



THE DISPATCH

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



October 2017

www.phillynmra.org

Volume 24, No. 5

November Division Meet Returns to Wilmington

As has become customary, the Philadelphia Division of the NMRA will hold its late fall meet in the Community Center at Brandywine Town Center in Wilmington, Delaware. The date is Saturday, November 18, 2017 and the time is 9:00am with doors opening at 8:30am. Maps and directions can be found on page 7.

The first clinic of our morning program will be presented by member Joe Walters. Joe is an HO modeler residing in Delaware and has become something of a phenom, having zipped through a Golden Spike and five AP certificates within a short time after becoming an NMRA member.



Joe will share his expertise on the topic of **"Flat Casting in Two-Part Resin."** The discussion will involve creating detail parts, buildings, vehicles, etc., from simple flat casting molds. His presentation will include many photos of both the process and the results. These castings can be seen in various areas on Joe's model railroad which will be open following the meet. Joe is also the coordinator for the DE and MD layouts in the November Model Railroad Open House event.

Next up will be member Mike Baker with his clinic entitled **"HO Vehicle Modeling."** There are various



types of HO vehicle kits in the marketplace. They are produced in a variety of materials: plastic, resin, white metal, and brass. This presentation will include a discussion of the available kits, plus examples and techniques that produce excellent results in building and finishing.

Mike is a custom model builder and owner of TMB Custom Models in Newark, Delaware. He also produces a line of craftsman kits known as Nick & Nora Designs.

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 layout tours courtesy of the November Model Railroad Open House events. As November is model railroad month, private and club model railroads in central and southeastern Pennsylvania, south Jersey, Delaware and eastern Maryland graciously open their layouts to visitors. Links to the schedules can be found on the home page of the Division website.

MER 2019 Convention Meeting

A short meeting of the Convention Committee will be held following the Saturday meet. The purpose will be to finalize the choice of the hotel and to begin planning the next phases of business. Any member is still welcome to be part of the committee, even if you weren't able to attend the previous meeting.

MER 2017 "The Susquehannock"

The Susquehannock is now history and the scoop is that attendees have really enjoyed themselves. Kudos go out to the Susquehanna Division for all the hard work they put into this. A full report of the convention with photos will be forthcoming in the December issue of *The Dispatcher*.

One issue of note: Bill Grosse, the registrar was shorthanded and is requesting that anyone interested in volunteering at the registration table in Philly's 2019 convention make every attempt to attend the 2018 MER in Rockville, Maryland to gain experience.

PhillyNMRA at Hatboro Train Show

The Philadelphia Division has been invited to have a presence at the Hatboro Train Show to be held at the Keith Valley Middle School in Horsham, PA on Saturday, December 2 from 9am to 3pm. The website is <http://www.hatborotrainshow.org>. We will be handing out promotional materials, magazines, and newsletters, and will have membership applications available. Anyone willing to help man the table for an hour or two is asked to contact Director John Seibert.

(Division news continues on page 4)



From the Super...

I model in HO during the steam/diesel transition period, focusing on the Reading and Pennsylvania Railroads in Central Pennsylvania.

This month I thought I'd pass on to you how I went about solving the problem of how to add additional weight to empty hoppers.

I am in the process of completing the weathering and weight adjustments to my rolling stock, specifically my open top hoppers. They are a challenge due to the fact that hiding the required additional weight is not as easy as with a covered hopper, box car, tank car, or other closed car.

There are about forty cars that I want to remain empty with little or nothing inside. So what to use to weight them and where to place it?

Lead is the most common solution. Typically you'll find it in quarter-ounce squares as well as in the form of lead shot. I was looking for something thinner. I found a firm in California that sells lead sheet in various thicknesses. Their 1/32" thick sheet proved to be the perfect solution for this problem. I purchased three square feet and began weighing in to the task.

I was able to cut it with a pair of scissors and mold it under the existing steel weights, and if necessary, line a portion inside the hopper. I used quick-drying caulk to glue it in the hopper. It also fills any gaps along the edges. Once I had finished weathering, the additional weight had been successfully concealed. It's a slow and tedious process, but I have found the results are well worth the time.

Next month I'll talk about an interesting road name I discovered among those hoppers and how I went about researching and attempting to track down the origin of that name. Until then, happy rails to all and hope to see you at the November meet.

Charles



From the Editor...

As Earl's computer was on the fritz this month I thought I'd give him a breather and perhaps write on a topic that encompasses hobbyists in general and model railroaders in particular: passion.

November, as we all know, is model railroad month. And during November, we are fortunate to have the Model Railroad Open House events held in our area. But this would not exist had it not been for the passion of its founder, Bruce Friedman, and that of the current coordinators—the passion of bringing the hobby to the public.

And there would be no open houses if it were not for the passions of layout owners for whatever aspects of the hobby that drives them. And taking it a step farther, there would be no visitors if they did not wish to experience the passion of those modelers and relate it to their own.

Along the same lines, one can read the passion of the authors in the articles they submit to *The Dispatcher*. Among the most recent, Alden Smith shows his passion for scratch building structures. It's clear to see Rick Melcher's passion for tools. And Don Bell has demonstrated his passion for model railroading, this time through his description of how he created a model railroad quickly, efficiently, and effectively after a move. With written material, it is the readers who are the "visitors" wanting to revel in and appreciate the passion of the authors.

There's no doubt that we *all* have a passion for either prototype or model railroading or we wouldn't be in the hobby in the first place, and certainly not members of the NMRA. Why not translate that passion into written form? (You knew somehow this was going to turn into a plea for articles.)

If you are a layout owner, it's easy. There are a multitude of aspects you could write about, if not just an overall

(Continued on page 4)

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 editors reserve the right to, when necessary, paraphrase portions of the text in order to fit the space available.

Next Issue: December 2017. Due out approx. Dec.15th. Deadline: Dec. 1st.

Online Subscription: Free. Make sure the Clerk has your current e-mail address and that you keep your info updated at nmra.org/members.

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September Meet Report

...by Mark Wallace, Clerk



The end of summer marks an uptick in model railroading activity that included our recent September Meet held at a new venue, the West Whiteland Township building in Exton, PA. Located just south of the route 100 & 30 intersection, the building fronts the street that followed the old roadbed of the Reading's Chester Valley Branch.

Photos by Rob Hinkle

Starting off the morning our outgoing Super, Joe Bergmaier introduced our new Superintendent, Charles Butsch. Joe made a few remarks to the group and we responded with a hardy applause for Joe's time and effort on behalf of the Division.

Clinic #1 was given by Fred Willis who hails from our neighboring Jersey Division. He presented "Building from Photographs," informing all of us on a number of techniques he used to construct his model Blacksmith Shop and Railroad Station.

Earl Paine on behalf of our Achievement Program Coordinator Dave Messer, MMR who could not join us, presented the Volunteer Certificate to Howard Kaplan. Howard not only serves a number of positions and a bevy of activities within the Division including Treasurer, Co-editor of the Division newsletter, *The Dispatcher*, Website Coordinator, but is also responsible for the signs, coordinating our shirts, managing the sound system, and manning the check-in table at each meet. Earl mentioned a number of other members working on their certificates and encouraged everyone present to focus their modeling efforts towards earning an AP certificate.



Outgoing Super Joe Bergmaier addresses the crowd for one last time before handing over the reins to the new Super, Charles Butsch



Jersey member Fred Willis delivers his presentation

Division member Mike Dettinger presented our clinic #2 on "It Figures: Model Railroad Human Resourcing," describing a number of methods for populating or adding figures of people to a model railroad scene. Mike showed us several methods of modifying, enhancing, or detailing figures for a variety of situations from adding human scale, as well as a little drama or humor.

Dennis Blank, who has now been a regular guest from the Susquehanna Division, presented a "show 'n' tell," on his locomotive modeling using lights and sound decoders.

The morning featured our usual White Elephant Table, along with a couple of members' items for sale. Our 50/50 Raffle

winner was Charles Long who graciously donated his winnings back to the Division. There were many door prizes awarded to the lucky ticket holders.

Our afternoon layouts included Bob Zeolla's Conrail-themed "Conemaugh Line," in nearby West Goshen and Bob Dietrich's HO scale traction railroad with a variety of trolley cars just to the west in Downingtown.

The Division thanks West Whiteland Township for allowing us the use of their community room as well as Bob Dietrich and Bob Zeolla who invited us to visit their layouts. We also thank our clinicians Mike Dettinger and Fred Willis, and fellow modeler Dennis Blank, as well as all of you who came out to spend some time with us and who helped with conducting another successful Philly Division Meet. We hope you networked, learned, and had a good time!

Our next Division Meet will be on Saturday morning, November 18, 2017, at the

Brandywine Town Center in Wilmington, DE. Further details about this upcoming meet can be found on pages 1 and 7 in this issue. See you then! 🚂



Treasurer Howard Kaplan (left) receives his volunteer Certificate from AP Chair Earl Paine

MORE MEET PHOTOS ON PAGE 12

Ops Call Board Forms

Ops Chair Rob Hinkle has created ops registration forms which will be used to compile an email list to enable operators to be matched up with layout owners. The forms are available on the division website in the Members area on the website at <http://www.phillynmra.org/members/operations-call-board>. Print it, fill it out, and email it back to Rob at ops@phillynmra.org or rob-hink@comcast.net. If you cannot access it on the website, contact Rob and he'll get you the appropriate form, and you can email or mail it back.

MER Free Railpass Extended

NMRA's introductory membership known as Rail Pass has been extended to nine months in length. The cost is \$19.95. The Mid-Eastern Region will continue to subsidize these Rail Pass memberships and offer them free of charge for another year.

Possible New Division Apparel

The Philadelphia Division is considering extending its uniform apparel line to include a railroad vest and cap(s). The vest would be black and perfect for loading with pins and patches, or as part of your conductor's uniform, complete with pockets for watch and paperwork.

The caps would be black with the Division logo or stylized PhillyNMRA lettering, but striped engineer caps are being considered, as well. Let us know what you think.

Donations Now Tax Free

We have been informed that due to our tripartite organization structure with the MER and NMRA, their tax-exempt donation status now extends to member divisions. As a result, anyone may now make tax-deductible monetary contributions or donations of items to the Philadelphia Division.

Newsletter & Website Advertising

Now that it has been established that donations to the Division are tax-deductible, we are moving forward in offering advertising in the online section of *The Dispatcher* and on the Division website. The resultant income would go toward offsetting our operating expenses, most notably the cost of mailing the April issue to all of our members. We are obligated though our bylaws and the NMRA to mail at least one notification to the entire membership each year.

Any individual, dealer, or organization who would be willing to make a donation to the Division in exchange for advertising should contact Treasurer Howard Kaplan. Be aware that ads placed will not imply any endorsement

of product or service on the part of the Division.

RPM–Valley Forge 2018

Once again the RPM–Valley Forge will hold its biennial meet at the Desmond Great Valley Hotel and Conference Center in Malvern, PA, March 23–25, 2018. This is arguably the premier RPM in the country so you won't want to miss it. The flyer with all the information can be found in the online section on page 26.

New Meet Venues

We had hoped to return to Newtown Square in June of 2018, but the renovations to the township facilities are taking longer than expected. We are still requesting that anyone who knows of or has connections to any municipal facilities, firehouses, veterans' posts, community centers, places of worship, etc., that could be considered for meet locations please contact a board member.

[BACK]

AP Report

...by Dave Messer, MMR



I am very pleased to report that Don Borden has completed the requirements for AP Electrical Engineering. The approval had been held up for some time, but because of a recent change in the regulations on the part of NMRA National it has now been approved. Thanks to Don for his patience.

For future reference for others who wish to pursue this certificate, the schematic diagram submitted should reflect the system actually being used: DC or DCC.

Editor – from page 2

story about your model railroad. Add a track plan and photos and you're in business. Doesn't have to be a lot of writing. Here as much as anywhere, a picture is worth a thousand words.

What if you don't have a layout? How about an aspect of prototype railroading you like? Perhaps a trip you took. Maybe just your reflection about something. It doesn't all have to be objective or based on any particular expertise.

And it doesn't have to be big, either. Tips 'n' tricks, cartoons, jokes, riddles—there's room to tuck in just about anything and sometimes small spaces that need filling.

Let your passion flow through your fingertips into your keyboard and become an author. You'll receive AP credit, recognition, and satisfaction. And don't worry if you don't have a passion for English or writing. We do and we'll take care of that.

See you in *The Dispatcher*.

Howard [BACK]

We Welcome Our New Philly Division Members

Mike McBride, Drexel Hill, PA
Nick Pautler, Newark, DE
Michael Petriga, Norristown, PA
A. Myles, Exton, PA
Sherman Everlof, Phoenixville, PA
James Garrison, Havertown, PA
Meg Rafferty, Philadelphia, PA

It All Started with a Move

...by Don Bell (photos by the author)



So, you're finally hankering to move to something smaller with less maintenance. Someplace where they might mow the grass and shovel the snow. That was my situation three years ago. However, the prospect of tearing down a perfectly good operating layout and building a new one from scratch at my age made me wonder if I could actually do it. If this scenario sounds familiar, read on.

I started to think it would be possible if I made some compromises on the complexity of the design and construction. My top priority was to be operational within one year but I also wanted to have some scenery since I really enjoy that part of the hobby too. This very short time goal would require some drastic rethinking of how the new layout was going to be built.

Salvaging the structures, DCC equipment, puff ball trees, a bunch of one-bys and two-bys, Masonite backdrop and fascia, and some plywood sheets from the previous 20+ year-old layout provided a good start indeed (see Figure 1 for the rest of the layout).

At every point in the new layout process, I thought, "What would get me to a completed task in the shortest time, with the least stress to my back now and in the future?" Let's see what some of those choices were and how they might help you make your next layout happen faster.



Layout elevation and topography: I decided to go with a single, level, totally flat surface at 42" height. Elevational changes on a railroad require a lot of risers, plywood cut-out curves, maybe some spline roadbed, and possibly a helix, all requiring a lot of thought, construction, and installation time. A flat table top allows tracklaying immediately. With the proper scenery techniques, the flatness can be adequately camouflaged (Fig. 3).

Track gauge: I would have gone with Atlas Code 83 track (as per the previous layout), but my construction time period happened to coincide with Atlas's inability to get that product from China. So I opted for Atlas Code 100. As it turned out, ballasted and scenicked Code 100 track looks just as good and was even a bit easier and faster to lay.

Turnouts: My short-term goal meant going with manually-operated turnouts which eliminated the considerable amount of wiring required by electrification (as with Tortoise machines, snap switches, push-button panels, diode matrices, etc). Although I had a bunch of Caboose Hobbies ground throws from the previous layout, I decided to go



What railroad to model: This was an easy one, NO changes here. I had plenty of locos, cabooses, and rolling stock for my favorite coal hauling railroads, the L&N and Interstate (Fig 2). Unless you feel it's time for a change of RR, (which can add some excitement to the process), considerable time and expense can be wasted on selling old equipment and acquiring new.

Modeled area: Another easy one. Although I did make a slight move eastward to accommodate some new Clinchfield RR equipment, there was no change in the type of scenery. So I was able to use what was salvaged from the previous layout.





even simpler (read “faster”) with PECO Insulfrog turnouts. The Code 100 versions stand up well to “finger flicking” over time (Fig. 4).

Bridges, tunnels, and scenery techniques: The totally flat concept eliminated any bridges, which was one compromise that I made with some disappointment. However I was able to tuck in a few tunnels through some built-up scenery (Fig. 5). Using several of the more recent scenery techniques of plaster gauze and carved pink foam board, mountains and hills sprung up quickly. They’re good for creating view blocks and delineating the space between towns.

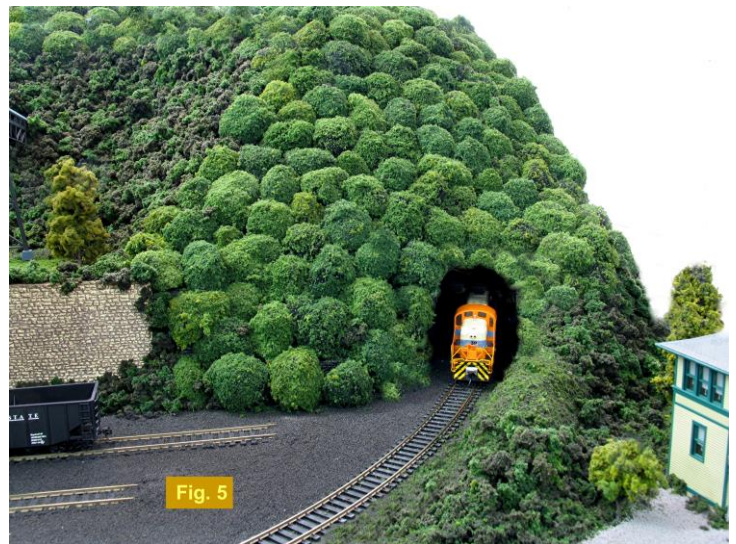
Track arrangement and layout configuration: Much has been written about the pros and cons of various layout designs. Since I kept coming back to quick construction with little or no bending over, I wanted to eliminate duck unders,

doors, and lift-ups. I was successful except for one swing door that became inevitable for access to staging. Whether you go around the wall or free-standing peninsula as I did, try and avoid benchwork deeper than about 30” from fascia to backdrop. You can’t reach in much farther than that to do scenery or rerail cars (a lesson well learned). Since I placed my staging tracks on the main level (visible and easy to reach), I avoided difficult, under-the-layout construction.

Wiring: This can be one of the most time-consuming aspects of the process. However, if you can go with DCC, you basically have two-track power wires and a Loconet buss. Initially, a smaller layout can be operated with a single DCC block. As the layout grows, if ever, additional DCC power districts/boosters can easily be added. Keeping the wiring part simple and fast means compromising by not having (or leaving for later) things like signals, building lights, occupancy detectors, etc.

Tip: Before you put on that benchwork topper, go around and drill two ½” holes in each horizontal stringer near the fascia edge for support of power and loco buss wires. Your back will thank you later.

Did I make it? Yes. With help from the “Friday Night Round-Robin Gang” I was able to go from blank floor to golden spike in 10 months (Figures 6 and 7). First operation was one month later. 📞



MORE PHOTOS OF DON’S LAYOUT ON PAGE 14

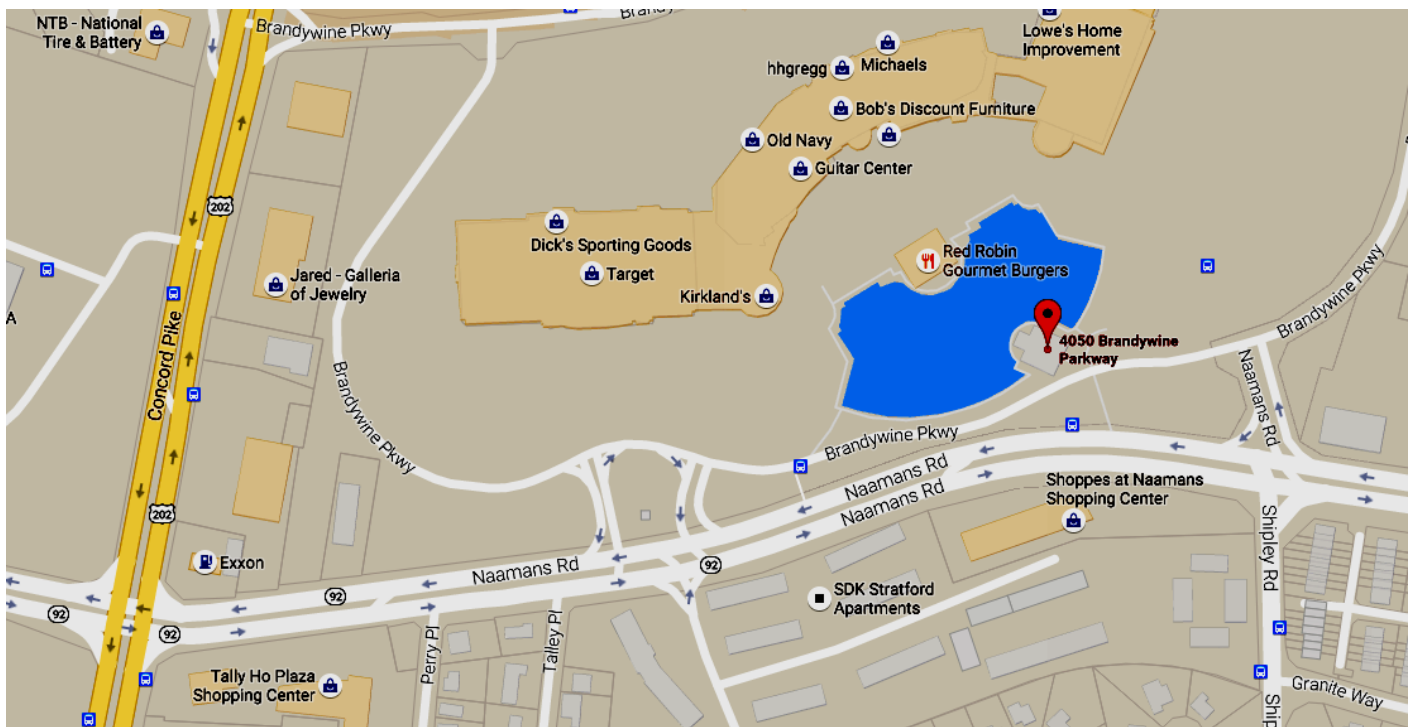
Directions to the November Meet

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

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

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

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



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

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

[[BACK](#)]

Planning Ahead – Division Meets & Other Upcoming Events

November 18, 2017 Philadelphia Division Meet Brandywine Town Center Wilmington, DE	December 2, 2017 Hatboro Train Show Keith Valley Middle School Horsham, PA	January 13, 2018 NJ / Philly Division Joint Meet Grace Episcopal Church Merchantville, PA
March 23–25, 2018 RPM–Valley Forge Desmond Great Valley Hotel Malvern, PA	April 7, 2018 Philadelphia Division Meet Southampton Community Center Southampton, PA	June 2018 Philadelphia Division Meet TBA TBA

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

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**4325 Wendy Way
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Note: New members receive one complementary printed copy.

Subscribers: If the date on your address label is circled or highlighted, please renew for uninterrupted service.

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

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!

www.phillynmra.org

Philadelphia Division of the NMRA, Inc.

(A Nonprofit Organization)

Financial Report

for the Year Ended June 30, 2017

Respectfully Submitted by Howard Kaplan, Treasurer

STATEMENT OF ACTIVITIES		
INCOME		
MER Dues Rebate		\$260
Non-dues Program		594
Fundraising		226
Interest		30
Total Income		\$1,110
EXPENSES		
Program		\$1,174
Depreciation		300
Total Expenses		\$1,474
Net Loss		(364.00)
STATEMENT OF FINANCIAL POSITION		
ASSETS		
Cash and Cash Equivalents		\$25,107
Equipment, net		420
Total Assets		\$25,527
LIABILITIES AND FUND BALANCES		
CURRENT LIABILITIES		
Accounts Payable		\$245
Total Current Liabilities		\$245
FUND BALANCES		
Unrestricted		\$25,282
Total Liabilities and Fund Balances		\$25,527

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 – 136 layouts and 578 videos on YouTube.

Dave Trone's West Penn RR.

Started in April 2005. Layout is the largest privately owned HO scale mushroom style layout in South Central PA with a 1,700' mainline in a 2,700 sq. ft. space. Track is code 83 with hand-laid turnouts, scenery is hardshell and mostly completed in the upper level. Absolutely amazing! Photo shows helix running over and through rest room. Photo by Howard Kaplan.



Scott Griffis's Griffis Junction RR. It's a freelance, HO, double-track main line, single level. Over 600 cars and 40 engines. Railroad is 30' x 50'. Photo by Howard Kaplan.

Bert Mahr's Conrail & Eastern RR. S Scale. 20 years in the making from Union City to Williamsdale to Franksville and Carbondon. Digitrax DCC. Over 20 engines and over 200 cars. Photo by Bill Fagan.



John Reinhart's Lizard Creek & Longswamp RR. HO scale. 30 years in the making, 1950s era, Digitrax DCC, 6-8 people needed for an op session, John's wife, Rita painted all the backdrops and most of the people. Photo by Bill Fagan.



Bob Streisel's "Glory Hole" RR. N scale 12' x 14' hard shell scenery, 10 years in the making, DC operation, hand-built power supply, fantastic scenery, most buildings are hand built. Very nice layout, but will be torn down or sold in the very near future because of health reasons. Photo by Bill Fagan.



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 September Meet

Photos by Rob Hinkle



Attentive crowd



(l to r) Clerk Mark Wallace and Director Bill Fagan read intently while Treasurer Howard Kaplan falls asleep on the job



Clinician Mike Dettinger delivers his presentation and receives his appreciation certificate from the super



Super Charles Butsch (left) and Treasurer Howard Kaplan work the 50/50 and door prize drawings



Attendees peruse the white elephant tables

September Meet – continued

Photos by Rob Hinkle



Above: Jersey Member Fred Willis (left) receives his clinician certificate from Superintendent Charles Butsch

Below: Various views of the station and shed structures which Fred researched and scratch built from photos as he described in his clinic



September Meet – Show ‘n’ Tell

Photos by Rob Hinkle



Susquehanna Division Member Dennis Blank displayed an impressive train specially customized for his Birdsboro & Reading Railroad. Here he describes the techniques he used to modify and detail the locomotive and various rolling stock.



[BACK]



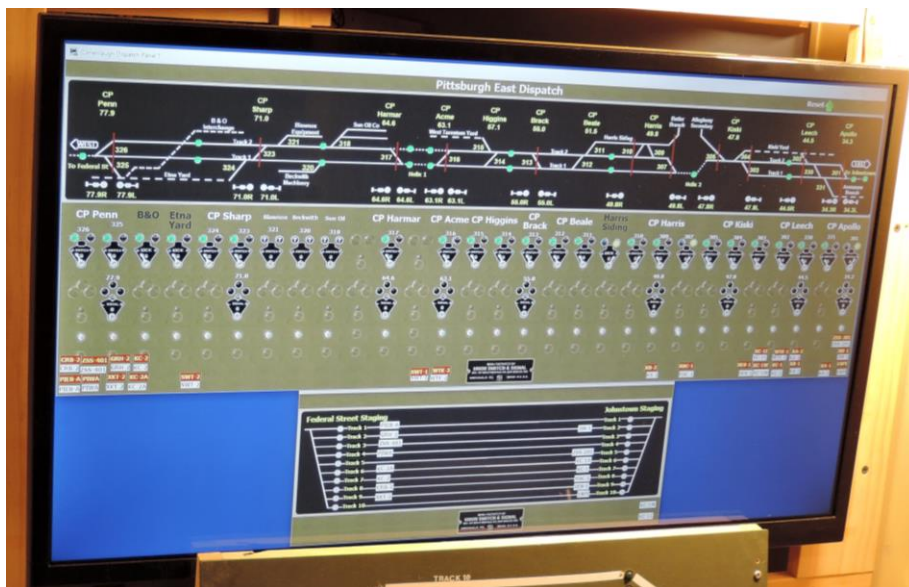
Trolleys, trolleys everywhere!



Member Glyn Thomas takes it all in







[BACK]





[BACK]

Division Member Now Famous...

The Philadelphia Division's steel aficionado, Mike Rabbitt, has hit the big time with photos of his steel mill covering pages 68 and 69 of Trackside Photos in the October 2017 issue of *Model Railroader* magazine. Congratulations, Mike!

Free for the Taking

Former Railroad Equipment: Five-Drawer Plan File Cabinet

28"d x 46" w x 20" h

Great for storage of your extra rolling stock, locomotives and even plans of that great layout.

Pick-up and take it away. Yours Free

Contact: Charles A. Butsch

cabutsch@gmail.com

Help Needed

Looking for person interested in helping man with autism put together a 4' x 6' HO layout in his home. Lives in Phoenixville, PA and happy to financially compensate helper.

Email: cindyhenn@yahoo.com if interested or with questions.

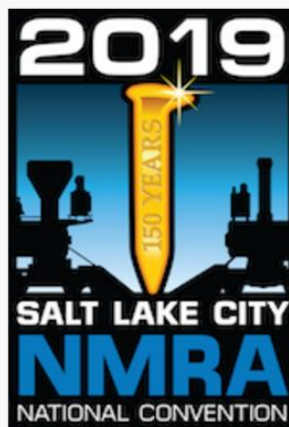
Upcoming NMRA Conventions



NMRA 2018 Kansas City

2018

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



NMRA 2019 Salt Lake City

2019

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

AROUND THE DIVISION ...

“AROUND THE DIVISION” seeks to highlight through publishing, the activities of any and all clubs, round robins, or individuals throughout our Division. The Editor encourages all readers to submit photos and news “blurbs” for publication. No high end digital cameras are required. Many of the photos you see were captured using smart phones!

Nick Brownsberger’s “Big Lift”



Nick called in 14 members of his Tuesday night round-robin group to assist lifting a 20+ foot section of his former layout onto new brackets hanging from the wall. The lift had to be a coordinated, single effort, lifting the entire layout up 24 inches! There was no room for error. Nick excels at coordinating the group and likens it to “herding cats.” The lift was successful despite Don Borden (on the right) having to pose a smile in the middle of the job. This group truly enjoys model railroading and the camaraderie that comes with it. Nick’s layout is open during the November open houses.

AROUND THE DIVISION...



Division Superintendent Charles Butsch continues to develop his scratch-building skills. Already an expert “weatherer,” he is working on several scratch-built structures. These 3 photos are examples of his continuing work. Look for Charles to begin submitting the paperwork for AP certificates soon.



AROUND THE DIVISION...



The GATSME Model Railroaders, now located in Rockledge, are making an amazing amount of progress on their layout. The Editor had the privilege of visiting during a daytime work session. These 4 photos are a sampling of that progress. Look for a full article from the GATSME Club in *The Dispatcher* soon.



AROUND THE DIVISION...



Member Bill O'Connell has completed his subroadbed and has commenced laying cork roadbed and track. His goal is to have trains running before Christmas. Stay tuned.

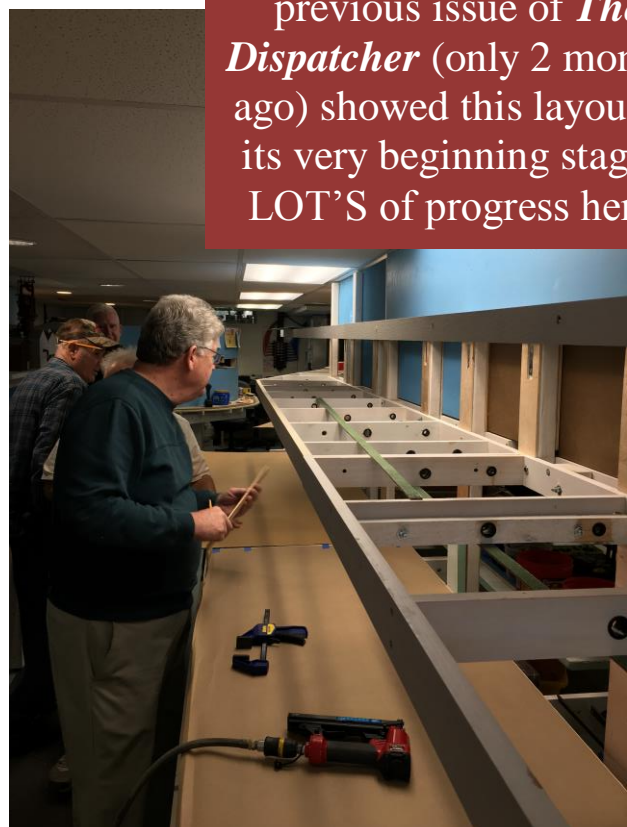


Editor Earl Paine is debugging his main line using a nine-loco consist to fully test his Tony's circuit breakers. This consist identified power districts requiring jumpers on the circuit breaker boards to make the boards less sensitive to current overload.

AROUND THE DIVISION...



The next several pages show the amazing progress being made by Mike Taber and Wayne Hetrick. The previous issue of *The Dispatcher* (only 2 months ago) showed this layout in its very beginning stages. LOT'S of progress here!



AROUND THE DIVISION...



More from Wayne Hetrick and Mike Taber. Mike is in the middle in the upper right photo.

AROUND THE DIVISION...

More from Mike Taber and Wayne Hetrick...



AROUND THE DIVISION...

Contributor Don Bell felt that Editor Earl Paine's Reading Company layout does not receive enough coverage, so he asked if he could submit his own photos (this and following page):



Prototype bridge



(l to r) Earl, John Seibert, Mark Wallace, and Ron Bigham (at rear) check operation at Abrams Yard



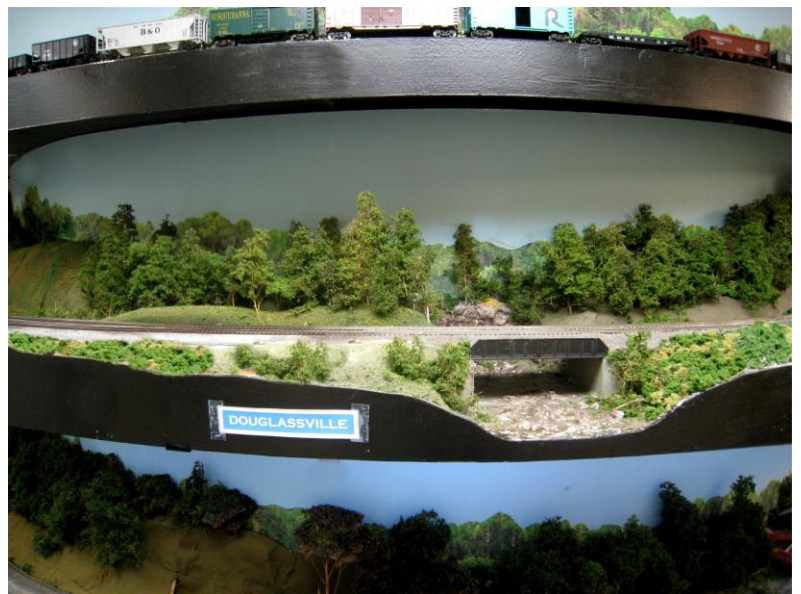
Entrance to Klapperthal curve



New slip switches at entrance to upper staging



Two-level scenery



Douglassville

Delmarva Model Railroad Club 32th Annual Holiday Open House

4 Weekends of great fun for the whole family!

Come see over 8,000 sq.ft. of operating train layouts.
Z Scale, N Scale N Trak Modules, HO layout, S Gauge, O Gauge Tinplate,
O Scale Lionel, and LGB (G gauge).

Free Admission – Free Parking
103 E. State Street (google 103 W. State), Camelot Hall, 2nd floor Delmar DE
19940.

Next to St. Stevens United Methodist Church

Saturday November 25, 2017
Sunday November 26, 2017

Saturday December 2, 2017
Sunday December 3, 2017

Saturday January 6, 2018
Sunday January 7, 2018

Saturday January 13, 2018
Sunday January 14, 2018

Saturday hours 11 – 4
Sunday hours 12 -4

More information at: <http://www.delmarvamodelrailroadclub.org>
or like us on Facebook: <http://www.facebook.com/DMRRC>
Or contact: 302-856-9250 or 410-723-1709
Map: <https://goo.gl/maps/uFCbiHATm362>

Located in downtown Delmar at 103 E. State Street on the second floor of Camelot Hall. State Street (54) is the main East/West route through Delmar. (Google 103 W. State St) The building is just one block East of the Norfolk Southern Railroad tracks. Coming from the railroad tracks it is on the left. Parking behind St. Stevens Church.

Railroad Prototype Modelers Valley Forge

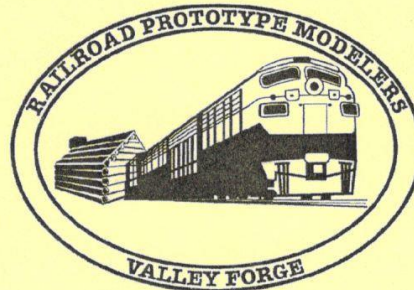
Sponsored by a 100% NMRA Club

March 23-25, 2018

at the

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

**Clinics
Model Displays
Vendor Rooms
Sunday Home Layout Tour**



**INFORMATION AND UPDATES
RPMValleyForge.com**

OR

Paul Backenstose
103 West Uwchlan Avenue
Downingtown PA 19335
(Please include an SSAE for a reply)
prrpaul@aol.com or (610) 269-2763

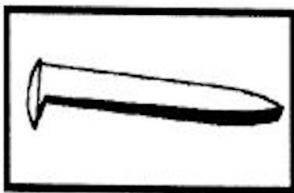
INTERESTED IN PRESENTING A CLINIC?

Jim Dalberg
jedalberg@aol.com or 610-648-0089

VENDOR INFORMATION

Steve Salotti
salotti.steve@gmail.com or 610-489-1940

[BACK]



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: _____