



# THE DISPATCH

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



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*PhillyNMRA.org*

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## Jersey Hosts Joint January Meet in Merchantville

**O**n Saturday January 12th, 2019 we return to the Grace Episcopal Church, 7 East Maple Street, Merchantville, NJ 08109, where the New Jersey Division will host our next meet. The time is 9:00am with doors opening at 8:30. Directions and maps can be found on page 8.

For those interested, the original Merchantville train station, and now a restaurant, is located a block away on the corner of N. Center and Chestnut Streets. It was built in 1881 on a line from Pemberton to Camden, later becoming part of the PRR and PC railroads with passenger service continuing into the late 1960s.



Our morning program will begin with Jersey's Fred Willis offering a story about the "*Crystal River Railroad*." This was an obscure railroad in Colorado that hauled mainly two commodities, coal and marble. It traversed very difficult terrain, supported standard and narrow gauge operations, served small isolated mountain towns and created many interesting features that modelers could consider in their own modeling activities.

Its combination of standard gauge and narrow gauge operations fits the interests of many model railroaders who already combine these gauges on their own layouts. Many use the 30-inch gauge models that one finds on the market in O scale (On30) and HO (HOn30) with available track HO for On30, and N for HOn30. Besides locomotives and rolling stock for sale, ready to run, modelers can build models using the smaller gauge equipment—trucks, power trucks, and even models to kitbash or scratch build.

Fred is an accomplished modeler, having presented his beautifully scratch-built structures and his techniques for building them at past meets. He also worked tirelessly to produce a fine lineup of clinics at the 2015 MER convention in Mount Laurel, NJ.

Next will be Philly member Joe Walters presenting his clinic titled "*Scratch Building a Depressed Flatcar with Load*." The flatcar has been around for as long as railroads. Many changes have occurred over time: they became longer, heavier, and more specialized to handle

loads that normal flatcars were never meant to carry.

Our subject of conversation will be the "depressed flatcar." These specialized cars come in many different axle configurations depending on the load. Variations include 4, 6, 8, 12, and 16 axles. The 16-axle cars are designed to carry more than 100 tons or a load that is longer than 89 feet. The center depressed area allows the car to have a low center of gravity while being able to handle extended heights. This type of rolling stock typically moves electrical transformers, electrical power equipment, and large industrial production machinery.



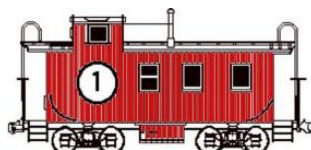
Joe will discuss how to build this car using styrene and resin castings. A transformer load constructed of styrene with over 100 parts will also be discussed. This car was displayed at the MER meet in Rockville, MD and received a merit award of 90 points.

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. Check out part one of his column this month on everything you ever wanted to know about wheels.

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.

Our Jersey hosts are always accommodating with plenty of coffee and donuts, while we naturally supply the Philly soft pretzels. In addition, there will be door prizes and swap tables (to reserve contact Bill Grosse, 609-532-3431, [w.grosse.jr@optimum.net](mailto:w.grosse.jr@optimum.net)).

The afternoon fare consists of several impressive New Jersey layout open houses as well as that of our own Glyn Thomas, which happens to be the topic of the featured article this issue. Maps and directions to the layouts will be available at the meet. Hope to see you there!



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### From the Super...

Christmas is fast approaching; it seems that it arrives sooner each year. It used to come after Thanksgiving—remember? Now it's with us before Halloween. The separation of holidays seems to have gone the way of the steam locomotive.

My Christmas as a small child began on the morning of the 25th. My parents brought my brother and me downstairs to a living room of wonder. The two of them had spent the previous evening and that early morning setting up a real live tree—remember those? The tree was covered with twinkling lights, shimmering bulbs of many colors, and tinsel that stuck to everything. They even put up the angel I had made of construction paper in school. Boy, they were great.

But what was really great was what the tree was sitting on—a 4' x 8' plywood platform with my American Flyer trains. It was a simple oval with a pair of turnouts that were controlled by a humming transformer. There also were Plasticville buildings: the typical church, a post office, a school, and several ranch-style houses.

The plywood platform had been painted a dark green and was framed with 2"x 4" lumber. Four legs were cut to a height so I could see and play with the trains. A paper skirt was thumb-tacked along the edge of the platform. My mother later made a green fabric skirt that didn't rip. Yes, I did also get excited about all the presents and clothes I received each year. But it was that plywood platform and American Flyer trains that lead to my fascination of trains today.

My parents did it smarter in later years, setting up the platform in the basement in our second home. It stayed up after the tree had lost its needles and I was able to keep it up until my birthday in January.

And speaking of January, I'm looking forward to seeing you all on the 12<sup>th</sup> at the joint meet in Jersey. Until then, have a wonderful holiday season.

*Charles*



### From the Editor...

As many of you know by now, casting away any shred of dignity, I got down on my knees and begged for articles for *The Dispatcher*...and to my pleasant surprise the response was very encouraging. I'd like to thank all those who responded with articles, columns, reviews, and editorials—your contributions are very much appreciated. While readers won't see all of it in this issue, I can tell you that there is a secret wealth of fascinating railroad information within the Philly Division just waiting to be unleashed, and you will be treated to a lot of it in future issues.

Other than regular columns, the natural inclination would be to vary the topics and authors from issue to issue. However with Christmas around the corner, and the January meet fast on its heels, it seemed appropriate to include contributions apropos to the season, even though the authors could be perceived as "regulars," more or less.

For example, you read Clerk Mark Wallace's comprehensive and colorful meet recap each issue. But this time we are including his book review of the new OPSIG ops handbook as a possible holiday gift suggestion.

And we are happy to present a guest "holiday" editorial by member Chip Stevens, who provides our Liberty Bell Special news releases.



## THE DISPATCHER

### Editor / Publisher

Howard Kaplan 610-626-4506  
620 Edmonds Ave.  
Drexel Hill, PA 19026  
[howard@phillynmra.org](mailto:howard@phillynmra.org)

### Contributing Editors

Earl Paine, Mark Wallace, Bill Fagan,  
Joe Walters, Glyn Thomas

### Proofreader: Gail Kaplan

**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:** March 2019. Due out approx. March 6<sup>th</sup>. Deadline: March 1<sup>st</sup>.

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

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### Division Personnel:

#### Superintendent / Member Outreach

Charles Butsch 610-446-2375  
227 Mill Road  
Havertown, PA 19083  
[cabutsch@gmail.com](mailto:cabutsch@gmail.com)

#### Assistant Superintendent / Ops /

Rob Hinkle **Social Media**  
1755 Slayton Dr.  
Blue Bell, PA 19422 610-279-2394  
[robhink@comcast.net](mailto:robhink@comcast.net)

#### Clerk / Membership

Mark Wallace 610-454-9510  
665 Bonny Brook Ave.  
Trappe, PA 19426  
[mwallace665@verizon.net](mailto:mwallace665@verizon.net)

#### Treasurer / Webmaster

Howard Kaplan 610-626-4506  
620 Edmonds Ave.  
Drexel Hill, PA 19026  
[hakaplan@rcn.com](mailto:hakaplan@rcn.com)

#### Directors at Large

**Layouts / Video** – Bill Fagan  
[wfagan@comcast.net](mailto:wfagan@comcast.net) 215-675-4098

**Clinics** – John Seibert 267-319-5391  
[johnhseibert@comcast.net](mailto:johnhseibert@comcast.net)

**Door Prizes** – Mike Dettinger  
[detting@comcast.net](mailto:detting@comcast.net) 610-280-7528

#### Achievement Program Coordinator

Dave Messer, MMR 610-948-2191  
263 Mingo Road  
Royersford, PA 19468-3112  
[dmesserpr@comcast.net](mailto:dmesserpr@comcast.net)

#### Achievement Prog. Committee Chair

Earl Paine 610-831-9466  
4325 Wendy Way  
Schwenksville, PA 19473  
[earlpaine@verizon.net](mailto:earlpaine@verizon.net)



And finally Glyn Thomas, whose “Tracks to the Trenches” appeared last issue, has once again provided our feature article, this time on his model railroad located in his home in Philadelphia. Members were treated to a rare visit to his impressive CNJ layout at his rented-out home in Princeton, NJ this past summer. While a bit smaller, this Philly layout based on a midwestern prototype continues to feature Glyn’s excellent modeling skills. I questioned whether to use his material for the main article two issues in a row, but as his layout will be open for the tour following the January meet, it seemed appropriate to provide readers with an orientation to hopefully increase the appreciation factor when visiting—and more importantly, to encourage visitation among those who might otherwise have chosen to skip it.

And with that, I’d like to wish you all the happiest of holidays and hope to see you all in Jersey in January.

*Howard*

## Guest Editorial

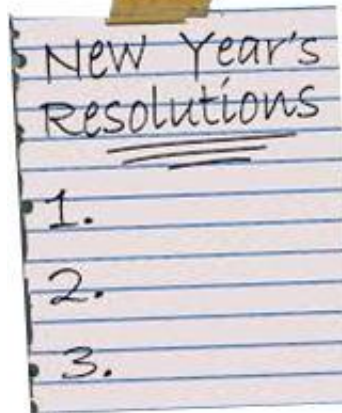
*by Chip Stevens*



As you read this, you may still be trying to figure out how to get the Thanksgiving gravy stain out of the dining room rug. The leftovers are (hopefully) gone and it’s on to the next holiday—you know, the one that makes a lot of us crazy so we can later sit back and “enjoy the holiday.” I’m not sure what a “holiday” is, but I’ll bet it’s not what is in store for many of us.

It is in the spirit of planning and personal re-evaluation that comes about as 2018 draws to a close that I ask you to jump ahead to the new year. Some of us indulge in the time-honored tradition of New Year’s Resolutions: Lose weight,

stop smoking, go to the gym more frequently, eat less; add your own favorite here. How about a different resolution for 2019? Earn your MMR. Or at least make significant progress toward that goal.



There must be a happy medium somewhere between yours truly, who moved into a huge, unfinished basement in February of 2005 and left it still unfinished in November of 2015 (although I did manage to grind out the Association Official award during that time and built time toward Association Volunteer and Model Railroad

Author) and the clinic presenter at the Regional meeting in Rockville in October who achieved MMR in a year. We are both retired, but he had focus and a plan. I had a variety of job and moving related excuses I could fall back on, but no title.

So, here’s what I’m proposing. Few of us will go to the gym more or eat less, but we can all promise ourselves that we will spend at least a half hour several times a week building a car or working on a structure. We will volunteer time at a Division activity like the Regional meet coming up next October. We can all answer Howard Kaplan’s quarterly pleas for contributions to the newsletter by writing about what we’ve accomplished recently on our layouts. We can also describe what we haven’t done, why, and what we’re doing about changing the situation. Maybe the driver here is The New Year’s Resolution. Are you ready and willing to make yours? 📌

## November Meet Report

*by Mark Wallace, Clerk*



For the last dozen years or so, or at least since I’ve been a member of the NMRA, the Philadelphia Division has been meeting at the wonderful Community Center located along Naamans Road, just south of the vast Brandywine Town Center shopping center in Wilmington, DE. Once again the large meeting space was the setting for our November 10<sup>th</sup> meet in concert with National Model Railroading Month. We were joined by our friends from the Jersey Division in a joint meet that swelled attendance to 67 people!

The morning’s clinics were presented by Philly members Joe Walters and Earl Hackett. Joe presented his clinic titled, “Scratch Building a ‘Type J’ Jordan Spreader.” This interesting and complex piece of railroading equipment was

designed not only for spreading ballast or shaping ballast profiles, but with the addition of various ploughs, wings, and blades, was also capable of removing snow, creating banks, plus cleaning and digging ditches. Joe’s presentation described the various methods of constructing the parts and assemblies, mostly from styrene, that form the

*Photos by Rob Hinkle*



*Clinic Chairman John Seibert introduces the morning’s presentations*

completed model. He presented the finished model and answered many interesting questions from the audience. Joe has become very active in the Division; in addition to hosting the annual DE-MD-NJ-PA Fall Open House Program, he has earned six achievement certificates and has joined *The Dispatcher* newsletter Committee with his byline column, "A Cup o'Joe." Welcome aboard, Joe!

After a short break, our Achievement Program Coordinator, Dave Messer, MMR, presented the AP certificate for "Cars," to none other than Joe Walters. This is Joe's 6th and he is on track to receive his Master Model Railroad (MMR) ranking. The Prototype Scene on a layout is that area which closely and accurately portrays or models a scene to a good degree of scaled accuracy. In other words, the prototype scene is recognizable in model form as being almost like the real thing or the real place. For anyone interested, Joe lives in nearby Bear, DE, and his layout can be viewed in this issue and on Bill Fagan's videos found on our website at <http://www.phillynmra.org/>.

Continuing on, Earl Hackett presented "Using 3D Printing to Produce Cast Masters from Parts," another in his ongoing series of clinics on building parts using 3D printing and castings. Earl presented a C&O-type cantilever signal bridge where the signal heads were custom built to match each of the signal aspects of the real tower. Earl first designs casting molds using a 3D printer to make the original master mold. This master mold is highly detailed and can accurately hold three LED lights in place. Each head is then cast with the LEDs embedded into the mold using epoxy resin. This way, many signals can be cast using just the one mold with each unit being identical to the others. Earl has been experimenting and scratch building many items using similar molding techniques. He shared samples and examples of his work with the group as well as answering questions from our interested audience.

After the door prize drawings, our guest and Jersey Division Super, Bob Grosse was the lucky winner of the 50/50 Raffle. Congratulations! A brief Show & Tell session followed with modelers describing their displays and answer-

ing questions from the attendees. The meeting ended shortly before noon.

Following the formal Division Meet, our MER 2019 Committee met under Rob Hinkle's leadership for another round of planning. The committee is seeking volunteers to fill out many positions necessary to properly pull off the

convention. Anyone interested in contributing or volunteering is welcome to attend. The Committee reviewed this past MER 2018 convention with many lessons learned on making the 2019 convention better. There will be several "make & take" clinics and layouts to visit as well as to operate. A tour is planned at a local nearby short line railroad. Any and all local or regional manufacturers associated with model railroading are being invited to attend and present clinics on their products as part of the model railroad

experience. Updates to the MER 2019 Committee appear elsewhere in this edition. The committee will meet again in February and anyone interested in helping are cordially invited.

Afternoons are for visiting layouts and with the annual November Model Railroad Open House event occurring at this time, several nearby layouts were open for visiting. With November being model railroad month, this event is a wonderful way to visit, observe, study, and get to know kindred model railroaders.

We wish to thank Earl Hackett for once again securing the wonderful Brandywine Town Center venue, the clinicians Joe and Earl, our friends from the New Jersey Division, and all who attended. We hope you

enjoyed yourselves and on behalf of the Division, extend warm wishes for a Happy Holiday season filled with joy, hope, family, friends, and model railroading! Our next meet will be on January 12, 2019 where we will join with the New Jersey Division in their territory at the Grace Episcopal Church, Merchantville, NJ. See you then! 🚂



*Joe Walters (left) receives his sixth AP certificate, Cars, from AP Coordinator Dave Messer*



*Clinician Earl Hackett (left) receives his appreciation certificate from Superintendent Charles Butsch*

**MEET COVERAGE CONTINUES ON PAGE 15**



# Modeling the Minnesota Commercial Railway

## Part 1: From Prototype to Model

by Glyn Thomas

Photos by the author

Let's be honest, unless you have a personal connection to the Midwest, I'm not going to persuade you that the Minnesota Commercial (MNNR) is a good railroad to model. However, the thought process of translating a real-life railroad into a model representation in plywood and styrene applies equally well whether you model Minnesota, Pennsylvania, or anywhere else in the world.

The genesis of my MNNR model started with a long-term work assignment to Minneapolis. This turned out to be fortunate from a railfanning perspective because the Minneapolis-St Paul area is the railroad crossroads of the western part of the Midwest. It is served by three Class 1 railroads: UP, CP, and BNSF; one Class 2 road: Twin Cities and Western (TC&W); and two Class 3 roads: the Minnesota Commercial (MNNR), and Progressive Rail (MNS, for historical reasons). Over the course of the assignment, I was able to railfan on all these lines.

Returning to the East Coast, we had rented out our old family home, so I faced the possibility of not having a model railroad for several years. We have a small basement in our Philadelphia house, so the

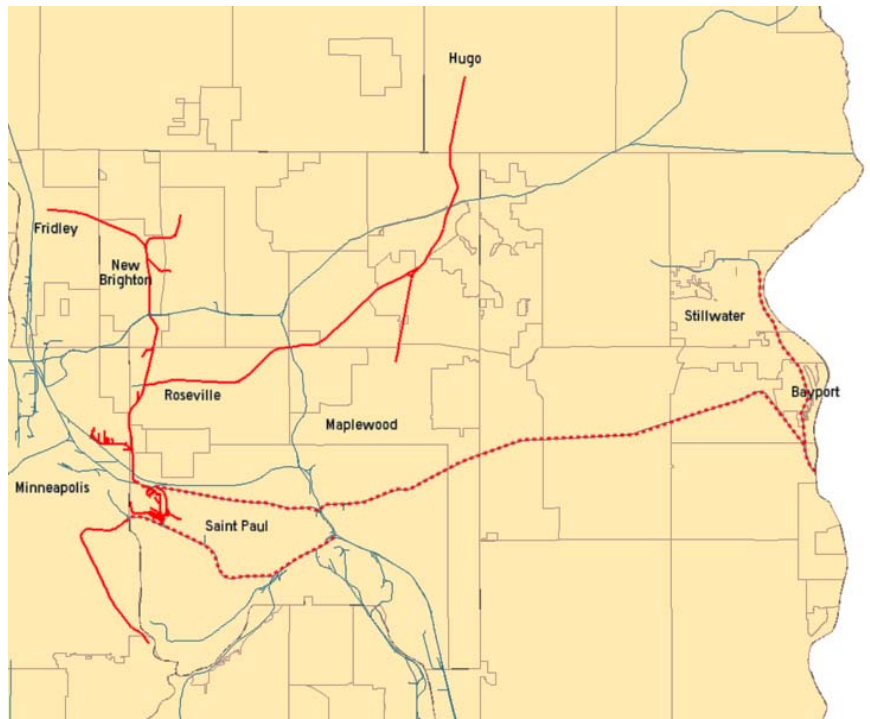


Figure 1: MNNR System Map (2012)

forced break from the old layout would give me the opportunity to build a small layout based on contemporary Minnesota practice.

Modeling a real railroad at a specific point-in-time would give me a ready-made baseline to guide modeling decisions—in some ways this is actually easier than freelancing. I knew I'd only have a small space, at least in the short term, which ruled out the Class 1 roads, because their facilities are vast, and even made the TC&W a push. This left the MNNR and the MNS. Both had their attractions, but I eventually settled on the MNNR, because it was a city railroad with country branches, compared to the MNS, which was the opposite.

The full system map of the MNNR as it existed in 2012 is shown in Figure 1, showing the dense concentration in the Twin Cities, with long branches out into the country. Since this map was drawn, the Bayport branch has been closed, so it was fortunate that I didn't choose to model that section. I was initially very attracted to the Hiawatha Avenue branch, which is the line in the bottom left of the map. This line serves a series of large mills and grain silos and is a great spot to railfan in late summer and fall grain season, with trains operating in an artificial urban canyon between the tall buildings. It is also accessed by the most substantial



Prototype operations at Midway Yard

engineering structure on the network—a girder bridge across the Mississippi River gorge. Other areas of interest were the main MNNR engine facilities on Cleveland Avenue, and the railroad’s central yard at Midway, close to the Amtrak station (which has since moved to central St. Paul).

My initial designs were very complex, in either two-level or three-level versions linked via a double-track helix in order to support continuous running. These would allow a reasonable representation of one of the Hiawatha Avenue mills, a cut-down yard to represent Midway, an interchange with a Class 1 railroad, and a small steel rolling mill. However, I was concerned about the fact that the helix formed a large proportion of the overall trackwork on a small layout. It would also be difficult to get reliable running with steep grades and tight radiuses.

It was about that time that *Model Railroader* issued one of their supplements showing how to build a 4’ x 8’ layout in a weekend. What an idea! Overnight, I switched my plans, considering the MNNR’s Hennepin Avenue branch instead (the bunch of tracks in Minneapolis at the middle left side of Figure 1). The simple new design is shown in Figure 2.

Although the track plan looks simple, it is based on the industrial spurs on the real Hennepin Branch. A key feature is the cassette connection, which is a way to get trains on and off layout, representing the rest of the network. I also considered that in future I can extend out in various ways, and I even cut a hole

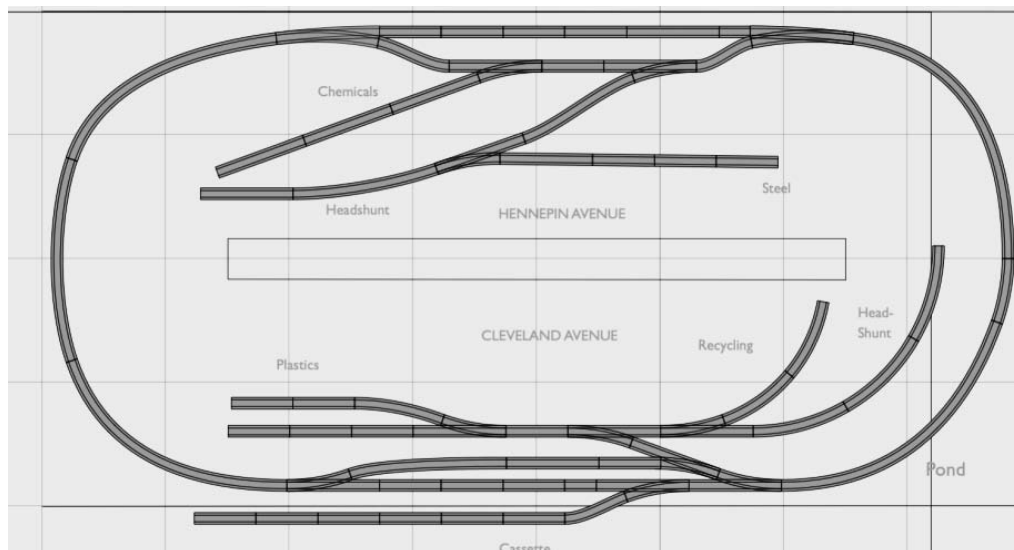


Figure 2: Final design for the Hennepin Branch layout

in the middle of the benchwork to allow easy construction of an upper level, should I want to do that. I included a backscene down the middle of the layout, so the two sides are fully separate from each other. True to *Model Railroader*’s promise, I had benchwork and initial trackwork within a weekend.

Now the real fun began. I made extensive use of the street views in Google Maps and Bing to virtually walk Hennepin Avenue and Cleveland Avenue where the branch runs. If you are doing this, it is worth saving screen shots of your walk—it’s amazing how quickly the real world changes, and at least one of my “must have” signature structures was knocked down before I got round to modeling it. I was also able to collect prototype railroad photos from the Internet and in the last few years have visited and photographed the real branch a couple of times.

Nearly all the structures on the layout are scratch built to represent real buildings that can be seen on the branch. These include the rail-served industries of Viking Steel,




Switching Viking Steel



Hawkins Chemicals, Eureka Recycling, and Interplastic. Several other signature structures that aren't currently rail served are also represented to give the right urban feel—these include Veit Industrial Waste, and Ferguson Heat and Air. In a number of places, it was necessary to move buildings around in order to fit the linear nature of the layout—I hope I have still preserved the spirit of the prototype.

While the layout has an oval for continuous running it is generally operated out and back like the prototype—trains run from the cassette, through Hennepin Avenue, stopping at Cleveland Avenue, and then running back. If the editor permits, I'll expand more on the operating scheme in a future article. 🚂

*Glyn Thomas is a prolific modeler with two layouts, one representing the CNJ in the Lehigh Valley and the other being the topic of this article, the modern-day Minnesota Commercial Railway. He has recently completed five AP certificates and is well on his way to becoming one of the Division's next MMRs. His railroad will be open following the meet on January 12, 2019. Don't miss it!*





↑ Loco and slug working Interplastic



← Working Interplastic and Cleveland Avenue



Hawkins Chemical →

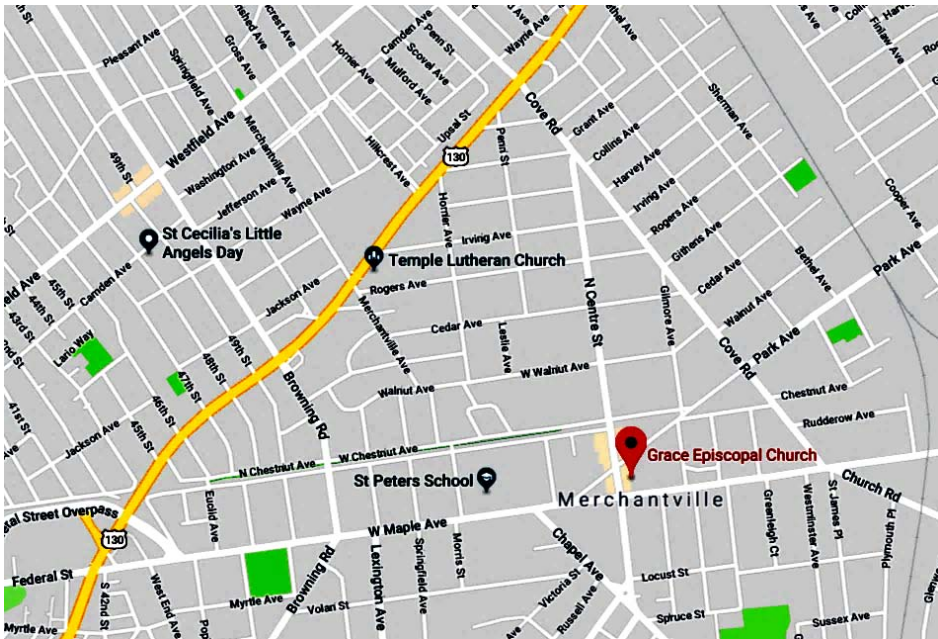


Directions to the January Meet

**From the Delaware Memorial Bridge or Commodore Barry Bridge** – I-295 N to Exit 26/I-76 W to US-130 N. Approx 3.5 miles turn right on Maple Ave. for about a mile. Church is just past Center St. on left.

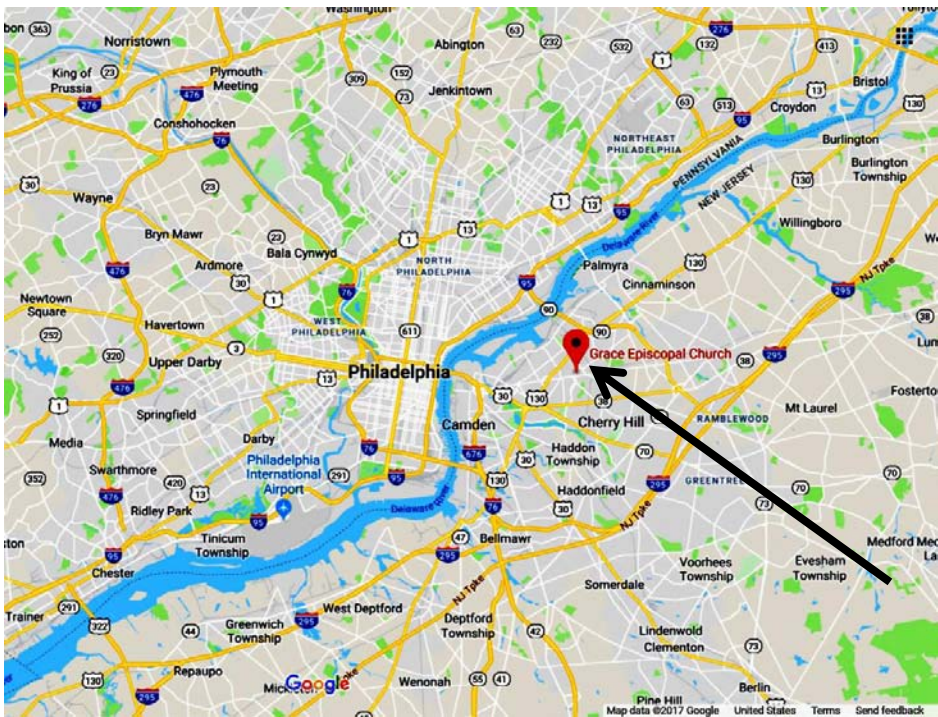
**From PA Tpk, Burlington-Bristol Bridge, Tacony-Palmyra Bridge and other points north** – Take US-130 S to NJ-90, continue south on US-130 following directions below.

**From Betsy Ross Bridge (NJ-90)** – Take US-130 S about 1 mile. Left on Cove Rd. Third street on right is Center St. – bear right. Follow about ½ mile to Maple Ave. Turn left. Church is on left.



**Grace Episcopal Church**  
7 E. Maple Ave.  
Merchantville, NJ 08109

Parking is in the lot behind the church which is accessible from both Maple Ave. and Park Ave. There is additional parking in the lot on Park Ave.



We Welcome Our New  
Philly Division Members

Douglas Kern, Drexel Hill, PA  
Lawrence Mayer, Philadelphia, PA  
Steven Smith, Elkins Park, PA

Planning Ahead – Division Meets & Other Upcoming Events

|   |  |  |
|---|--|--|
| <b>January 12, 2019</b><br>NJ / Philly Division Joint Meet<br>Grace Episcopal Church<br>Merchantville, NJ | <b>March 9, 2019</b><br>New Jersey Division Meet<br>Switlick Park<br>Hamilton Twp., NJ           | <b>April 6, 2019</b><br>Philadelphia Division Meet<br>Philadelphia First Church of the Brethren<br>Wyndmoor, PA  |
| <b>June 8, 2019</b><br>Philadelphia Division Meet<br>Newtown Township Building<br>Newtown Square, PA      | <b>July 7–13, 2019</b><br>NMRA National Convention<br>Little America Hotel<br>Salt Lake City, UT | <b>October 10–13, 2019</b><br>MER Convention “Liberty Bell Special”<br>Crowne Plaza Hotel<br>King of Prussia, PA |

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

AP Report

by Dave Messer, MMR



As mentioned at the recent joint meeting in Wilmington, the Philadelphia Division has two expert modelers, Joe Walters and Glyn Thomas, who are actively pursuing their MMR. In addition, Alfred Zollers completed the requirements for AP Scenery and Structures, to add to his Golden Spike certificate.

Otherwise things are quiet, so how about the rest of you? As I have repeated several times, the Achievement Program provides a dual opportunity to expand your horizons in the hobby and then to reward yourself for your efforts. A good place to begin is the Golden Spike certificate, which is really an easy introduction to the AP process. Check out the entire AP program under Education on the NMRA website [www.nmra.org](http://www.nmra.org) and remember Earl Paine ([earlpaine@verizon.net](mailto:earlpaine@verizon.net)) and I ([dmesserpr@comcast.net](mailto:dmesserpr@comcast.net)) are both available to help you through the process.



## Division Organization

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Mike Dettinger – Door Prizes (2020)

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Rob Hinkle\*

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**Webmaster** – Howard Kaplan

**Newsletter** – Howard Kaplan\*, Earl Paine, Bill Fagan,  
Joe Walters, Glyn Thomas

**Layout Video** – Bill Fagan

**Photography** – Rob Hinkle, Howard Kaplan, Bill Fagan,  
Rob Ischinger, Mark Wallace

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\* **Chairman**

**Interested in volunteering? Contact a Board Member  
or Chairman**

## 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](http://nicholassmithtrains.com)

10% discount (excludes O & G items)

**Trainpops Attic**  
400 Mill Street  
Bristol, PA 19007  
215-788-2014  
[trainpops.com](http://trainpops.com)

10% discount

**Henning's Trains**  
128 South Line Steet  
Lansdale, PA 19446  
215-362-2442  
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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. 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. “All roads lead to King of Prussia.”

Since Monday, October 14<sup>th</sup> 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, within 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](http://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 can be found on page 12.

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](http://LibertyBellSpecial.org) and [MER2019.org](http://MER2019.org). Either one will take you there when they are fully developed—right now they will take you to the Division website.

We have a growing list of layout tours scheduled.

Efforts are under way to continue 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 14<sup>th</sup> is a holiday. Those willing should notify Bill Fagan ([bfagan777@hotmail.com](mailto:bfagan777@hotmail.com)) of their 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](mailto: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 hours in mind. Those layout owners willing to host op sessions should contact Mark Wallace ([mwallace665@verizon.net](mailto:mwallace665@verizon.net))

As for non-convention activities, to whet your appetite, we suggest you visit and check out the following website for starters:

<https://www.valleyforge.org>.

This is the website for the area’s tourism and vacation planning guide. You may also be interested in





visiting historic Philadelphia, home of Independence Hall, the world-class Philadelphia Museum of Art, the Franklin Institute, America's oldest Zoo, and much more: <https://www.discoverphl.com>.

If you have school-age children studying the history of the United States, you won't want to miss the Constitution Center, home of the Liberty Bell, Betsy Ross House, and the new Museum of the American Revolution. Karen Confer, one of our volunteers and a local, has offered to clarify information or answer questions which you may have during your trip planning. Please feel free to contact her for that personal touch: [rcths.kconfer@aol.com](mailto:rcths.kconfer@aol.com).

We hope you and yours will take advantage of this opportunity to visit the convention for a truly memorable experience. October will be here before you know it. Bring your family and make the convention weekend a family affair. We are looking forward to seeing you there.

### **MER 2019 "Liberty Bell Special" Contacts**

Chairman – Rob Hinkle ([robhink@comcast.net](mailto:robhink@comcast.net))  
Clinics – John Seibert ([johnhseibert@comcast.net](mailto:johnhseibert@comcast.net))  
Layouts – Bill Fagan ([wfagan@comcast.net](mailto:wfagan@comcast.net))  
Op Sessions – Mark Wallace ([mwallace665@verizon.net](mailto:mwallace665@verizon.net))  
AP/Contests – Earl Paine ([earlpaine@verizon.net](mailto:earlpaine@verizon.net))  
Volunteers – Charles Butsch ([cabutsch@gmail.com](mailto:cabutsch@gmail.com))  
Publicity – Chip Stevens ([ReadingChip@yahoo.com](mailto:ReadingChip@yahoo.com))  
Prototype Tours – Rob Hinkle ([robhink@comcast.net](mailto:robhink@comcast.net))  
Tourism, Door Prizes – Karen Confer ([rcths.kconfer@aol.com](mailto:rcths.kconfer@aol.com))

See the next two pages for the [Convention Registration Form](#) and [Layout Owner and Ops Host Sign-up Form](#)



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## Mid-Eastern Region, NMRA 2019 Convention

# Liberty Bell Special



October 10<sup>th</sup> to 13th, 2019

[www.LibertyBellSpecial.org](http://www.LibertyBellSpecial.org)

[www.phillynmra.org](http://www.phillynmra.org)

**Use Online Registration for Secure Payment and Best Up To Date Activity Availability. See Info below.**

Please enter (print legibly) all names **as you wish them to appear on your registration badges**. They will not be changed at the convention.

Primary Registrant: \_\_\_\_\_ MMR? Y / N, Any Title for Badge? \_\_\_\_\_

Significant Other Attending (living at same address): \_\_\_\_\_

Children Attending (18 & under - list all + age): \_\_\_\_\_

**Registrar's**

**Use**

**Only!**

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip : \_\_\_\_\_

Phone #: \_\_\_\_\_ E-mail: \_\_\_\_\_

NMRA #: \_\_\_\_\_ Region: \_\_\_\_\_ Division: \_\_\_\_\_

Favorite Scale: \_\_\_\_\_ Is this your first MER Convention? \_\_\_\_\_ Putting Items In Sale/Auction? \_\_\_\_\_

| Description  | Act. #  | Cost  | #    | Paying        |
|--|---------|-------|------|---------------|
| Early Registration (through August 31)   | E       | \$50  |      |               |
| Basic Registration (September 1 thru October 3)                                      | B       | \$55  |      |               |
| At Door Registration (October 10-12)   | D       | \$60  |      |               |
| Non-NMRA Member Extra Fee  | N       | \$10  |      |               |
| Significant Other & Children Under 18  | O       | \$0   |      | <b>No Fee</b> |
| Banquet – Saturday Night   | 401     | \$50  |      |               |
| Friday Breakfast, price includes tax   | 402     | \$15  |      |               |
| Saturday Breakfast, price includes tax   | 403     | \$15  |      |               |
| Sunday Breakfast, price includes tax   | 404     | \$15  |      |               |
| Supers/Editors - Sat. Breakfast, Circle 1, Division Super 405 Division Editor 406    | 405/406 | \$0   |      | <b>No Fee</b> |
| <b>Call Boards / Ops – Expanded Call Board Info Available on Website</b>             | -----   | ----- | ---- | -----         |
|  | 801     | \$5   |      |               |
| <b>Coming Soon</b>   | 802     | \$5   |      |               |
|  | 803     | \$5   |      |               |
|  | 804     | \$5   |      |               |
|  | 805     | \$5   |      |               |
|  | 807     | \$5   |      |               |
| <b>Prototype Tours – More Info on Website When/If Available</b>                      | ---     | ----  | ---  | -----         |
|  | 201     | \$    | ---  | -----         |
| <b>Extra Fare Clinics – Registration Required, Info On Website When/If Available</b> |         |       |      |               |
|  | 601     | \$    |      |               |
| <b>Made in the MER Tours – More Info on Website When/If Available</b>                | ---     | ----  | ---  | -----         |
|  | 701     | \$    |      |               |
| <b>General Interest Activities – More Info on Website When/If Available</b>          | ---     | ----  | ---  | -----         |
|  | 501     | \$    |      |               |
|  |         |       |      |               |
|  |         |       |      |               |
| <b>Total Being Paid</b> ➡  |         |       |      |               |

**Online Registration** Available at – <http://merregistrar.coffeecup.com/forms/2019%20Online%20Registration/>

Fill in Form, Press Submit Form for Invoice, then Press PayPal Button and Make Your Payment. **A PayPal Account Is Not Required.**

Payment [Check Only] must accompany Print Registrations sent by USPS.

**Checks payable to: MER Conventions,** Send to: MER Conventions, P.O. Box 467, Crosswicks, NJ 08515-0467

Completed PDF Form can be emailed to Registrar with a note requesting an Invoice for Payment to be sent via PayPal.

Any Questions and/or additional information, e-mail to **Registrar@mer-nmra.com**, or 609-585-4616 (leave a message)

**Hotel – Crowne Plaza Philadelphia-King of Prussia, 260 Mall Blvd., King of Prussia 19406**

**Reference-**Mid-Eastern Region-National Model Railroad Assoc., Reservations: 610-265-7500,

**Online Reservations use -** <https://www.tinyurl.com/MER2019>

**Room Rate** - \$109.00 night + tax, Room Rate applies 10/7/18 to 10/16/18



**Philadelphia Division, MER, NMRA October 10-13, 2019 Regional Convention**  
**"Liberty Bell Special"**  
**Crowne Plaza Hotel, King of Prussia, PA**

**HOME LAYOUT INFORMATION FORM**

**IMPORTANT! Return by August 30, 2019**

**Return to: Bill Fagan**

Please contact Bill Fagan promptly if you have questions.

1397 Devon Rd

**EMAIL:** wfagan@comcast.net

**(Home)** 215-675-4098

**(Cell)** 215-801-4824

Warminster Pa. 18974

**GENERAL INFORMATION** \_\_\_\_\_

|   |                     |                    |
|---|---------------------|--------------------|
| <b>YOUR NAME:</b>                           | <b>EMAIL ID:</b>    | <b>HOME PHONE:</b> |
| <b>NMRA Membership Number:</b>              | <b>Expire Date:</b> | <b>ALT. PHONE:</b> |
| <b><u>YOUR FULL ADDRESS:</u></b>            |                     |                    |
| <b><u>LAYOUT ADDRESS, if different:</u></b> |                     |                    |

**OPEN HOUSE INTERESTS**

|  |   |                    |
|--|---|--------------------|
| <input type="checkbox"/> Home Layout Tours                 | 4 hr period: Morning, Afternoon, or Evening.  | Thu Fri Sat Sun    |
| <input type="checkbox"/> Operation Sessions                | Provide hands-on Operations Session for Guest | <b>From:</b> _____ |
| <input type="checkbox"/> Pre or Post Convention Open House |   | <b>To:</b> _____   |

**OPERATING FEATURES**

(If desire to host Operations check what applies)

Number of Guest Operators per 3 hr session:

|                                       |   |  |  |
|---------------------------------------|---|--|--|
| <input type="checkbox"/> Timetables   | <input type="checkbox"/> Car Forwarding Cards | <input type="checkbox"/> Manual Dispatcher Board     | <input type="checkbox"/> Yard Switching              |
| <input type="checkbox"/> Switch Lists | <input type="checkbox"/> Operating Signals    | <input type="checkbox"/> Interfaced Dispatcher Board | <input type="checkbox"/> Way/Freight/Local Switching |
| <input type="checkbox"/> Train Orders | <input type="checkbox"/> Occupancy Detection  | <input type="checkbox"/> Fast Clock                  | <input type="checkbox"/> Helper Operations           |

**LAYOUT DESCRIPTION**

(Fill out accurately and truthfully - an edited version will become the layout write-up)

|  |  |  |
|--|--|--|
| <b>SCALE:</b>  | <b>OWNER(S):</b>                                       | <b>LAYOUT NAME:</b>                                      |
| <b>SIZE (exclude aisles)</b><br>sq. ft   | <b>SCENERY:</b> Yes No <input type="checkbox"/> % done | <b>THEME:</b>  |
| <b>ERA:</b>  | <b>STYLE (layout shape, trackplan shape):</b>          | <b>GEOGRAPHIC REGION:</b>                                |
| <b>ACCESS (steps/stairs, entrance, handicap accessible?):</b>                    |  | <b>TRAIN TYPES (steam, diesel, rolling stock, etc.):</b> |
| <b>FEATURES (best, unusual or unique features):</b>                              |  |  |
| <b>COMMENTS (publications, honors, new improvements, other key information):</b> |  |  |

**EXAMPLE**

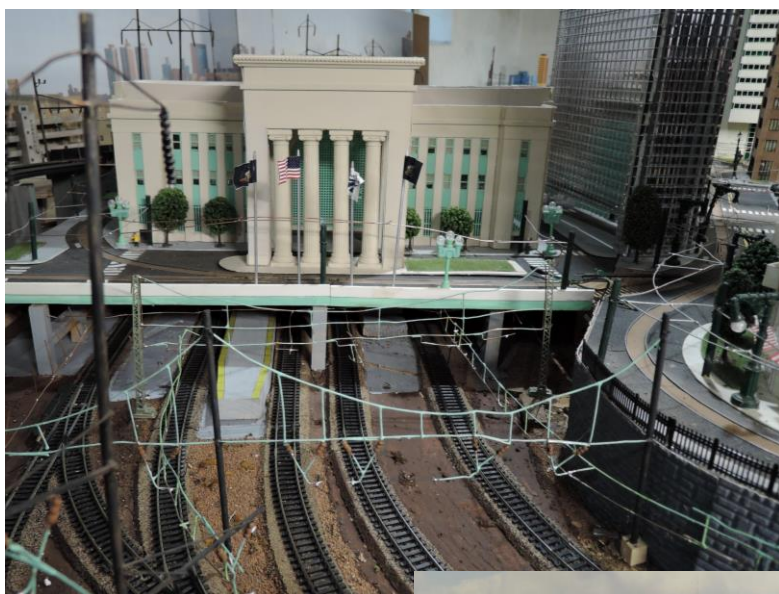
|  |   |   |
|--|---|---|
| <b>HO</b>  | <b>Pat McTeigue's</b>                           | <b>Lehigh Valley Junction MRR</b>                             |
| <b>SIZE:</b> 245 sq. ft  | <b>SCENERY:</b> 40% complete                    | <b>THEME:</b> RDG East Penn Br. And Allentown Yard Operations |
| <b>ERA:</b> August, 1976   | <b>STYLE:</b> 'e' shelf along wall w/ peninsula | <b>LOCAL:</b> Reading to Allentown Pennsylvania               |
| <b>ACCESS:</b> In Basement w/ backdoor at ground level.  |   | <b>TRAINS:</b> Freight only w/ 1st and 2nd generation diesels |
| <b>FEATURES:</b> Multi-level with staging. Early Conrail w/ Fallen Flags equipment: RDG, LV, L&HR, CNJ, PRR, EL.<br>Operating Hump, Hand Laid Curved switched for receiving Yard, Digitrax DCC, Some Sound Units |   |   |
| <b>COMMENTS:</b> Layout built with every effort to capture essence of prototype scenes.  |   |   |



## 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 – 163 layouts with 670 videos and 1828 followers and 940,000 views on YouTube. Here are some of the most recent:

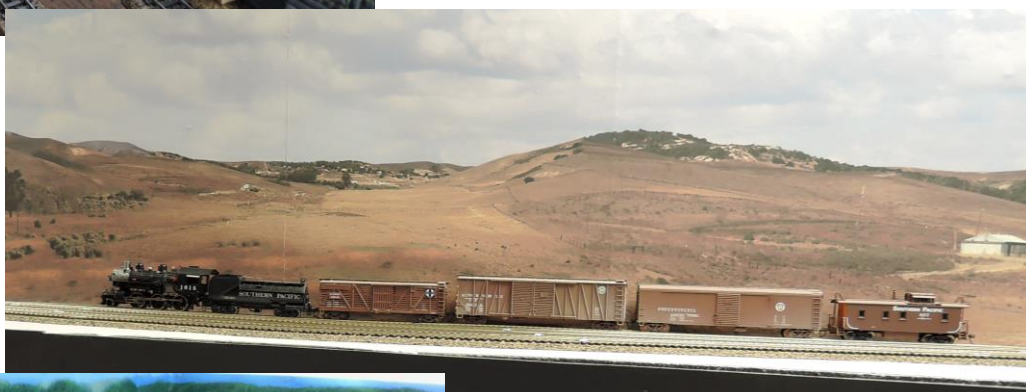


HOWARD KAPLAN

← **Steve Smith's PRR Northeast Corridor RR.** In and around Philadelphia. SEPTA Trolleys, Subways and Amtrak passenger trains. Catenary under construction. Huge downtown Philly buildings including Broad Street Station, North Philly Station and underground stations. HO Scale, Digitrax DCC. Very impressive.

### **Bob Koury's Southern Pacific Techachapi RR →**

HO scale. LA to Bakersfield, CA. 42' x 48'. NCE DCC controlled. Under construction. Very impressive.



HOWARD KAPLAN



BILL FAGAN

### ← **Bill Fagan's Reading Pacific**

This is a look at my N scale Reading Pacific expansion that I did over the last few months. I wanted an industrial shifting area to add more realism and activity to my existing layout.

You can see these videos and other layouts on the Philly Division website: [phillynmra.org](http://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](mailto:bfagan777@hotmail.com). More to follow in the next issue of *The Dispatcher*.

Enjoy,

*Bill*

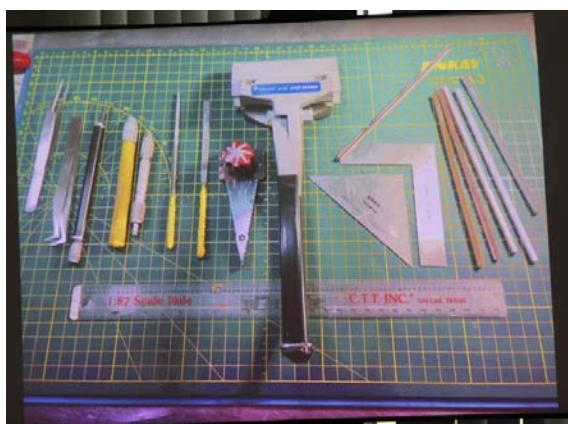




Joe Walters presents his clinic...



...and receives his appreciation certificate



Slide from Joe's clinic: All the tools needed to scratch build an award-winning Jordan Spreader



Philly's front table kibbitzes with former MER Prez PJ Mattson



In the words of AP Chief Dave Messer, "Nice turnout!"



Hustle and bustle at the Jersey front table



Jersey guys Frank Neufeld and Tom Griffiths discuss the model displays





*Jersey members confer with their Super, Bill Grosse (right)*



*Superintendent Butsch conducts the raffle and door prize drawings*



*Barry Rosier and Mike Dettinger methodically set up their display...*



*and attempt to explain what the heck it is to the head honcho*



*Directors Mike Dettinger (left) and Bill Fagan (center), and Super Charles Butsch dutifully help man the front table*



*The two supers duke it out*

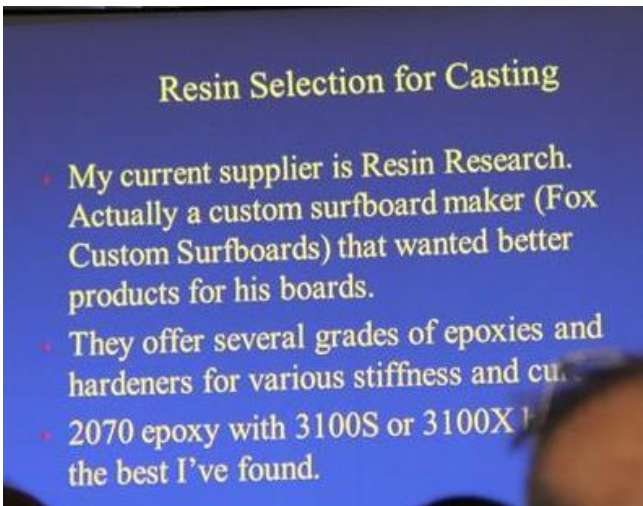


*Member Bill Benzin (left) was kind enough to help Treasurer Howard Kaplan search the table for his hair*

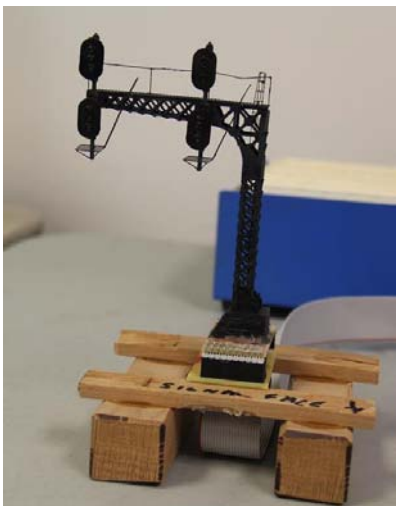
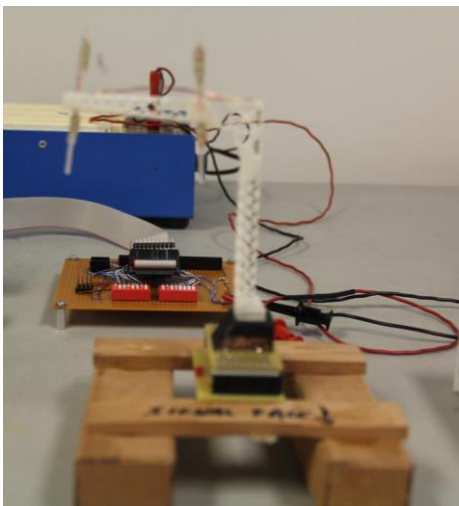




*Attendees gather for Show & Tell*



*Slide from Earl Hackett's clinic*



*Examples of Earl's signal bridge castings*



*(Above & below) Joe Walters's scratch-built "Type J" Jordan Spreader*



*Joe's scratch-built gondola with load*



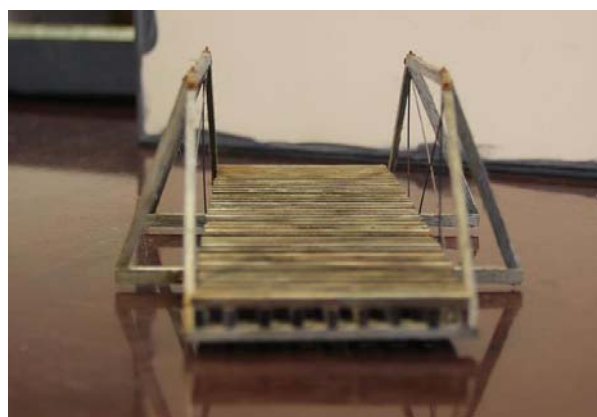
*Joe's depressed-center flat car with transformer load, all scratch-built, and the topic of his clinic at the upcoming January meet*





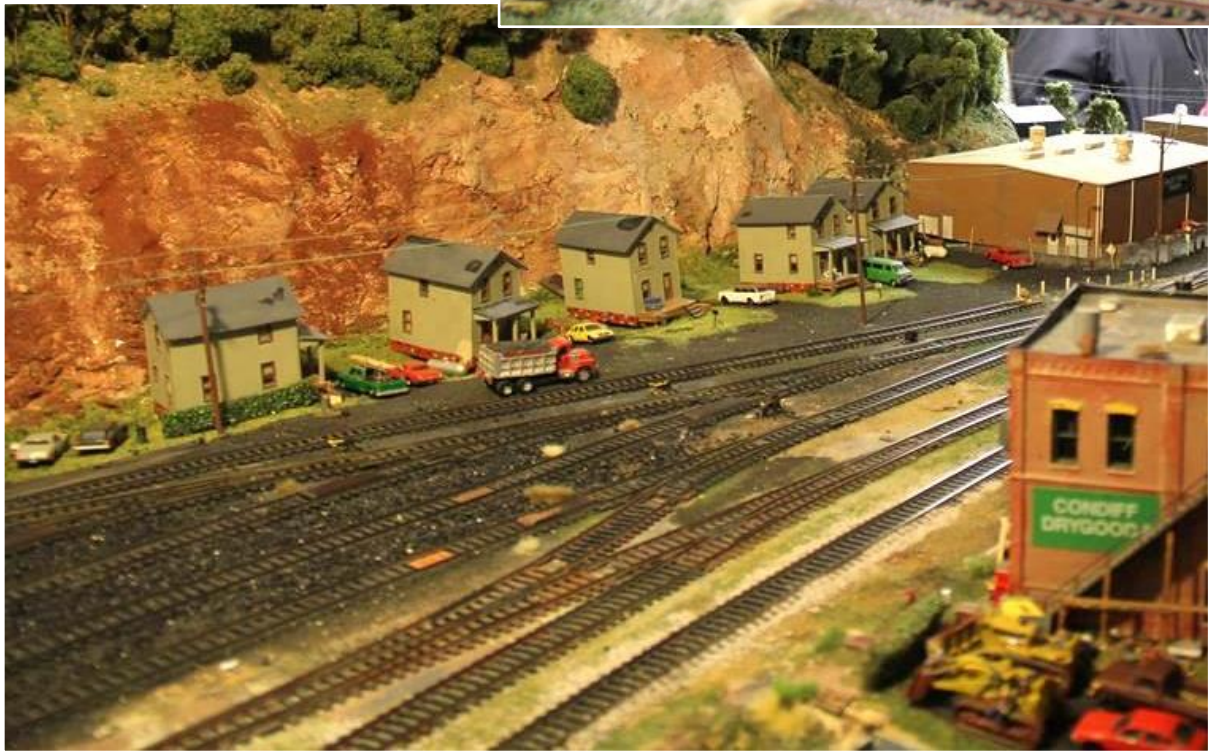
(Above and below) Dennis Blank, our "regular" from the Susquehanna Division, brought the three pieces of rolling stock, painted green and lettered for his home road, the Birdsboro & Reading: PRR N8 caboose, PRR N5c caboose, and a 60' doodlebug.

The other models you see were brought in by Jersey member Pete Suhmann: Three-unit set (power/dummy/power) of Baldwin Sharks consisting of Mantua shells on stretched Athearn PA mechanisms. The trucks were redrilled and two 1.25" motors installed. Also shown is an Athearn RDC-4 converted to a Santa Fe coach.



Mike Dettinger's Hunterline kits: Left is HO "King Post;" right and right photo is S/O30 "Queen Post."

















# WHEELS: Part 1

## Everything you always wanted to know... but were afraid to ask

What do a 2-6-2 steam locomotive, a vintage bobber caboose, an ES44AC diesel, and a shiny new Acela all have in common? They all ride on the poor, lowly steel wheel—often unnoticed by modelers and railfans alike, but essential to the existence of railroads.

And, of course, wheels would be useless without ax-



les. In the beginning, all rail equipment was small and the loads they carried were light. As time marched on, railroad officials, shippers, and customers all wanted larger loads to help lessen everyone's cost. The pressure was on car builders to manufacture larger and heavier equipment. This required larger axles to handle the loads. And with that, axle and load limits were established for interchanged service.

Below are some axle/journal combinations c.1973. These are friction bearing axles:

50 ton cars – 5½” axle x 10” journal

70 ton cars – 6” axle x 11” journal

At a point in time, some of these cars received rolling bearing wheels to help in maintenance cost and prolonged usability.

When car loads reached 100 tons, all equipment rode on roller bearing wheels and axles:

6½” axle x 12” journal

In my railroad career I have inspected thousands of

wheels, on both freight and passenger cars. I never knew what I would find!

All wheels start out as an axle and two wheel ends. Some wheels have extra items attached to them like bull gears and traction motors for locomotives. Passenger wheels have brake disks attached to their axles with in-board roller bearings. In this series we will look at wheel defects, how to repair some problems, how new wheels are made, and the massive machines that make all of this possible.

The following are some of the major defects that cause removal from service, but there are many more not listed here:

- Thin flange
- Spread rim
- Thermal cracks
- Vertical flange
- Shelled tread
- Holes in plate
- Flat spots
- Built up tread
- Cracked or
- Shattered rim
- Grooved tread
- broken plate

The photos that follow are from Rule 41 of the A.A.R. Field Manual dated 1979.

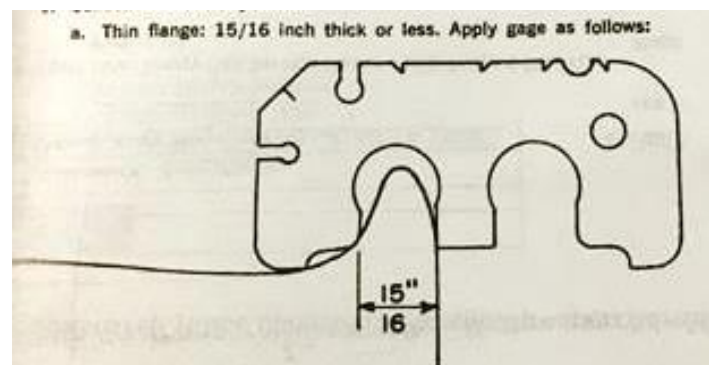
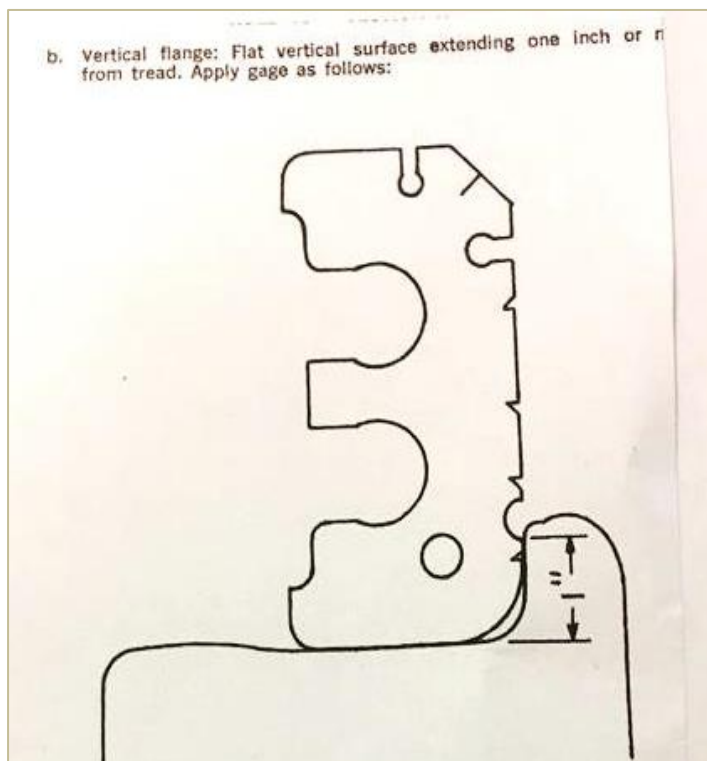


Figure 1 – Thin flange

“Thin flange” is just what it says. The flange gets worn to the point that it fails the gage test (Figure 1). If not corrected, this defect will pick switches and cause derailments.

“Vertical flange” happens when the flange gets thin, but the tread gets worn also. It causes the same problem as thin flange. It can pick the switch and cause a derailment (Figure 2 – next page).





**Figure 2 – Vertical flange**

“Flat spots” occur when there is a brake problem—such as a sticking brake—or the car was moved with the hand brake still engaged. The latter occurs more than the former. You can hear a “hammer” sound when car passes by.

“Shattered rim” is just as bad as it sounds. Metal deteriorates causing major derailment if not found early (Figure 3).

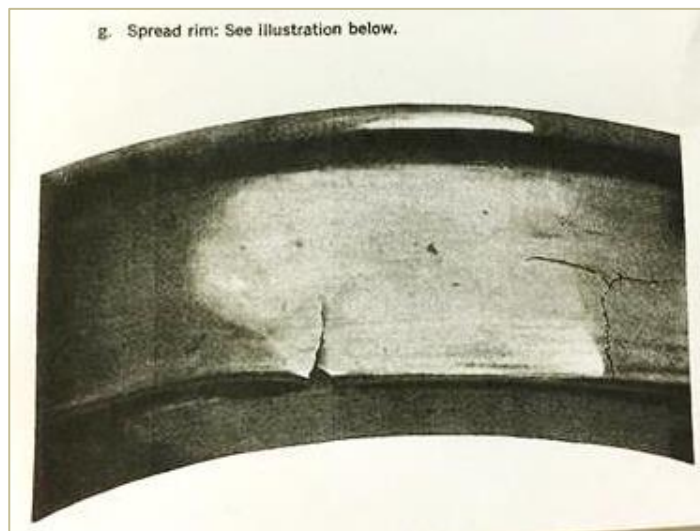


**Figure 3 – Shattered rim**

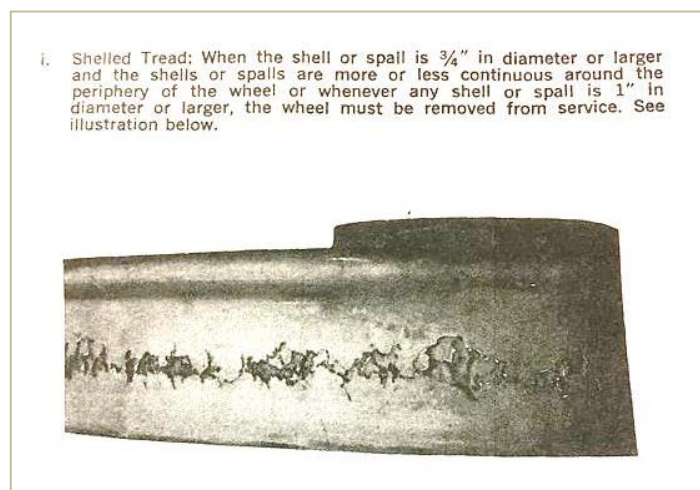
“Spread rim” occurs when the rim of the wheel develops metal fatigue, causing metal to peel to the outside of the rim and the wheel to lose its shape (Figure 4).

“Shelled tread” results when metal fatigue causes breakdown of the tread. The tread will fail quickly if not discovered in time (Figure 5).

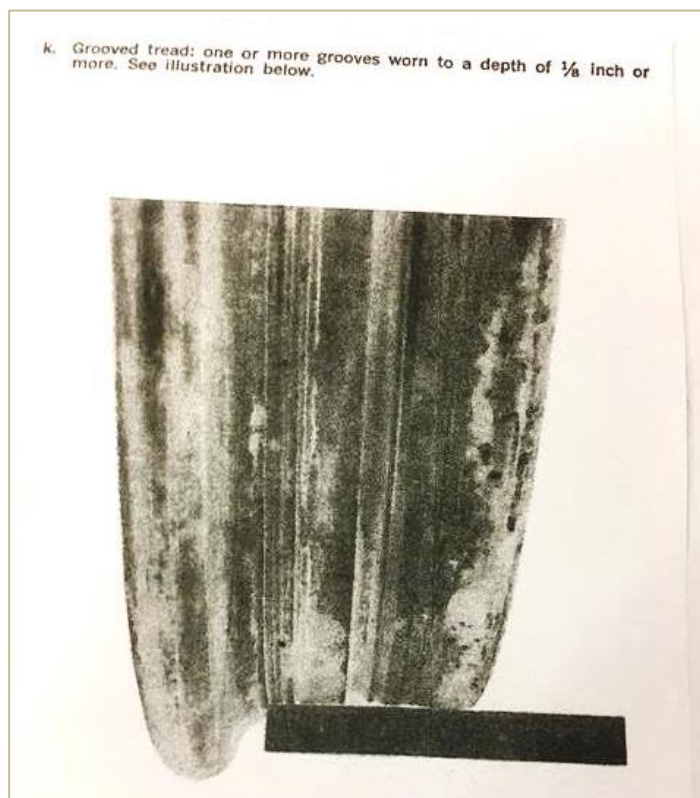
“Grooved tread” happens when the wheel develops one or more grooves in the face of the tread. Something—often a metal object—gets trapped between the brake shoe and wheel, producing a groove. If not caught in time, it only gets worse (Figure 6).



**Figure 4 – Spread rim**



**Figure 5 – Shelled tread**



**Figure 6 – Grooved tread**



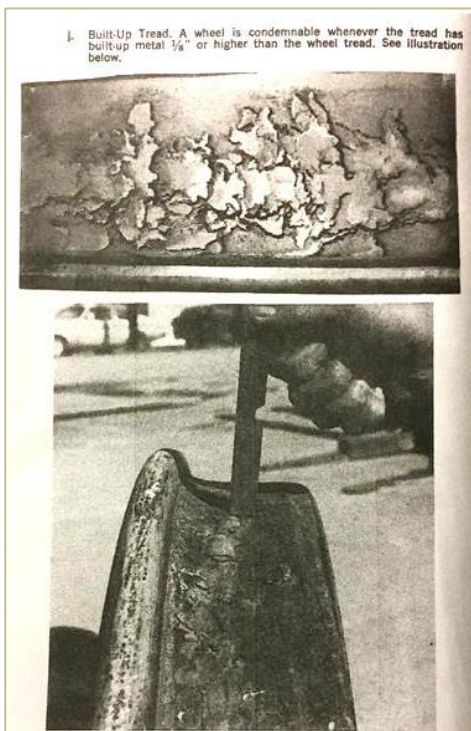


Figure 7 – Built-up tread



Figure 8 – Thermal cracks

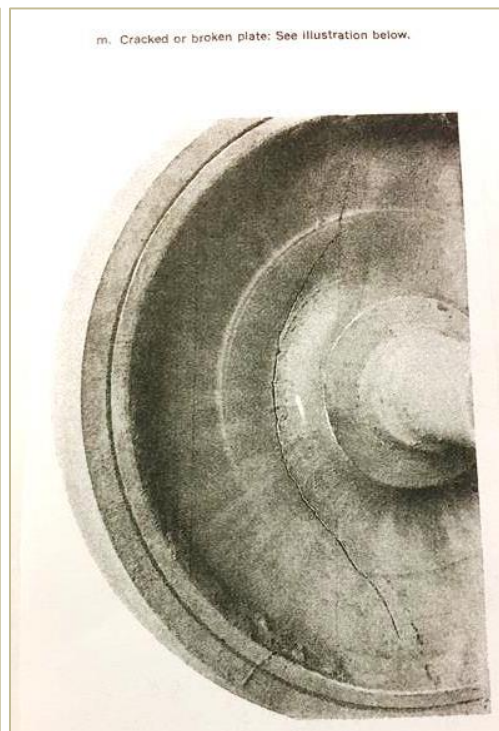


Figure 9 – Cracked or broken plate

“Built-up tread” (the opposite of “shelled tread”) occurs when cast iron brake shoes get heated to the point where hot metal starts peeling around the wheel. This has a snowball effect; it continues to worsen to a point where the wheel needs to be removed from service (Figure 7).

“Thermal cracks” occur when a wheel becomes overheated to the point where the heat causes cracks in the tread along the entire wheel (Figure 8).

“Cracked or broken plate” occurs when the plate suffers from metal fatigue and starts to crack along the plate wall. This results when dirt and grime covers the crack—which also makes it hard to see. Catastrophic derailment will often follow (Figure 9).

“Holes in plate” occurs as a result of someone using a burning torch or electrical cutting tool to cut the plate of the wheel. This is certain failure if not found in time (Figure 10).

Figure 11 shows the gages I used during my working years.

Next time we will explore how wheels are turned to remove defects, and how and why they are broken down. We’ll also look at axles being prepared for wheel blanks and the massive machines that do the work.

The cup is running low, so it’s time to go. Keep rolling.

Joe

[josephfwalters@yahoo.com](mailto:josephfwalters@yahoo.com)

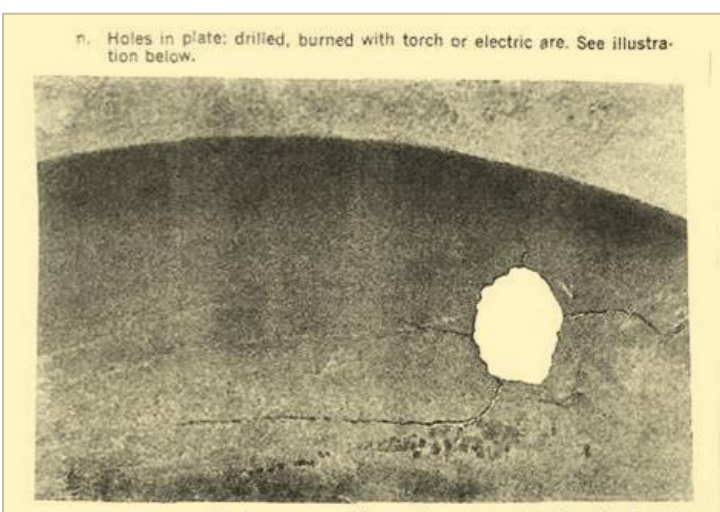


Figure 10 – Holes in plate

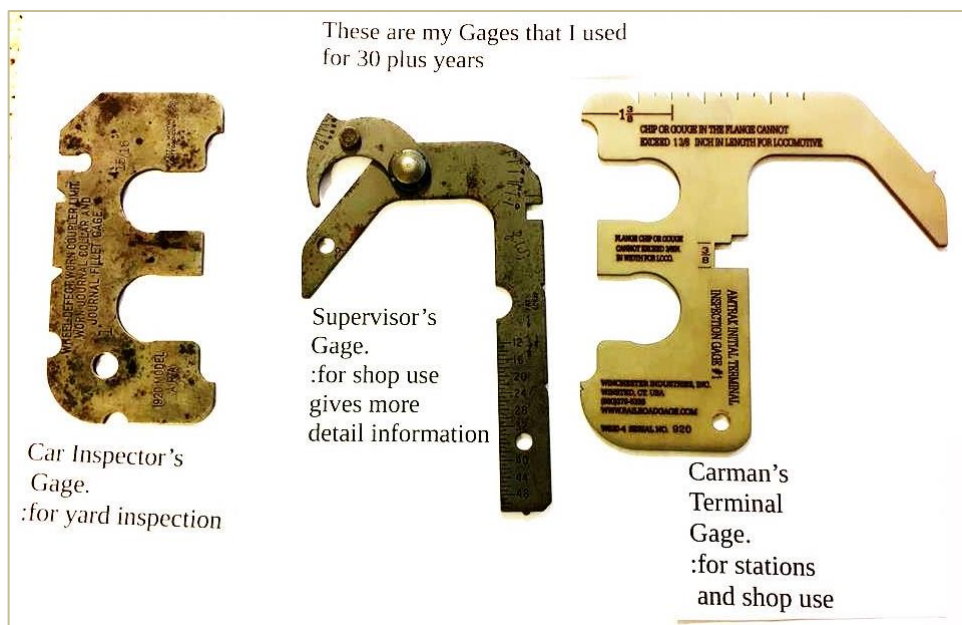


Figure 11 – Gages used to determine wheel integrity





The book, *A Compendium of Model Railroad Operations—From Design to Implementation*, published by the Operations Special Interest Group (OpSIG) is a compilation of operating ideas and knowledge by twelve editors who in their own right are all well known voices not only in the OpSig, but to the larger model railroading hobby community as a whole.

In design and engineering technologies, the world changes every eleven years for every new idea, product, or method introduced. 2018 saw that time passing since the introduction of the the iPhone and Android devices in 2007. Now with the two apps, “WiThrottle” and “Engine Driver,” operating a model railroad using these devices is becoming increasingly popular and accepted.

Likewise, it has been double that time since today’s DCC standards were formally adopted at the 1993 Philadelphia NMRA National Convention in Valley Forge, PA. Yes we have the NMRA to thank for DCC and its official name, “Digital Command Control.” While DCC has become an established and even a cornerstone of modern model railroad operations, the techniques for operating railroads were left to the individuals or groups running on a given layout.

Having done the math, I realized that this book is the OPSIG’s 25-year or silver anniversary gift to the hobby—a how-to on the enormous variety of what’s been learned as well as being chock full of ideas for the rest of us to try out. A nice and wonderful gift indeed!

So two things first:

Number one, I’m a model railroader with an emphasis on operating. Layout designer and one of the editors Byron Henderson is given the honor of defining it as follows: “*Fundamentally Operations boils down to the purposeful movement of railcars and trains from one point to another, along with distribution of those cars to and from industries or other facilities*” (pg 20). Henderson then challenges the reader to think about ops for anything more than a quick loop of track on a 4 x 8 sheet of plywood. This is sage advice that I realized I had practiced since I was a child in my own model railroad journey. In fact, well-designed layouts are both fun and enjoyable to operate! I’ve come to enjoy operating and its inherent opportunities to network with other model railroaders.

Number two, I collect books! The *Compendium* feeds both passions in a wonderful way.

After reading a “rave review,” or two in some of the last model railroad magazines still left in print, I ordered the book as a birthday gift to myself. By the way, rave

reviews in model railroading are not the loud, bold enthusiastic headlines found in other print media. Nor are they the interruptions we experience by Google, Bing, and other web browsers. No, the reviews for the *Compendium* were notable for their lack of any negative comments! In a hobby known for its “over thinking” or taking itself too seriously, this was truly exciting!

A large, hardcover book, finished in suitable railroad colors that looks handsome in a variety of settings, arrived shortly after I placed my online order. Upon seeing it, my wife, who teaches at a nearby college, and a book lover too, was paging through it and asked me, “Is this a textbook on running model trains or is this a coffee-table book?” I replied, “It’s both!” Again, where to start?

While the title is *huge*, the book itself—let’s call it the *Compendium* or maybe just “the book” for brevity’s sake—is so varied, diverse, and comprehensive in scope that any shorter title misses the point. Perhaps it’s because of the encyclopedic nature in a hobby plagued with encyclopedic hype or illusion, the *Compendium* has been lost in the noise. You only have to page through it once, however, to know this is “the real deal.”

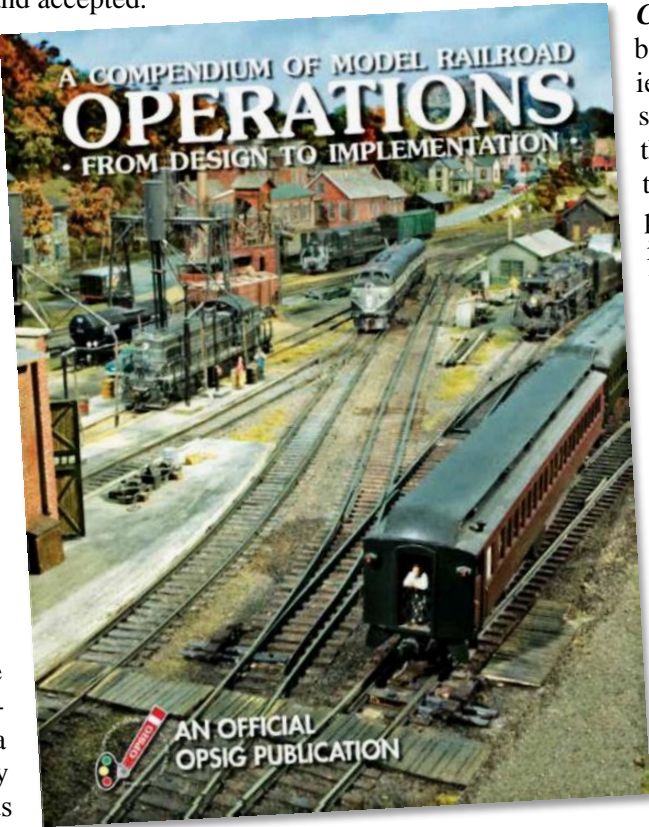
The other amazing thing about this hobby is how rare it is and how small the community of model railroad operators really is. Instead of six degrees of separation, the world of model railroading is more like three degrees or less. Many of the editors are known and many of the faces appearing in photos are familiar, including some with whom I’ve operated! In model

railroading it is truly a small world and this book celebrates that too.

So to spread the word or at least help prevent the book’s being missed or buried, I thought a good old fashioned book review was in order. I was wrong! Where to begin talking about operations in using this book is the real question.

Rather than being another “how-to” tome, the book is a wide-open invitation to dive into the active and exciting side of model railroading operations or just plain “ops.” The editors—many of whom have published or given clinics at nearby RPM events, or NMRA Division or Regional meets—have each contributed or distilled their ops experience into ten amazing chapters. The book draws from many active operating layouts providing a brisk insight on what works or what needs work, and even maybe sometimes what should be avoided. This book introduces the neophyte and expert alike seductively into successive layers of detail such as that displayed in the Table of Contents.

First you get a list. On the next few pages the editors nicely summarize each chapter with a paragraph about the themes, features, and techniques. Your eye will spot some-



thing and the next thing you know, you find yourself paging ahead to read more! Like a technical manual, one can skip around from topic to topic or you might end up reading whole sections like a novel such as the portion titled, “Using TT&TO [train orders and timetable] on the Santa Cruz Northern.” Then, in this case, editors Providenza, Kauffman, and King present the same railroad ops using track warrants. You now read how the nature and affect of a different dispatching method changes the character of a layout’s operations.

While so far this review is more like an article in the Sunday Book Review or your nearby major newspaper, here are some nitty-gritty goodies an interested reader might look for.

History: Plenty of it that is nicely and accurately distilled too. Railroading is a series of methods and techniques that have evolved from the time they figured out how to run a train on a set of rails. The book does not dwell or get bogged down in the ups or downs the railroading industry has endured. Instead the editors introduce to the modeler the themes, issues, and features of each time period and how they connect so a that layout builder can more easily think about...ops. This is hard to do and the editors get it right!

Who, what, where, and again, who: Jim Providenza’s “The Crew” on page 51 nicely defines and organizes those who run and operate a typical session. These positions are further discussed and developed in other parts of the book. What’s neat is how each layout and each session, depending on those present, create its own operations “experience.”

The variety of trains: Both freight and passenger operations are discussed and specifically how they differ. Remember, one involves people and the other, freight! On the prototype, railroads were driven to get trains from one place to another. How that is modeled for both freight with industries, and passengers for people, involves scheduling, class, and so forth, that is evenly and clearly reviewed.

Features found on a layout: Yards, staging, the big station, the large intersection—the features or “signatures,” of many model layouts—are discussed at length, but in an engaging way, captivating the reader with good photos and captions. Applying what you learn or read to a real life model is the challenge! The editors throw the gauntlet

down nicely to challenge the reader to build using the experience of others. Through applying techniques and from history, we learn from others’ mistakes instead of repeating them badly.

Train and Traffic Movement: The various and historically accepted methods of TT&O, Track Warrants, CTC, VMO and DTO (Direct Train Ordering – my word ) and even “Mother may I..,” are discussed. Based on whether there is signaling present, these systems of moving trains are carefully explained, each with their pros and cons as they apply to a model railroad where both space, frequency of trains and sometimes where time is compressed. There are whole sections devoted to the US&S vs GRS CTC machines, and even building a phone system [pg 259]. Communicating discipline is discussed. The methods using phones, radios or good old-fashioned paper are explained.

Train movements, part 2: Logistics, the ever challenging and controversial history of “car forwarding systems” gets a thorough going over. Dave Clemens deftly leads the reader through operations and forwarding methods seductively titled, “Fundamentals of Freight Operations,” beginning on page 65. Clemens manages the history of model railroading car orders from Frank Ellison and Gerald Dyers way-bills through present-day methods found on layouts such as Ken McCorry’s, Tony Thompson’s, and others. Modeler Ray Fischer is given a full page on his popular system of waybills. I did not know about the importance of the colors until I read this chapter.

Chapter 10, “Hosting an Operating Session,” provides a good introduction for the beginner, and a tip jar of ideas for the experienced operator or layout host no matter the size of the layout, all the way up to a club.

With too few books devoted to the technical philosophy or the “art,” of model railroading that strive beyond the typical how-to booklet, this *Compendium* rises to the level of Steve Covey’s 2004 book, *Playing with Trains*, in describing how rare, small, varied, and passionate the hobby of active model railroading really is, while tempting you with tried and true ideas! While Covey describes many of the people as “visionary trailblazers” or activists in the hobby, the editors of this fine *Compendium* have laid down the tracks with enough ideas for another few decades worth of model railroading fun! You’ll want this book! 📖

**Mark Wallace** is railroading enthusiast, OpSig member as well as Clerk of the Philadelphia Division-NMRA. He’s been spending much of his time operating on various layouts as well trying his hand at dispatching.







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**NMRA Partnerships**



Well, it's already a couple of months since the MER 2018 Fall Convention, known as "Crossroads of the MER," but as there was simply not enough time to write a report on it for the last issue of *The Dispatcher*, I thought I'd squeeze it into this issue; better late than never. My report will be skewed because I only attended two clinics and didn't really see much of anything else, instead choosing to focus on the layouts, as I did not know when I would be able to return to the DC area in the future. Coverage of other aspects of the convention can be read in the MER's The Local and the publications of the other MER divisions.

Having checked out the itinerary online ahead of time, I had noted that one of the prototype sites to visit was the Gaithersburg Train Station. Upon arrival, I discovered to my dismay that the museum was closed, but I did take a bunch of photos of the station—still in use by MARC commuter rail—and a vintage B&O Rail Diesel Car.

Then it was on to the Hilton. After driving around aimlessly in circles, I got the brilliant idea of actually entering into the hotel parking lot, where I saw the sign for the underground parking. Duh! Thereafter it was easy to find the entrance and I was in the hotel lobby in no time. Deja-vu—there was no sign pointing to the registration area—but some helpful attendees pointed me down the hall where I found Registrar Bill Grosse and his faithful assistant, Joe Walters who handed me my packet along with some precious comments. Then I noticed some Philly guys in the restaurant and joined them for some chit-chat.

I attended layouts Thursday night, all day Friday, Saturday morning and afternoon, and Sunday morning. It had been almost 40 years since I was in Washington, and I believe this was my first real experience with the beltway and other expressways. The number of lanes and sheer volume of traffic was overwhelming; it makes Philly

highways look like country roads. The frequency of slowdowns, even off-peak, was astounding—and all the while one could see drivers pulled over by police. The one thing you could be sure of is that it wasn't for speeding.

I know people complain about distances to layouts, but you can't control where people live or expect to see layouts in areas where none exist. Given that, it was quite challenging to cover the distances from layout to layout. I know I put several hundred miles on my car. The worst was driving at night on barren roads out in the middle of nowhere looking for a turn. Admittedly I don't use GPS—I fancy myself an expert navigator and only use my phone for maps—but I did screw up on a

few occasions. And the state of Virginia must be suffering for lack of funds as on back roads they only post route signs every five miles. But in the end, those layouts were some of the most amazing I've ever seen, so those journeys, even with all their obstacles, turned out to be worthwhile.

Friday morning was particularly challenging logistically. After attending the editors' breakfast and clinic, I shot out like a bullet and headed 180 degrees around the beltway to Monroe Stewart's N-scale masterpiece. Being an N scaler myself, and having read about it for so many years, I wasn't about to miss the opportunity to see it. Then I flew down to Dale Latham's layout (in areas where flying was possible). It's a miracle I

wasn't stopped for speeding, although as I suggested before, I don't think the cops are so focused on that as it's usually impossible to do.

I'm not going to talk about each particular layout; write-ups were posted on the convention website to which everyone, whether attending or not, had access. But I am including some photos because those accompanying the



B&O RDC at Gaithersburg Station



Gaithersburg Station



write-ups simply didn't do justice to what I witnessed.

On Saturday, after performing more daredevil feats of driving skill covering some jaw-dropping distances, I returned just in time for the banquet. Unfortunately I have yet to experience anything produced by a convention hotel that approaches adequacy in the realm of food, either in quality or quantity—and I don't necessarily blame the Potomac Division for this. The food was essentially picnic fare, some of it gone for good by the time our table—either the last or second to—was called up. Some of the food was replenished, but that was when everyone else was either eating dessert or finished altogether.

After dinner, we were treated to a bevy of awards, farewells by outgoing officers, and introductions to incoming ones. The Philly Division gave its presentation on MER 2019—the Liberty Bell Special—and then it was on to Keynote Speaker Lou Sassi, describing his life and work as a model railroad

magazine photographer.

Being from the Philly Division, I have to make special mention that our own Joe Walters walked away with no less than three awards—First Place in the Non-Revenue category, the New Jersey Division's Robert "Bob" Liberman Car Inspector Award, and our own New Modeler Award—all for his incredible, scratch-built Jordan Spreader. Joe also achieved particular notoriety with a merit award for his depressed flat car with transformer load. One judge refused to believe that the scratch-built transformer had not been commercially manufactured.

On Sunday, I headed home, on the way hitting a layout in Ellicott City, MD and the Baltimore Society of Model Engineers in downtown Baltimore, one of the oldest clubs in the country. All in all I had a great time and look forward to our own convention in 2019.



*White Elephant room*



*MER Registrar Bill Grosse (left) and assistant Joe Walters*



*Hotel lobby*



*Modular layout*



*Joe Walters's contest entry that walked away with three awards*

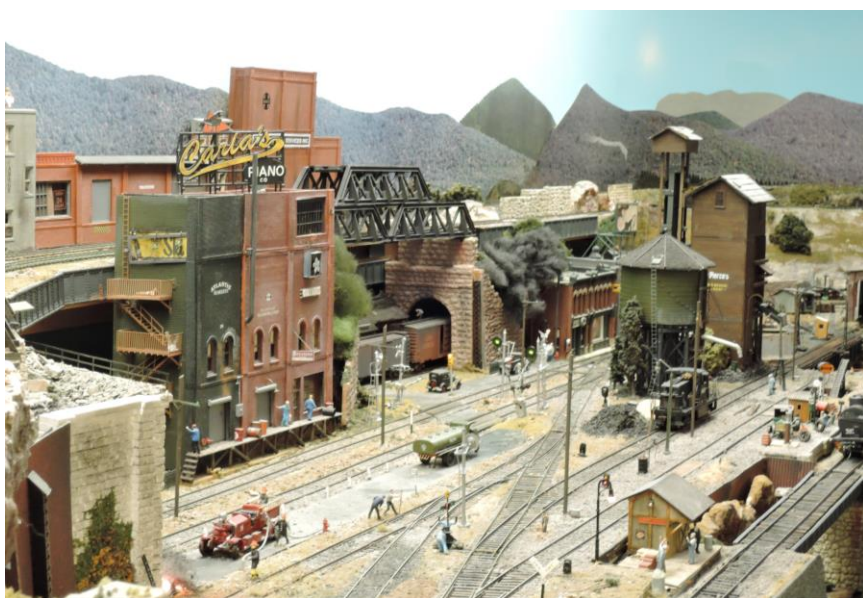
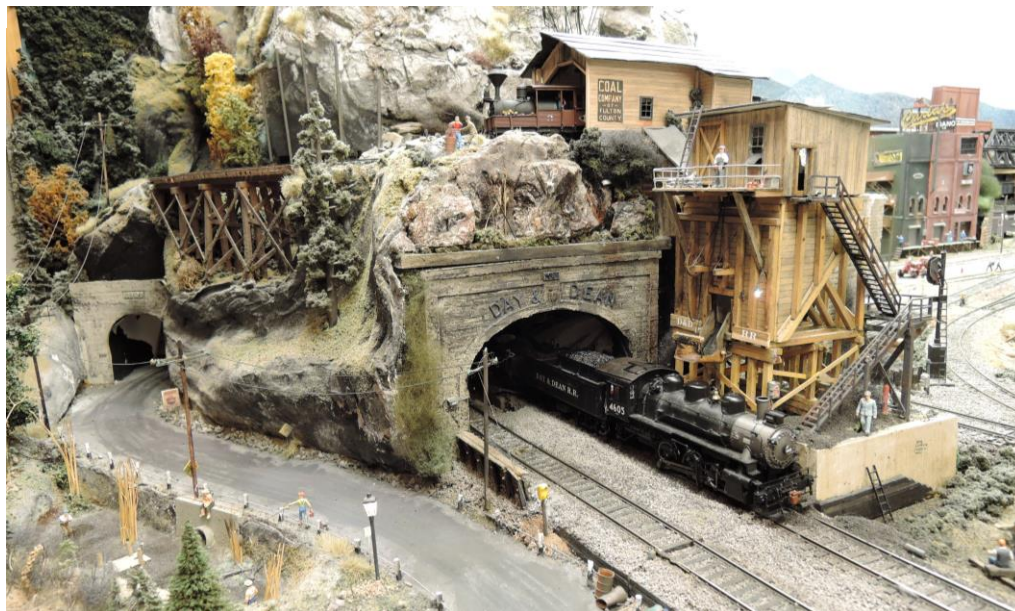


## John Sethian's PRR – Nassau Division (O)





## Bill Day's D&D and Allisonville Short Line (HO)





## Monroe Stewart's Hooch Junction (N)





*Brian Sheron, MMR's Long Island RR – Port Jefferson Branch (HO)*





## Mat Thompson, MMR's Oregon Coast RR (HO)

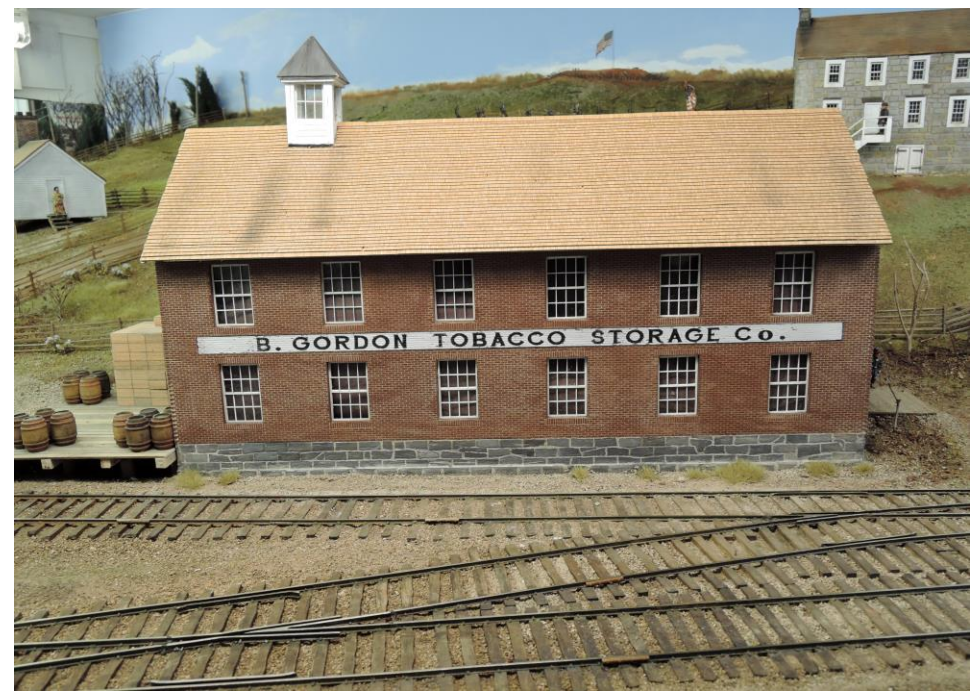




## *Bernard Kempinski's USMRR Aquia-Falmouth Line (HO)*









## **New Jersey Division 50<sup>th</sup> 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 50<sup>th</sup> 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](mailto:support@tangentscalemodels.com)

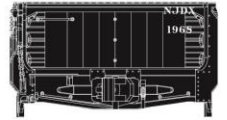
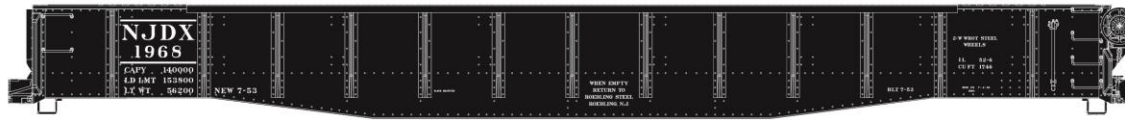
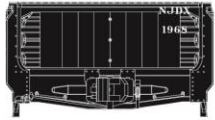
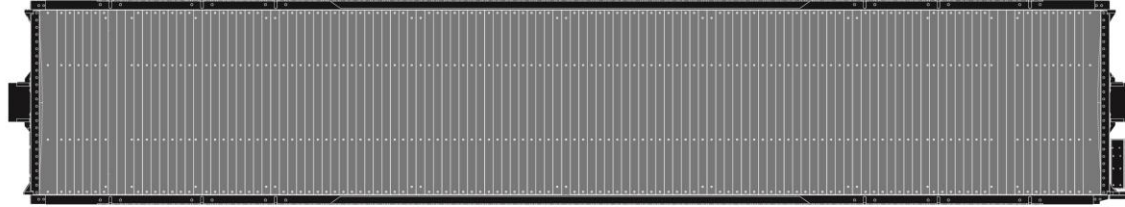
Return this form to NJ Division P O Box 8694 Trenton, NJ 08650



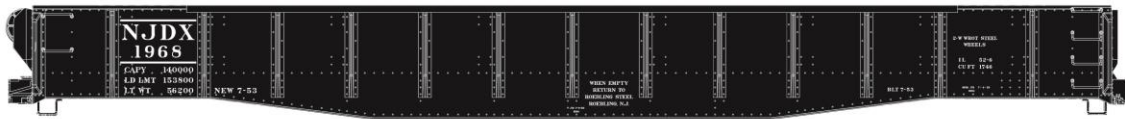




# Artwork for New Jersey Division 50<sup>th</sup> Anniversary Car



**TANGENT**  
SCALE MODELS





## 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 Mid-Eastern 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).

## New Registrar Wanted

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 at [president@mer-nmra.com](mailto:president@mer-nmra.com).

## GoPro Cameras Requested

Does anyone have any GoPros they would be willing to lend MER President Kurt Thompson during the 2019 MER convention? He would like to record the clinic/seminar on the Electric Engineering AP certificate that he and Brian Kampshoerer are doing Friday evening. His hope would be to have four GoPros set up at each corner of the layout as we build the trackwork and wire it. It would be very much appreciated. Please contact him at [president@mer-nmra.com](mailto:president@mer-nmra.com).



## NMRA/MER Publications



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



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

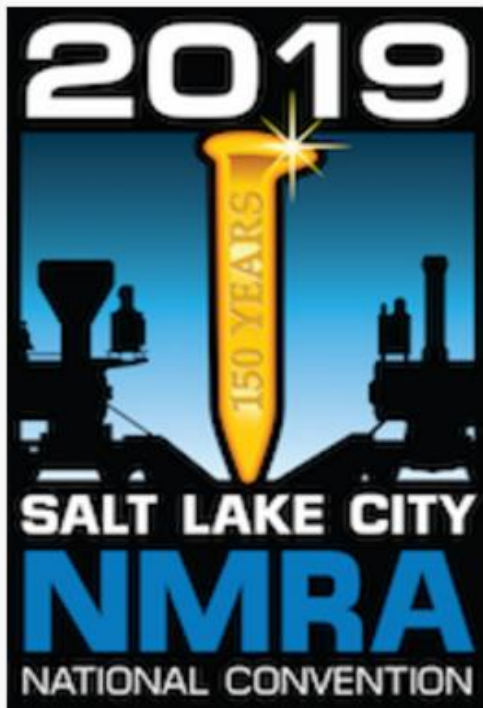


The  
**Local**  
A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



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

## Upcoming NMRA Conventions



### NMRA 2019 Salt Lake City

2019

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



# Holiday Season Model Railroad Open Houses

November 2018-February 2019

To see this schedule in grid form, click [HERE](#)

Note: The grid is in Adobe pdf format.

If you don't already have the Adobe reader, you can get a free download at <http://get.adobe.com/reader/>.

## Changes & corrections from the printed schedule:

**Cheltenham Hills - Snow dates, if needed, will be Sat. Jan. 26 & Sun. Jan. 27.**

**Gatsume - Open house dates added for Sat. Dec. 1, Sat. Dec. 8 & Sun. Dec. 9.**

### Abington Lines Model Railroad Club

Admission Free - Donations Appreciated

Location: 2066 Second Street Pike (PA Rt 232), Richboro, PA 18954 (2 miles north of PA 332, on the right)

Phone: (215) 598-7720

Website: <http://www.abingtonlines.org>

Scale: HO (standard, narrow gauge & traction)

Information: Come see multiple trains with digital radio control and sound, operating on our 20' x 60' two-track mainline exceeding 1,000 feet in length. Enjoy the scenery depicting the PA rolling hills. Marvel at our trolleys, life-like village, detailed buildings, operating roundhouse, industrial switching areas and waterfront complete with rail car ferries. Also enjoy our extensive narrow-gauge section with old time operating engines.

Open 12-4 p.m. on Dec. 1, 2, 8, 9, 29 & 30, Jan. 5, 6, 12, & 13, Feb. 2, 3, 9 & 10.

### Black Diamond Society of Model Engineers

Admission \$5 - Donations Appreciated; 12 & under free.

Location: 900 E. Macada Rd., Bethlehem, PA 18017 (We share an ample parking lot with St. Thomas' UCC)

Phone: (610) 867-2591

Website: <http://www.bdsme.org>

Scale: HO, O (scale and 3-rail), On30 and S.

Information: Come see 2 floors of multiple trains in continuous operation with Legacy, DCS and DCC systems and plenty of smoke and sound. Organized in 1965, the first floor 650 square-foot display nicely blends O, On30 and S scale action. Operating signals and accessories further enhance the display. The 2nd floor 800 square-foot HO display showcases trains traveling thru rolling hills, rugged mountains and industry, and past parks and towns. We suggest those with children under 40 inches tall bring a step stool.

Open 1-4 p. m. on Dec. 1, 2, 8 & 9, Jan. 5, 6, 12 & 13, Feb. 9 & 10.

### Burlington County Model Railroad Club

Admission Free - Donations Appreciated

Location: Basement (right side), Burl. Co. Footlighters Playhouse, 808 Pomona Rd, Cinnaminson, NJ 08077

Phone: (856) 733-0010

Website: <http://www.bcmrc.org> or find us on [facebook](#)

Scale: HO

Information: We call our miniature railroad the Rancocas Valley Lines, based on our physical location in N.J. We represent portions of a freelanced railroad that goes from tidewater to mountains, running through the typical stations and industrial areas of a large city, then countryside, while serving industries. We run 5-8 trains simultaneously on a double-track mainline along with several other trains operating in various yards using an NCE DCC system. We ask that adults bring a step stool for children under 40 inches tall.

Open 12-5 p.m. on Nov. 17, 24 & 25, Dec. 1, 2, 15, 29 & 30, Jan. 5, 6, 12 & 13, Feb. 9, 10, 16 & 17.

### Coopersburg Area Society of Model Engineers / C.A.S.M.E.

Admission Free - Donations Appreciated

Location: Basement of Borough Building, 5 North Main St., Coopersburg, PA 18036

Website: <http://www.casme.org>

Scale: HO

Information: Our layout dimensions are 35' x 44' and when finished, there will be in excess of 3500 feet (58 scale miles) of track and over 100 switches. A computer-assisted dispatching program using JMRI software, controlling our Digitrax DCC system, allows up to 12 trains to be operated through beautiful scenes and past operating signals over the layout.

Open 12-5pm on Nov. 24 & 25, Dec. 1, 2 & 8, & 9, Jan. 5 & 6.

### Cheltenham Hills Model Railroad Club

Admission Free - Donations Greatly Appreciated!

Location: 8000 Old York Rd. (Route 611) Elkins Park, PA 19027 (located in the former Old York Rd. station)

Phone: (215) 635-9747

Website: <http://www.cheltenhamhillsmrr.org>

Scale: HO

Information: Join us for our 72nd year! Highlights include 1750 feet of track, 300-car freight yard, steam and diesel locomotive facility with operating turntable, and industrial yard. The centerpiece is our operating lift bridge, which allows trains to cross between parts of the layout. Our DCC control system allows us to run multiple trains on the mainline and yards with realistic sound. Wheelchair accessibility available by appointment - please call any Thursday evening to schedule this access.

Open 12-4pm on Dec. 8 & 9, Jan. 5, 6, 19 & 20. Snow Dates Jan. 26 & 27.



**Gatsme MRRC - now located at the Rockledge Model Railroad Museum (RMRM)**

Location: 323 Montgomery Ave. Rockledge, Pa. (corner of N. Sylvania & Montgomery Aves.)

Websites: <http://www.gatsme.com> and <http://www.rockledgemrm.org> Also see our facebook page! Scale: HO

Gatsme has renovated a 1920s mill building into a new permanent home. Featuring a 3000-square foot operating walk-through layout, which will include parts of the PRR Schuylkill Branch and the Reading Company's line to Shamokin, the museum also has displays of railroad and model railroad history **and is handicap accessible**. The layout is progressing, with over 700 feet of operating main line. Memberships are open; join us as we continue to grow!

Open 12-3 p.m. on Nov. 10, Dec. 1, 8 & 9, Jan. 12, Feb. 9 and the 2nd Saturday of each month. See web sites or facebook for additional news and events.

**Keystone N-Trak**

Admission Free - Donations Appreciated

Location: Dublin TEC Center, Suite 216, Rear Entrance, 123 N. Main St. (Rt. 313), Dublin, PA

facebook: <http://www.facebook.com/keystonentrak> Scale: N

Information: Keystone is a modular N-scale club, modeling to N-Trak international standards. This enables each member's modules to link to form model railroads at public and private events. We travel to various N scale events and are a participating member of The Eastern N Lines Partnership. New members are always welcome. Meetings are every Tuesday at 7 pm. Please check our facebook page for any last-minute schedule changes.

Open 11 a.m. to 4 p.m. on Nov. 10, 11, 17 & 18, Dec. 2, 9, 15 & 16, Jan. 5, 6, 12, 13, 26 & 27, Feb. 9

**Royersford Modular Model Railroaders**

Admission Free (\* see note below)  
Donations Appreciated

Location: Multiple (see schedule below for locations, dates, and times)

Phone: (610) 888-4306 Website: <http://www.royersfordmodular.org> Scale: HO

Information: Movable modular railroad layout, on display at multiple locations again this season.

Jan. 12 (10 a.m. - 6 p.m.) & 13 (10 a.m. - 5 p.m.) [The World's Greatest Hobby on Tour](#) at The Greater Philadelphia Expo Center, 100 Station Drive, Oaks, PA.

Feb. 16, 17, 18, 23 & 24 (12-4pm) at [Phoenixville YMCA](#), 400 East Pothouse Road, Phoenixville, PA.

More shows may be added - please see the web site for additions or changes.

\* There is an admission fee to enter the WGH show, which also includes other layouts, vendors and manufacturers.

**Schuylkill Valley Model Railroad Club**

CLOSED FOR 2018-2019 SEASON

Location: 400 South Main Street (rear entrance), Phoenixville, PA 19460; diagonally across from Library

Phone: (610) 935-1126 Website: [www.svmrrc.com](http://www.svmrrc.com) Scale: HO (standard and narrow gauge)

Information: We will not be holding open houses this year and would like to thank the people that who attended open houses for the past 40 years. Currently the building is undergoing major renovations and we plan to be back on board in a year. Please refer to the website about any changes or upcoming events that we may hold or attend.

**Thanks from the Schuylkill Valley Model Railroad Club!**

**Saint Alban's Railroad Fellowship - STARR**

Admission Free - Donations Appreciated

Location: Saint Alban's Episcopal Church, 3625 Chapel Rd. Newtown Square, PA (Under Thrift Shop)

Website: <http://www.StARR-MRC.org> Scale: HO

Information: Layout fills 4000 square feet with 200 feet of 4 track mainline with working signals, 3 branch lines, large steel mill, coke plant, oil refinery, meatpacking plant, three working classification yards and a large passenger terminal. We use a car card system for freight and passenger operations that routes over 1100 pieces of equipment throughout the system. New layout construction this year. The layout is controlled by DCC with computer enhancement. Special layout with Thomas the Tank Engine for the kids to operate.

Open 1 - 4 p.m. on Nov. 17 & 18, Dec. 27 (7 p.m. - 10 p.m.), Dec. 29 & 30, Jan. 3 (7 p.m. - 10 p.m.), 12, 13, 26 & 27, Feb. 9, 10, 23 & 24.

**Note: Dates for all club open houses are Saturdays and Sundays unless otherwise noted. Not responsible for errors or omissions in the schedules. Dates and times subject to change without notice. In case of inclement weather, please verify directly with each club whether their shows will run as scheduled.**

**Holiday Season Model Railroad Open Houses - August 2018-February 2019**

Converted for the web by Fred Monsimer of Royersford Modular Model Railroaders  
Copies may be made for personal use and non-commercial distribution.  
version 1.1 posted 2018-11-08

**RETURN TO PAGE 1**



# Hudson Model Railroad Club

## 2018-2019 Winter Open House Schedule



97 Martin Street Plains PA 18705

**\*Free Admission\***

Check us out on Facebook: Hudson Model Railroad Club



|                 |  |                   |                  |  |                   |
|-----------------|--|-------------------|------------------|--|-------------------|
| <b>Saturday</b> | <b>November 17<sup>th</sup></b>                              | <b>12pm – 5pm</b> | <b>*Saturday</b> | <b>December 22<sup>nd</sup></b><br>(Steam Engine Theme Show) | <b>12pm – 5pm</b> |
| <b>*Friday</b>  | <b>November 23<sup>rd</sup></b><br>(Steam Engine Theme Show) | <b>4pm – 8pm</b>  | <b>Sunday</b>    | <b>December 23<sup>rd</sup></b>                              | <b>12pm – 5pm</b> |
| <b>Saturday</b> | <b>November 24<sup>th</sup></b>                              | <b>12pm – 5pm</b> | <b>Monday</b>    | <b>December 24<sup>th</sup></b>                              | <b>11am – 2pm</b> |
| <b>Sunday</b>   | <b>November 25<sup>th</sup></b>                              | <b>12pm – 5pm</b> | <b>Saturday</b>  | <b>December 29<sup>th</sup></b>                              | <b>12pm – 5pm</b> |
| <b>Saturday</b> | <b>December 1<sup>st</sup></b>                               | <b>12pm – 5pm</b> | <b>Sunday</b>    | <b>December 30<sup>th</sup></b>                              | <b>12pm – 5pm</b> |
| <b>Saturday</b> | <b>December 8<sup>th</sup></b>                               | <b>12pm – 5pm</b> | <b>Monday</b>    | <b>December 31<sup>st</sup></b>                              | <b>12pm – 4pm</b> |
| <b>Saturday</b> | <b>December 15<sup>th</sup></b>                              | <b>12pm – 5pm</b> | <b>Saturday</b>  | <b>January 5<sup>th</sup></b>                                | <b>12pm – 5pm</b> |
| <b>Sunday</b>   | <b>December 16<sup>th</sup></b>                              | <b>12pm – 5pm</b> | <b>*Sunday</b>   | <b>January 6<sup>th</sup></b><br>(Steam Engine Theme Show)   | <b>12pm – 5pm</b> |
| <b>*</b>        | <b>Notes Theme Show</b>                                      | <b>*</b>          | <b>*</b>         | <b>Notes Theme Show</b>                                      | <b>*</b>          |

Visit our Webpage: [hudsonmodelrailroadclub.org](http://hudsonmodelrailroadclub.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](http://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](http://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)

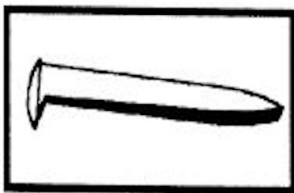
**Note:** Larger sizes are available—just ask

| 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   |  |  |
| <b>Mail to:</b> PhillyNMRA Sales<br>620 Edmonds Ave., Drexel Hill, PA 19026 |  | <b>Questions:</b> 610-626-4506<br>phillynmra@gmail.com |

|  |                | No pocket | Pocket | Long Sleeve | Long Sleeve + pocket | Short Sleeve | Long Sleeve | Pullover  | Pullover Hoodie | Zip-up Hoodie | First name as you'd like it to appear<br>(if desired - add \$5 each shirt) | Qty          | Price | Total |
|--|----------------|-----------|--------|-------------|----------------------|--------------|-------------|---|-----------------|---------------|--|--------------|-------|-------|
| 1  | ↓ Enter Size ↓ |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| 2  |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| 3  |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| 4  |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| 5  |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| Patch @ \$5 each   |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| <b>SHIPPING: Shirts @ \$5 + \$2 each additional shirt Patches @ \$2 any quantity (ships free with shirt order)</b> |                |           |        |             |                      |              |             |   |                 |               |  |              |       |       |
| <b>PICKUP: Future meet or by special arrangement</b>   |                |           |        |             |                      |              |             |   |                 |               |  |              | Free  |       |
| <b>Make check payable to: PHILA DIV NMRA</b>   |                |           |        |             |                      |              |             | <b>We accept PayPal—email for invoice: phillynmra@gmail.com</b> |                 |               |  | <b>TOTAL</b> |       |       |





## 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: \_\_\_\_\_