



THE DISPATCHER

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Mid-Eastern Region
National Model Railroad Association



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September Meet in Perkasio

On Saturday September 8th, we return to the Perkasio Fire Company, 100 N 5th St., Perkasio, PA 18944. The time is 9:00am with doors opening at 8:30. Directions and maps can be found on page 7. Perkasio was a station on the Reading's North Penn (AKA Bethlehem) Branch; the station, pictured, from a beautiful painting by Bob Bergey, still stands a few blocks from our venue, and is currently occupied by a private business.



Our morning program begins with member Rick Melcher presenting his clinic titled **"Illuminating Structures with LEDs."** LEDs have quickly become a favorite tool among model railroaders, most notably for lighting layouts. Rick has already contributed an article on using them for vehicle headlights; now he continues to "illuminate" us on their use in lighting structures.

With both a PowerPoint presentation and video, Rick will delve into topics such as determining the correct approach to use based on the building materials, which LEDs work best in which situations, and how to block unwanted light. And of course, he'll discuss the materials and tools necessary to do the job.



Rick was born in the Logan section of Philadelphia, later moved to Palmyra, NJ, and now resides in Croydon, PA in Bucks County. Very early on, he was fascinated by Lionel steam locomotives, but then received an HO set for Christmas and the disease really took hold. It was the trains and associated interest in things mechanical and electrical that influenced Rick's ultimate career as a development engineer. Later he moved on to teaching and is now retired. Not surprisingly, Rick has contributed a comprehensive series for *The Dispatcher* on various hand tools, as well as the aforementioned article on LED headlights. We look forward to what promises to be a very interesting clinic.

Our second clinic will be given by Will Jamison, who has titled it, **"Prototype and Modeling of Transporting Steel Plate by Rail."** Steel slabs and plate are commonly moved by rail, with destinations all over the country. This

clinic will show cars commonly used, how the slabs or plate is loaded, and what cars are available to model them. This clinic will be compressed from two separate clinics given at the RPM earlier this year, one concentrating on the prototype aspects, the other on modeling. Will has consented to having both posted on the website so that anyone interested can delve further.

Will works at the ArcelorMittal (formerly Lukens) steel mill in Coatesville, PA. He is starting his 23rd year and in that time has been in production, the railroad, and now is an electrician in the high voltage unit. At one point he was the person responsible for shipping end product from the plant, so you know he is an expert on his subject matter!



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. A 2019 MER Convention meeting follows immediately after the conclusion of the meet.

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

MER 2019 Convention Meeting

The next meeting of the MER 2019 Convention Committee will be held at approximately 12:00pm, immediately following the morning session of the meet at the Perkasio Fire Company. Anyone may participate even if you were unable to attend any of the past meetings. Note that participation in the MER convention counts twice as much toward your AP Volunteer certificate. Some chairmanships still need filling. See page 6 for the full convention report.

Division Board Reorganizes

In June, the election was held for three open positions on the Board of Directors. Mark Wallace and Bill Fagan were re-elected, while Mike Dettinger becomes

(Continued on page 3)

Form 19



From the Super...

Well, summer is almost over. I hope you enjoyed it. I had rotator cuff surgery in June and spent six weeks in a sling and am spending three days a week in PT until mid-September. But not is all lost on my railroad. Since I can't work under my layout I am working above board. I've decided to inventory my rolling stock and locomotives.

It's a good idea to know what you have and where it is in your house. A written log and photographic record is useful in case the unexpected event happens. The proof of purchase for your insurance carrier or next of kin will come in handy.

There is also the discovery of the boxcar or GP-7 that doesn't fit in your layout because of the era or railroad that you don't model or just don't like any longer. But you can bring those items to the next meet and donate them to the door prize table or sell them to some fellow railroader for his layout. That's a win-win option.

I recently received an inquiry from Peter Bowen to re-publish an article that appeared on our website by Division member Earl Hackett titled, "Car Orders Without Numbers." What is great is that Peter Bowen is not a local NMRA member; he is from the NMRA British Region and was interested in re-publishing Earl's article in their bi-monthly magazine, *The Roundhouse* which has 550 readers in the UK and across Europe.

Kudos to Earl Hackett for his article and to our webmaster Howard Kaplan for making a website so enticing as to attract members from across the pond.

We are always looking for Division members to contribute to the website as well as *The Dispatcher*, our newsletter. You don't need to be an Ernest Hemingway or a Stephen King—just a railfan who wants to share a great hobby. Hey, you can use it toward an AP Author certificate. And then someone in *our* Division may come up to *you* at the next meet and thank you.

See you in Perkasio.

Charles



From the Editor...

Greetings, everyone. Hope you all had a great summer. As was announced at the business meeting in June, I have taken over the reins of *The Dispatcher* from Earl Paine. Earl has edited and produced the publication for the last eight years and has done a tremendous job in having transformed it into a truly superior publication.

We extend our gratitude for his hard work and dedication during that time.

When I joined the board in 2011, I began helping Earl with the newsletter, first with proofing, and later in the actual formatting and production. I was very content to work in the background; problem solving/fixing is my thing. But now Earl's involvement in managing the Achievement Program has infringed on his time such that it became necessary for me to take over. However, being the modeler with all the "connections," he will continue to serve as a contributing editor and feed me articles when he can, as well as "Around the Division" news and photos. And no doubt you'll continue to see his editorials or articles from time to time.

Some may have noticed that I wear several hats in the Division. Most of the responsibilities fell on me serendipitously, but logistics continue to dictate that it's probably easier for me to handle them than anyone else. Suffice it to say that I enjoy doing it all (or I wouldn't do it). My family is small and I work from home, so I can make the time. As for building a layout, well let's just say there's a lot of junk in the way, and that's a motivation—not time—problem.

More about *The Dispatcher* in the next issue. Until then, happy model railroading and hope to see you all in September.

Howard

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: October 2018. Due out approx. Oct 10th. Deadline: Oct. 1st.

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Division Board Reorganizes – from page 1

our newest board member. Many thanks to Chip Stevens for throwing his hat into the ring. Chip will continue his involvement in Division activities; he's been manning the video camera for us at each meet and has volunteered to handle the publicity of the MER 2019 Convention. Don't be surprised if you see his name again on next year's ballot.

After many years of dedicated and distinguished service as both Super and Assistant Super, Joe Bergmaier has decided to step down from the board. We'd like to heartily thank him for his visionary and decisive leadership, and wish him all the best in his retirement. Joe is continuing work on his layout, and has a large family which will no doubt keep him occupied.

We are directing by our bylaws to hold a special meeting prior to the first Board meeting following the general election in order to elect officers and make appointments. The 2017-2018 Board of Directors now stands as follows: Charles Butsch, Superintendent; Rob Hinkle, Assistant Superintendent; Mark Wallace, Clerk; Howard Kaplan, Treasurer; with Directors at Large Bill Fagan, John Seibert, and Mike Dettinger. Bill continues to handle the layouts and his layout videos, John remains as our Clinics Director, and Mike will handle door prizes and anything else we order him to do. Anyone interested in chairing or serving on a committee, or just helping out should contact a board member.

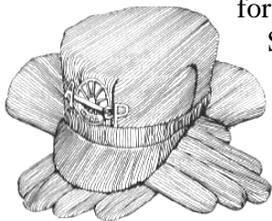


AP Highballs

Dave Messer and Earl Paine have been hard at work inspecting and judging layouts for AP certificates. They recently visited Glyn Thomas's layout in Princeton, NJ, and Jeff Witt's locally, and both ended up qualifying for more certificates than they expected.

See Dave's report on page 7 for more details.

As if that weren't enough, there are more certificates expected down the pike. The Philly Division continues to break records. Stay tuned.



Ops Call Board Forms

We once again remind our members that 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 e-mail it back to Rob at ops@phillynmra.org or robhink@comcast.net. If you cannot access it on the website, contact Rob and he'll get you the appropriate form, and you can e-mail or mail it back.

New MER Registrar Needed

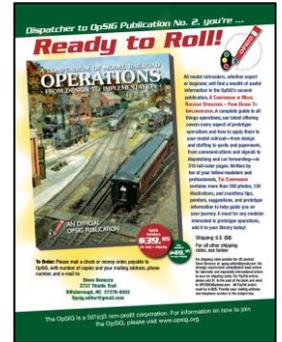
The MER is looking for a reliable individual to take the position of MER Convention Registrar/Treasurer. Bill Grosse has decided this will be his last year. If anyone is interested, please contact MER Vice President Kurt Thompson (VP16@mer-nmra.com).

Meeting Minutes on Website

The audio track of the Annual Business Meeting will be posted in the Library section of the website. The Clerk will defer to this instead of reading the minutes.

Ops Handbook

All model railroaders, whether expert or beginner, will find a wealth of useful information in the OpSIG's second publication, A Compendium of Model Railroad Operations – From Design To Implementation. A complete guide to all things operations, our latest offering covers every aspect of prototype operations and how to apply them to your model railroad—from design and staffing to yards and paperwork, from communications and signals to dispatching and car forwarding—in 310 full-color pages.



Written by ten of your fellow modelers and professionals, The Compendium contains more than 350 photos, 120 illustrations, and countless tips, pointers, suggestions, and prototype information to help guide you on your journey. A must for any modeler interested in prototype operations. See the full advertisement in the online section.

Articles Needed

A couple of members have asked how they could help out with the production of the newsletter, and their offers are very much appreciated. The truth is that the best way to contribute is to write articles, columns, or even guest editorials. As we've mentioned before, if you have a layout, you need only provide a track plan and some photos, and describe how you built it or any particular aspect of building it.

Newsletter

If you'd rather not write text, you can just feed us photos and captions for the "Around the Division" section, and this also counts toward AP credit. Another idea would be a product or book review; that's an easy one—everyone uses products and reads books (sometimes, at least). How about a railfanning trip? And maybe some photos you took? Basically any topic on model or prototype railroading, or even peripheral topics, like Rick Melcher's tool series, are fair game. You get points toward your AP Author certificate. Why not give it a try.



RETURN

The Reading & North Railroad HO reproduction of a Reading Company branch focusing on prototype scenes

by Dick Landt

Photos by Bill Fagan

The Reading & North is a model railroad in HO scale that features structures and scenery of the North Penn Branch of the Reading Railroad from Lansdale to Saucon Yard. The track plan is a double track folded loop, and is limited to running two trains at a time. The tracks are not divided into blocks—each is a single block. Power is supplied by two power packs, one for each track. This branch, like many other suburban branches, was double tracked, which lent itself well to the configuration.

The layout was begun in 1998. The footprint is approximately 8 feet by 22 feet. Benchwork is an open grid base covered with plywood, and height from the floor is 45.5 inches. Main line length is 94 feet, the equivalent of about 1.5 scale miles, so obviously there is some compression. Track is Atlas flex track code 83 on cork roadbed and ballasted. Some sidings are hand laid.

The back drop is flexible plastic material, specifically a large



Perkasio Electric

wood water tank.

The era being modeled is 1950 to 1974. Motive power consists of a Baldwin AS16 and VO-1000, ALCO RS3, and EMD F3A-Phase IV, GP7, and FP7. Trains are freights, with one passenger train consisting of an FP7 pulling Reading Pullman cars. I have two Reading RDCs, but they are not in use as they cannot handle the tight curves.

At this point, I am no longer doing much to change the layout. I was planning to change over to DCC and have some Easy DCC equipment, but I never followed through since my wife and I expect to be moving sometime during the next two years.

We look forward to hosting an open house for the September meet. 🏠



Rockhill water tower

roll of .065 white styrene sheet, painted for sky, clouds, and tree lines. Scenery consists of plaster soaked paper towels, and includes the use of plaster castings for rock formations, and commercial products for trees, telephone poles, grass, weeds, coal, ore, etc.

My main interest in the layout was to model many of the interesting structures found on this route before they are gone. Scratch built structures include the Telford freight house, the Perkasio Electric building, the Moyer & Son facility, the Shelly coal shed, the overhead hoist at Perkasio, the Quakertown freight building, the Perkasio storage barn, the Rockhill water tank, and the Saucon coaling towers. Merit awards were granted for the overhead hoist, the coal shed, the Telford freight house, and the abandoned



Overhead hoist at Perkasio



Dick Landt grew up in Hatfield and Souderton, PA. His interest in railroading was sparked by watching the freight trains on Reading's North Penn Branch. He started modeling while in college. He is a life member of the NMRA, having served as the treasurer of the Philadelphia Division for many years. He and his wife currently reside in Quakertown, PA.



On Saturday June 9, 2018 the Philadelphia Division met at another new location, the Philadelphia First Church of the Brethren located on West Cheltenham Ave, in Wyndmoor, PA. The morning session began with our Annual Business Meeting where various reports were presented and the votes counted for our Board of Directors election. This year Assistant Superintendent Rob Hinkle chaired the meeting for an ailing Superintendent Charles Butsch. While the elec-

Photos by Rob Hinkle

tion committee was busy counting votes, retiring Director and former Superintendent Joe Bergmaier was thanked for his years of service going back to 2010. Clerk Mark Wallace gave a short report on membership numbers and briefly reviewed the insurance program the NMRA provides to its members and 100% clubs.

Then Treasurer and Webmaster Howard Kaplan delivered his reports, with Earl Paine following up with his final report as *The Dispatcher* editor. Earl has been editor for over eight years and has been shifting the newsletter production over to our new editor, Howard Kaplan. Howard and Earl have been sharing the production and editing of *The Dispatcher* for well over two years. A call went out for articles and to anyone interested in writing about their model railroad experiences to do so and submit them as an article. The model railroad experience is different for everyone and the sharing of your experiences are always welcome. The online readership of *The Dispatcher* is quite large.

Earl then put on his other hat as Achievement Program Committee Chair and in consultation with our Achievement



AP awards: (L to R) John Trout (Golden Spike), Don Borden (Electrical), AP Chair Earl Paine, Adam Eyring (Volunteer)

Program Manager, David Messer, MMR (who could not be present), presented a respectable report of members who have earned quite a few certificates. Earl presented the AP certificate for “Electrical” to Don Borden, “Volunteer” to Adam Eyring, and a Golden Spike to John Trout. Earl went on to list those who have won Golden Spike awards indicating that many folks are working on their layouts. That is a sign the hobby is alive and growing.

Rob Hinkle then provided an update on the exciting planning for the 2019 MER Convention planned for October 2019 at the Crown Plaza Hotel located in King of Prussia. Most reports were greeted with good questions and short discussion. The meeting was suspended while our morning program proceeded.

First up was Val Pistilli’s “Why Do Trains Derail?” Val, who is an NMRA life member and well known local model railroader



Val Pistilli demystifies the reasons why trains derail

is in several clubs, round robins and operating groups, did a PowerPoint presentation describing the variety of reasons why model trains derail. Issues from track alignment, joints, car and wheel repair; issues with mismatched or improperly maintained couplers; plus problems of scale and weight at a miniature size all conspiring to defeat the smooth running of long and short trains. Val fielded many questions that led us all into some good group discussion.

After a short break, Chip Stevens, who recently moved to our area from the HUB Division of the NER, presented a clinic titled, “Judging (Evaluating) at a Regional Meeting (or Anywhere Else),” that was originally prepared by NMRA National Contest Chair Bob Hamm MMR. Chip has been involved with scratch building, having his work judged as well as a contest judge himself at his old division and the NER. He included a handout that demystified the methods of judging, the five-part criteria used for judging entries, and how judging is approached and accomplished



Chip Stevens presents on AP judging

at a typical regional meet. He provided forms for members to follow for the various categories found at a regional contest such as structures and motive power. His presentation was positive and insightful for those holding or entering contests as well as for those working on their achievement certificates. Again there was lively Q&A, and good discussion from the group. By the way, you may have seen Chip handling the video camera at our meets. He has also volunteered as publicity chair for the 2019 MER Convention.

With the two presentations complete, Senior Director and Chair of the Nominating Committee John Seibert announced the election results for the three available Board positions. Bill Fagan and Mark Wallace were re-elected, and Mike Dettinger was newly elected. Chip Stevens was thanked for participating as a candidate in the election.

This was followed by a short Show 'n' Tell where an enthusiastic and frequent visitor from Susquehanna, Dennis Blank, showed his decoder test track and his latest modeling efforts. Our 50/50 raffle was won by Steve Richardson, who once again generously donated his half back to the Division. And, of course, door prizes were awarded to many happy recipients.

The meeting wrapped up about 11:45am and was followed by the MER 2019 Convention Meeting where reports were shared and a name was picked. More about that in Chairman Rob Hinkle's report below.

Three nearby layouts were featured for afternoon visiting: Ted McLean's B&O/Chessie-themed Sand Patch Branch in N scale, Ted Fort's PRR in suburban Philly under wire, and Norma Toll's HO layout with marvelous structures.



Great turnout (pun intended)

Gracious thanks to member Ron Albert along with the Philadelphia First Church of the Brethren for providing us a wonderful meeting location. Thanks also to the clinicians, Val and Chip, as well as to all of our candidates and to all who volunteer to make these meets happen. Thanks to the layout owners for allowing us to visit and enjoy their model railroad-ing efforts. We hope this was an enjoyable time for everyone. Our next meet will be at the Perkasio Firehouse meeting hall on September 8th. Hope to see you all there! 📞

MORE MEET COVERAGE ON PAGE 14

MER 2019 Convention Report

by Rob Hinkle, Convention Chairman



Greetings, fellow Division members. I wanted to give you an update as to our plans for the upcoming MER Fall 2019 Convention.

Just over a year from now will be the start of the Liberty Bell Special MER 2019 convention. As mentioned in the last issue, we've chosen the Crowne Plaza King of Prussia as the host hotel, and planning is continuing at a good pace behind the scenes.



Bill Fagan (wfagan@comcast.net), our Layout Chairman, has been compiling a list of layouts within or close to the Division boundaries. As noted in the last issue, he will soon be sending out a questionnaire to gather layout information from everyone. John Siebert (johnhseibert@comcast.net) and Earl Paine (earlpaine@verizon.net) along with other volunteers have been finding possible clinicians for the event. We've cast a large net out into the hobby to try and get varied hands-on and regular stand-up clinics.

Mark Wallace (mwallace665@verizon.net) is handling the scheduling all of the op sessions and Charles Butsch (cabutsch@gmail.com) will be handling organizing the volunteer staff as we get closer to the convention. Chip Stevens (ReadingChip@yahoo.com) has volunteered to handle the publicity. More convention details are still being worked out and will be made public at or just after this year's MER convention.

We Welcome Our New Philly Division Members
Matthew Petriga, Norristown, PA
Frank Burton, Conshohocken, PA
Shannondell Model Railroad Club, Audubon, PA

We are also looking for various prototype tours that might be of interest to our attendees. If you have any contacts or just any general suggestions or comments, you can email me at 2019merconventionchair@gmail.com.

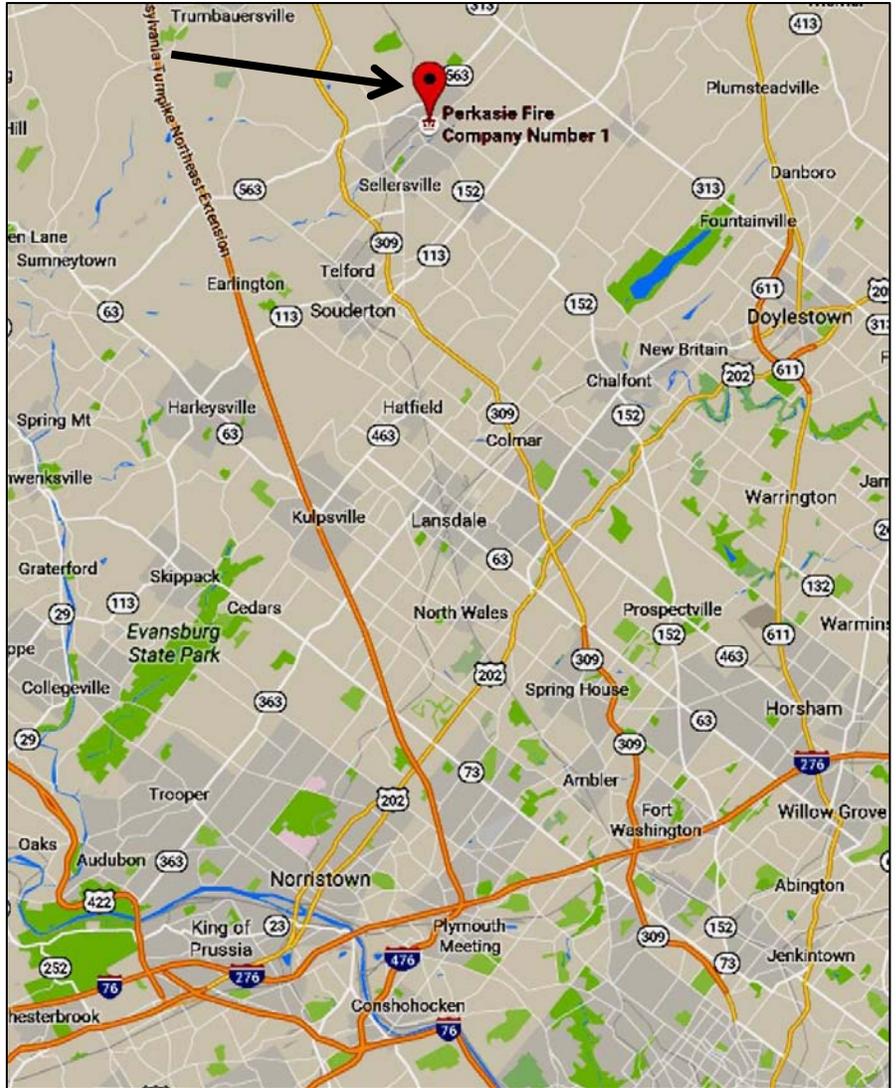
The next committee meeting for anyone interested will be after the September meet in Perkasio on September 9th, and don't forget to attend this year's MER convention October 4th through 7th in Rockville, Maryland. 📞

Directions to the September Meet

- Take I-276/PA Turnpike to Exit #339/
Fort Washington
 - Head north on PA-309 N 16.5 mi
 - Take the PA-152 exit toward Telford/
Sellersville
 - Turn right onto PA-152 S/State St. 0.7 mi
 - Turn left to stay on PA-152 S/E Park Ave.
(sign says Bethlehem Pike) - becomes
S. Main St. 0.8 mi
 - Slight right onto E Park Ave 0.5 mi
 - Continue onto Constitution Ave 0.5 mi
 - Turn left onto Menlo Park/W Walnut St.
 - Continue to follow W Walnut St 0.3 mi
 - Turn right onto S 5th St 0.3 mi
- Destination will be on the left.

Parking in rear.

Perkasie Fire Company No. 1
100 N 5th St.
Perkasie, PA 18944



AP Report by Dave Messer, MMR



I am very pleased to report a very successful week of AP reviews this summer, with the following members completing the requirements for several AP

certificates as follows: Glyn Thomas for his very accurate prototype layout depicting a winter scene in the historic Mauch Chunk (Jim Thorpe) area—Golden Spike, AP Electrical Engineering, AP Prototype Models, AP Scenery, and AP Structures; and Jeffrey Witt for his fascinating elevated bedroom layout—Golden Spike, AP Civil Engineering, AP Electrical Engineering, and AP Scenery. In both cases Earl Paine and I were able to determine that the layouts qualified for additional certificates than the Division members originally planned, which was a rewarding experience for everyone.

As always, the AP Program provides an opportunity for members to expand their horizons and modeling skills. If there are any questions, feel free to call me at 610-948-2191 or e-mail at dmesserpr@comcast.net.

RETURN

Planning Ahead – Division Meets & Other Upcoming Events

<p>September 8, 2018 Philadelphia Division Meet Perkasie Fire Company #1 Perkasie, PA</p>	<p>September 13–16, 2018 NER Convention “Erie Limited” Doubletree Hotel Mahwah, NJ</p>	<p>September 22, 2018 New Jersey Division Meet Deptford Township Municipal Building Deptford, NJ</p>
<p>October 4–7, 2018 “Crossroads of the MER” Convention Hilton Washington/Rockville Rockville, MD</p>	<p>November 10, 2018 Philadelphia/NJ Division Joint Meet Brandywine Town Center. Wilmington, DE</p>	<p>January, 2019 NJ/Philadelphia Division Joint Meet Grace Episcopal Church Merchantville, NJ</p>

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

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

Discounts for NMRA Members at Local Hobby Shops **Be sure to patronize the following hobby shops that are now offering** **discounts on model railroading purchases to NMRA members:**

Nicholas Smith Trains
2343 West Chester Pike (PA-3)
Broomall, PA 19008
610-353-8585

nicholassmithtrains.com

10% discount (excludes O & G items)

Henning's Trains
128 South Line Steet
Lansdale, PA 19446
215-362-2442

henningstrains.com

10% in addition to already discounted prices

Trainpops Attic
400 Mill Street
Bristol, PA 19007
215-788-2014
trainpops.com
10% discount

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**National Model Railroad Association
Mid-Eastern Region
2018 Convention**

Crossroads of the MER



***Clinics ▪ Silent Auction ▪ Banquet Speaker—Lou Sassi
Contest & Modular Layouts ▪ Operations Call Board
White Elephant ▪ Contest & Display
Banquet & Awards ▪ Prototype & Layout Tours***

**October 4-7, 2018
Rockville Hilton Hotel
1750 Rockville Pike
Rockville, MD 20852**

***For the most up-to-date information visit:
<http://www.potomac-nmra.org/MER2018/>***

Division Apparel



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	

1 2 3 4 5 ↓ Enter Size ↓	Polo				Button-Down		Sweatshirt			First name as you'd like it to appear (if desired - add \$5 each shirt)	Qty	Price	Total	
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 – 159 layouts with 652 videos and 1720 followers on YouTube. Here are some of the most recent layouts:



← Roy Dietz's Philly to Pittsburgh RR

O scale. NCE DCC, 16 years in the making. 12-14 operators during an op session which usually takes 2½ hours. Highly scenicked and detailed. All track is hand laid.

Ken Honer's Philadelphia Terminal Division RR →

HO Scale, Digitrax DCC, 50% is under catenary (not electrified). Large Penn Central layout encompassing an area from Thorndale to Dale, PA. Exceptional scenery with long trains. Sadly Ken recently passed away and the railroad will be dismantled. I was honored to have seen and videoed it for Ken's sons.



← Lester Perry's Chesapeake & Ohio RR

HO Scale, MRC DCC, modeling 1945 to 1955. Built in a 13' x 17' out building (originally a chicken coop) with a dirt floor situated over 300' from the main building. It has no plumbing and no installed electricity. Power is obtained from extension cords run from the main building.

Glyn Thomas's CNJ Susquehanna Division →

HO layout is intended to represent the real Central Railroad of New Jersey's operation in the Lehigh Valley as it would have appeared in 1947. At the time, the CNJ served two major functions: In the east, it was a commuter railroad serving the New Jersey hinterland of New York City; in the west, it was a coal railroad, shipping anthracite from the Pennsylvania coalfields towards the midwest manufacturing cities, and east to the coast for shipment along the eastern seaboard.

The layout is set in the west, so mainly represents coal traffic, with some bridging through freight traffic and long-distance passenger trains. The CNJ replaced steam with diesel in 1947-1948 on most routes, so the time is set in the final days of the transition era. The room is approximately 27' by 15' and the layout runs around the walls on framing that varies from 2' to 4' wide. Scenery covers about 100 sq ft. Digitrax DCC controlled.

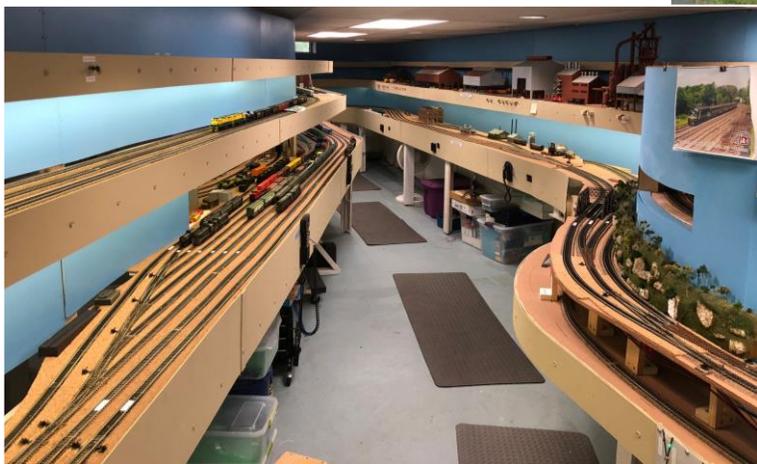


← Carbon Model RR Society

HO scale, NCE DCC, 20x45, 100 total members, 10 active. Recently converted to DCC.

John Wertan's W&T (Weary & Tired) RR →

HO scale, Digitrax DCC, 2 levels connected by a helix, 95% scenery completed, 11'x16', took two years to construct, takes three operators on an operations night.



← Mike Taber's Reading RR, Southern Division

HO scale. NCE DCC. Under construction, about a year old. Scenery is starting, buildings are being built, track is being tested. Working on computer interface to use smart phones for control. More videos to follow as work continues.

You can see these videos and other layouts on the Philly Division website: phillynmra.org—just click on Cab Ride Layout Videos. If you want to see future videos send me 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 at bfagan777@hotmail.com. More to follow in the next issue of *The Dispatcher*.

Enjoy,

Bill



HOWARD KAPLAN PHOTO

The morning program begins with the Annual Business Meeting



Clerk Mark Wallace delivers his report, focusing on membership, and then discussing the NMRA insurance program.



Treasurer and Webmaster Howard Kaplan first tries to explain where all the money went, and then discusses the website hoping the members will forget about the money



AP Committee Chair Earl Paine (center) delivers his report while certificate recipients John Trout (left), Don Borden (hidden), and Adam Eyring (right) wait patiently



The members present who received AP certificates during the past year (L to R): John Trout, Don Borden, Adam Eyring, Joe Walters, Earl Paine, Mark Wallace, and Howard Kaplan



HOWARD KAPLAN PHOTO

Attendees peruse the swap and door prize tables



HOWARD KAPLAN PHOTO

Assistant Super Rob Hinkle presents appreciation certificate to clinician Val Pistilli (right)

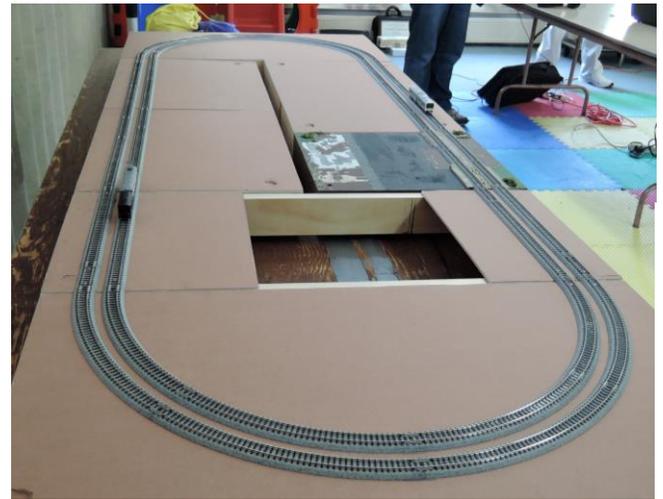


HOWARD KAPLAN PHOTO

Clinician Chip Stevens (right) receives his appreciation certificate



HOWARD KAPLAN PHOTO



HOWARD KAPLAN PHOTO

Mike Dettinger's T-Track display

June Meet Coverage – Show 'n' Tell

Photos by Rob Hinkle (unless otherwise noted)



HOWARD KAPLAN PHOTO

Dennis Blank strikes again! Dennis (bottom right photo), one of our "regulars" from the Susquehanna Division, can be counted on to bring something for Show 'n' Tell. This time it was the DC/DCC test rig for his model bench.



HOWARD KAPLAN PHOTO

Dennis's other offering was this Lehigh & Hudson River RR flanger caboose that was built from an old Ambroid kit

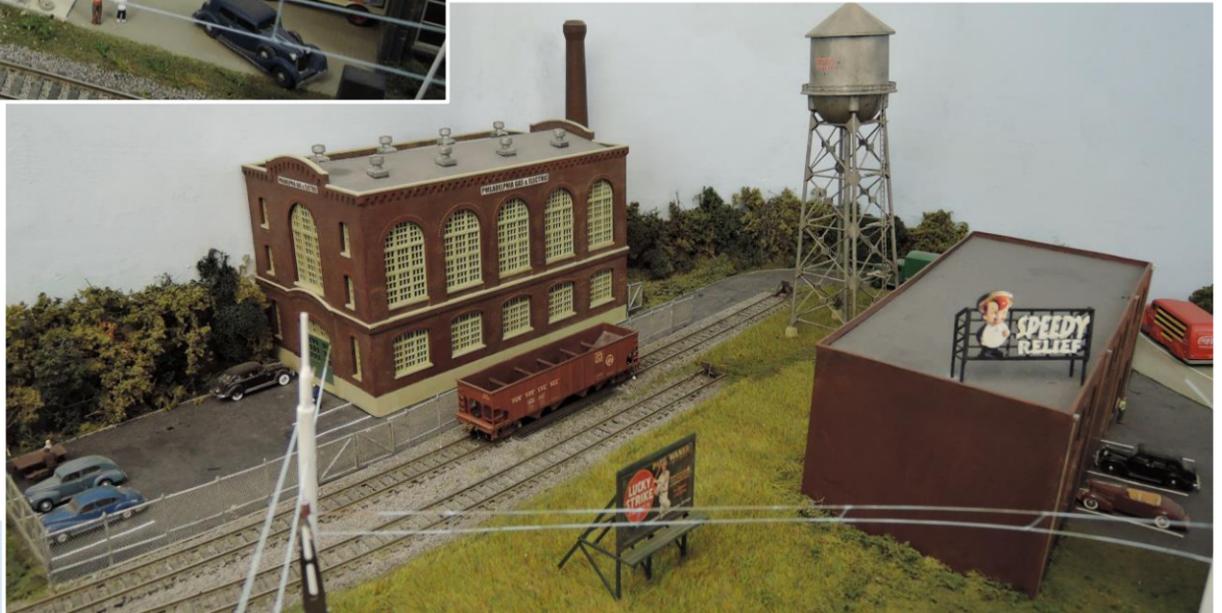


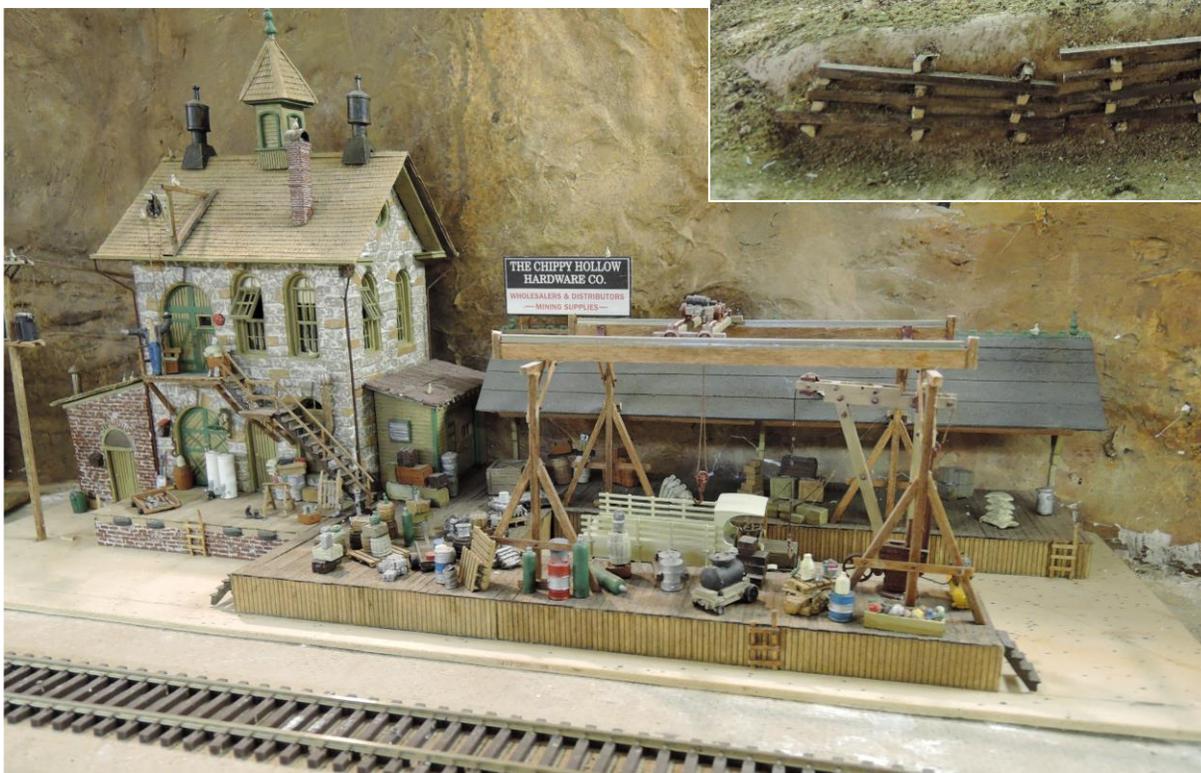
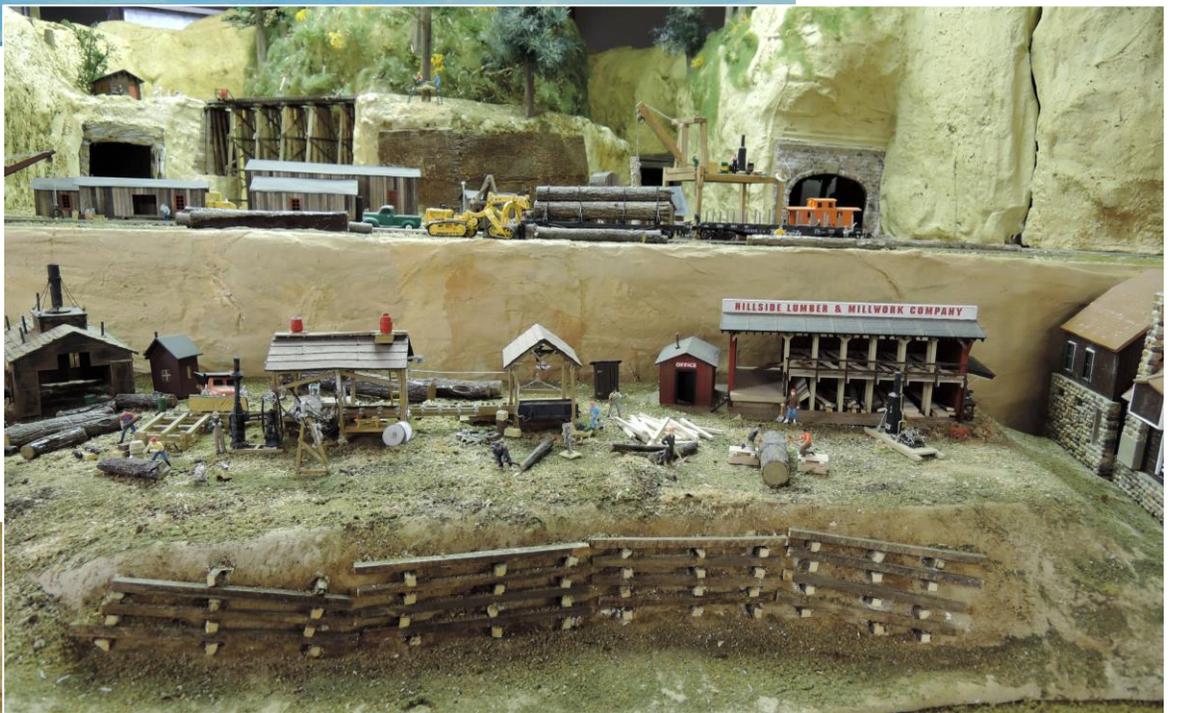
The crowd gathers to watch Dennis's presentation (above and below)



HOWARD KAPLAN PHOTO

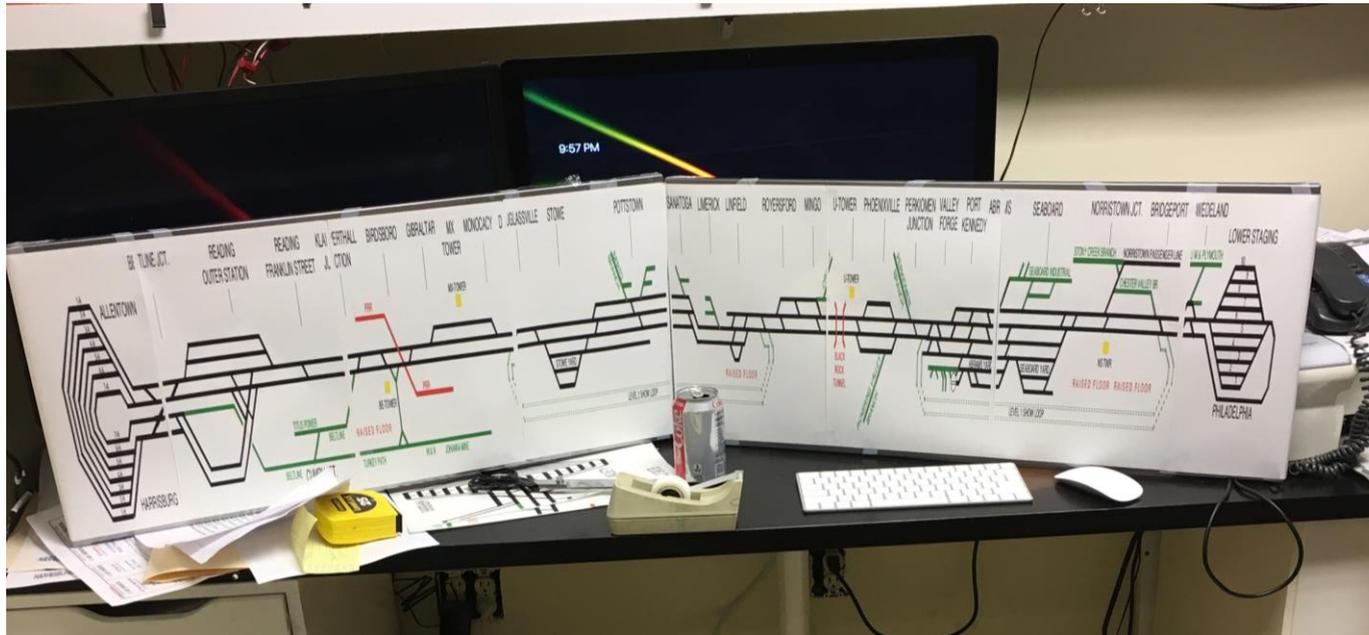








RETURN



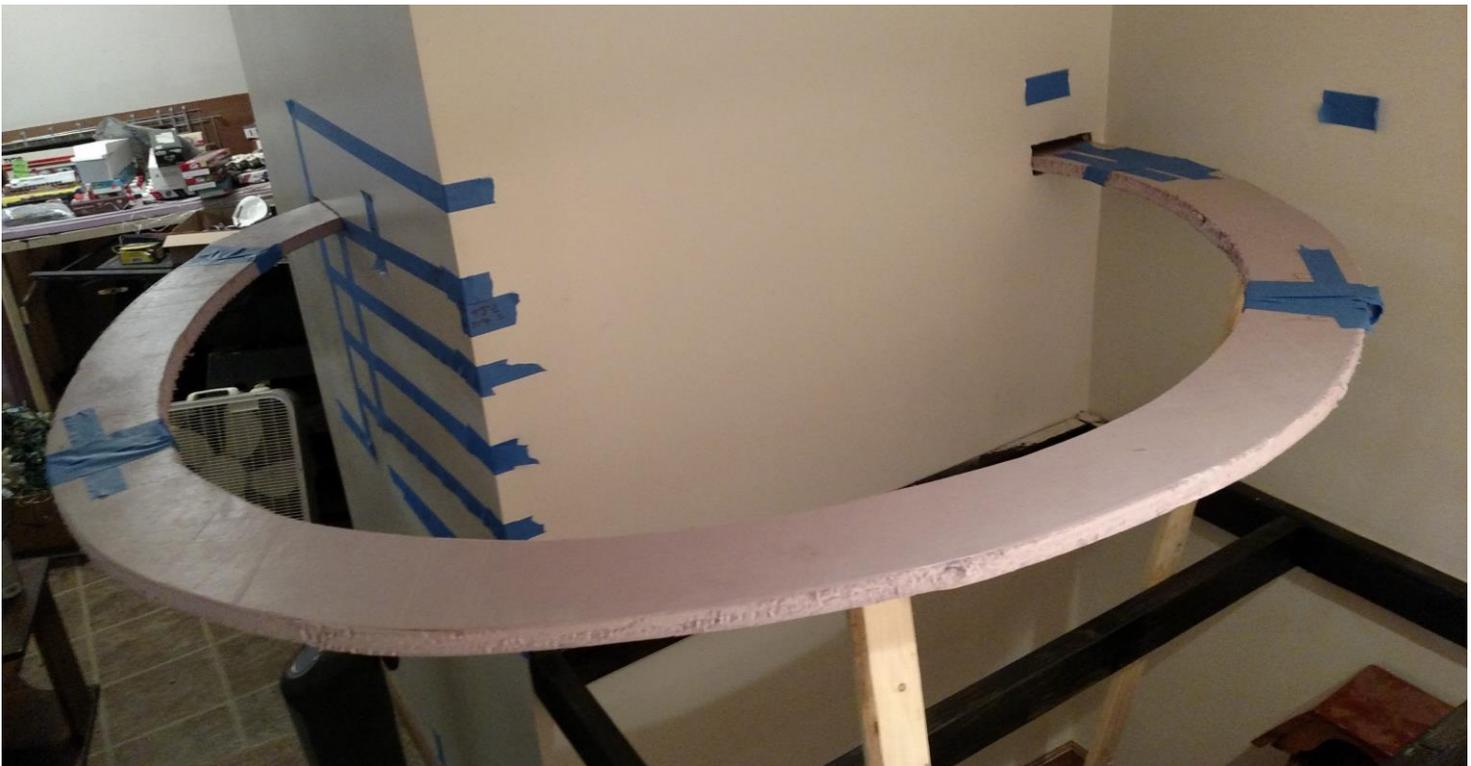
Earl Paine recently previewed and used his new metal- and magnet-based dispatcher panel (upper left)

Within 4 weeks the panel was computerized using PowerPoint and soon will be converted to JRMI Panel Pro (lower left)

Earl has commenced early operations on his under-construction Reading Main Line layout. Abrams Yard is open for business with Stowe Yard immediately above on level 2. The upper, third level represents the competing PRR Schuylkill River Branch. (upper right)



Mike Taber again shows amazing progress on his very large Reading layout. Fellow modeler Jeff Urso is a regular on Mike's construction crew and has laid most of the track. Scenery has already commenced and operations won't be far behind.



Ron Bigham has just commenced construction on his layout extension with a second helix. The multi-tier helix will be constructed INSIDE of his 48" square utility closet at the end of his layout space. What goes up must come down!!!

Around the Division – Another Tuesday night session at Earl Paine’s Layout



The town of Birdsboro and the PRR/Reading crossing take shape on Earl Paine’s layout



Ray Machler wears his "Bob the Builder" helmet to protect from the layout above



Val Pistilli installs Frog Juicers in Beltline Junction. How many layouts does Val work on? Only Val knows!



Members Art Galloway and Rob Ischinger solder leads onto mini-toggles.



Member Glyn Thomas recently opened his Princeton, New Jersey CNJ/Lehigh Valley layout to all NMRA members for inspection. Glyn resides in Philadelphia but rents out his New Jersey home preventing easy access to this layout. His scratch built structures and winter scenery modeling is superb! The layout was judged for AP certificates during this visit and several were awarded. Look for more coverage on Glyn’s layout in future editions of *The Dispatcher*.

New Jersey Division 50th Anniversary Car

**Tangent Scale Models Bethlehem 70-Ton
Riveted Drop-End Gondola in HO Scale**

All cars will be ready-to-run.

**We are producing the car in two numbers to
commemorate our 50th anniversary:**

1968 & 2018

**The car will be NJDX, black with white
lettering and data for the 1950s.**

It will cost \$35.00 each

OR

a set of both numbers for \$65.00.

**We are accepting reservations now. All
reservations must be accompanied by a check
made payable to “NJ Division”**

They are selling fast so don't be left out!

The expected delivery date is late 2018.

(Photos on next two pages)

Name_____

Address_____

City, State and Zip code_____

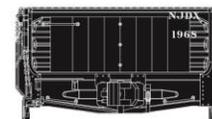
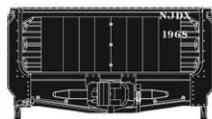
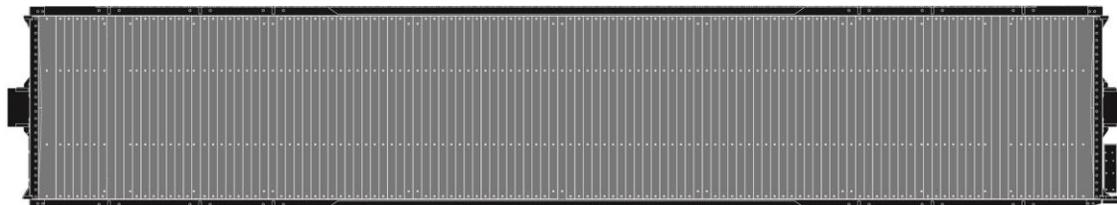
Telephone_____Email_____

See Tangent website for more info support@tangentscalemodels.com

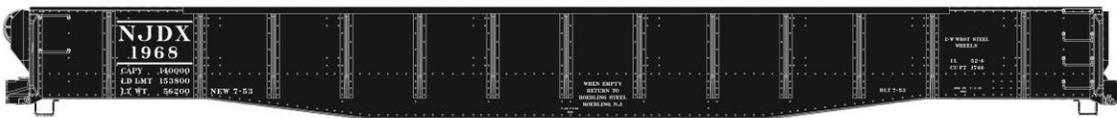
Return this form to NJ Division P O Box 8694 Trenton, NJ 08650



Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



JAMES RIVER RAILS Operations Weekend – October 2018

An Invitation to a Weekend of Model Railroad Operations

During the weekend of October 19 – 21, a team of modelers in the Richmond and South-Central Virginia area is hosting **JAMES RIVER RAILS, an Operations Weekend**. Layouts located in the Richmond, Williamsburg, Farmville, Appomattox, and Charlottesville, Virginia areas will be hosting operating sessions on Friday evening (October 19), Saturday morning and afternoon (October 20), and Sunday (October 21). The sessions are designed primarily for individuals with previous experience in model railroad operations, but everyone is invited to participate. If you enjoy model railroad operations, this promises to be a special weekend that you won't want to miss.



Individuals interested in participating in JAMES RIVER RAILS must sign-up in advance. There are a maximum number of positions available for registration based on the crew sizes of participating layouts and operating session scheduling, so you are encouraged to register early! A \$20.00 per person nonrefundable registration fee is being charged to cover event costs. The operations weekend is a not-for-profit event and any money remaining after event expenses have been covered will be donated to the James River Division of the NMRA. NMRA membership is not required to participate in the operations weekend.



JAMES RIVER RAILS
Operations Weekend
October 19 – 21, 2018

- Choose up to 4 operating sessions over 3 days on layouts located in the Richmond and South-Central Virginia area
- Model scenery including West Coast, Great Plains, and East Coast
- Train movements via TT/TO, CTC, sequence schedule, and more
- Operations ranging from mainline “fast paced and disciplined” to branch line “relaxed”
- All layouts DCC controlled – throttles will be provided
- Something for everyone!
- Advanced registration required

For More Information and Registration:
www.JamesRiverRails.org

There is a convention coming to your neighborhood in 2018. Your NMRA neighbors, the Garden State and Hudson Valley Divisions, are hosting the NMRA Northeastern Region convention on September 13-16, 2018 at the Doubletree Hotel in Mahwah, NJ.

Mahwah gets its name from the Lenape Indian word, “mawewi” which means “meeting place” or “place where paths meet.” This area is also known as “The Crossroads”, where multiple highways intersect, making travel easy for all convention attendees. The Erie Railroad’s mainline between Jersey City, NJ and Chicago, IL passed through Mahwah. The railroad’s premier passenger train, The Erie Limited, traveled on this route with its E-8’s as the headend power, providing the inspiration for the convention logo. And, Mahwah is centrally located in the combined Garden State and Hudson Valley divisions.

The Doubletree Hotel provides quick access to many of the area’s highways, getting you on your way to your next operating session, tour, or non-rail destination. Breakfast is included in your hotel stay. But, if you are looking for lunch or dinner to maintain the energy level you will need during the convention, there are many area restaurants to choose from, including the hotel’s Boom Burger restaurant and several popular New Jersey diners. A list of restaurants and map will be provided in your convention program.

There are 55 clinic times planned for the convention in several formats. Peter Youngblood, one of the leaders of the NMRA’s “Modeling with the Masters” program, will be giving one of the program’s clinics during the convention. This program is very popular at NMRA National conventions, offering a hands-on learning experience in building a model. The convention will also have a “Works-in-Progress” session as part of the clinic program. For those of you not familiar with this format, it provides close-up demonstrations of modeling techniques. Multiple clinics are run simultaneously and repeatedly in the clinic room, giving the conventioners an opportunity to learn new skills, up close. The remainder of the clinic program will be filled with traditional classroom style clinics, covering railroad history, modeling techniques, operations, and many other topics.

A model railroad convention would not be complete without offering layout tours and operating sessions. The nation’s oldest model railroad club, the New York Society of Model Engineers, will open its club for the convention, featuring their O scale and HO scale layouts. Those of you that are interested in operating sessions will not want to miss Ted Pamperin’s HO scale C&O and HOn3 Mann’s Creek layout. The layout is set in 1943, is fully scened, and has a CTC system installed for a portion of the layout as well as ABS signaling. Many other layouts will be open for tours and operating sessions, for the convention.

In addition to layout tours, there are several prototype tours planned for the convention. The Sterling Hill Mining Museum will be a very popular tour for both rail and non-rail attendees. The mine produced over 11 million tons of zinc ore, is one of the oldest mines in the country, and was the last operating underground mine in NJ, closing in 1986. Between the Sterling Hill Mine and others nearby, 90 different mineral species have been identified as fluorescent and are highly regarded by collectors around the world. You will have the opportunity to tour this underground mine and see its vast collection of mining equipment and minerals. For information about the museum, visit their website at <http://sterlinghillminingmuseum.org/>.

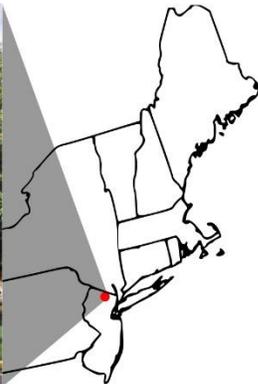
For those interested in the non-rail program, a tour of Ringwood Manor is a must. The history of the property ties in with New Jersey’s iron industry and the prominent families that owned and operated them, dating to the Revolutionary War. The home and its gardens are a National Historic Landmark and more information can be found on the park’s website at <http://www.ringwoodmanor.org/>.

The planning for the Erie Limited Convention is well underway and Mahwah is the perfect meeting place. There are several ways of staying up to date with convention news.

The first way is by sending monthly emails through Constant Contact, providing readers with information about the convention. If you are not receiving the email and would like to subscribe, go to <https://tinyurl.com/ErieLimitedSubscribe> and enter your email address and optionally, your first and last names. At the end of the convention, your email address and name will be removed from the NER’s Constant Contact account.

You can also keep up to date with the convention plans by bookmarking the convention website found at ErieLimited.org or like us on Facebook at <https://www.facebook.com/ErieLimited2018/>.

Meet you in Mahwah.



The Doubletree Hotel and location of Mahwah, NJ.

Photo by Fred Dellaiaco



The Erie Railroad's original Mahwah passenger station currently serves as part of the Mahwah Museum.

Photo by Bruce DeYoung



Jim Homoki presenting his Works-in-Progress clinic on adding wood flooring to gondolas.

Photo by Jim Walsh



The Lackawanna's Phoebe Snow travels over the New York Society of Model Engineers' O scale layout.

Photo by Mike Sullivan



A C&O Allegheny rolls through Thurmond, West Virginia on Ted Pamperin's HO scale layout.

Photo by Ted Pamperin



One of the entrances to the Sterling Hill Mine in Ogdensburg, NJ. The mine will be one of the prototype tours featured during the convention.

Photo by Chuck Diljak



Ringwood Manor will be one of the destinations as part of the non-rail convention activities.

Photo by Dmadeo

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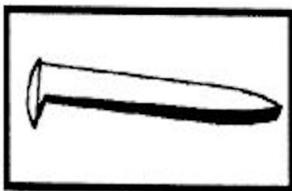
Upcoming NMRA Conventions



[NMRA 2019 Salt Lake City](#)

2019

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



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: _____