



THE DISPATCH

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Mid-Eastern Region
National Model Railroad Association



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Philly to Host Joint November Meet with Jersey Division

On Saturday November 10th, we return to the Community Center at the Brandywine Town Center, 4050 Brandywine Parkway, Wilmington, DE 19803. The time is 9:00am with doors opening at 8:30. Directions and maps can be found on [page 7](#). We will be hosting our brothers from the New Jersey Division.

Our morning program begins with member Joe Walters presenting his clinic titled *“Scratch Building a ‘Type J’ Jordan Spreader.”* The Jordan Spreader is a piece of maintenance equipment that is designed to spread ballast or shape ballast profiles. In addition, the various ploughs, wings, and blades allow the spreader to remove snow, create banks, and clean and dig ditches. The spreaders proved themselves to be an extremely economical tool for maintaining trackside drainage ditches and spreading fill or ballast. It’s the perfect addition to a model railroad where the ballasting is in progress, but never finished.



Born in Northeast Philly, and now living in Bear, Delaware, his career consisted of experience in the mechanical departments at the Reading Railroad, Conrail, and Amtrak. Over a 32-year period he has held jobs as a car inspector, car repairman, foreman, general foreman, manager, and assistant superintendent. If anyone can describe or explain the ins and outs of a piece of railroad equipment, it’s Joe. You’ll also find the debut of Joe’s new column in the online section of *The Dispatcher*. He’ll be presenting on modeling, naturally, but also on aspects of prototype railroading that you may never have even thought about.



A relatively recent member of the NMRA and Philly Division, Joe has already presented several clinics and has earned all but one AP certificate, and is well on his way to his Master Model Railroader. His own model railroad will be open to attendees in the afternoon.

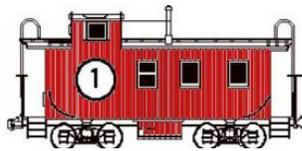
Next up will be member Earl “our man in Wilmington” Hackett—the guy who procures our November meet venue each year, but best known as a milling and casting aficionado. Along those lines, Earl’s clinic is titled,

“Using 3D Printing to Produce Casting Masters for Parts.” Making molds to cast parts for modeling is nothing novel, but 3D printing provides a new way of producing the original master from which molds are made, and castings produced. And while 3D products in the past were fairly crude and inappropriate for use in scale modeling, new technology allows for much better detail and accuracy.



Earl resides in Hockessin, Delaware and models the C&O, where you’ll find many of the castings he’s discussed in his clinics—and operates it using the Car Order System he made famous through his clinics and articles.

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 two Division member layouts as well as open house layout tours courtesy of ModelRailroadOpenHouse.com. Check that website for schedules and maps. Maps and directions to some of the nearby layouts will be available at the meet. 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 Brandywine Town Center Community Center. 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. See [page 6](#) for the full convention report.

November Model RR Open Houses

After two years of being separately managed and listed, the PA and NJ layouts are back being managed together with those from MD and DE by member Joe Walters. Please be sure to read Joe’s new column, “A Cup ‘o’ Joe” on [page 23](#) for more information on the November Model Railroad Open House event.

Form 19



From the Super...

Every year my wife and I get away for some quality time by ourselves. As my profession was architecture, this year we headed to western Pennsylvania to see some of Frank Lloyd Wright's works. No he didn't design any railway stations, I don't know if he liked trains. But this trip lead us to them anyway.

We had made reservations in a hotel in Connellsville, PA, which was in the middle of the sites we were to visit that weekend. We got to our room and opened the curtains which had a grand view of the Youghiogheny River. It was a rewarding sight following our five-hour drive. But what happen next surprised us both. Across the river ran a SWP (South West Pennsylvania RR) freight train. We had gotten a train spotting room. The freight included a string of covered hoppers, flat cars with plate steel, tank cars and several box cars to round out the inventory.

We saw and heard trains throughout our stay and made a point to go across the river to see what amenities there were. Amtrak has a modern passenger station adjacent to a yard which is a decent size.

I later found out that SWP runs as far north as Radebaugh, PA and south into Uniontown, PA. It operated on CSX tracks through Connellville, where it leaves CSX to run south on its own track.

If you've got a railfanning story, whether accidental or intentional, we'd love to hear about it. Just drop the editor a line.

And I hope to see all of you in Wilmington.

Charles



From the Editor...

A couple of members have asked how they could help out with the production of the newsletter, and their offers are very much appreciated.

If you notice, the format of *The Dispatcher* seldom varies. In my opinion, consistency is an important factor in conveying a more professional appearance. Well, with only a few exceptions, each page is its own document and serves as a template for the same type of material in future issues. So I don't have to reinvent the wheel each time, and the whole process is fairly streamlined. The only challenges occur with trying to fit as much of the feature article as possible into the printed section, but simply expanding the margins or playing with image size usually solves that.

So given all that, the truth is that the best way to contribute is to write articles, columns, or even guest editorials. As I've mentioned several times, 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. You get Author points toward your AP. If you'd rather not write text, you can just feed me photos and captions for the "Around the Division" section, and this also counts toward AP credit. Another idea would be a product review; that's an easy one--everyone uses products. Basically any topic on model or prototype railroading, or even peripheral topics, like Rick Melcher's tool series, are fair game.

Oh, and just a word on the printed version...we are one of the few divisions that continues to produce one, and given the electronic times in which we live, many, no doubt, would ask why. The reason is that although we only have four paid subscribers, we mail a copy to each of the hobby shops who advertise an NMRA member discount; this gets the word out into the modeling community. And we mail a copy to all new members, many of whom join the NMRA completely unaware that they are part of an active, local chapter.

Hope to see you all at the November 10th meet.

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.

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PhillyNMRA @ Hatboro Train Show

For a second year 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 1, 2018 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 or Bill Fagan.

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 President Kurt Thompson (president@mer-nmra.com).

“Crossroads of the MER” Convention

MER 2018 is now history and the scoop is that attendees have really enjoyed themselves. Kudos go

out to the Potomac Division for all the hard work they put into this. A full report of the convention with photos will be forthcoming in the online section of this or the following issue of *The Dispatcher*.

New MER Business Manager Sought

The MER is looking for a reliable individual to take over the position of MER Business Manager. Details on the position and contact info can be found on [page 30](#).

AP Report

by *Dave Messer, MMR*



I am very pleased to report that we have two excellent modelers in the Philadelphia Division in strong contention for Master Model Railroader status, which is something for them—and the Division—to be very proud of. They are Glyn Thomas, who recently completed the requirements for AP Author, and Joe Walters, who just this month completed the requirements for AP Master Builder—Cars. Stay tuned!

September Meet Report

by *Mark Wallace, Clerk*



For our recent September 9, 2018 meet we returned to the **Perkasie Fire House** at 100 N. 5th Street in Perkasie, PA. A good crowd of 43 members and visitors that are all interested in model railroading joined in a morning of fellowship, clinics, model viewing, and refreshments.

Superintendent Charles Butsch called things to order at 9:00am and re-introduced the Board of Directors who were present as well as the 2018-19 slate of officers. Clinic #1 on “**illuminating Structures with LEDs**,” was presented by Division member Rick Melcher. LED technology is taking the world by storm and can be found providing light in a number of model railroad applications. LEDs are small enough and do not produce heat to the extent that they can be mounted in realistic locations within models of buildings. When done artfully and carefully, LED lighting will accurately render a structure in a night scene as having its own lighting system. Rick presented a number of photographic examples that included buildings and scenes that were scratch built by his friend, Jimmy Shepard.

AP Committee Chair Earl Paine, on behalf of our **Achievement Program Coordinator Dave Messer, MMR** who could not join us, presented achievement certificates. Earl was pleased to issue to **Glyn Thomas** five certificates: Electrical, Structures, Scenery, Prototype Scene, and Golden Spike. **Jeff Witt** was

Photos by Howard Kaplan



Rick Melcher (left) displays clinician certificate awarded by Super Charles Butsch

presented four certificates: Civil and Electrical Engineering, Scenery, and Golden Spike. And finally, **Chip Stevens** received his Volunteer Certificate. Earl shared with the group the names of a number of other members working on their certificates with enthusiastic encouragement to focus their modeling efforts towards earning an AP certificate.

Division Clerk Mark Wallace gave a brief talk directing those present to look into the Operations (Ops) Page on our website and especially the Ops Call Board Forms located at:

<http://www.phillynmra.org/members/operations-call-board>

The Division has been quietly emphasizing operations and providing a way for layout owners and those wishing to operate on other members' layouts to find one another. In the



Clerk Mark Wallace talks about the Ops page on the Division website

coming year, as part of our organizing the 2019 MER Regional Convention, Mark will be the Operations Callboard Coordinator. Operations is something that most modelers who are good with a throttle, but who may lack a layout, can instead visit and operate on other layouts in conjunction with the layout owner's operation session. That way, both the operator and the layout owner can both enjoy the thrill of large-scope model railroading operations. Check it out and sign up.



New AP requirement: Learning to juggle? (L to R) Jeff Witt (Golden Spike, Electrical, Civil, Scenery), AP Chair Earl Paine, Glyn Thomas (Golden Spike, Scenery, Structures, Electrical, Prototype Scene), AP Assistant Bill Fagan, Chip Stevens (Volunteer)

Guest Clinician **Will Jamison** presented clinic #2 on **“Prototype and Modeling of Transporting Steel Plate by Rail.”** Some of you who attended this year's RPM-Valley Forge may have attended Will's earlier clinic on one of my favorite cars on the railroad, gondolas. The loads they carry can be amazing. Will focused on the

unique loading challenges of transporting steel plate. Steel plate is large and often larger than the bed support provided by the car and so it must be supported by a dunnage frame constructed of wood or steel channels with the plates tipped sideways. These plates are produced at a steel mill and shipped to various manufacturers or fabricators who utilized steel plate in their products. Will showed many different examples of prototype cars with loads as well as empty racks. He brought and shared many different models of gondolas and some flat cars that carried miniature versions of sheet metal loads.

The morning featured our usual white elephant table along with swap tables with items for sale by a few of our members. Our 50/50 Raffle winner was visitor and friend John Wertan who graciously donated the proceeds back to the Division. To cap the morning off, there were many door prizes awarded to the lucky ticket holders.

Due to Rob Hinkle's absence because of illness, the normally scheduled MER 2019 Convention titled the "Liberty Bell Special," was rescheduled for after our next Division meet in November. Eric Dervinis provided a final announcement on the MER 2018 Convention, "Crossroads of the MER," in Rockville, MD.

Our afternoon layouts featured three layouts. **Dick Landt's "Reading & Northern"** HO scale railroad models the North Penn Branch of the Reading Railroad from Lansdale to Saucon Yard. **Ron Bigham's PRR-themed** HO scale layout is based on the west slope of the Alleghenys and features some very well-constructed benchwork with track that will be ready for scenery and detailing. **Jim Maurer's PRR and Reading** plus traction-themed layout depicting parts of Philadelphia and vicinity rounded out the open layouts. Each layout was running and featured opportunities for photo run-bys or good model railfanning.



Will Jamison presents his clinic on steel plate transportation

The Division thanks the Perkasie Fire Company for allowing us the use of their community room as well as to Dick Landt, Ron Bigham, and Jim Maurer for allowing us to visit their layouts. We also thank our clinicians, Rick Melcher and Will Jamison, and all of the modelers who brought models to display 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, were inspired, and had a good time!

Our next Division meet will be on Saturday morning, Nov 10, 2018, at the **Brandywine Town Center** in Wilmington, Delaware. Further details about this upcoming meet are found elsewhere in this

A Note of Concern: *Rob Hinkle, our Assistant Superintendent and Chair of the 2019 MER Convention, became seriously ill after returning from the NMRA National Convention in Kansas City this past August. He was in hospital for several weeks but has returned home and is quietly recuperating. We hope for a speedy recovery and wish him the best.*

issue. Remember too—your membership includes these meets complete with the clinics, networking, and fellowship, and they are free to you, our division members. Hope to see you in November! 🚂

MORE MEET COVERAGE ON PAGE 14

Tracks to the Trenches 2018

Large-scale, World War I Centenary Commemoration in the UK

by Glyn Thomas

Photos by the author

Living in the US, we're largely insulated from the large-scale centenary commemorations of the Great War 1914-1918 that have taken place in Europe over the last four years. The unprecedented loss of life during the major battles of the war affected virtually every family in Western Europe and the Commonwealth and has only recently passed out of living memory.

For the last three years, the Apedale Valley Light Railway, based near Newcastle Under Lyme in the English midlands, has run a "Tracks to the Trenches" event in July, to commemorate the role that railways played during the Great War. Railways probably played a larger role in that war than any other major conflict, because they were the primary means of long-distance land transport at the time, while mechanized road transportation and aviation were still in their infancy.

I happened to be in Britain at the time of this year's Tracks to the Trenches event and was keen to attend because a couple of my friends, Dr. Paul Waters and Julian Rainbow of the British Overseas Railway Historical Trust (BORHT), were using the event to launch their monumental book, *British Military Railways Overseas in the Great War*". This book is highly recommended to anyone who has any interest in the use of railroads during the war across all the fronts.

Tracks to the Trenches was very impressive. Apedale had invited a collection of locomotives and rolling stock from railways across the UK to represent most of the 2'-gauge standard types that would have seen service on the Western Front. Their "main line," fit for passenger service and about half a mile long, operated continuously through the day cycling through the steam locomotives, with occasional demonstration freight trains.

The railway also has access to a large field, which was used for re-enactments with a tent city, trenches, era-appropriate vehicles, and reconstructions of a tank and aircraft. Light tramway tracks were laid through the re-enactment field, allowing demonstrations of switching movements. To top it off, the loco sheds were set aside for a model railroad exhibition with a number of fine British-style exhibition layouts that combined the fields of military and railroad modeling. (British-style exhibition layout are generally stand-alone portable model



Baldwin 50HP Diesel Tractor, probably 48378 of 1918. This example worked in France and Switzerland and during its long lifetime was re-engined and converted to standard-gauge. Apedale is converting it back to 2' gauge.



Motor Rail "Simplex" 1757/1918 no. LR2478. These small "petrol tractors" (they ran on gasoline) were used to supply the frontline – it was too dangerous to run steam locos up to the front because steam and smoke could be used to direct enemy fire.



"Joffre" class 0-6-0T by Kerr Stuart (3016/1916). This was a standard British-built loco for use on 2'-gauge military railroads. It is alongside its German counterpart, "Brigadelok" 1091 0-8-0T (Henschel 159568/1918). This scene could be prototypical because wartime railroads often pressed captured locomotives into service.

railroads, built either as a continuous-run loop with hidden staging, or on the “terminus to (hidden) fiddle-yard” plan.)

At this time, it isn't clear whether Tracks to the Trenches will be repeated. In its absence, it would be a major road trip to see all these locomotives at their home railroads. 🚂



Model 'Simplex' loco on Ferme du Pont model railroad by Ben Moorehouse, Michael Hodgson and Robert Bateson. Terminus to fiddle-yard style, O-14 scale/gauge.



Model Hunslet 4-6-0T on Up the Line by Kevin Hughes. O-16.5 scale/gauge.

THE REMAINING PHOTOS ACCOMPANYING THIS ARTICLE CONTINUE ON **PAGE 10**



Glyn Thomas is a Brit by birth which explains his natural affinity toward railroading in the UK. Still, he has completed two layouts based on domestic prototypes—one in Princeton, NJ which was open to NMRA members this past summer—depicting the CNJ through Jim Thorpe and the Lehigh Valley; the other in his current residence in Philadelphia representing the modern-day Minnesota Commercial Railroad. He has just completed five AP certificates and is well on his way to becoming one of the Division's next MMRs.

MER 2019 Convention Report

by Rob Hinkle, Convention Chairman



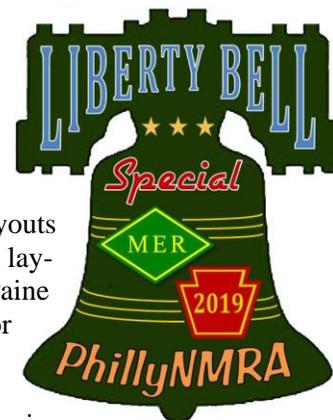
Greetings, fellow Division members. I wanted to give you an update as to our plans for the upcoming MER Fall 2019 Convention.

Just under a year from now will be the start of the Liberty Bell Special – MER 2019 convention. As mentioned previously, 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 and has been sending out questionnaires to gather layout information from everyone. John Seibert (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 of 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) is handling publicity, and a copy of his first news release can be found on **page 24**. More convention details are still being worked out and will be made public as they become available.

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.



**We Welcome Our Newest
Philly Division Member**

Vernon Gullo, Wilmington, DE

For links to registration information and to view our PowerPoint presentation, see the home page of the Division website at phillynmra.org/. A new website specifically dedicated to the convention will be forthcoming at LibertyBellSpecial.org or MER2019.org—either URL will take you there.

The next committee meeting for anyone interested will be after the November meet in Wilmington. 🚂

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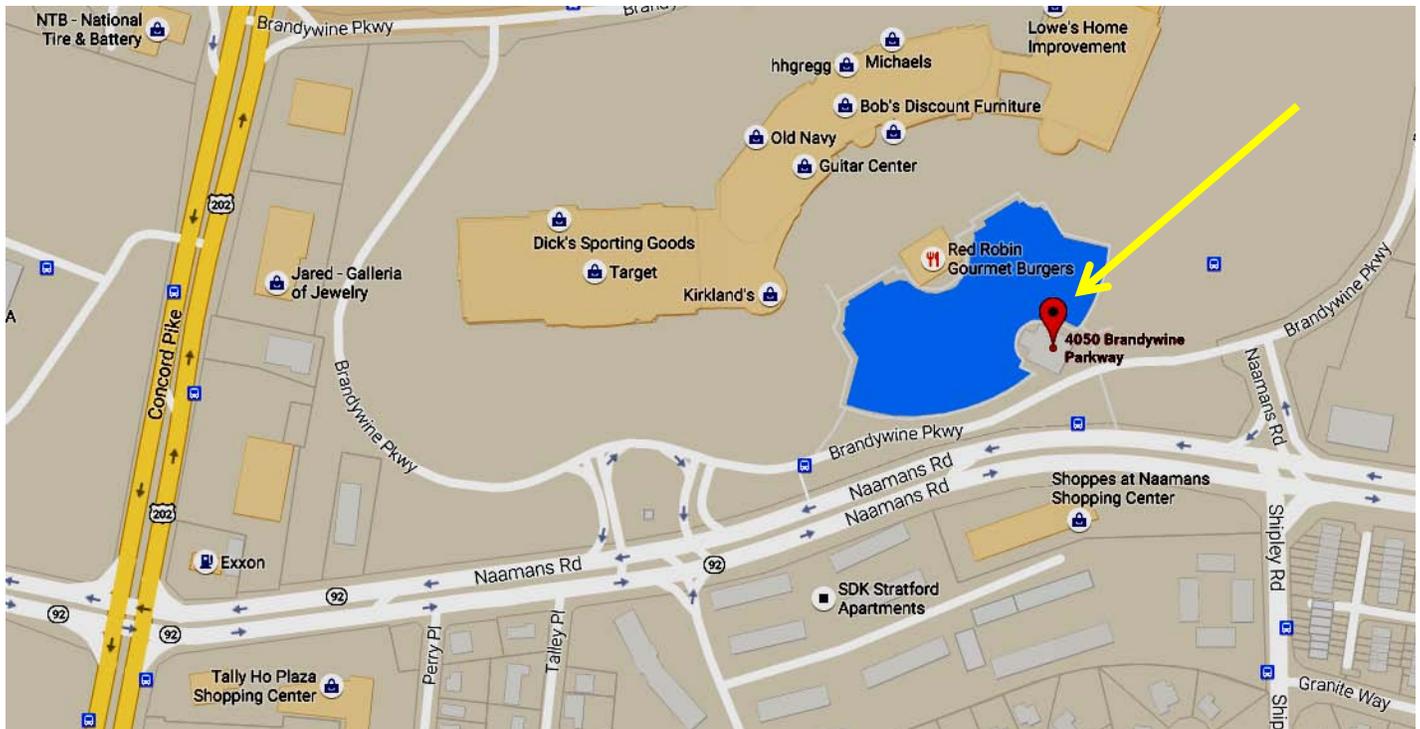
Directions to the November Meet

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.

Planning Ahead – Division Meets & Other Upcoming Events

<p>November 10, 2018 Philadelphia/NJ Division Joint Meet Brandywine Town Center. Wilmington, DE</p>	<p>December 1, 2018 Hatboro Train Show Keith Valley Middle School Hatboro, PA</p>	<p>January 12, 2019 NJ/Philadelphia Division Joint Meet Grace Episcopal Church Merchantville, NJ</p>
<p>April 6, 2019 Philadelphia Division Meet Southampton Community Ctr (tentative) Southampton, PA</p>	<p>June 8, 2019 Philadelphia Division Meet Newtown Township Bldg (tentative) Newtown Square, PA</p>	<p>July 7–13, 2019 NMRA National Convention Little America Hotel Salt Lake City, UT</p>

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

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**620 Edmonds Avenue
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Nicholas Smith Trains
2343 West Chester Pike (PA-3)
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610-353-8585

nicholassmithtrains.com

10% discount (excludes O & G items)

Henning's Trains
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Lansdale, PA 19446
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henningstrains.com

10% in addition to already discounted prices

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400 Mill Street
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trainpops.com
10% discount

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Philadelphia Division of the NMRA, Inc.

(A Nonprofit Organization)

Financial Report

for the Year Ended June 30, 2018

Respectfully Submitted by Howard Kaplan, Treasurer

STATEMENT OF ACTIVITIES		
INCOME		
MER Dues Rebate		\$269
Non-dues Program		359
Fundraising		183
Interest		53
Total Income		\$864
EXPENSES		
Program		\$1,277
Fundraising		60
Depreciation		202
Total Expenses		\$1,539
Net Loss		(\$675)
STATEMENT OF FINANCIAL POSITION		
ASSETS		
Cash and Cash Equivalents		\$26,845
Inventory Asset		287
Total Assets		\$27,132
LIABILITIES AND FUND BALANCES		
CURRENT LIABILITIES		
Accounts Payable		\$75
Total Current Liabilities		\$75
FUND BALANCES		
Unrestricted		\$27,057
Total Fund Balances		\$27,057
Total Liabilities and Fund Balances		\$27,132

The first two photos on this page are repeated from the article uncropped.

Model 'Simplex' loco on Ferme du Pont model railroad by Ben Moorehouse, Michael Hodgson and Robert Bateson. Terminus to fiddle-yard style, O-14 scale/gauge.



Model Hunslet 4-6-0T on Up the Line by Kevin Hughes. O-16.5 scale/gauge.

Model Cravens inspection car on an unidentified model railroad. This layout depicted ex. War Department equipment in agricultural use after the war. OO9 scale/gauge.



Model 'Simplex' loco on Q Dump layout by Nigel and Sue Tansley. 1/35 scale, 16.5mm gauge.

Scene on the Fallgate layout by Brian Love and the Ashover Light Railway Society. The Ashover Light Railway was a prototype railroad that operated with ex. War Department equipment. This is a prototype scene as it would appear in the 1930s. OO9 scale/gauge.



"Edgar" Decauville 0-4-0T full-size replica, built by North Bay Engineering Services Ltd. c.2018. This may have been the first outing of this replica, built to plans for the French-standard war locomotive, because there were problems with the Walschaerts valve gear and the loco needed to be rescued by a Simplex. Decauville was a major promoter of 600mm gauge railroads for military and industrial use at the end of the 19th Century and sold a very successful line of prefabricated narrow-gauge track—a full-size prototype for model railroad set track.



German 'Brigadelok' 1091 0-8-0T (Henschel 159568/1918). German military railroads were known as Heeresfeldbahn. Although similar to the French Decauville system, the Germans were able to build larger locomotives by using radial axles. After the war, this loco operated at a sugar refinery in Poland.

Baldwin 4-6-0T (44656/1917) no. 778. American builders supplied large numbers of locos to the allies in the final stages of the war. The Baldwin design adapted a Belgian pre-war design by adding American features. Also provided similar looking locomotives on a 2-6-2T wheel arrangement. This particular loco ended up working at the Daurala Sugar Works in India before being preserved. I kit-bashed an OO9 model of this particular locomotive to its Indian guise many years ago.



Hudswell Clark 0-6-0WT (1238/1916) no. 104. This British-built locomotive is based at Apedale and was restored in 2014 after repatriation from Ghana.



↑ Hunslet 4-6-0T (1215/1916) no. 303. The Hunslet 4-6-0T is the best known of the British standard wartime classes. This event was the inaugural run for the loco after restoration.



← Hunslet 4-6-0T (1215/1916) no. 303.

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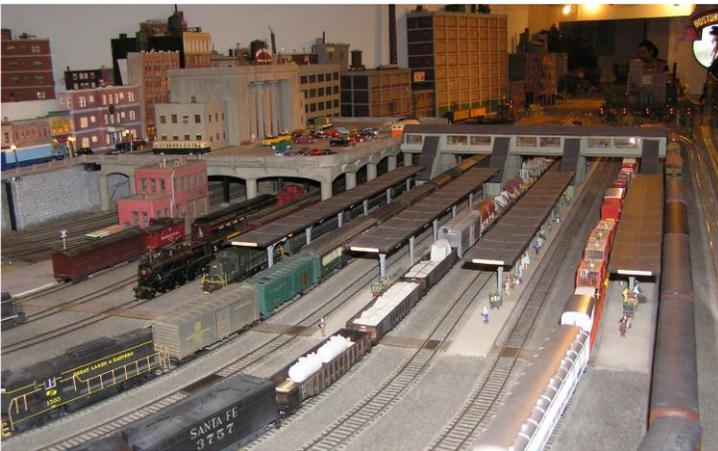
Bill Fagan:

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 – 161 layouts with 667 videos and 1770 followers and 919,000 views on YouTube. This month will be a trip down memory lane:

This month will be a trip down memory lane. The following are seven railroads that no longer exist. Dismantled because of death, moving, or lost their lease. Some are being rebuilt in new locations; some are gone forever.



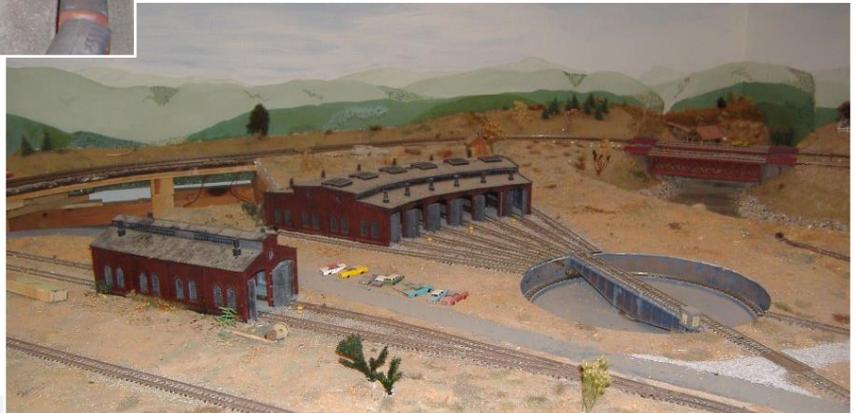
HOWARD KAPLAN PHOTO

← GATSME Model RR Club

HO scale, Digitrax DCC. Railroad is being rebuilt in their own building in Rockledge, PA. Want to see videos of this layout? Search GATSME on YouTube or see the layout video page at PhillyNMRA.org.

Hal Godwin →

N scale very large attic layout of Hal and Pat Godwin, sadly Hal passed away. Want to see videos of this layout? Search Halpat's RR on YouTube or see the layout video page at PhillyNMRA.org.



HOWARD KAPLAN PHOTO



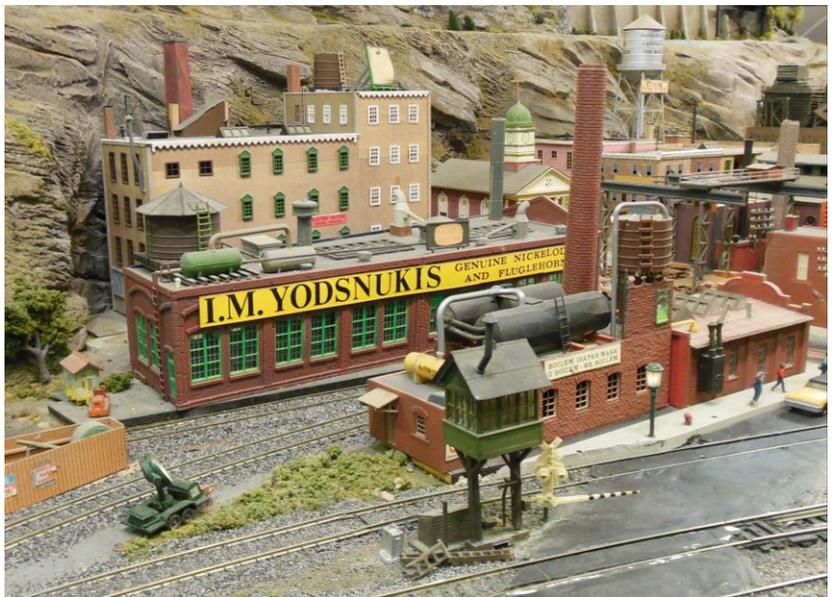
ROB ISCHINGER PHOTO

← Arnold Kimmons

HO scale Royal and Edisto RR. Short, but highly detailed. Exceptional scenery. Arnold moved south. Want to see videos of this layout? Search Kimmons RR on YouTube or see the layout video page at PhillyNMRA.org.

Logan Model Railroad Club →

Logan Southern Railroad was located in the Souderton PA train station on the old Reading Bethlehem Line. It is a fictional railroad (HO scale) that runs from the town of Logan, in the northwest corner of Pennsylvania, south and east across the Allegheny Mountains to Harrisburg. Unfortunately they lost their lease and had to dismantle the layout. They vacated the station on August 1, 2015. So sad to see this wonderfully mastered layout disappear forever. Want to see videos of this layout? Search Logan RR on YouTube.



HOWARD KAPLAN PHOTO

← Bob Jans

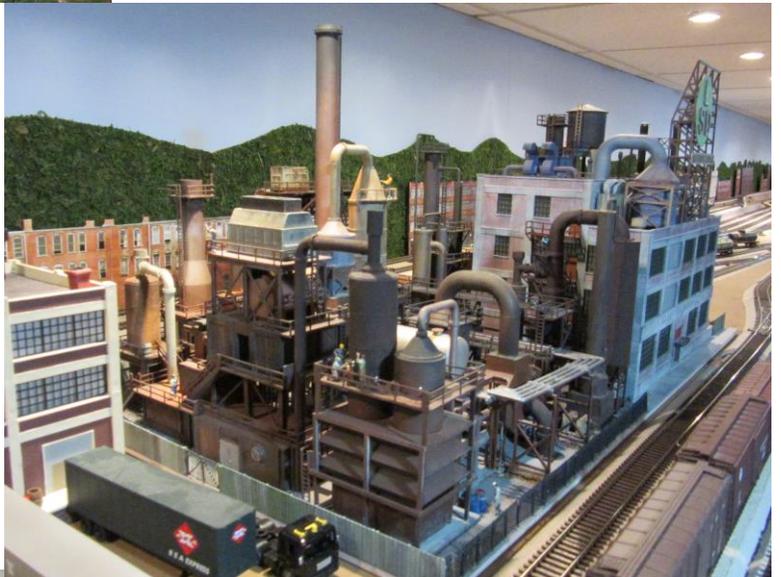
HO Scale. Modeling the PRR from Harrisburg to Pittsburgh. This railroad was demolished in January 2015. Bob moved to central PA and is rebuilding. Want to see videos of this layout? Search Bob Jans RR on YouTube.



ROB ISCHINGER PHOTO

Rob Arthur →

Rob's Pennsy and Reading RR's was a fre-lanced HO scale layout. Highlights included the Budweiser brewery, Bethlehem Steel, and US Steel plants. The steel plant was over 15' long. Rob had over 400 cars and over 70 engines all DCC. He used NCE as his operating system. Rob began his railroad in 2003 and sadly it was dismantled in June 2015. I am privileged to have had the opportunity to video it. Bob relocated and not sure if it is being rebuilt. Want to see videos of this layout? Search Rob Arthur's RR on YouTube.



BILL FAGAN PHOTO

← Mike Rabbitt

HO Scale. If your interests are in steel mills and the steel industry, you missed seeing this amazing layout. All the steel mill industries were scratch-built and highly detailed. If they were built in full size, they could actually operate. In fact, the Walters blast furnace has a pipe hooked up incorrectly and wouldn't work if it were built that way! High detail, prototypical operation. Mike moved and is rebuilding. Want to see videos of this layout? Search Mike Rabbitt's RR on YouTube.



HOWARD KAPLAN PHOTO

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



Good looking crowd (as model railroading crowds go)



AP Certificate Recipients: ↑ Glyn Thomas



↑ Jeff Witt



Chip Stevens →



Clinic chair John Seibert introduces the morning's presentations



Layout Tour Hosts: ↖ Jim Maurer



Ron Bigham ↑

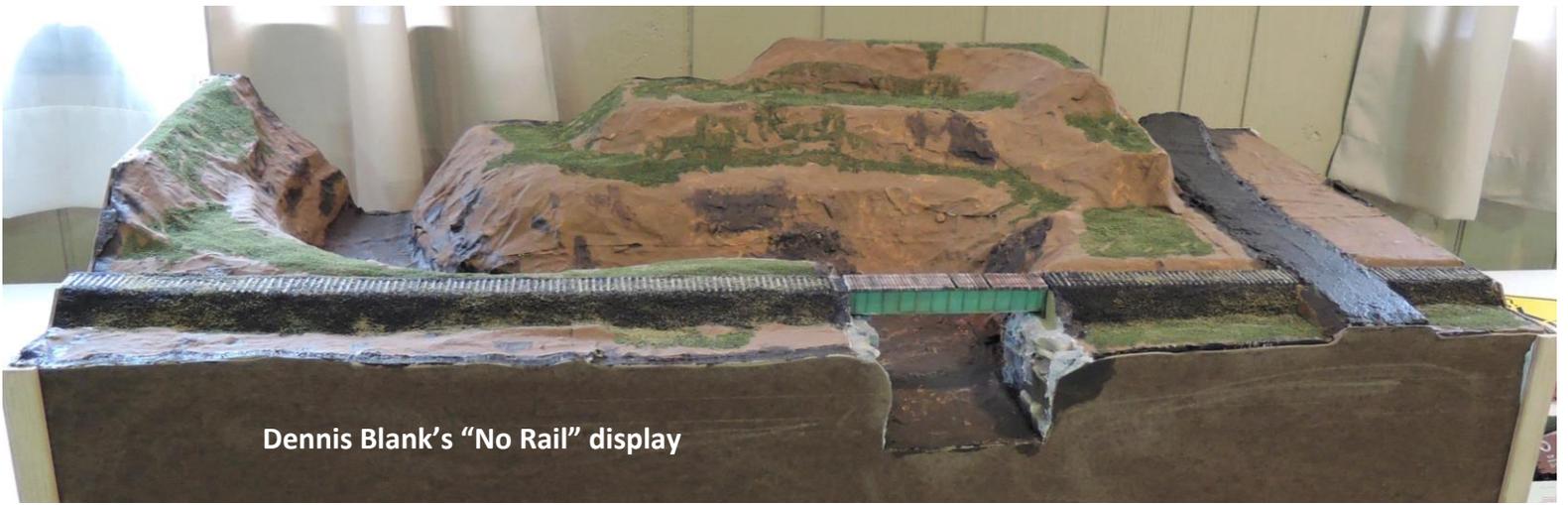
↑ Dick Landt



Clinician Will Jamison (left) receives his appreciation certificate from the super

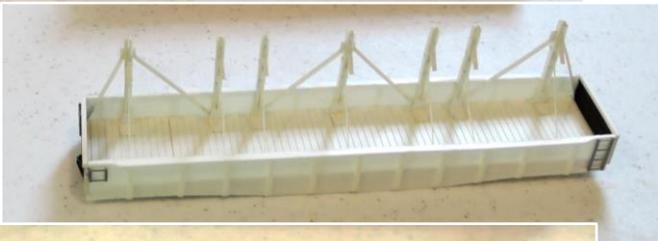
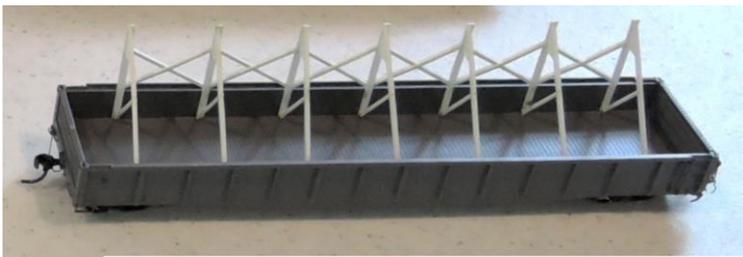


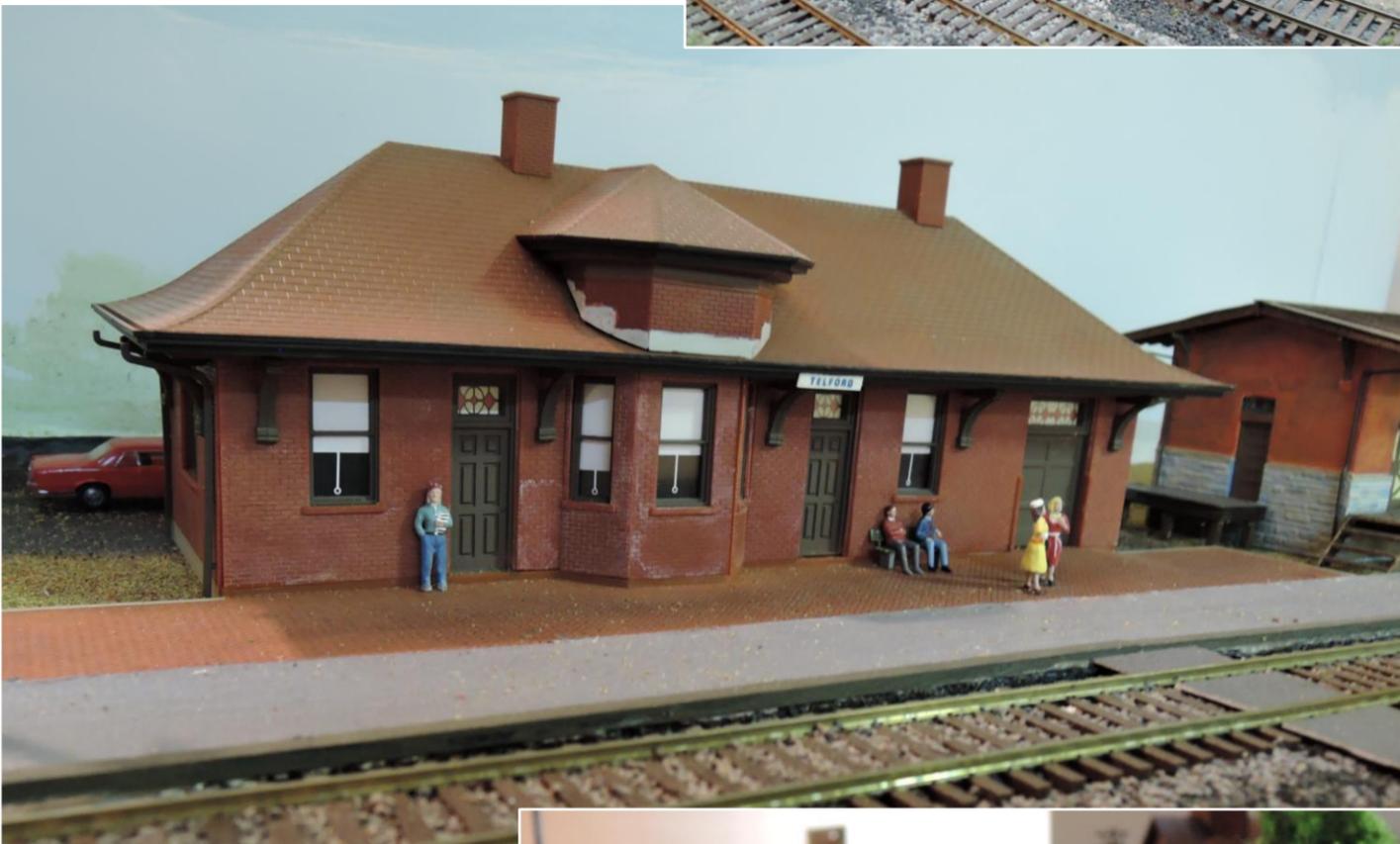
Chip Stevens mans the video camera



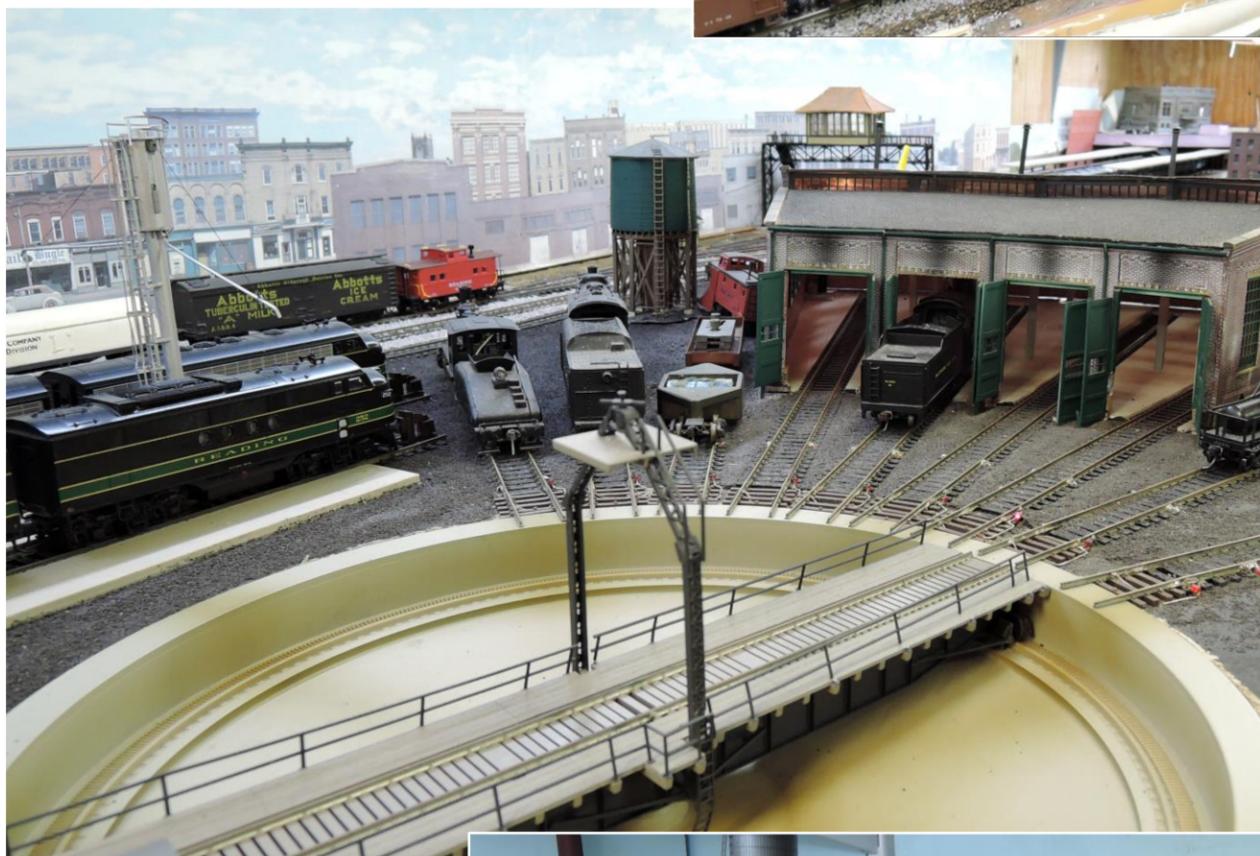
Dennis Blank's "No Rail" display

Examples of Will Jamison's own scratch-built and modified gondolas and flats used to transport steel plate







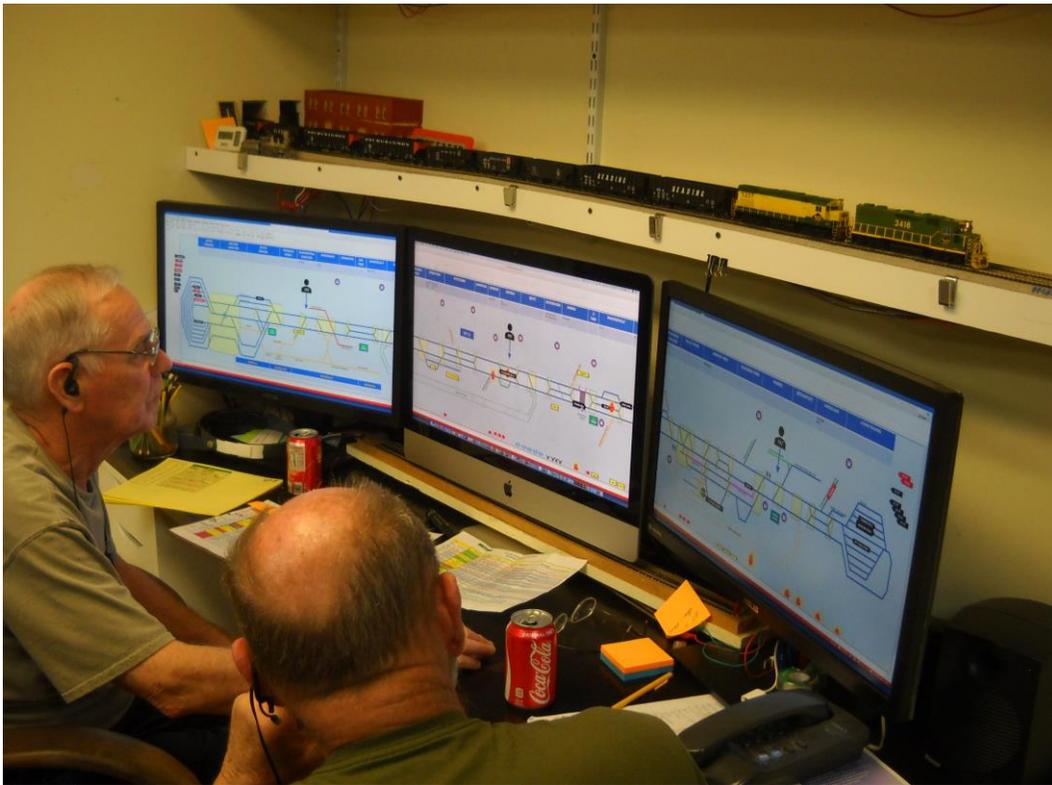




Far left: Member Don Bell has decided to expand his basement-sized L&N/ Clinchfield layout and has recently finished the benchwork phase. Look for more on Don's layout in future issues.

Center: Ron Bigham is also rapidly expanding his PRR layout. Ron uses Fast Tracks Sweep Sticks to lay out his curves.

Above: Ron's layout was open at the most recent Division meet. Note the smooth trackwork with eased curves.



Don Bell and Don Borden work with Earl's new dispatcher system.



Pat McTeigue serves as the Norris Tower Operator and keeps track of all trains as they traverse the layout.



Jeff Urso installs Island Power on Mike Taber's Reading-based railroad.



John Seibert is ready to lay track on his N-scale Wilmington and Northern Reading branch layout



Joe Walters's outstanding scratch-built Jordan Spreader model has gone on to receive more accolades at the Rockville MER meet



Glyn Thomas poses at his Princeton, NJ layout during his AP judging session. Glyn received 5 certificates that day!



New to N Scale, Dan Pantaleo is using foam construction on his new BNSF layout. Dan recently converted from Lionel.

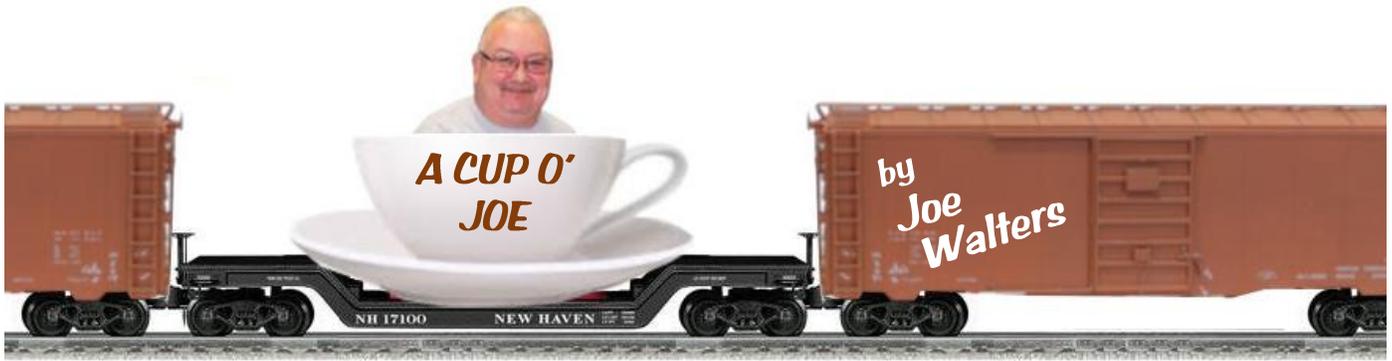


Mike Taber has started scenicing the Bridgeport, PA area on his layout. Make plans to commence operations soon.



Chip Stevens, having recently moved from Boston, is planning to start his new HO layout in his new home's basement

The Dispatcher continues to seek and give coverage to all Division layouts in the online section. If you'd like coverage, please don't hesitate to send in photos to the editor. Contact info is located on page 2.



Howard asked if I would write a small column on modeling and prototyping. I am not much of a writer, but I will try. My name is Joe Walters and I am a member of the Philadelphia Division of the MER in the NMRA. My layout, the Northeast Lines, a freelanced short line, is an operating railroad that meets once a month. It is controlled with Easy DCC and there is sound in 90% of the locomotives.

Retired now, my career consisted of experience in the mechanical department at the Reading Railroad, Conrail, and Amtrak. Over a 32-year career I have held jobs as a car inspector, car repairman, foreman, general foreman, manager, and assistant superintendent.

I'd like to use this very first column to remind everyone that November is Model Railroad Month. I am the Coordinator for the October/November Model Railroad Open House event. The website is: ModelRailroadOpenHouse.com. This is a site that showcases local model railroads in our region that are open to the public in November (with some garden layouts open in October). For the past few years I took charge of organizing the model railroads in Delaware and Maryland. This year I am pleased to announce those in Southeastern Pennsylvania and South Jersey are back on this website after a two-year absence.

Our Facebook page is very active with visitors posting photos. Layout owners are also able to post pictures of their layouts to entice visitors. The Facebook page is "[Model Railroad Openhouse Schedule](#)." Please join our social community and participate.

On a sad note, we lost two layout owners this past year. In Delaware we lost Keith Heck, a long time participant in our open house schedule. He was a member of the NorDel Club and a G scaler. Another loss was John Lassahn, an N scaler. He was a longtime friend of Bruce Friedman, and worked along side him facilitating the schedule in the past. Both will be remembered and missed.

I am hoping I can encourage you to come out and see some of the great railroads that we have right here in our backyard. Some are actually famous and have appeared in national publications.

If you have a subject that you would like me to touch upon, please see me at our division meets and we can discuss it for an upcoming issue.

Well, Joe's cup is running low. For now, keep rolling down the track.

Joe

josephwalters@yahoo.com

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Liberty Bell Special

2019 MER Convention Sponsored by The Philadelphia Division – NMRA
October 10-13, 2019

Come celebrate trains in the cradle of liberty!

The Philadelphia Division, NMRA welcomes you and yours to Liberty Bell Special 2019! The next Convention will be October 10 through October 13, 2019 at the Crowne Plaza Hotel in King of Prussia, PA. After much deliberation, our committee chose the name Liberty Bell Special over such other favorites as Cheese Steak Local and some lesser titles. For those of you not familiar with King of Prussia, it is located 20 miles northwest of downtown Philadelphia adjacent to the Pennsylvania Turnpike and many nearby highways. In southeast Pennsylvania, all highways lead to Valley Forge.



Since Monday, October 14 is a federal holiday, the hotel has agreed to extend the room rates for the convention for an additional 3 days before and into the week following the convention. The hotel is in walking distance to the second largest shopping mall in the United States with shops and dining to meet any tastes. Also, in driving distance are the Valley Forge National Park whose accommodations during the winters of the American Revolution were not as luxurious as our hotel, Longwood Gardens, the gardens of the Dupont family and many more places of interest. More about the area can be found on the hotel's website, www.cpvalleyforge.com. For those of you who collect hotel stay points, Crowne Plaza is a part of the IHG hotel group. Registration forms for the Convention and hotel reservation information will be published soon.

At this time, we have one prototype tour on the Colebrookdale Railroad. The Colebrookdale is part of the former Reading Barto branch in nearby Boyertown, PA that is a short 50-minute drive from the hotel. In addition to the autumn foliage that occurs in early October, there will be the train ride, lunch, and a tour of the railroad's shops. The committee is working hard on additional tours and will announce them through the Region and Division newsletters as well as on the websites, LibertyBellSpecial.org and MER2019.org. Either one will take you there when they are fully developed—right now they will take you to the Division website.

Currently we have the first four layout tours scheduled, three HO layouts and a traction layout. Efforts are under way to add to the list both with individual and club layouts. We are attempting to keep all tours and open houses to drives of 30 minutes or less. We would also like to hear from owners and superintendents who are willing to open their layouts to those making the trip to Valley Forge, keeping in mind again that Monday, October 14th is a holiday. Those willing should notify Bill Fagan (bfagan777@hotmail.com) of ability to host. Remember, those Open Houses count toward AP Volunteer points.

Liberty Bell Special will begin on Thursday night with clinics which will continue through Sunday morning. We have one tentative, hands-on clinic planned with a noted presenter, as well as many more sessions tentatively planned. Again, check the website for additional or new clinics. If you want to present a clinic, please email John Seibert (johnhseibert@comcast.net) with your topic.

As usual, Saturday will include the Contest Room. Plan now to bring your latest modeling efforts for sharing with other MER members. More AP credits may be available for your efforts.

Sprinkled among all these activities will be opportunities to operate on some truly spectacular individual and club layouts. We're keeping those AP Dispatcher ours in mind.

All roads lead to King of Prussia, PA. We hope you and yours will take advantage of this opportunity to visit the convention for a truly memorable experience.

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Other Divisions



Philly Division Member Jeff Witt presented his very popular clinic on the legendary John Allen and his equally legendary model railroad, the Gorre & Daphetid, at the New Jersey Division's most recent meet. Here you see Jeff (left) receiving his appreciation certificate from Clinic Chair John Gallagher. Congratulations, Jeff!

Classifieds

My name is Fred Brecher. I have become acquainted with Charles Butsch and discovered we have a common interest, HO model trains. However I have collected a significant amount of rolling stock and engines, but unfortunately never built a layout to enjoy watching them run.

I am nearing 87 years old and don't have the energy to do that now. I have created an inventory of what I have and hope to sell it to anyone who would care to have it. I collected this during the 1960's. The engines are from that era so need to be upgraded to DCC, if desired. Most, if not all, of the engines are brass.

I can send the inventory via e-mail to anyone who would be interested.

Thank you for your attention to this matter.

Fred Brecher
efbrecher@aol.com

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_____

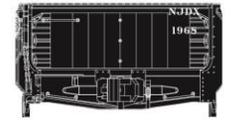
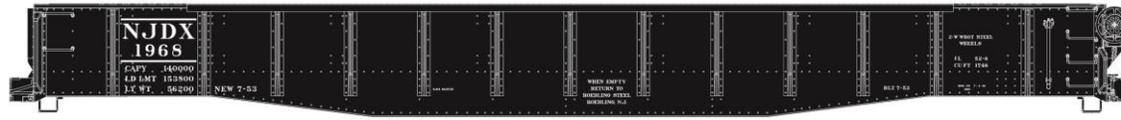
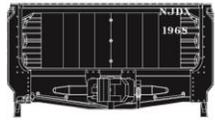
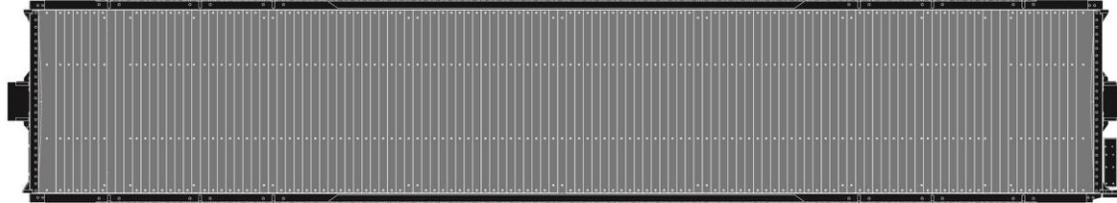
Telephone_____Email_____

See Tangent website for more info support@tangentscalemodels.com

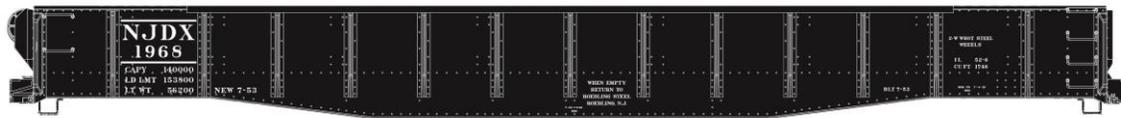
Return this form to NJ Division P O Box 8694 Trenton, NJ 08650



Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



Club News

On September 9, 2018 at 2 PM, the Rockledge Model Railroad Museum was officially opened to the public. The parent organization, Gatsme Model Railroad Club Inc., bought the building four and one half years ago. With the tremendous donations from the local community, club members restored and improved the building. Club president Doug Baer presided over the official cutting of the rail by Vice-President Jim Finnegan. Three hundred visitors came by to see what we built.

We have installed all modern conveniences including two ADA bathrooms, brand new HVAC and ducts, window replacements, roof repairs, new electrical, new fire safety, sinks, water fountains, a vestibule, new doors, brick pointing, insulation, and a fresh paint on every surface inside. Starting in November, we will be open every second Saturday of the month from noon to 3 PM. Our address is 323 Montgomery Avenue, Rockledge, PA.



Member Paul Barton is engineer on his train in East Reading during the grand opening

Our new sign next to the entrance



The outside of the building with the club-built window replacements in our yellow and green color scheme. The vestibule was built to provide a nice entrance and air lock.

MER News – New Business Manager Wanted

Our current Business Manager has decided that he is ready for a change and is resigning at the end of the year. If you would please spread the word around your divisions about this volunteer opportunity I would appreciate it. If you have anyone you know or can think of that would be interested, please provide me their name and contact information. I've listed the job description from the MER Executive Handbook.

Position: Business Manager

Appointed By: President

Approved By: Board of Directors

Reports To: President (Management) and Treasurer (Financial)

Position Summary Responsible for maintaining the membership and newsletter subscription rosters and performing the business office operations for the Mid-Eastern Region in accordance with Article VII, Section 1 of the bylaws. The Business Manager is required to receive payments for newsletter subscriptions, donations, purchases of salable items and other payments to the MidEastern Region from any source whatsoever; record new and renewal newsletter subscription applications; maintain an appropriate up-to-date member roster; make routine payment bank deposits of all such money in the name of the Mid-Eastern Region in such banks, trust companies or other depositories as shall be selected in accordance with the provisions of the bylaws and report all financial transactions to the Treasurer; maintain adequate supplies of designated salable items relevant to and within the scope of the Business office, e.g. CD's of The Local, and essential items applicable to the operation of the region's business office; and distribute salable items or notify other responsible parties for appropriate distribution; and provide membership and subscription address lists for publications, newsletters, ballots, etc.

Specific responsibilities:

1. Keeps the Treasurer informed of all financial transactions and the President and Treasurer of any problems concerning the operation of the business office.
2. Maintains membership and subscription records, keeping the rosters current with changes reported by individuals, Division Management and/or NMRA headquarters staff.
3. Prepares an annual budget request to cover any anticipated expenses for the year to come and periodically submit an Expenses Payment request for those expenses incurred.
4. Prepares various Financial and Membership Reports for the Treasurer and the Budget Committee Chairman for the Annual Meeting report.
5. Provides up-to-date mailing lists to The Local printing contractor for newsletter and ballot mailings.
6. Reports membership news of interest to The Local editor for publication in a periodic column.
7. Provides membership and financial information for Mid-Eastern Region Board meetings and/or participates in requested studies for the Mid-Eastern Region Board, or Division Management.
8. Oversees development and execution of electronic voting for Mid-Eastern Region NMRA, Inc., in coordination with those Officers, Directors and Standing Committee members directly involved in yearly election processes.
9. Serves as a member of the Budget Committee.
10. Coordinates with MER Merchandise Sales Coordinator as needed (see Position Description for MER Merchandise Sales Coordinator for specifics).

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NMRA Publications



[Click here](#) for the link to the latest issue.



[Click here](#) for the link to the latest issue.

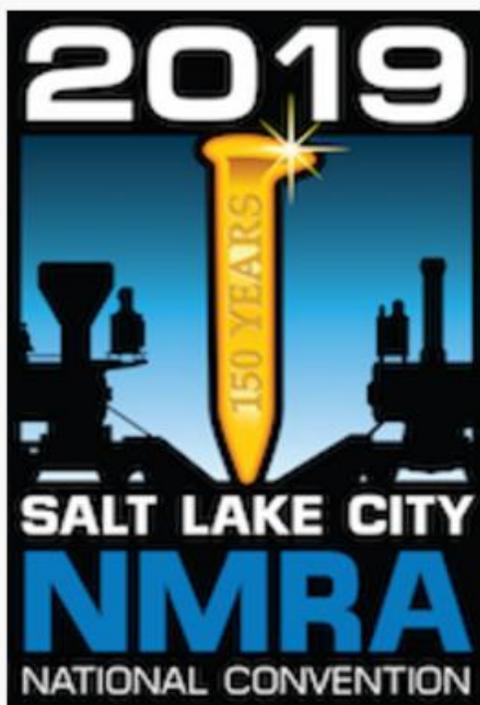


The
Local
A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



[Click here](#) for the link to the latest issue.

Upcoming NMRA Conventions



[NMRA 2019 Salt Lake City](#)

2019

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

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	

	No pocket	Pocket	Long Sleeve	Long Sleeve + pocket	Short Sleeve	Long Sleeve	Pullover	Pullover Hoodie	Zip-up Hoodie
	Polo			Button-Down		Sweatshirt			
1									
2									
3									
4									
5									

Qty	Price	Total

Patch @ \$3 each

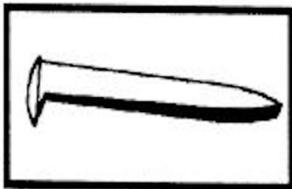
SHIPPING: Shirts @ \$5 + \$2 each additional shirt **Patches @ \$2** any quantity (ships free with shirt order)

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



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: _____