ON SAFETY – Check the screwdriver before use. Look for firm attachment of the shaft to the handle. Also check for blade tip wear—rounding or distortion. If the screwdriver has any defects, do not use it. Not only will it require more energy to use, but it is an accident waiting to happen.

Get a firm grip on the handle ensuring that you don't lose your hold on the screwdriver and have it jab your other hand that may be holding the screw or the work surface. Use a vise or clamp to hold the stock if the piece is small or moves easily. Wear safety glasses or a face shield (along with safety glasses or goggles) that is appropriate for the hazards of the work you are doing. Keep the screwdriver handle clean. A greasy handle could cause an injury or damage from unexpected slip-page.

TECHNIQUE – Make sure the screwdriver is at right angles to the head of the screw in both directions so that you are not wearing the head of the screw and the tip of the screwdriver as you rotate it. I've often seen my students try to turn the screwdriver at an angle to the head of the screw, distorting the head while prematurely wearing the blade tip. Twist with your whole forearm up to the elbow, not just your wrist, while guiding with your other hand on the shaft. Keep the screwdriver straight while driving in or removing the screw.

If you are installing or removing screws that require little pressure (as with machine screws that are threaded at the same diameter and thread pitch up the full shaft of the screw) you may spin the screwdriver shaft between

your fingertips to speed the insertion or removal of the screw, thereby rotating the screwdriver several turns quickly, rather than just 1/3 or 1/2 turn which occurs when you turn the handle with your wrist and forearm.

It is best to work in a natural position—take the material and place it or clamp it on a workbench or other surface if possible. If you cannot move your work, keep your position as neutral and as natural as you can. It does take practice to develop the skill of driving screws up into the work, or sideways, or especially on angles to the surface. Wood screws can have soap or wax applied to aid/lubricate insertion.

Also, it is often easier to start the screw with the work laying on the floor, then fasten the piece in place and continue driving the screw the remaining distance. If more than one screw is to be inserted in that piece, then all of them may be started in this way before final positioning.

Good 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.

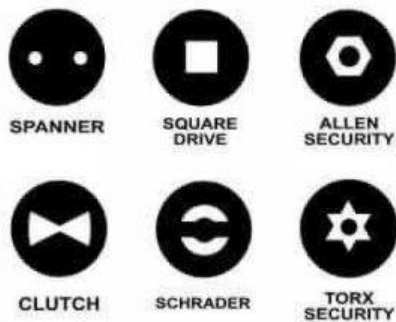
WHICH SCREWDRIVER TO USE – The correct screwdriver for the job is one that fits the screw head properly in both the width and thickness (or depth) of the blade. Also the shaft length may become important if



Common screwdriver tips

you are working in a deep area and require a long length, or if you need a short or stubby, or even an offset screwdriver. Furthermore, rounded tips or tips that are worn should be refiled or restored before use; only **straight, square, proper fitting** screwdriver tips should be used. If the tip/blade is too wide then as the screw gets closer to the home position the surface may get marred or scratched by the ends protruding out from the screw slot.

One of my favorite screwdrivers is the one with **multiple bits** of the Phillips, straight slot (or flat head) or conventional square and Robertson tips in the handle. I also like the **Kline 11-in-1 with Combo Screw Tips # 32505** since it has several tips as well as 3 nut drivers.



Less common screwdriver tips

There are other manufactures with the same type, but remember, if you buy cheap, then you buy twice!

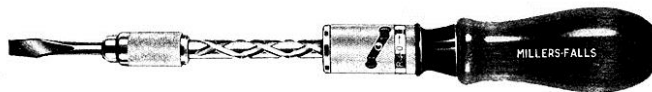
Use a **screw-holding screwdriver** (with screw-holding clips or magnetic blades) to get screws started in awkward, hard-to-reach areas. **Square-tipped** screwdrivers (e.g., **Robertson**) that hold screws with recessed square holes are also useful in such



Offset screwdriver

situations. **Torx/Star head** are other common types. Use an **offset** screwdriver in close quarters where a conventional screwdriver cannot be used.

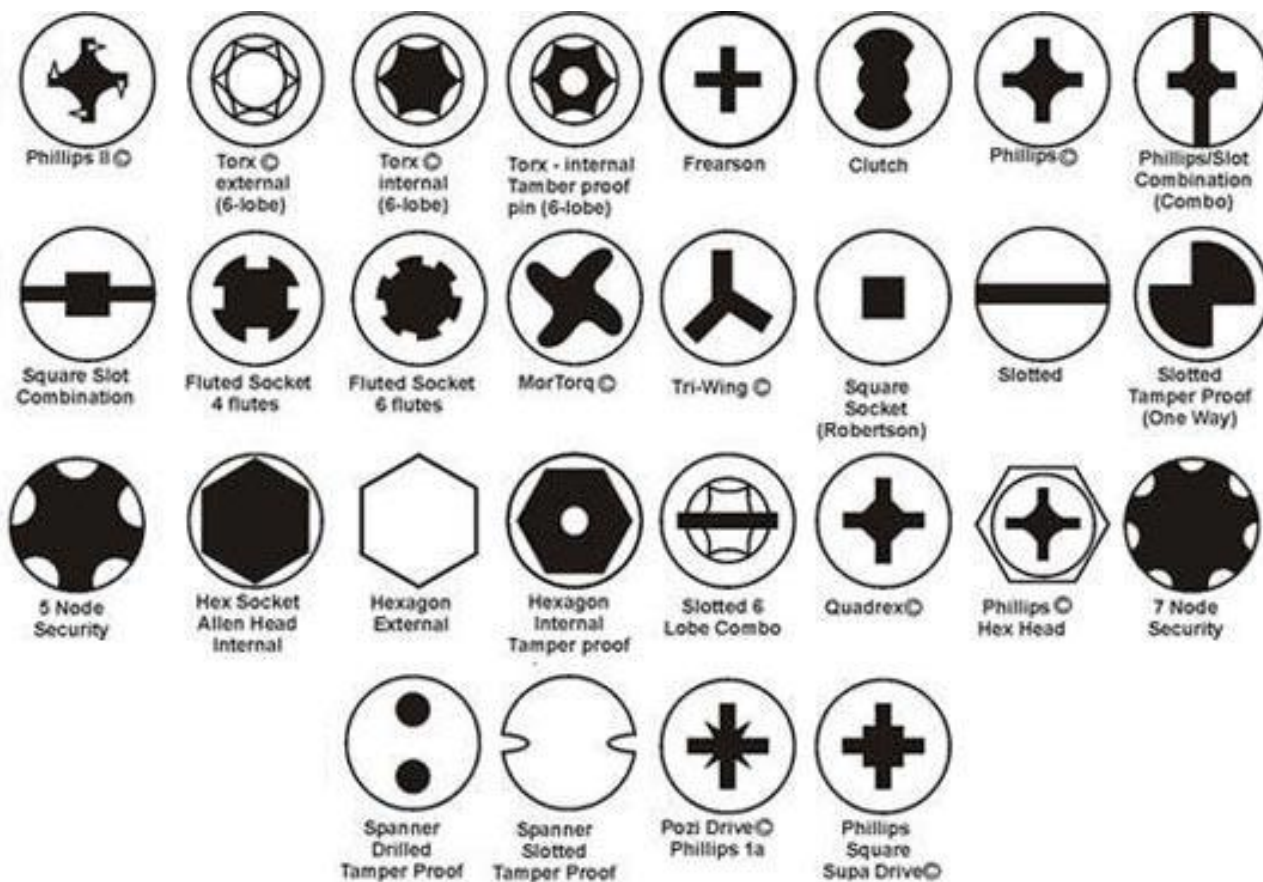
A "**Yankee drill**" mechanism (**spiral ratchet** or **push** screwdriver) which rotates the blade when the tool is pushed forward can be used to drive hard-to-move screws efficiently and/or to avoid wear and tear on the wrists. However nowadays most of us use powered



Yankee drill screwdriver

screwdrivers for those reasons. It is best in my estimation to develop the skills using hand tools first, and then make the switch to using powered tools, if desired.

Several types of screwdrivers can be found in the Klein tool website; they do specialize in tools for electricians, but their tools are useful in all work: <http://www.kleintools.com/catalog/multi-bit-screwdriver-snut-drivers/interchangeable-drivers>.



A multitude of screwdriver tips including many obscure ones

Article continues on page 9 with Toolmaker/Metallurgical Info and References

Directions to the June Meet

East/West PA Turnpike I-276: Exit 333

- Take ramp to Germantown Ave. East. 0.2 mi
- Right at first light Chemical Rd. 1.1 mi
- Cross Ridge Pike bearing slightly right onto Colwell Lane 0.6 mi
- Destination on left

I-476 North: Exit 18A – Conshohocken

- Exit ramp onto Ridge Pike 0.1 mi
- Right (90°) at first light onto Colwell La 0.5 mi
- Destination on left

I-476 South: Exit 18 – Norristown

- Exit ramp onto Ridge Pike 0.1 mi
- Cross Alan Wood Rd., and immediately take loop on right for turns. Move to left lane.
- Left onto Ridge Pike 0.4 mi
- Right (90°) at first light onto Colwell La 0.5 mi
- Destination on left

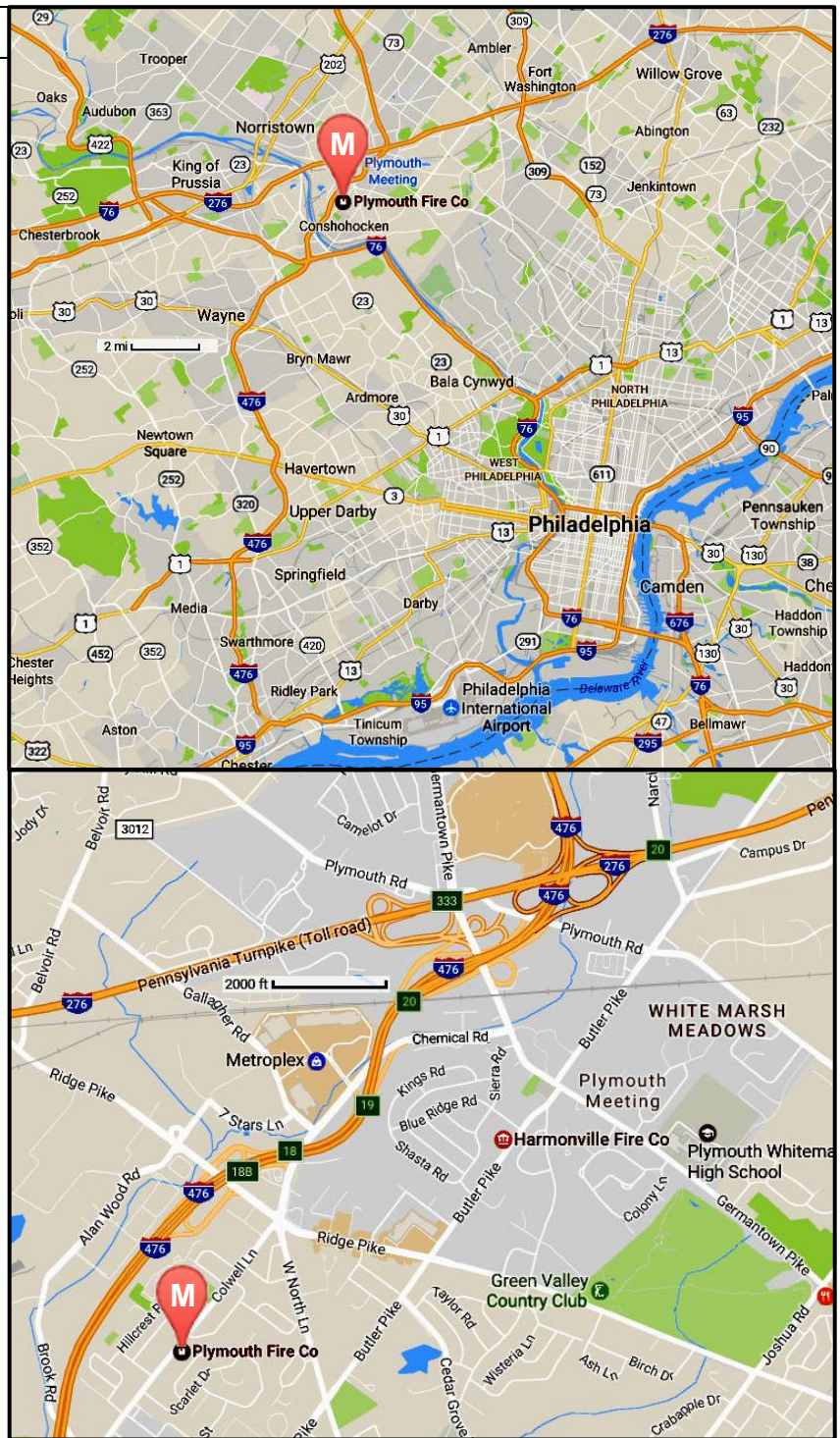
Plymouth Fire Co

1323 Colwell Ln, Conshohocken, PA 19428

Suggestion: GPS is not foolproof. Do yourself a favor and familiarize yourself with the route ahead of time.

We Welcome Our New Philly Division Members

Tom Gilbert, Holland, PA
 Guy Wallace, Landenberg, PA
 Bill Deeter, Georgetown, DE
 Duncan Family, Downingtown, PA
 Susan Duncan, Downingtown, PA
 Charles Matthews, Camden, DE
 Ralph Pfannenstiel, Middletown, DE
 William Ponton, Frankford, DE



Planning Ahead – Division Meets & Other Upcoming Events

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 West Whiteland Township Building Exton, PA
September 16, 2017 New Jersey Division Meet Cumberland Co. Community Church Millville, NJ	October 12–15, 2017 MER Convention “The Susquehannock” Sheraton Harrisburg Hershey Hotel Harrisburg, PA	November 18, 2017 Philadelphia Division Meet Brandywine Town Center Wilmington, DE

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

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Inside:

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- 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

Henning's Trains

128 South Line St.

Lansdale, PA 19446

10% 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!

Screwdrivers *(from page 6)*

TOOLMAKER/METALLURGICAL CONSIDERATIONS AND THOUGHTS – The manufacturing of screwdrivers encompasses knowledge of metallurgy, alloys, plating and coatings, and tempering and hardening, as well as knowledge of various types of wood used in the handles, but now often replaced by plastics and rubber.

I first need to admit that I am no expert on this subject and will only be able to relay to you partial information vaguely remembered from my father who started as a tool and die maker before advancing to manufacturing process, design, and development engineer. Most of this information was explained to me before I was age 6 so if you are like me, then you understand how time diminishes the memory.

Given that, I tried Googling the search feature “screwdriver manufacturing process,” “what metal are screwdrivers made of,” and “what are screwdriver handles made of,” and below is what I found, which you can look over if interested, however it did not contain some of the stuff I remember.

<https://mdmetric.com/mfgscwdvr.pdf>

<http://www.smipo.com.tw/tem/pdf/smipo-screwdrivers.pdf>

<http://www.madehow.com/Volume-1/Screwdriver.html> which also includes some history.

The part that I recall (and have not found in my search) is in regard to the temperature and heat treatment of both the tip and shank, since the tip needs to be much harder so as not to bend or break as you may have seen happen with some cheap screwdrivers. The initial selection of high carbon steel was followed by treatments in which the metal was alloyed so as to contain other metals to strengthen the tip area; now we speak of chrome vanadium as being the steel of choice for screwdrivers, but this has evolved through time and experimentation.

As I recall my father did not speak as much of exact temperatures as of the color of the metal when heated and forged—from blue to deep red then cherry red and yellow before it gets white hot. I do not recall the exact color for the tip before quenching to cool and harden but I do recall that the shaft needs to be much softer and therefore it is not brought to the same color temperature. You don’t want a shaft that is too hard since it will become brittle like glass and may shatter when stressed; the shaft needs to be able to twist a bit as more torque is applied.

I also recall Pop telling me about using hard woods like ash, maple, and perhaps oak; he may also have added rosewood or gum, but I don’t recall exactly. However, in addition, the handle had to be composed of cured wood with straight grain and without knots. It may have been taken from the core of the tree, but again I am not sure. If there are other tool and die makers in our group who would like to add to this information please feel free to do so.

REFERENCES:

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

https://www.ccohs.ca/oshanswers/safety_haz/hand_tools/screwdrivers.html

<https://www.unr.edu/Documents/research/ehs/occupational-safety/machine-shop/ScrewdriverSafetyRules.pdf>

<https://www.google.com/search?q=screwdriver+types+with+pictures&espv=2&biw=1280&bih=630&tbm=isch&tbo=u&source=univ&sa=X&sqi=2&ved=0ahUKEwiTpOWw9qLTAhVDPiYKHQBjCh4QsAQIIQ>

<http://www.pbs.org/woodwrightsshop/watch-on-line/featured-guests/peter-ross/>

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				
	Polo				Button-Down		Sweatshirt			First name as you'd like it to appear (if desired - add \$5 each shirt)	Qty	Price	Total
1													
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		



Bill Fagan: *The Video Vigilante*



I've been videoing model railroads for a few years now. Visiting layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey, and Delaware – 119 layouts and 402 videos on YouTube.

Bob Stetser's Penn Central RR →

HO-scale. The lower level (215' main line) is the Harrisburg Division from Sunbury to Wilkes Barre, PA. The upper level (222' main line) is the Williamsport Division from Enola, PA to Buffalo, NY. Digitrax DCC.



↓ Lehigh & Keystone Valley RR Museum, Bethlehem, PA



A 4500 sq. ft. HO-scale layout featuring railroads that ran through the Lehigh Valley in the '60s and '70s: Lehigh Valley, Reading, and Central New Jersey. NCE

DCC throttles and fully detected and signaled using Digitrax components. It has a CTC center with a dispatcher, computer, and 6 monitors controlling train movements.

The layout was featured in the September 2013 issue of *Model Railroader* magazine on the cover and pages 44-51.

Don Henskensiefken's Reading Railroad →

HO-scale, Digitrax DCC, 15x20, 22+ engines, 200+ freight cars. Modeling the 1950-1960 era from Philadelphia to Bethlehem, PA.



↓ Tom Crop's Lehigh Valley & Central New Jersey RR



HO-scale, 16x45, Digitrax DCC, 45 engines, 400+ freight

cars and 25+ passenger cars. Represents the merger of Lehigh Valley and Central New Jersey in the fall of 1957 from Binghamton, NY to Allentown, PA.

Steve Staffeiri's PRR Elmira Branch ↓

A 28x40, HO-scale, point-to-point railroad set around 1948. The railroad is 90% scenicked and uses an around-the-wall construction with large peninsulas. The railroad begins in Williamsport, PA winding north to Southport, NY, and continuing on to the Sodus Point pier. The Susquehanna & New York RR is also a part of the railroad running from Newberry to Towanda, PA. There are 2 large staging yards, 2 full-service yards, and 125 switches (mostly "hand thrown" using a unique throw system). Motive power is primarily brass steam with a few first generation—many have sound. Digitrax DCC.



Dave Messer's (MMR) PRR NE Division ↑

HO scale railroad, 30x15, Rail Lynx DCC, a fictitious, what-if scenario circa 1957, from Adams, NJ to Brookview, NY. Point-to-point but can run in continuous run mode. Wonderful details.

Steve Staffieri's PRR Elmira Branch ↑

Masonic Home, Lafayette Hills, PA – Ridge RR →

HO layout that was donated by and moved from the Masonic Home in Elizabethtown, PA to Lafayette Hills. Approximagely 16x12; 19 engines and 210 rolling stock. Located in a basement of a retirement community with 4 members. Very nice railroad. Videos represent 2 complete laps in each direction.



Hershey's Mill MRRC ↓

Located in the Sullivan House that dates from several centuries ago. They meet upstairs where they have constructed an HO layout using four separate rooms. Each room is named for a PRR division: the Schuylkill, Hershey, and Goshen.

Their theme is a PRR mid-50s transition period. The layout is built on benchwork with the trackage running between three of the rooms with the fourth room set aside for turning trains, staging, and a workshop. The layout can be operated point-to-point or continuous. During the open house, they were running approximately 5 different trains.



The main line is over 100 feet in length. Minimum radius is 18", though 22" or larger is the norm on the main. Switches are #8 and #6 Pecos or Shinoharas with insulated frogs. Code 86 and 100 track. There is a roundhouse facility on the layout with plenty of switching opportunities for operations.

They converted to DCC about three years ago using NCE. By complying with NMRA standards for weight and wheels, they can operate trains as long as 44 cars. They operate a variety of locomotives representing different railroads of the theme's era. This railfan caught various trains representing the B&O, NYC, Reading, LV, and of course, the PRR. Equipment and rolling stock is either donated or came from various estates.

There are some interesting pieces. Scenery wise, one room contains the previously mentioned roundhouse as well as a good-sized town complete with streets and buildings. Another room contained small factory siding, an area where a re-enactment of the battle of the Brandywine was taking

place with hundreds of painted figures of soldiers, artillery, and onlookers. There were some sizable and sophisticated bridge structures, a viaduct, and tunnels. Scenery is hydrocal or similar type of hardcoat over wood benchwork.

The day I visited there were some electrical issues and trains were not running. Will post cab view videos in the near future.

Tim's Coe's Classic American Flyer Tinplate Layout →

- Started construction June 2012.
- The theme of the layout is a department store display layout of the 1950s and 1960s.
- American Flyer "tin plate" S Gauge trains with all equipment belonging to the link coupler era of 1946–1952.
- The layout is 6'3" by 11'6" with a 36" by 48" L on the left. Along one wall is a 6" wide shelf that supports a passing siding which is connected back to the main layout section with a lift bridge. The construction is $\frac{3}{4}$ " plywood on a framework of 2x4s.
- The power and control for the railroad is conventional AC power using toggle switches for block control. The layout is powered by two American Flyer 30B transformers that are each capable of producing 300 watts of power. One is used for train operation while the other is used for switches, accessories, and structure lighting. The layout also has some automation capabilities that allows two trains to run alternately on the outside loop.
- The track plan consists of two interconnected loops of track. The outside loop is on level surface and connects to the passing siding on the shelf. The inner loop is an up-and-over, folded figure 8. All the track is original Flyer sectional track and uses either original or reproduction rubber bed. There is approximately 144 feet of track in total.
- The trains are all original and operate as they did when originally manufactured. For directional control they utilize the original forward – neutral – reverse – neutral sequence reverse units.
- My rolling stock is a mixture of passenger and freight cars with a total number of 151 cars.
- The motive power is mostly steam and totals 42 locomotives. Between 1946 and 1952, AC Gilbert produced a total of 31 steam locomotives. Due to variations e.g. metal boiler and metal tender, metal boiler and plastic tender, etc., there were 81 total models with 31 unique engine numbers. Of 31 unique numbers, I currently own 30 in my collection. I also own one of every Atlantic Class (4-4-2) locomotives. There are also 3 diesel locomotives.
- Scenery is typical for a display layout using grass mat paper. Trees are lichen, and there are currently 12 classic Plasticville structures on the layout. There is also the obligatory large mountain carved from foamboard and two tunnels.
- The layout also has over 20 animated accessories ranging from a talking station, log loader, coaling station, crossing signals, and billboard whistles.



You can see these videos and other layouts 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 friend's railroad videoed? Email me.

More to follow in the next issue of ***The Dispatcher***.

Enjoy,

Bill

Photos from the April Meet

Photos by Rob Hinkle



Left and above: Don Borden presents his clinic on detailing Santa Fe steam locomotives



Alden Smith (right) receives his AP Scenery certificate from AP Committee Chair Earl Paine



Opening frame of Barry Rosier's clinic on JMRI



Members mingle and chat during the break



L to R: Charlie Long (Abington MRR Club), Don Henskensiefken, and Tom Crop display their appreciation certificates for hosting open house layout tours



Joe Walters (left) receives his Golden Spike Award from AP Committee Chair Earl Paine



Charlie Long (right) receives AP certificates in Civil and Electrical Engineering from AP Committee Chair Earl Paine



Tom Gilbert (left) receives a full NMRA membership as a token of appreciation from Treasurer Howard Kaplan. The Division is grateful to Tom's wife, Marion, the Lower Southampton Township Director of Parks and Recreation, for providing our venue free of charge. Marion is dedicated to promoting railroad-related activities in memory of her brother, Thomas Bartkofsky, who was a Conrail engineer.



Assistant Superintendent Charles Butsch (far right) calls the meeting to order

On display at the April meet were examples of masterful weathering by Assistant Superintendent Charles Butsch

Photos by Rob Hinkle

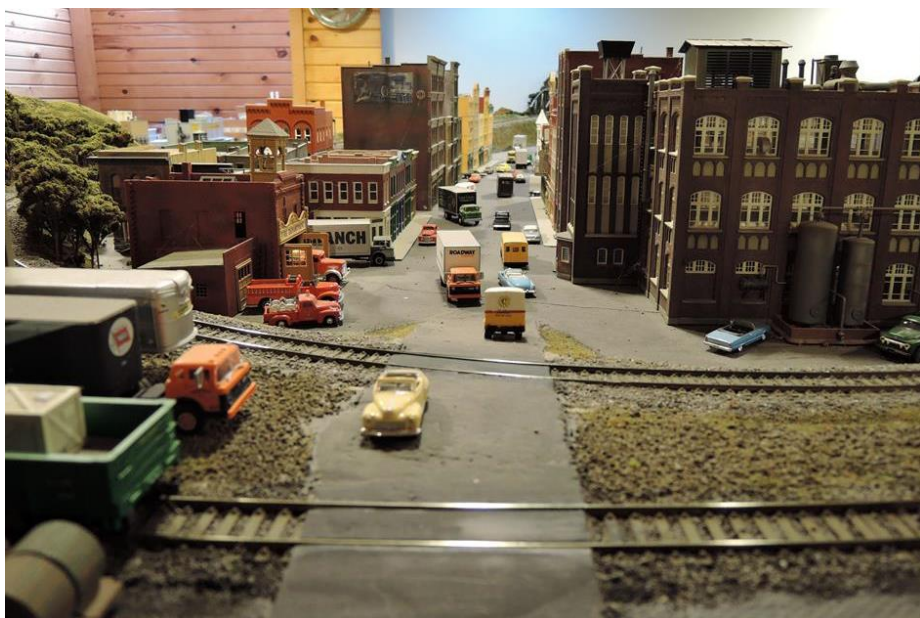


More Charles Butsch Weathering

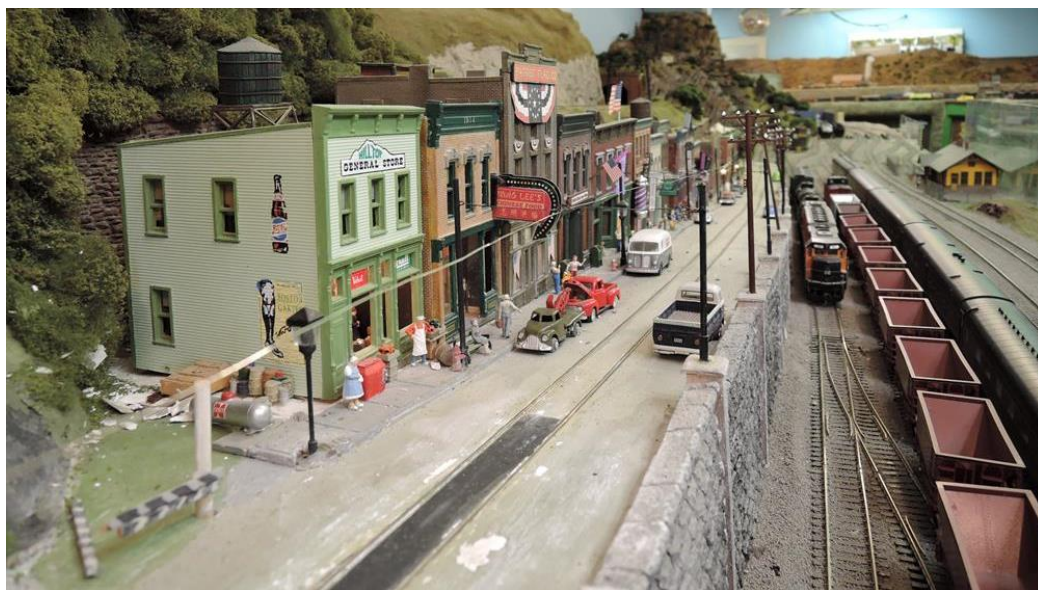


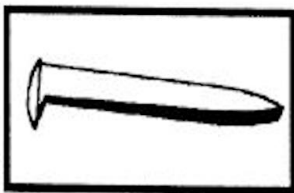
More Charles Butsch Weathering











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: _____

Mid-East Region (MER) Conventions:



The Susquehannock

October 12-15, 2017
Harrisburg PA

Sheraton Harrisburg Hershey Hotel

More details on the Convention website: [mer2017](http://www.mer2017.org/)

<http://www.mer2017.org/>

**Visit - www.mer2017.org - For More Information On
Available Activities and Lodging
Contact the Registrar at - registrar@mer-nmra.com - or -
609-585-4616 With Questions**

Upcoming NMRA Conventions



NMRA 2017 Orlando

2017

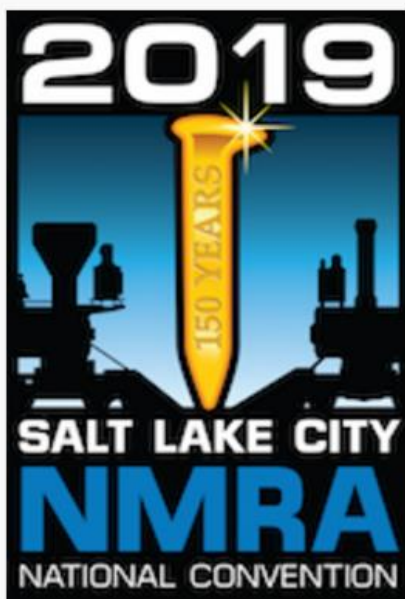
<http://nmra2017orlando.org/>



NMRA 2018 Kansas City

2018

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



NMRA 2019 Salt Lake City

2019

<http://www.nmra2019slc.org/>

AROUND THE DIVISION...

Member Ron Bigham holds his first open house to debut his new Pennsy layout. Ron already plans to install phase 2 of his layout adding a helix to allow a depiction of Cassandra Pass in western Pennsylvania. Ron's is among several new layouts being constructed in the division.



AROUND THE DIVISION...

Bill O'Connell adds yet another new layout to the construction schedule of new division layouts. Bill plans to model the eastern Pennsylvania railroad scene. He has recently finished and lighted his basement with LED troffers. His benchwork features modular sectional construction.



Above L & R: Bill is loving the new lighting in his formerly poorly-lit basement. He has anchored his benchwork to a support column. This provides a rock-solid foundation and saves the cost of several legs.



Bill has raided Editor Earl Paine's collection of C-clamps and is preparing to cross brace the legs

AROUND THE DIVISION...



AP Coordinator and MMR Dave Messer is judging Nick Brownsberger's AP Prototype Model Certificate



Ron Bigham's innovative use of stock shelf brackets supporting a work shelf below the layout



Ron Bigham has gone creative with his supporting legs. Word has it that wife Carol has had a designer's impact.



The obligatory railroad refreshment on his below-layout shelf!

AROUND THE DIVISION...



Above L & R: Nick Brownsberger drives the golden spike on Dispatcher Editor Earl Paine's main line. The main line now traverses the outside basement walls on 2 levels and passes through the crew lounge. The main line is approaching 900 linear feet.



Above L & R: Earl Paine's 4-year-old grandson, Tyler Chang, drills a cut of cars on Pop Pop's layout. He already wants to operate!



BULLETIN

May / June 2017

Now's the time to sign! Orlando is just around the corner.



Hotel Registration is open at the Rosen Plaza Hotel! It's time to make your reservations and register for the convention, too! The NMRA has a block of

hotel rooms booked for each night, but they're filling fast, and you don't want to miss out being at the convention hotel. The final date to obtain the guaranteed rate is June 24, 2017.

Make your online room reservations at <http://www.rosenplaza.com/>. Just click the reservation tab and fill out the dates of your stay. To obtain the NMRA rate use the Group Code: **GRPRAILROAD**.

You can also call the hotel at (800) 627-8258 or (407) 996-9700 and use the same Group Code: **GRPRAILROAD**.

The Rosen Plaza is a pet friendly hotel, so you don't have to leave Fido at home! Visit <http://www.rosenplaza.com/about-us/rosen-plaza-pet-policy/> for more info.

Tour sign ups have started. There are many tours that are filling up fast! Don't miss out on the tour you had your eye on because it was already sold out! Act now! All tours are first come, first reserved.

Tours can be purchased at <https://www.nmrastores.com> under the NMRA2017 Convention Tours Tab.

Clarification on the Kennedy Space Center Tour. The convention will be running a tour to the Kennedy Space Center and once you arrive at the Kennedy Space Center you have a choice of four different "Track/Tours."

Calling all Volunteers! Did you know almost every person working at the convention is a volunteer? Have you ever thought about volunteering at a convention? If you are working on your Achievement Program Volunteer Certificate, volunteering at the convention makes it one step easier to earning the points you need. There is a whole host of areas that need volunteers, including the silent auction, tours, Project Linus, registration desk, and A/V. Benita Jameson, our volunteer coordinator, would love to hear from you at Volunteers@NMRA2017ORLANDO.org.

A few words from the President



Spring Regional Conventions

Every year, I look forward to Spring as it represents a new season of Regional Conventions. After most of the Winter's harsh weather has dissipated, the softer climes and more predictable travel plans allow Regional conventions to begin in North America.

Whether in Canada or the lower 48, Regional conventions are a hallmark of Spring and Fall. I try to attend as many as I can. Ironically, this year I missed the PCR, my home Region's excellent convention in Bakersfield, California. Margaret and I were out of country on a last minute trip and I missed the chance to once again enjoy the Tehachapi Loop and the drama of high desert railroading, so well-captured by Pelle Søbørg in past MR articles.

But I have or will attend three Regionals this Spring and had to miss as many others due to conflicts in scheduling. The RMR in Durango was especially tough to miss, given my love of Narrow Gauge, but attending the PNR in Spokane, Washington, in June more than compensates, having not been there for decades. Earlier, I attended the MWR in Rockford, Illinois, and this month, the TLR in Ames, Iowa.

While these locations may not strike you as exotic destinations, Regionals have a way of surprising you. First, they are hosted by local groups -- most often a Division who really knows the area. Secondly, they are invariably interesting because you see things the locals know about but you do not. And third, you have the opportunity to visit layouts or prototype locations of interest you probably never heard of.

I always marvel at just how interesting and fun Regional conventions can be. Besides the clinics, layout tours and other events, you meet wonderful modelers and their families. Models or clinics you otherwise would not see inspire you. In short, each Regional is 3-4 days of model railroad excellence with a local flavor. Some feature train shows; others a "jumble sale." Whatever the local tradition, it is bound to be interesting. And as a member, you can attend as many Regionals as you wish. So check them out, [on our website](#).

For those who simply cannot make a National, Regional conventions are a great alternative member benefit. Attend one and improve your abilities as a modeler. Become inspired and recharge your batteries. I always return home raring to go on that next project. And I love seeing our members.

By the way, the Orlando National Convention promises to be an outstanding week of model railroading in sunny Florida. I have always viewed the National NMRA Convention as the ultimate member benefit. If you have never attended one and especially if you have family still at home, this is the one to attend! I love the Orlando area and all it offers.

And best of all, you can chose how much or little of those attractions you will enjoy. The committee has a fun-packed week of model railroading planned so I hope you will join me there.'

We value your membership and your feedback. Whether you agree or disagree with me, we always welcome your thoughts, insights and comments. As I always say.....those are my thoughts.....what are yours?

Charlie

Banquet speaker. The NMRA 2017 Orlando couldn't be more pleased to announce that Thomas L. "Todd" Stennis III, who is the Senior Manager-South for Amtrak's Government Affairs Department in New Orleans, will be our banquet speaker. Todd will be describing the history of the Auto Train and the future of Amtrak, and will give our banquet attendees with a unique insiders' view of Amtrak. Plus, he's a model railroader! You won't want to miss it!

We need volunteers for our newest digital initiative: the NMRA Turntable

By [Christina Ganzer](#)
NMRA Marketing Consultant

As we work towards improving the NMRA, we'll soon be launching a new, digital way for members to get great model railroading and NMRA information on a monthly basis...the NMRA Turntable.

We're looking for dedicated volunteers to regularly scour the Web each month and find great modeling related articles, blog posts, podcasts, videos, clinics, events, etc. It's an easy job! Just summarize what you found and send us the link. You're on the Web anyway, so why not get "Volunteer" points for it?

It'll take just a few hours per month, and you don't even have to leave your house!

Please email me at marketing@nmra.org, if you're interested. Thank you!

Going to the Orlando convention? Do you shoot HD video? If so, let's talk!

We're trying to expand our NMRA video library of National convention clinics! If you're going to the Orlando convention and have the equipment to shoot HD video (using a video camera equipped with an SD card, rather than a cell phone) of several clinics, please contact [Gerry Leone](#) for more details.

Notice of 2018 Elections

By [John Stevens](#)
NMRA Secretary

The following NMRA Officers and Board of Directors positions are open for election in 2018:

1. President
2. Vice President, Administration
3. Vice President, Special Projects
4. Eastern District Director
5. Pacific District Director, and
6. At-Large North America Director

Please check Article III, paragraph 12 of the NMRA Executive Handbook (EHB) located at http://www.nmra.org/national/organization/nmra_organization.html for the extent of the districts affected. Qualifications for candidates are listed in the EHB.

President, Vice President Admin, and Vice President Special Projects

Submissions of candidates' names for consideration for the positions of President, Vice President Admin, and Vice President Special Projects should be made to one of the following no later than June 1, 2017:

- National Nominating Committee Chair Tony Koester at nkpfan@ptd.net.
- NMRA Canada Nominating Committee Chair Stephen Wood at stephendwood@gmail.com.
- Pacific District Nominating Committee Chair David O'Hearn at dohearn@internode.on.net.

Eastern District Director

Submissions of candidates' names for consideration for the position of Eastern District Director should be made to National Nominating Committee Chair Tony Koester at nkpfan@ptd.net no later than June 1, 2017.

Pacific District Director

Submissions of candidates' names for consideration for the position of Pacific District Director should be made to Pacific District Nominating Committee Chair David O'Hearn at dohearn@internode.on.net no later than June 1, 2017.

At-Large North American Director

Submissions of candidates' names for consideration for the position of At-Large North American Director should be made to either National Nominating Committee Chair Tony Koester at nkpfan@ptd.net or NMRA Canada Nominating Committee Chair Stephen Wood at stephendwood@gmail.com no later than June 1, 2017.

Candidates may wish to run for these positions by petition and not be subjected to the decisions of the appropriate nominations committees. Requirements for submitting by petition are contained in the EHB. All submissions by petition shall be received by the Secretary NMRA no later than September 1, 2017.

You'll receive Achievement Program "Volunteer" points for your efforts, plus a huge thanks from our members!

The National Train Show is looking for a few strong volunteers.

By **Bob Amsler**
Meetings and Trade Show Dept. Mgr.

We need several volunteers to work for the National Train Show at this year's Orlando convention. The job will involve loading and unloading manufacturers' trailers.

The benefits? We'll pick up your hotel and travel tabs. Email [Bob Amsler](#) for all the details.

Major changes to Standards and Recommended Practices

By **Didrik Voss, MMR**
Standards and Conformance Dept. Manager

Several major changes are being made to S-6 (Traction), S-7 (Clearances) and S-8 (Track Centers). Both S-7 and S-8 will be re-designated in an RP-7 series. This shift to RP's follows the criteria that Standards effect [sic] interchange and satisfactory performance. And that it excludes all not so required. The three standards S-6, S-7 and S-8 are not critical to interoperability or satisfactory performance. Therefore, they have been moved to a set of RP's as shown on the NMRA web site.

With this change, a complete re-evaluation of the three RP's is being performed and is being documented. Technical Notes will also be created explaining the reasoning and math behind the changes. We anticipate these documents will change and be updated on the web site over the next few months as we receive your comments.

The existing RP-8 (Three Point Track Gauges) has been moved and has become part of RP-2. The title of RP-2 was changed from NMRA Gage to Track Gauges.

Also submitted for your review is RP-11. This RP is an update for new equipment - both track and locomotives - since it was last written in 1990.

NMRA Secretary's 2017 Election Report

By **John Stevens**
NMRA Secretary

There were three national positions and two NMRA Canada positions up for election for 2017. One national position was the RAC Director which has a different schedule than the other four and was completed in late 2016 with Steve August returning in that position. This election was run electronically.

Three of the remaining positions were NMRA Canada President, NMRA Canada Vice-President, and Canadian District Director. NMRA Canada Ballot Committee Chair Stephen Wood ran the election using a combination of electronic voting (87% of membership) and paper ballots (13% of membership). He used "Election Buddy" to send an electronic voting invitation to all of those members who had supplied NMRA Canada an email address. He also mailed a paper ballot to those members of NMRA Canada who have not supplied an email address. Approximately 35% of the membership voted with 38% of those offered electronic voting submitting a vote and 21% of those offered a paper ballot submitting a vote. The results of the election were:

President: Steve McMullin
Vice President: Ed Molenkamp
Canadian District Director: Fred Headon

The last position up for election was the Central District Director. This election also utilized paper and electronic ballots. HQ supplied the paper ballots and they mailed every member living in the Central District a paper ballot with 4320 paper ballots mailed.

Assistant Secretary Rick Coble ran the electronic voting via Election Buddy. We had 3534 members (82% of membership) who had provided us with email addresses.

The electronic voting ended on 3/1/17 with 20.6% of the membership who were invited to vote electronically doing so. The results of this part of the election were known within a couple of hours of the election ending.

The paper ballot deadline was 2/28/17. The members were allowed to have their ballots postmarked as late as 2/28/17 with the ballots to be received at HQ no later than 3/10/17. The ballots were mailed to National Ballot Committee Chair Dave Liesse and he and his committee processed them on 4/1/2017. The final vote was very close with Bill Neale defeating Steven Kaplan by a mere 21 votes.

We did have 50 members who voted by both paper ballot and electronically, although it stated on the paper ballot that if you voted by paper ballot and electronically that the paper ballot would be deemed invalid and the electronic vote would be used.

We are planning to use more and more electronic voting. Electronic voting is cheaper for both the NMRA and the membership. The results of the electronic portion of the election are known within hours of the completion of an election rather than waiting for 30-45 days to get the results.

If you wish to vote electronically in the future, you need to provide the NMRA with an email address. If you have already been on the NMRA website, you can update your information by going to the MEMBER INFO section of the website. You can update your information by clicking the UPDATE box on the right hand side. If you have never been on the website, you need to log on and request to join. You will be contacted when you have been allowed access to the MEMBERS ONLY section of the website.

These changes will be submitted to the NMRA BOD at their July 2017 meeting in Orlando prior the 2017 NMRA Convention. We solicit your review and comments on these changes. Please send your comments to Didrik Voss, Manager, S&C Dept., tech-chair@nmra.org.

New member survey coming to your inbox!

By [Christina Ganzer](#)
NMRA Marketing Consultant

Following the high participation and valuable insights gained from the first NMRA survey sent out in December, we've created a new member survey. This one will focus on the NMRA website: how often members use it and which features they utilize. Your answers will be used to improve the member experience on the website and ascertain whether we can improve member benefits on the site. Keep an eye out for the survey in your inbox. We thank you for your participation and feedback.

::

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

::

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. ©2017 National Model Railroad Association, Inc., P.O. Box 1328, Soddy Daisy TN 37384.

Shoot 'em up! We want your photos for the 2018 NMRA calendar!

By [Mike Brestel](#), Calendar Project Chair

You're proud of your model railroad. Why not share it by submitting a photo or two for the 2018 edition of the NMRA Model Railroad Calendar? The calendar is distributed to every U.S. member as a fundraising project. To have your layout photo considered for inclusion, just follow these easy steps:

- 1 . Take a horizontal (landscape) format photo of your layout.
- 2 . Submit your photo as a digital file, as a 35mm or medium format slide (100 ISO or slower), or as a 35mm or medium format color negative (200 ISO or slower).

Digital files must be at least 300 pixels per inch and 8" x 10" (minimum size of 7.2 megapixels - larger is better). Accepted file types are tiff (preferred) or jpg (highest quality only).

- 3 . Write a caption describing the action in your shot, the scale, the builder, and the photographer. Include that information on a separate piece of paper, or as a text or .doc file on your submission CD or DVD.
- 4 . Please limit your entries to no more than your four best scenes.
- 5 . Be sure to include your address, phone number, and email with your submissions.

Send to : NMRA - ATTN: Calendar Project, PO Box 1328, Soddy Daisy, TN 37384-1328

UPS/FedEx address: 8414 Gulf View Dr. Suite A, Soddy Daisy, TN 37379

Photos must be received by July 15, 2017 for consideration.

Questions? contact Mike Brestel at 513-661-2141 or 513-481-0185.

By submitting images for the NMRA Calendar, you are giving permission to the editors to alter them as needed (cropping, smoke and lighting effects, etc.). Be sure to indicate specifically if you do NOT give permission to alter your images.

Region and National Conventions

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



May 5-7: [Niagara Frontier Region, Kitchener, ON](#)
May 18-21: [Mid-Central Region, Louisville, KY](#)
May 18-21: [Mid-Continent and Thousand Lakes Regions Combined Convention, Ames, IA](#)
Jun 7-11: [Lone Star Region, Houston, TX](#)
Jun 7-10: [Pacific Northwest Region, Spokane Falls, WA](#)
Jun 8-11: [Rocky Mountain Region, Durango, CO](#)
Jun 9-10: [Southeastern Region, Birmingham, AL](#)
Jul 30-Aug 6: [National Convention, Orlando, FL](#)

Newest Master Model Railroaders



William Busacca, MMR #587, PNR
Dale Kreutzer, MMR #588, PNR
Mike Engler, MMR #589, TLR
David Yaock, MMR #590, PNR
Jack Tingstad, MMR #591, PNR
Ronald Hopkins, MMR #592, PNR