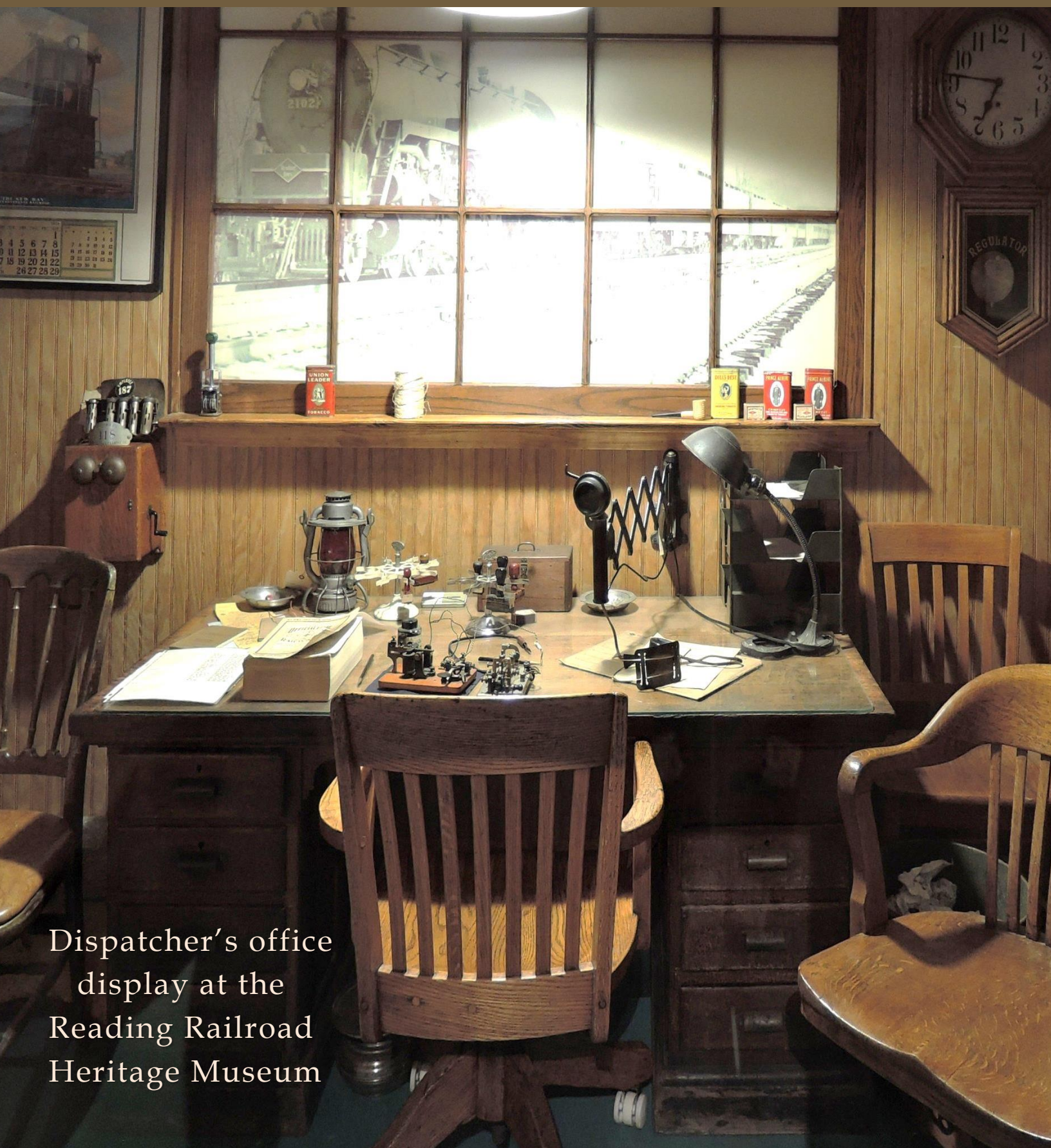




THE DISPATCHER

The Journal of PhillyNMRA

March 2019



Dispatcher's office
display at the
Reading Railroad
Heritage Museum



THE DISPATCH

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



March 2019

PhillyNMRA.org

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THE DISPATCH

Submissions: THE DISPATCH welcomes any model railroad- or rail-road-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. The editors reserve the right to, when necessary, paraphrase portions of the text in order to fit the space available.

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From the Super...

The 2019 “Liberty Bell Special” Convention in King of Prussia is fast approaching and October will be here soon. This convention is very special to our division because “we” are hosting it, meaning “you and me.” You ask what you can do to help make this one of the best conventions for our region? The answer is simple and does not require much effort or time. First register to attend the convention; it doesn’t take very long and the form is available on the convention website, <http://libertybellspecial.org/>.

You no doubt have already heard about the activities that are planned as described on the convention website or at last year’s convention banquet. If you do plan on attending this year’s convention, we ask of you to do one more thing for our division: Volunteer. No, not necessarily for the entire convention—just for perhaps an hour or two. For example, if you decided ahead of time that you planned on attending a particular clinic, you could volunteer to be the “clinic monitor” and introduce the clinician (we will prep you on his profile in advance), and then keep him aware of his time (perhaps by holding up cue cards) so he can finish the presentation on schedule and still have time for questions. So essentially, you get to see a clinic and help out the division and region all at once.

There are other similar positions where you can help out, such as the white elephant table, registration desk, contest room, tours, and raffle prizes. We will also require manpower for general setup and takedown. These duties would still allow you to enjoy the full benefit of the convention. It’s also a great way to meet other NMRA members in both our and other divisions, sharing your railroading and making new friends.

By the way, this isn’t only limited to Philly Division members, so if you’re a member of another division or you have friends in other divisions, we’d welcome and greatly appreciate all the help we can get. As the convention draws closer, we’ll provide details about when the out-of-town prepping will occur.

Also keep in mind that any participation counts toward Achievement Program credit, and being a regional event, point values are double those of division events.

We expect to have several meetings before the convention to discuss the details, one of which will include a final tour of the hotel to clarify where, when, and how operations will occur. So sign up to attend the convention and while you’re at it, why not consider volunteering to make this convention the greatest yet. I’m in charge of volunteers and my contact information is in the masthead on the right side of this page. Hope to see you in October!

Charles



From the Editor...

First, I want to again thank all of the people who contributed articles in response to my request. Now I have a nice bevy (an editor’s dream) that I can draw on from issue to issue. Please be assured that you will see your article published at some point in the future. In the meantime, also be assured that just by having submitted them you have already earned AP credits. When the time comes to tally up your points, they will be readily authorized.

In the printed edition, I wrote on a topic that I will revisit in next issue’s online edition. Instead, I’ll talk about the obvious—what you’ve undoubtedly noticed by now—the changes in the format of the online edition. For quite a while I’ve been reading the newsletters of other NMRA divisions and have noticed that some of

(Continued on page 5)

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April Meet in Wyndmoor

On Saturday April 6, 2019 we return to the Philadelphia First Church of the Brethren at 8707 West Cheltenham Avenue, Wyndmoor, PA 19038. The time is 9:00am with doors opening at 8:30. Directions and maps can be found on page 9.

The morning session begins with member **Alden Smith** presenting our first clinic titled, ***“Building Thurmont.”*** Alden describes his clinic as follows: Now that three or four operators are “moving freight” on my two-room, HO-scale, 1950s era Western Maryland-themed layout, we decided to open a new peninsula containing four additional industries. The Cumberland Division lay-



out features two yards, two turntables with roundhouses, engine house, B & O interchange, three coal mines, truck tipple, 25 industries, reversing loop, and staging, and is a point-to-point design. All backdrops are photos. Motive power totals 27. The entire layout is 100% complete. All structures in

Thurmont are scratch built using a new technique of paper over cardstock with Tichy windows.

Every step of the 15-month build process for Thurmont was photographed and will be shown and described in detail.

Alden is a long-time member of the Philadelphia Division and a member of one of the oldest clubs in the area, the Glenolden Area Model Railroaders. He has presented several clinics and written many articles over the years, his specialty being with scratch-built structures.

The second clinic will be given by Glyn Thomas titled, ***“Modeling the Minnesota Commercial.”*** The Minnesota Commercial is a modern prototype short line serving the Minneapolis-St Paul area of Minnesota. Glyn's presentation will start with a review of the modern prototype scene in Minnesota, and then discuss how this was researched and translated into model form, illustrated with photos of his current layout. Glyn touched on some of this information in the last issue of ***The Dispatcher***, but goes into more detail in this clinic. Part two of his article will appear in a future issue and will cover the operation of his layout.



Glyn Thomas is the Philadelphia Division's newest MMR and we extend him our hearty congratulations. A profile on Glyn can be found on page 15. He is a prolific modeler, having presented many clinics over the years including a new one in miniature format at the recent New Jersey Division meet. His Minnesota Commercial layout was open this past January and no doubt, will be open

again in the future for members to enjoy.

As usual we'll have coffee, donuts, and Philly soft pretzels, the white elephant table, door prizes, 50/50 raffle, and a model display table. Members are encouraged to bring projects in any stage of completion to display and discuss if desired. A 2019 MER Convention meeting follows immediately after the conclusion of the meet.

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

Call for Nominations

Every spring, the Philadelphia Division holds its annual election for Board of Directors. There are seven total Board positions, four (4) of which are open for election or re-election this year. The term is for two (2) years. The Board then elects officers from among the Directors. One of the Directors will be stepping down, so



this is your chance to become active. If interested, please contact a member of the nominating committee: Mark Wallace, Bill Fagan, or Mike Dettinger. If elected office is too big a step, consider volunteering to chair or work on a committee. Any participation counts as credit toward your AP Volunteer.



MER 2019 Convention Meeting

The next meeting of the MER 2019 Convention Committee will be held at approximately 12:00pm, immediately following the morning session of the April meet at the First Brethren Church.

“Liberty Bell Special” Shaping Up

Plans for the MER 2019 Convention “Liberty Bell Special” being held October 10-13, 2019 at the Crowne Plaza Hotel in King of Prussia, PA are taking shape. The tour of the Colebrookdale Railroad is confirmed and now appears on the registration form. Incidentally, feel free to revisit registration as often as needed to add or change activities. The website is libertybell-special.org.



Many clinics and layouts are being confirmed. Names of clinicians and tentative clinic titles will be appearing on the convention website shortly. Layouts are still needed to fill slots for Friday and Saturday. We understand that many layout owners will be attending the convention

themselves on those days. Consider having friends or family to help man the layout while you are at the convention. It is not necessary to have a full crew or everything in total operation—in fact, fewer operators will allow for easier traffic flow and less congestion.

ATTENDEES FROM OTHER DIVISIONS: We welcome your participation in the convention either as clinicians, hosting layout tours (on the way to and on the way home, if you are close enough), and as floor volunteers as we are in need of manpower. Any help would be greatly appreciated and would be rewarded with recognition as well as AP points. Please consult the [Convention Committee listing](#) for the appropriate contact.

MMR #632—Glyn Thomas

Our own Glyn Thomas (one of this April meet's clinicians) has earned the title Master Model Railroader. He will be officially recognized at the banquet of the MER "Liberty Bell Special" Convention this fall. Read more about him in Dave Messer's AP column and in the special "Headlight on..." profile on page 15.

GoPro Cameras Requested

Does anyone have any GoPros he or she 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 Kampschroer 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.

AP Report

by Dave Messer, MMR



I am very pleased to report that Glyn Thomas has completed the requirements for AP Cars and Motive Power, which in turn fulfills the requisites for Master Model Railroader. Glyn is an accomplished modeler of both U.S. and British prototypes.

I would also like to comment on the excellent presentation by Joe Walters, the Philadelphia Division's other potential MMR candidate, at the recent joint meet with the New Jersey Division. I have had the opportunity to watch the progress in Joe's modeling skills as he worked diligently to satisfy the requirements of each AP modeling category. Joe is a manifestation of what I have always maintained, and that is that the Achievement Program, which is considered under Education in the overall NMRA effort, provides the modeler a unique opportunity to challenge and then expand his or her modeling skills in a variety of areas, and learning in the process. The end result is a better in-

formed and accomplished modeler, and to be recognized and rewarded for the effort. Look at what is involved in the program under Education on the NMRA website www.nmra.org, and as always, I am available to answer any questions at 610-948-2191 or dmesserpr@comcast.net. 📞

Members in the News

by Mark Wallace

Congratulations to member **Larry DeYoung** on his first byline for his article, "My Conrail Beginnings," on page 34 of the Winter 2018 edition of *Classic Trains* magazine. Included are several personal photos as Larry recalls his career as a Conrail executive overseeing relations with short lines and more. His article in many ways underscores how much Conrail mattered to railroading both then and now. Employed from 1978 until nearly the end of Conrail, Larry worked with many including CEO L. Stanley Crane.

Of interest to Division members is Larry's association with James E. Dalberg, MMR, who in those years rose to manage Conrail's locomotive fleet! Both continue to maintain a deep model railroading friendship. We in the Division are very lucky to have these dedicated former railroaders and model railroaders in our midst. Congrats Larry! 📞

From the Editor (continued from page 3)

them have taken on the more polished look of a commercial magazine or journal. I had been thinking about doing something similar for a while, but as everyone knows, life gets in the way. This month, life didn't really get out of the way, but I was messing around with an idea for a cover (which turned out to be easier than I expected) and one thing led to another. Most of the ideas I have incorporated are borrowed from what other division and region editors and staff have already implemented, and I salute them for their creativity and imagination. As the saying goes, "Imitation is the sincerest form of flattery." And if they're reading this, they clearly know who they are.

I did deliberate on whether these changes were worth doing or even necessary—one might see them as being "over the top," especially for the newsletter of a local chapter of a hobby organization. Most other divisions continue to use simpler formats which are perfectly appropriate to the fun atmosphere, and isn't that what model railroading is all about? But this hobby is also about pretending—re-creating the real world on a small scale, both in modeling and operation. So with that in mind, I think the analogy of a hobby newsletter pretending to be a "real" magazine is legitimate. And I think it's cool, too.

I will continue to tweak the appearance as becomes necessary or desirable. In the meantime, I hope you enjoy it and look forward to any comments or improvements you may want to offer. Hope to see everyone on April 6th.

Howard

For the better part of a decade, our January Meet has been held with the NJ Division and this year was no exception. About two dozen of us traveled to Grace Episcopal Church's auditorium in Merchantville, NJ for this year's edition. Our gracious hosts as usual provided refreshments—coffee and donuts—as well as swap tables, a model contest, and more.

First up was Jersey's **Fred Willis's** offering of a story about the **"Crystal River Railroad."** This was an obscure railroad in Colorado that hauled mainly two commodities, coal and marble. It was constructed as a combination of standard gauge and narrow gauge operations that would fit the interests of many model railroaders who already combine these gauges on their own layouts. For example, using the 30-inch gauge models that one finds on the market with O scale (On30) or HO (HOn30) with the appropriate size track (HO for On30 and N for HOn30). The Crystal River Railroad traversed some very difficult terrain, served small isolated mountain towns, and created many interesting features that modelers could consider in their own modeling activities. Some will recall Fred's joining us several years back during a 2017 September meet where he presented a clinic on scratch building a station.

Next our Achievement Program Manager Dave Messer, MMR, presented the "Author" certificate to Philly member Glyn Thomas. Glyn has been actively qualifying for certificates in numbers that have finally landed him the honor of Master Model Railroader.

Joe Walters presented our second clinic on **"Scratch Building a Depressed Flatcar with Load."** Joe has been presenting a series of very accessible, down-to-earth, easy-to-follow modeling clinics and this was no exception. While the flatcar has been a part of the railroading world since the very beginning, the depressed flat car is a variant that allows the shipping of tall, heavy, extra-wide loads on a car featuring many different axle configurations depending on the load. Variations include the 4, 6, 8, 12, and 16 axles. The 16-axle cars are capable of carrying more than 100 tons or a load that is longer than 89 feet. This type of rolling stock typically moves electrical transformers, electrical or mechanical power equipment, and large pieces of industrial production machinery. Joe demonstrated how he built this car using a combination of styrene and resin castings with patterns and techniques for mass-producing multiple pieces to build up the car bed. He showed his techniques for constructing the transformer load that used styrene and over 100 odds-and-end parts. A finished version of this car was displayed at

the MER meet in Rockville, MD and received a merit award of 90 points.

Despite the challenges of low water pressure in the neighborhood, our Jersey hosts were very accommodating with plenty of coffee and donuts, while we naturally supplied the Philly soft pretzels

The afternoon featured open house tours at some excellent layouts. Of interest to the Philadelphia crew was the opportunity to visit Glyn Thomas's Minnesota Commercial Railway layout at his nearby Philadelphia home. Glyn had invited AP Manager Dave Messer and AP Committee Chair Earl Paine to review and judge for "Cars" and "Locomotives" and since I was carpooling, I tagged along. Glyn has been model railroading for many years and has built both English and American prototypical models. His modeling space was a well lit portion of his basement that includes a workbench, his latest layout, a sector plate for staging, and several stands or shelves for displaying models—locomotives, engines, cars, both passenger and freight including several caboose models—all very tidy. Dave and Earl sat at his workbench and viewed each of the models for both certificates while asking questions as Glyn explained in great detail his approach and methods of construction. Glyn's layout is very detailed yet compact but, I don't want to steal his thunder for his article which will appear in the next issue.

After about 45 minutes or so, Dave and Earl reached their conclusions, analyzed their scores, and were happy to recommend to the NMRA, with a handshake, that both the "Cars" and "Locomotives" certificates be awarded to Glyn. It was amazing to see how the judges worked through their process as Glyn climbed his way up the AP ladder.

Again, a gracious thanks to the New Jersey Division Superintendent Bill Grosse, Jr., Director of Clinics John Gallagher, their crew, and all our friends in Jersey for inviting us to host the January Meet. This coming April 6th, we will meet at the Philadelphia First

Church of the Brethren at 8707 West Cheltenham Avenue, Wyndmoor, PA, for another round of exciting clinics, white elephant stuff, vendors, and displays. Any model you might have in any stage of construction or prototype that you want to display or share, feel free to bring it with you! There will be more about this event elsewhere in the Dispatcher and on our website. Should be fun and we'll see you then!



JANUARY MEET COVERAGE CONTINUES ON PAGE 18



Joe Walters (right) receives his clinician certificate from New Jersey Clinics Chair John Gallagher



Glyn Thomas (left) receives his "Author" Certificate from AP Coordinator Dave Messer, MMR

And now for something completely different...layout #2

by Rich Newmiller, MMR

I sold my house and moved, thus the second layout. This provided the opportunity to fix all of those annoying operating and maintenance issues. So, a new track plan was developed. Some of the more important new rules are as follows:

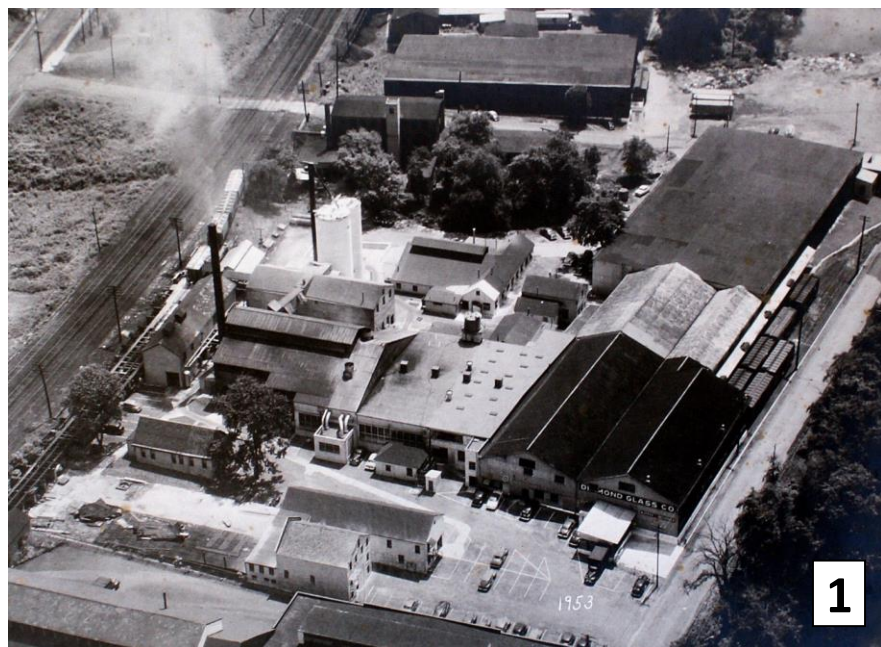
1. All switches would be readily accessible and those in hidden staging would be within 8" of the aisle fascia. There would be no getting on your hands and knees and crawling under the layout and reaching blindly into some abyss to adjust the points or re-rail a truck.

2. NJ twin-coil switch machines will be banned and the control will be manual via ground throws. Switches that are somewhat remote from the throws will be linked with music wire in styrene guide tubes. Operators will have to follow their trains and make sure the switch points are properly aligned.

3. Because the new house came with a finished basement, the backdrop had to be attached to the layout's wooden support structure. The layout was constructed in sections and Masonite was attached to each section before being placed along the room walls.

4. The yard would have access from either end to provide more operational flexibility.

5. There would be no duck-under.



ROYERSFORD HISTORICAL SOCIETY

6. I would refrain from using complicated switches such as three-ways, double-slips, and double cross-overs.

7. The yard and industrial areas would be dead level to make switching easier and facilitate reverse moves while assembling long trains, but there would be mountain running with challenging grades and an area for logging operations with an interchange.

8. The access aisles would be wide enough for easy personnel movement. Although much bigger than the first layout, this goal fell short because the minimum track radius ate into the aisle in some places.

9. The design included DCC with large individually protected feeder mains (#12 copper wire). I had a voltage loss on a section of track in layout #1 that was never identified or corrected.

10. All of my old buildings had to have a home on layout #2. And, an area of about three square feet was allocated to a future scratch build industry. I was going to create a compact model of the Diamond Glass Company of Royersford, PA. The prototype, located on the banks of the Schuylkill River, was in operation from 1894 to 1989. On one side of the plant there was a double-track siding for shipping and receiving boxed good and finished glass bottles. On the opposite side there was a single track for bulk delivery of raw

materials to the silo complex. In addition, I had always liked the looks of a coal tippie and the excitement of seeing a train crossing a tall steel viaduct. So, they were added.

Photo 1: Thanks to the Royersford Historical Society for their help in locating and copying multiple aerial photographs of the Diamond Glass Company. This one is dated 1953.

The layout was started about two years ago, and all of my design criteria would require a lot of mountains as well as a canyon for the viaduct. I am a cast plaster fan for making the rock faces. I have many of the typical rubber molds from Woodland Scenics, but some of the larger molds are latex from Bragdon Enterprises. They have an extensive collection.

Photo 2: Two of the wish list items—the tall steel viaduct (Micro Engineering) and the coal tippie (Walthers). The dry, white, plaster of Paris rock castings can be easily cut with a hack saw (straight cuts) or a carpenter's coping saw for curves. They can be sanded and filed into their final shape. I find tile nippers are good for making the final fit and for creating rock-like faces on the flat cut edges.

In photo 2, the two missing spans across the spring feed creek will utilize deck plate girder bridges. These match the span types on the viaduct. There is not a lot of room here, so the lower track bridge piers had to be cut to fit the available width of the roadbed. A single cast plaster pier was cut in half. The cut faces were scribed with a dental pick to simulate the mortar lines in the stone.

Photo 3: The latex cut stone bridge pier is another Bragdon product. Two castings are shown giving a front



and side elevation. This is the hacksaw used to cut the one pier in half.

The deck plate girders and the associated bridge track were installed first, then the cut pier was glued to the wooden support structure at just the right height. A thick construction adhesive known as “Liquid Nails – Paneling Adhesive” comes in a caulking tube dispenser and easily fills in any gaps up to ¼” which allows the modeler to adjust the face to be perpendicular to the rails and plumb.

The joint lines between the bridge piers and all of the individual rock molds are filled with Gypsolite plaster (available from Scenic Express in gallon jugs). The Gypsolite is slow drying (1 hour open time) and it has the same white plaster base so that the coloring washes are absorbed evenly which blends-in all of the joints with the castings.

Photo 4: The white plaster at the base of the pier is the Gypsolite. The light grey colored plaster is a base coat plaster from the home center. All of the rock molds are affixed with the base coat material because it is less expensive and it also has a long open time. A rubber band holds the bridge track on the girder (it was temporarily placed here for the photo). Note the bridge shoes.

To date, I have used almost 45 pounds of base coat, 35 pounds of white plaster, and one gallon of Gypsolite. On layout #1 I was able to inexpensively buy the Gypsolite in 50 pound bags. Recently it was listed on the home center's web page but the product is noted as not available. 🔧

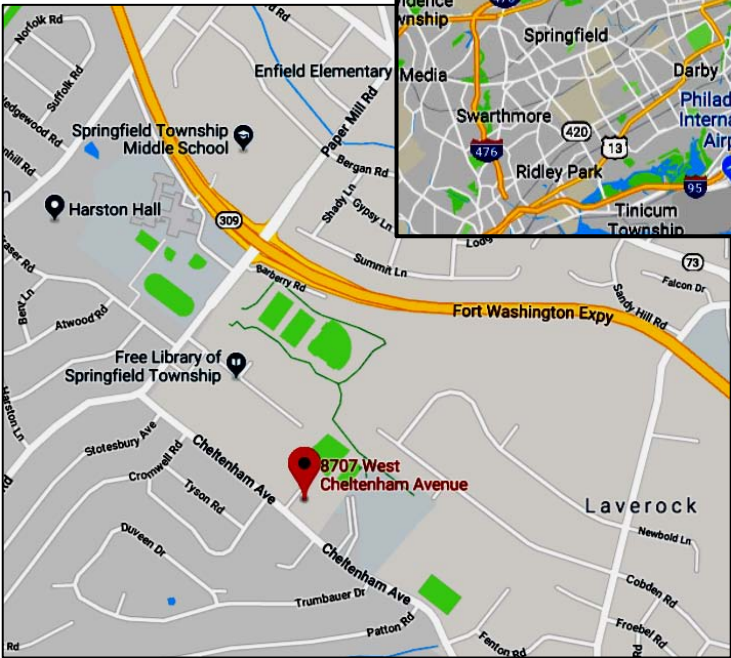
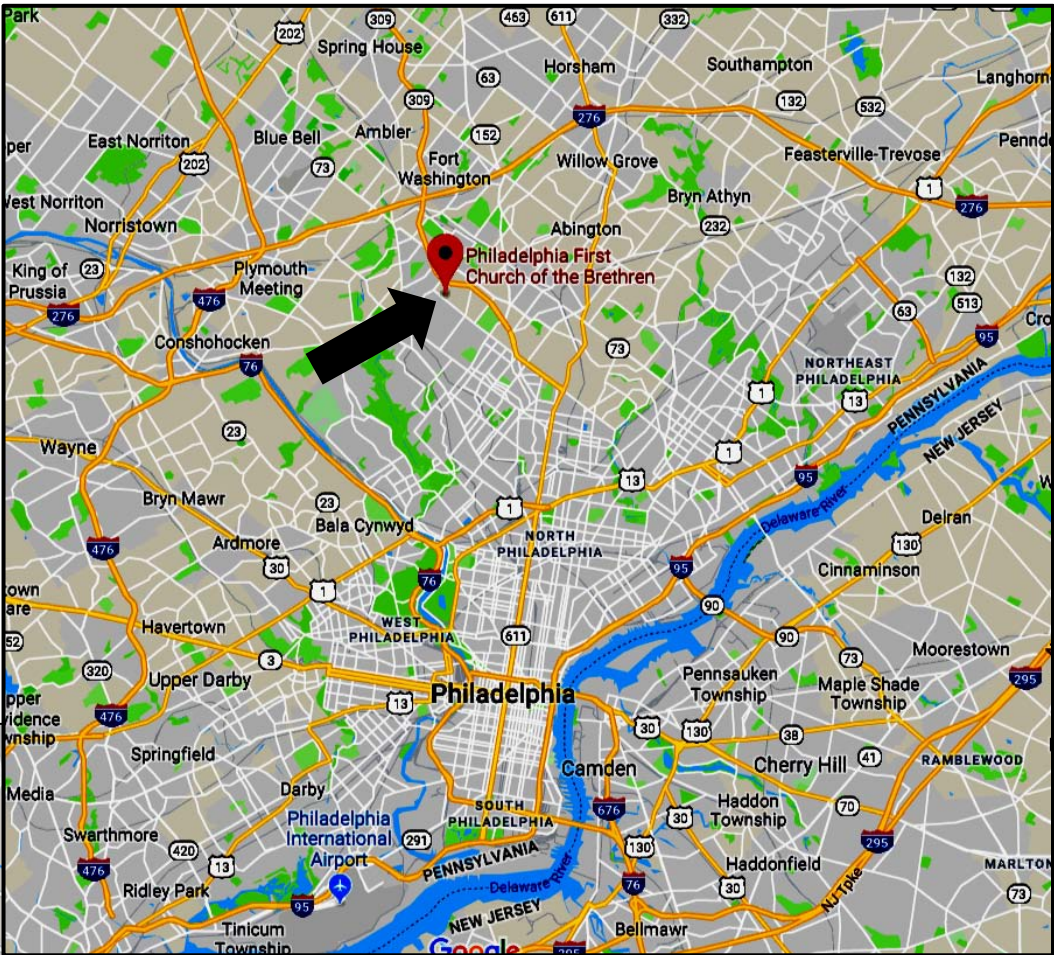
Rich Newmiller, MMR is a former, long-time, active member of the Philly Division. An accomplished modeler, he is best known for his scratch-built structures, most notably award-winning Hawk Lumber Company. His first layout was situated in a small, second floor bedroom. He has since moved to New Jersey and is currently building his new, larger layout.



Directions to the April Meet

DIRECTIONS: PA Turn-pike to Exit 339 (Fort Washington), south on PA-309 for 2 miles, right at Paper Mill Road for 0.3 mile, left on Cheltenham Ave. for 0.3 mile, left into church drive-way. Park in rear. Entrances will be marked.

Philadelphia First Church of the Brethren
8707 W. Cheltenham Ave.
Wyndmoor, PA 19038



We Welcome Our New Philly Division Members

Richard Crispino, Ambler, PA
Thomas Greg, Doylestown, PA
Michael Walker, Honey Brook, PA
David Wiley, Langhorne, PA
Christian Kier, West Chester, PA
Phillip Kinsey, Philadelphia, PA

Planning Ahead – Division Meets & Other Upcoming Events

<p>March 21–22, 2019 RPM East Ramada Greensburg Hotel Greensburg, PA</p>	<p>April 6, 2019 Philadelphia Division Meet Philadelphia First Church of the Brethren Wyndmoor, PA</p>	<p>May 4, 2019 New Jersey/Garden State Division Meet Hillsborough Municipal Building Hillsborough Twp, NJ 08844</p>
<p>May 4, 2019 Susquehanna Division Meet Columbia Preservation Historical Soc. Columbia, PA</p>	<p>June 8, 2019 Philadelphia Division Meet Newtown Township Building Newtown Square, PA</p>	<p>July 7–13, 2019 NMRA National Convention Little America Hotel Salt Lake City, UT</p>
<p>September 7, 2019 Philadelphia Division Meet Convention Prep for Volunteers The Judge Group, Wayne, PA</p>	<p>October 10–13, 2019 MER Convention “Liberty Bell Special” Crowne Plaza Hotel King of Prussia, PA</p>	<p>November 9, 2019 Philadelphia Division Meet Brandywine Town Center Wilmington, DE</p>

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

Division Organization

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Superintendent – Charles Butsch (2019)

Assistant Superintendent – Rob Hinkle (2019)

Clerk – Mark Wallace (2020)

Treasurer – Howard Kaplan (2019)

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Bill Fagan – Layouts (2020)

Mike Dettinger – Door Prizes (2020)

AUXILLIARY OFFICIALS (appointed)

AP Coordinator – Dave Messer, MMR

AP Committee Chair – Earl Paine

Newsletter Editor/Webmaster – Howard Kaplan

MER 2019 Chairman – Rob Hinkle



PhillyNMRA

COMMITTEES/DUTIES

EVENTS

Clinics – John Seibert*

Layouts – Bill Fagan*

Venues – Howard Kaplan

Refreshments – Charles Butsch, Bill Fagan

Door Prizes – Mike Dettinger

Clinic Video – Chip Stevens

Audio – Howard Kaplan

Signs/Printed Materials – Howard Kaplan

Certificates/Awards – Howard Kaplan

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Earl Paine*, Bill Fagan, Joe Walters, Glyn Thomas MMR

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Membership Records – Mark Wallace

OPS

Rob Hinkle*

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Webmaster – Howard Kaplan

Newsletter – Howard Kaplan*, Earl Paine, Bill Fagan, Mark Wallace, Joe Walters, Glyn Thomas MMR

Layout Video – Bill Fagan

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

SPECIAL PROJECTS

John Seibert

DIVISION APPAREL

Howard Kaplan

SCOUTING

Joe Bergmaier

* **Chairman**

Interested in helping out? 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

10% discount (excludes O & G items)

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

10% discount

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

10% in addition to already discounted prices

Masonite Board Track Cleaning Car

by Paul Welch

The Masonite board track cleaning car (invented by the late, great, John Allen) is popular and its enduring charm is due to seven features:

- **Minimizes track cleaning effort**—Like all cleaning cars, it can be pulled or pushed around the layout so it requires no manual labor such as wiping with cloths and vacuuming. It can even be included in your trains disguised as a normal car.
- **Cleans otherwise-inaccessible track**—It can clean track in areas inaccessible to Dust Busters and your hand, such as inside tunnels.
- **Doesn't require solvents**—The boards can scour off crud and oils as well as dust so can substitute for washing with solvents.
- **The boards leave no contaminants**—They probably shed a small amount of dust as they wear, but most particles would be caught by the cavities in the surface.
- **The boards do not scratch the rails**—The boards are softer than the rails and do not scratch them as abrasive-filled cleaning tools do.
- **The boards can absorb a lot of crud before they need replacement**—They have a rough surface with lots of nooks and crannies that trap dust and crud so they don't need to be cleaned, or replaced, as often as for other cleaning tools.
- **Cheap cleaning boards can be made by the hundreds on a table saw**—When a board gets dirty, you just take a few seconds to replace it with a new one.

This last point is more important than it might seem at first glance. Whatever tool is used for cleaning will quickly become coated with crud and will need to be replaced or

cleaned, otherwise it will do no more than just push the crud around. If it isn't easy and cheap to keep the tool clean, there will be a tendency to neglect this [important](#) step.

There are many variations of Masonite track cleaning car but the design in Figure 1 has the advantages of:

- It is easy to make by modifying a conventional gondola car.
- The boards are cheap and easy to make in large quantities. No holes need to be drilled, no pins need to be installed and no guide slots need to be cut, as with some other designs.
- The scrubbing force is constant and adjustable by changing the weight on the pad, which is not the case for spring-loaded boards.

The car was modified by cutting out the floor and gluing four pieces of styrene inside to form a box, which captures the Masonite board on all sides. Thin styrene—0.026" sheet—was used to allow the Masonite to be as wide as possible. The bottom of the box sits very close to the rail top—about the height of a trip pin on a Kadee coupler—to ensure that the Masonite doesn't escape on uneven track.

The boards fit loosely enough to float up and down but not so loose that they can catch the inside of a rail on a curve. The scrubbing force is set by a weight (a large steel nut in the photo). The car must also be weighted in rough proportion to the board weight to keep it on the tracks.

The car in Figure 1 can also be used as a brush to sweep dust off the tracks by using a fuzzy pad like the one shown in Figure 2. In this case, a very light weight, such as a small wood block is used. In many cases the brush is all that is required to clean the track. It can also be used in a car following a Masonite board car to pick up any dust that may come off the board. The dust collected by the pad can be blown, or washed, out of the pad.

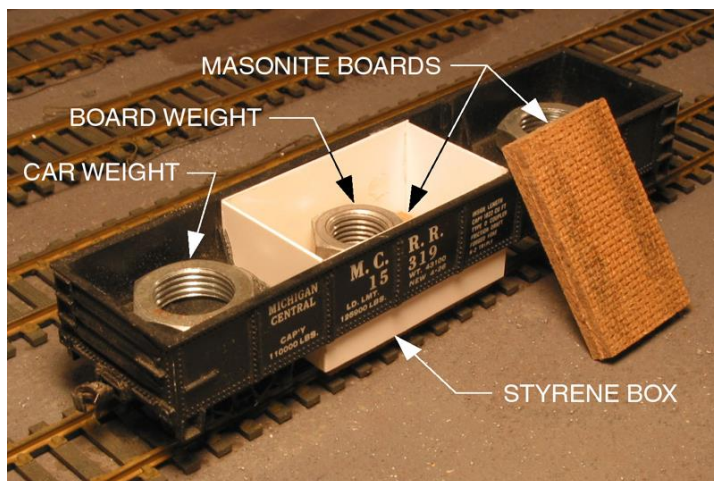


Figure 1 - Masonite Board Track Cleaning Car

Note the two black stripes of track crud on the Masonite board. The board shown is actually two, glued back-to-back with the rough sides out, but a single board works as well.

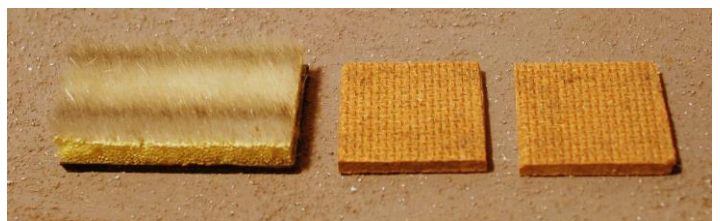


Figure 2 - Alternate Cleaning Pads

Left: A "brush" cut from a paint "trim and touchup pad"

Right: Two single-thickness, square Masonite blocks

They will last twice as long as a rectangular block because they can be turned perpendicular to the original position for additional cleaning before discarding. Two of them can be placed in the car at the same time.

Just wanted to give a quick update on our convention plans as we proceed just a little over six months to go.

Vendor Room:

The Philadelphia Division has decided to offer a vendor room as part of the upcoming convention. This is a normal MER convention function but something that we think will provide more benefits for the convention attendees. We are looking to invite many different vendors for the space. If you have a product you are interested in selling please contact the vendor room team at 2019MERVendors@gmail.com

**Social Media:**

The convention has begun to establish a presence on various social media platforms. Be sure to subscribe and share if you use social media. The platforms are as follows:

Facebook – <http://www.facebook.com/libertybellspecial>

Twitter – <http://www.twitter.com/libertybellspec>

Instagram – <http://www.instagram.com/libertybellspec>

We've also established a Mail Chimp mailing list to keep everyone up to date on convention activities, subscribe to that list on <http://www.libertybellspecial.org>

Clinics:

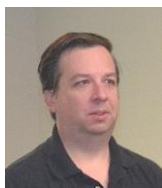
John Siebert and team have done a great job soliciting clinicians from the division and region, at this time we are up to 46 clinicians for 66 slots. We have several hands-on clinics lined up, and more information and registration for those should be coming in the next month. If you do have a clinic that you would like to present and haven't been contacted, feel free to reach out to John at johnhseibert@comcast.net.

Layouts:

Bill Fagan has currently lined up more than 30 layouts, most within a reasonable driving distance from the Convention Hotel. We've got a good mix of layouts in various scales from N scale up to Live Steam and are looking to add even more as we get closer to the convention. If you're interested in hosting an open house, please contact Bill at wfagan@comcast.net.

Additional Planning:

We continue to plan for additional prototype tours, operating sessions and even more. Information will be shared on the website <http://www.libertybellspecial.org> or the social media platforms listed above. If anyone has any questions, comments or suggestions feel free to reach out to myself at 2019MERConvnetionChairmand@gmail.com



Thank you and I hope to see you at the Liberty Bell Special.

Rob Hinkle
2019 MER Convention Chairman

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 _____

YOUR NAME:	EMAIL ID:	HOME PHONE:
NMRA Membership Number:	Expire Date:	ALT. PHONE:
YOUR FULL ADDRESS:		
LAYOUT ADDRESS, if different:		

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	From: _____
<input type="checkbox"/> Pre or Post Convention Open House		To: _____

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)

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

EXAMPLE

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



Mid-Eastern Region, NMRA 2019 Convention

Liberty Bell Special

October 10th to 13th, 2019
www.LibertyBellSpecial.org
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	\$20		
Significant Other & Children Under 18	O	\$0		No Fee
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 - Breakfast, Circle 1, Division Super 405 Division Editor 406	405/406	\$0		No Fee
Call Boards / Ops – Expanded Call Board Info Available on Website	-----	-----	----	-----
	801	\$5		
Coming Soon	802	\$5		
	803	\$5		
	804	\$5		
	805	\$5		
	807	\$5		
Prototype Tours – More Info on Website When/If Available	---	----	---	-----
Colebrookdale RR Excursion/Tour, Friday, All Day w/Lunch Included	201	\$75		
Extra Fare Clinics – Registration Required, Info On Website When/If Available				
	601	\$		
Made in the MER Tours – More Info on Website When/If Available	---	----	---	-----
	701	\$		
General Interest Activities – More Info on Website When/If Available	---	----	---	-----
	501	\$		
Would You Like To Be A Contest Judge At The Convention – Circle YES or NO		----	---	-----
Have You Been A Contest Judge In The Past – Circle - Yes or NO				
Total Being Paid			➡	

Online Registration – <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, PO Box 426, Sykesville, MD 21784-0426

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 **MER-Registrar@mer-nmra.com**, or 410-422-0446

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

Glyn Thomas, MMR

My Model Railroading Journey

Glyn Thomas now holds the honor of being the NMRA's newest MMR, #632. He earned the following certificates: Electrical Engineer, Structures, Scenery, Author, Prototype Setting, Cars, and Motive power. We're very proud to have him in the Philadelphia Division.



Growing up in England, I was just too young to see much of the end of steam on British Railways, but there remained an active prototype and modeling scene. My family had some background in railroads, so I was actively encouraged to take an interest. When I started to become interested in model trains, it was models of French prototypes, rather than British, that most impressed me. Over several years, I built an extensive French model railroad. In high school we had an active Model Railway Club, with some very fine modelers even in their teenage years. Under their influence I switched to building a detailed layout based on the London, Midlands, and Scottish (LMS) railway as it would have looked in 1928.

At college in Southampton, England, we had a Transport Society - no modeling, but I arranged lots of prototype visits and guest speakers. While I was at college, my parents moved, and the older layouts were dismantled and put into storage. It would be a long time before I'd model as extensively again.

While working, I started to travel overseas to see the final days of steam power around the world. Returning home, I built an eclectic collection of scratch- and kit-built locos based on foreign practices, eventually cumulating in a small Indian Railways-themed layout.

Change came again when I moved with my wife, Annie, and two sons - Gavin and Duncan, to Princeton, NJ, in 2000. The Indian layout was brought across the Atlantic, but the lightweight

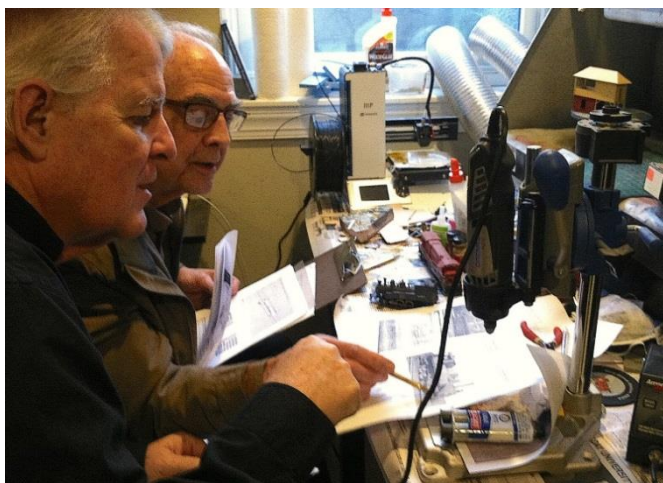
benchwork construction didn't take kindly to six months in a container. I spent two years finishing the basement and started to work on a US-themed layout instead. Local NMRA members have seen the resulting transition-era Central Railroad of New Jersey (CNJ), Susquehanna Division layout, which is currently in mothballs.

Gavin and Duncan left for school, but work travel (as a Management Consultant) continued, so we decided to rent out the family home and downsized to a house in Philadelphia in 2012. I have been building a smaller layout based on the modern Minnesota Commercial Railway in the basement there.

I've been interested in the Achievement Program for as long as I've been a NMRA member but had seen it as being too tough for me. When I was able to achieve several certificates in a review of the CNJ layout, it was an impetus to concentrate on the remaining certificates, and I set aside several months to build or upgrade the necessary

models. It has been a useful experience and definitely improved my modeling.

The hobby has been a great source of friendships over the years. Back in high school, a friend and I built an exhibition layout in two weeks (it wasn't great, but it ran) - we're still friends today. More recently, after I discovered the NMRA, I gained many new friends through Philadelphia Division meetings and conventions, as well as the exposure to fine layouts and good modeling techniques. 🛠️



MARK WALLACE

L to R: Achievement Program Committee Chair Earl Paine and Coordinator Dave Messer, MMR judge for Glyn's Certificates in "Cars" and "Motive Power"



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 – 169 layouts with 697 videos and 1879 followers and 972,000 views on YouTube. Here are some that never appeared in Video Vigilante:

*Photos by Bill Fagan
unless otherwise noted*



ROB ISCHINGER

← **Dave Bruestle's N-Scale PRR "Just for Fun"** railroad modeled after the Jamaica and Kingsway short line railroad, Plan #77 in Linn Wescott's ***101 Track Plans***. Measures 4'X15' with some modifications. Nice and compact. Great scenery. Uses Digitrax DCC as his control system. Unfortunately Dave recently moved and the layout has been dismantled.



YOUTUBE VIDEO

↑ **Suncoast MRR Club** This is an update from February 2017. Lots of scenery and signals added. Located in Largo, FL. HO Scale, NCE DCC controlled, about 30% completed.

Al Zollers's Central →
Pennsylvania & Northern RR
HO Scale, DCC NCE, 24x18
layout with plenty of action. Al
recently qualified for multiple
Achievement Certificates



↓ **Ken Poznaniak's Chesapeake, Susquehanna and Western Railroad** (HO) is a contemporary line featuring Amtrak passenger trains and modern, high capacity freight trains. This fully scened, bi-level layout is connected at each end by a helix permitting running or point-to-point. Digitrak DCC.



Featured industries include a coal processing plant with an automated, continuously running, coal loading facility and an automated rotary dumper for the hopper cars at a large power plant. A major steel mill with dual blast furnaces, rolling mill, and all the necessary support facilities generates much of the traffic for the railroad, as well as plenty of switching chores for the operating crews. Also, an engine terminal with roundhouse and turntable servicing both diesel and steam locomotives, the latter which power railfan spe-

You can see these videos and other layouts on the Philly Division website: phillynmra.org—just click on Cab Ride Layout Videos. If you want to see future videos send me your email address and I'll put you on the distribution list. Do you want your railroad or a friend's railroad videoed? Email me at bfagan777@hotmail.com. More to follow in the next issue of *The Dispatcher*.

Enjoy,

Bill



*Philly brass talk trains at their front table.
L to R: Clerk Mark Wallace, Superintendent Charles Butsch,
and AP Committee Chair Earl Paine*



A familiar sight: Joe Walters presenting his clinic



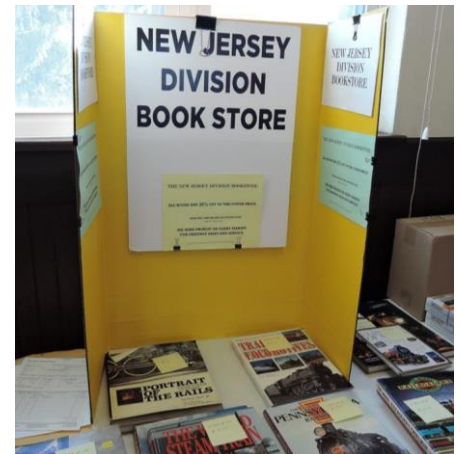
*Slide from Joe's clinic: All the tools needed to
scratch build an award-winning depressed
center flat car*



*And finally, the subject of Joe's clinic, the scratch-built, depressed center flat
car. Judges at the 2018 MER convention could not believe that the trans-
former was scratch built; they were certain it was a commercial product.*



Activity at Jersey's front table



*The Jersey Division has a bookstore...
just a bunch of trashy train novels*



*Fred Willis (right) receives his appreciation
certificate for his clinic on the Crystal River RR*

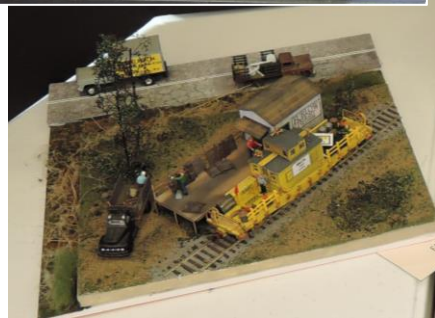


Typically good-sized January crowd



(Above and right) New Jersey Division's model contest entries, the category this time being "12 x 12 Dioramas."

(Below) The diorama on the right looks eerily similar to the one in Glyn Thomas's photo that was published in Model Railroader. Amazing coincidence!



Lots of goodies on the door prize table (left) and the raffle table (below)

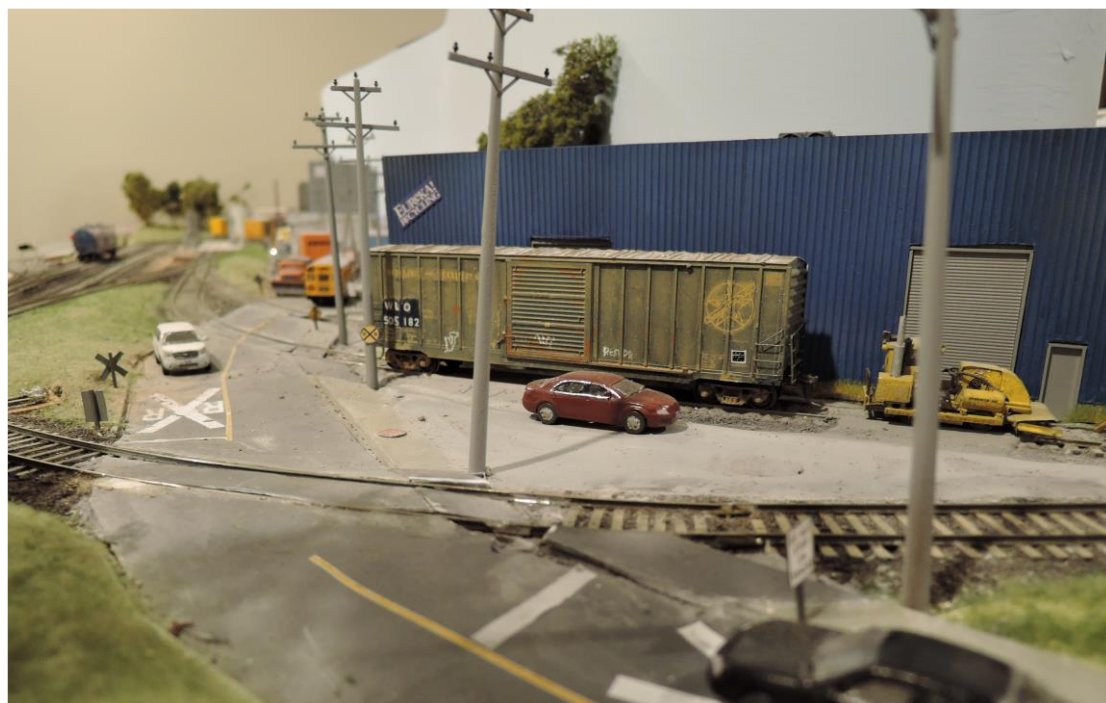


Break time!





What meet would be complete without additional examples of Joe Walters's modeling prowess? Here are three views of the Conrail caboose he had on display. The entire model was scratch built... EXCEPT for the trucks, wheels, and couplers. Oh well, nobody's perfect.



*Glyn's layout more specifically represents the Hennepin Branch of the MNNR. His clinic for the April meet covers the research into the prototype and his translation of that into layout form. Part 1 of an article introducing the concept appeared in the December issue of **The Dispatcher**, and the conclusion, detailing operations, will appear in a future issue.*





Bearing beautifully detailed structures and scenery with very convincing autumn colors, Mike's New England-based layout features a variety of roads including Maine Central, Boston & Maine, Central Vermont, Canadian Pacific, and Lamoille Valley.





THE LOWLY WHEEL ...the rest of the story

Photos by Joe Walters unless otherwise noted

In our last issue, we discussed the many defects that occur to the poor, lowly wheel. In this issue we will show the machines that perform the hard work in an AAR approved backstop. We will also touch on the remedies to correct the defects in wheel sets.

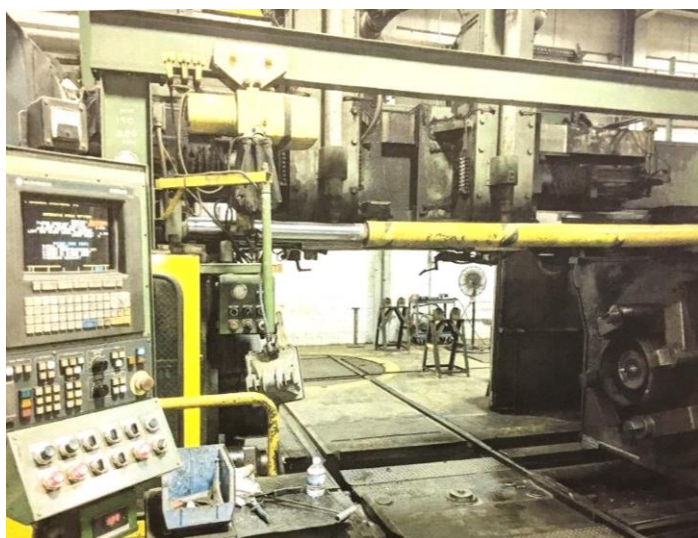


Figure 1 – Porta-Lathe

When any wheel arrives at the shop, it is inspected to determine what action is needed to correct the problem. If the wheel has flat spots, thinning flange, or minor fractures, this wheel will be sent to the Porta-Lathe to have a new profile cut into the wheel tread. This machine rotates the wheel, takes measurements, determines what defects it has detected, and works on re-profiling the tread and flange areas (Figure 1).

After the wheel has been turned, it is inspected and placed in the service pool (Figure 2).

When the defect is worse than can be remedied by



Figure 2 – Amfleet wheel ready to be shipped out to the system



Figure 3 – Mounting/dismounting press

turning it off the wheel tread, stronger measures are needed. If a wheel end has a defect that causes it to be removed, it is sent to the mounting/dismounting press (Figure 3). In order to remove a defective wheel end, 600 tons of hydraulic pressure is required to force the wheel blank off the axle wheel seat. As a result of this, the axle wheel seat has scarring that needs to be addressed. Six hundred tons of pressure is also required for mounting the new wheel end.



Figure 4 – Axle lathe

When one or both wheel ends are removed from the axle, the axle needs to go to the axle lathe to have the axle wheel seat cut smooth and free of scarring (Figure 4).

When the axle is inspected, it will be determined if it can be turned and reused again. If it fails, off to the scrap dumpster it goes. If it can be cleaned up, this axle may see three or four different wheel ends in its life cycle. New axles are built into new wheel sets all the time.

When the measurements of the axle wheel seat are determined, this information is passed to the boring mill. This is a machine that cuts the center hole of all new wheel end blanks (Figure 5). The axle always determines the size of the hole to be cut in the wheel blank. For the rest of the story, see the additional photos on this page.

Well, that's all for now. The cup is low, so it's time to go. Till next time...

Joe

josephfwalters@yahoo.com



RICK JOHNSON

Figure 5 – Boring mill (yawn)



Figure 7 – Wheel blanks arrive at the shop, four to a pallet. The center hole is too small to fit any axles at this time; after a visit to the boring mill, they will take their place with tens of thousands of their lowly brothers.



Figure 6 – Axle rack: New axles waiting to be used



Figure 8 – New locomotive wheels with new bearings applied (bull gear hidden by wheel—very top of gear visible on left set)

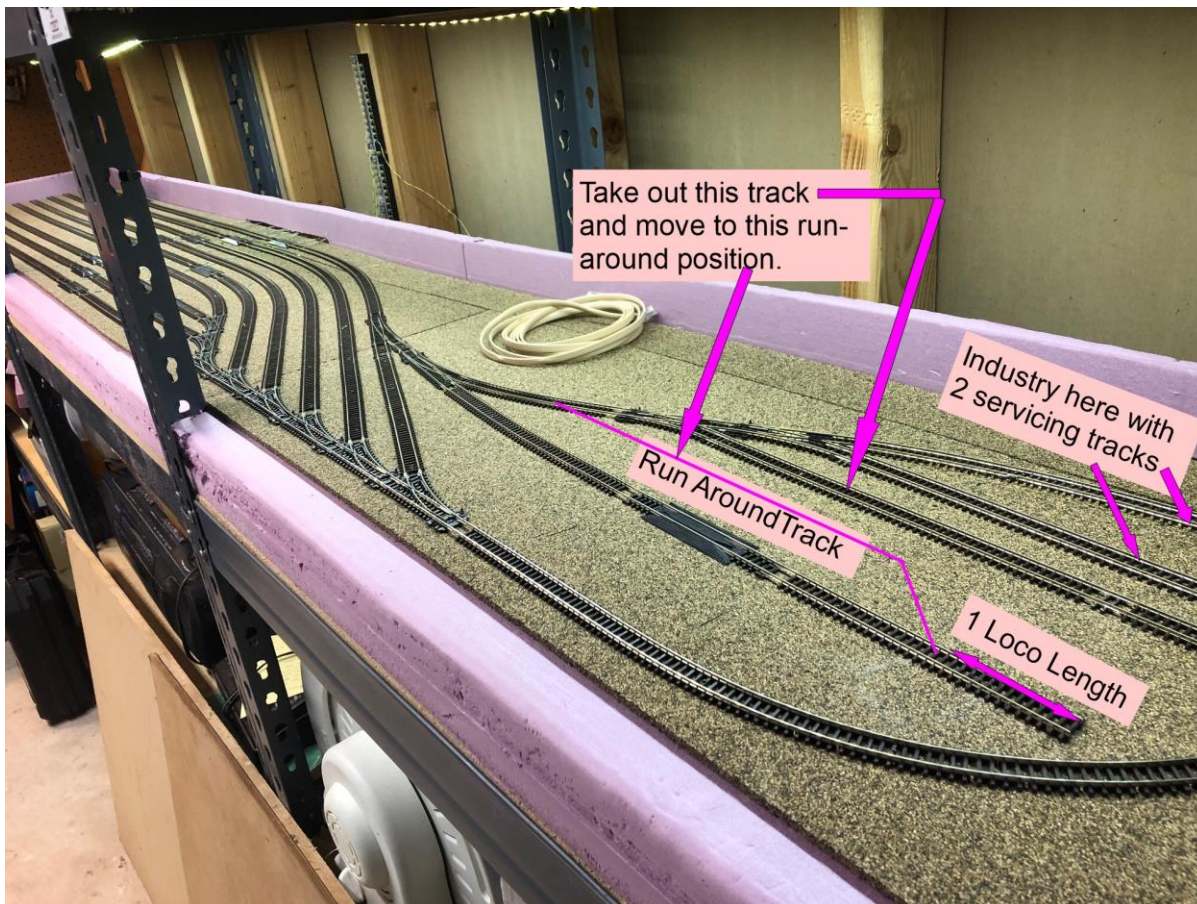
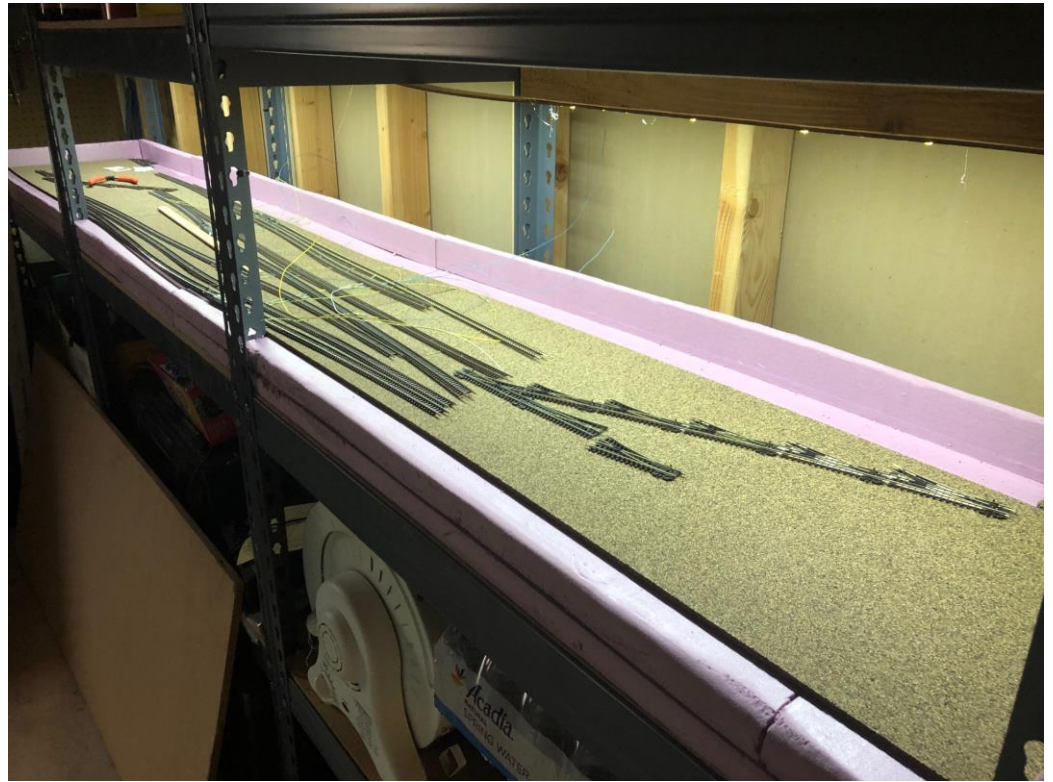


Figure 9 – New set of Amfleet wheels with new brake disks

Figure 10 – Re-profiled set of HHP locomotive wheels. This is called a “combo” (combination motor/wheel set). Motor is AC.



Board Member Bill Fagan has decided to start operating his N-scale layout. He added the staging area shown above. The left photo shows the area in progress. The photo below shows the finished product and already planned modifications.

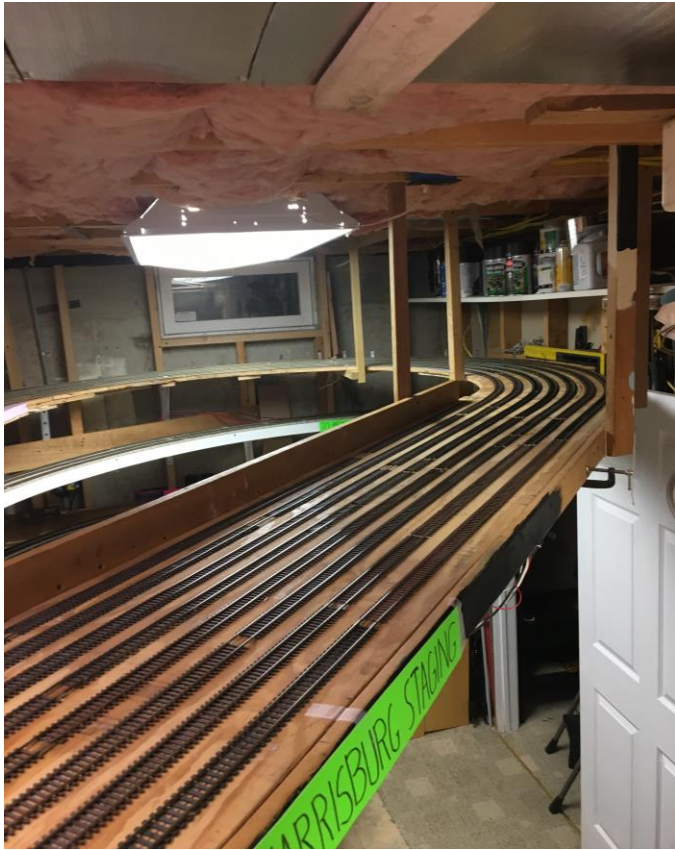




Mike Taber tests Abrams Yard on his layout in preparation for ballasting as Bill Fagan looks on in the background.



Besides being an active videographer of many area layouts, Bill Fagan also enjoys operation, as his smile shows!



Earl Paine broke the golden rule of staging: "You can never have enough, so plan for extra staging up front...and then add more." He wishes he had listened to the ops design guys back in 2007.

Above left: His upper staging yard needed more tracks, and he was able to add two more for a total of seven. Tracks were laid directly on plywood to save the cost of cork or homasote.

Above right: Four-inch-wide curved sections of plywood had to be custom cut and added to the outside of the existing staging yard. This was an onerous job that could have been avoided by planning ahead for wider benchwork!

Below right: To make matters worse, door clearance required the use of steel mending plates to allow for the clearance of the door immediately below—ugly but effective.

Note: The yard was immediately filled to capacity!





Above: Don Bell's in-progress layout extension (left) and the later completed trackage installation (right). Scenery is taking place, as well. Don hosts successful and highly entertaining ops sessions for two round robins on his excellent Louisville & Nashville, Clinchfield, and Interstate Railroad.



Example of the train cards developed by Don for his (and several other) layouts in the area



Val Pistilli and Chip Stevens enjoy operating Appalachia on Don Bell's layout

New Jersey Division 50th Anniversary Car

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

All cars are ready-to-run.

**We have produced the car in two numbers to
commemorate our 50th anniversary:**

1968 & 2018

**The car has reporting marks NJDX, black
with white lettering and data for the 1950s.**

The cost is \$35.00 each

OR

a set of both numbers for \$65.00.

**The cars are available now. Checks should be
made payable to “NJ Division”**

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

(Photos on next two pages)

Website: <https://njdivnmra.org> for questions

Name_____

Address_____

City, State and Zip code_____

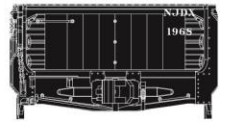
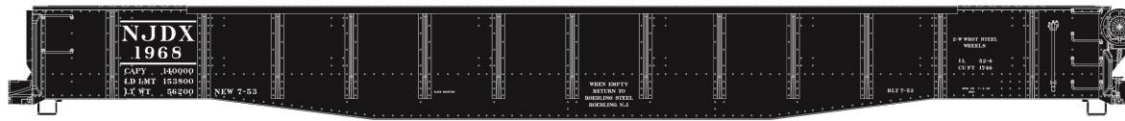
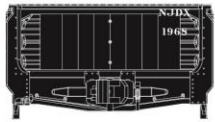
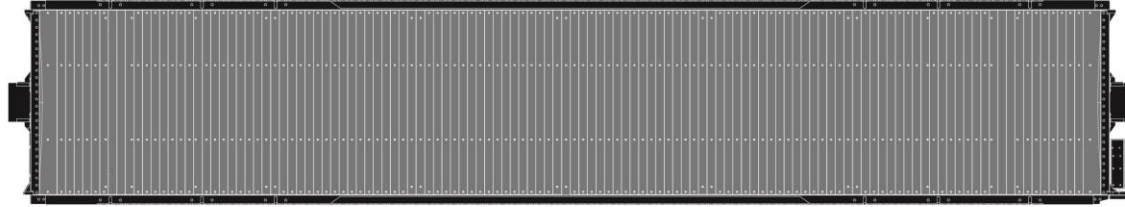
Telephone_____Email_____

See Tangent website for more info support@tangentscalemodels.com

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



Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



Columbia Railroad Day – May 4, 2019

Grab your 2019 calendar and add the following to May 4: “**Reserved All Day for Columbia PA Railroad Day**” from 9:00AM to 4:00PM. The Harrisburg and Lancaster NRHS Chapters, NMRA Susquehanna Division, the Columbia Historic Preservation Society, Columbia and Susquehanna Model Railroad Club, and Columbia and Reading Railway (CORY) are sponsoring this major Columbia Railroad Day event. This will definitely be an exciting program for railroad history and prototype buffs, model railroaders, and the general public with its primary focus being the extensive history of railroading in Columbia, Pennsylvania.

This unique program will likely surprise many prototype railroad aficionados as well as model railroaders and Columbia residents about the depth of railroad history attributed to city. When asked to name Pennsylvania cities with extensive railroad history most would likely offer Altoona, Pittsburgh, Philadelphia, Reading, and/or Erie; but very unlikely if any would suggest Columbia. After attending the many presentations, visiting railroad historical hotspots, and exploring current day rail industries attendees will gain a new appreciation of Columbia's significant railroad history and today's varied railroad activity.

The program begins at 9:00AM at the Columbia Historic Preservation Society (CHIPS) located at 21 North 2nd Street in the society's main meeting room where you will receive an overview of the day's diverse activities while enjoying morning munchies. Here you will have the opportunity to learn about Columbia's railroad history from such noted historians as Peter Green who will talk about the Philadelphia and Columbia Railroad, John Brown speaking on the Reading and Columbia Railroad; Doug Bosley, National Park Service Ranger and historian at the Allegheny Portage Railroad National Park; Pat Morrison, Director of the Railroad Museum of Pennsylvania; and a possible speaker from the Norfolk Southern Railroad. Also, Tony Segro and other model railroaders will also present interesting model railroading clinics and model displays.

Throughout the remainder of the day our railroad historical presenters will take you on a journey beginning with Pennsylvania's 1824 goal of building a railroad westward from Philadelphia to Pittsburgh. It all began with the construction of the 82-mile Philadelphia and Columbia Railroad (P&CR) to Columbia. Why Columbia? To transfer passengers and cargo from the P&CR to the Pennsylvania Canal System which then transported them westward by canal boats to Hollidaysburg PA where they crossed the 2100' Allegheny Mountains on the Allegheny Portage Railroad to Johnstown, and finally back on canal boats to Pittsburgh – a most daunting 394 mile engineering accomplishment completed in 1834. Throughout the day expert historians will take you back in time to those early days and describe in detail this massive undertaking as well as many other key Columbia railroad developments. You will also learn about the major roles both the city and the Columbia and Reading Railway played during the Civil War and some of the unique ways the railroads aided the historic Underground Railroad.

The Columbia Historic Preservation Society building is also home to the HO Columbia and Susquehanna Model Railroad Club which occupies the entire top floor of the building. This spectacular layout began as a recreation of Columbia as it appeared back in the 1950's where

the city was served by both the Pennsylvania Railroad (PRR) and Reading Railroad with each providing both freight and passenger service. Their respective passenger stations, extensive freight yards, and engine terminal as well as accurate replicas of most of the important city structures are front and center on the layout. Recently the club received a large home layout donation which will allow you to see how they are integrating it into their expansive layout room. There are also plans to locate an O-Gauge modular layout at the Columbia Crossings building which is located just a few blocks from the club layout and positioned between the Norfolk Southern mainline and the Susquehanna River.

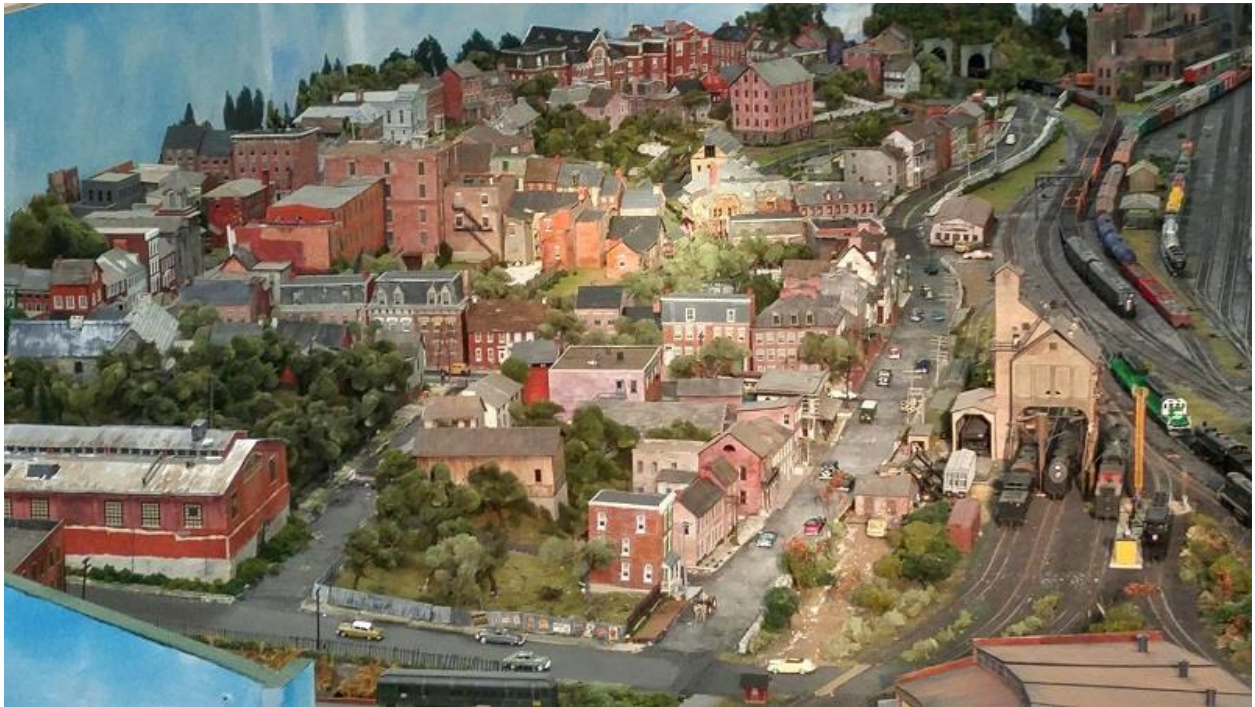
Trolley rides will be available throughout the day and will include a Columbia history expert who will narrate your hop-on-hop-off trip around the many railroad historical spots. A key trolley destination will be the Columbia and Reading Railway Company (CORY) which will host an open house. The company repairs and restores all types of railroad equipment, and you will be able to tour their shops and observe up close their current projects. For example they just completed restoration of an RDC unit for a museum in Bellefonte, PA and have also completed extensive work on Disney and Steam into History equipment. Rail Mechanical Services (RMS) is a sister CORY organization that repairs all types of railroad equipment and infrastructure around the country. CORY and RMS employees plan to offer various show-and-tell demonstrations such as hand spiking rail, speeder operations, hot riveting, and more. You will also be able to see their locomotives and equipment. Norfolk Southern will also have their Operations Lifesaver Safety Team on site and possibly other displays at the CORY facility. Our CORY event team members have also agreed to allow free space on their property for railroad associated vendors, and both the Harrisburg and Lancaster Chapters of the National Railway Historical Society are the first to agree to participate. After your CORY facility visit is completed you will return to the Historical Society building via the trolley that will be running on an approximate 30-minute cycle.

And last but certainly not least there will be one or more food trucks strategically located along the trolley route. Also, a list a several nearby excellent local eateries within easy walking distance from the Historical Society building will be provided. And no railroad focused visit to Columbia would be complete without savoring the well-known and mouth-watering Columbia Shifter Sandwich created in the 1930s and named by local train crews who operated a large fleet of small steam locomotives called "Shifters" that moved railcars around the many local yards and sidings. Paraphrasing an old TV advertising jingle, "It definitely takes 2 hands to handle a Shifter!"

Below are several photos of various Columbia past and present railroad attractions to give you a taste of current and past area railroad activity. If you have any questions about the planned May 4 program contact our NMRA project officer Barry Schmitt at sbschmitt@comcast.net.

This will definitely be a great day for railroading fans so block your calendar today for this can't miss event. We look forward to seeing you in Columbia on May 4!

Brite Sunshine View of 99.9% Scratchbuilt Downtown Columbia on Columbia and Susquehanna Model Railroad Club Layout



Scratchbuilt Model of Columbia PRR Station on Columbia and Susquehanna Model Railroad Club Layout



1975-1980 Era Amtrak GG1 #914 Between Columbia Rt. 462 Bridge and Signal Tower. Trains Frequently Detoured from Philly – Harrisburg Due to Accidents or Problems on the Mainline.



Refurbished Narrow Gauge Consist the Columbia and Reading Railway (CORY) Accomplished for Six Flags



CORY RDC Repaint In Process at Their Columbia Facility



CORY Moving Tank Cars on Their Northern Columbia Storage Track



RDC Unit Recently Refurbished at Columbia Facility



CORY On-the-Road Generator Replacement Project at Finger Lakes Railroad Facility



Another CORY On-the-Road Railcar Repair at Annville, PA



A Major On-the-Road CORY Repair Operation at Coatsville, PA Steel Mill





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



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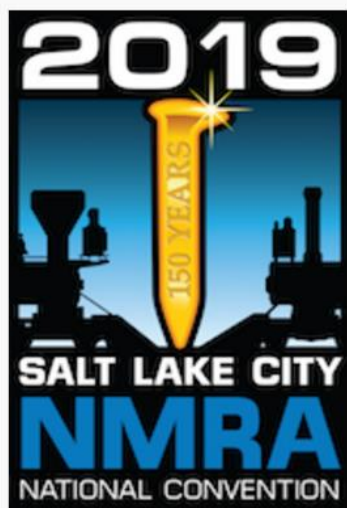


The
Local
A PUBLICATION OF THE MID-EASTERN REGION OF THE NMRA



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

Upcoming NMRA Conventions



NMRA 2019 Salt Lake City

2019

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



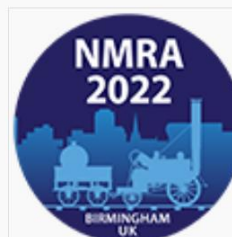
NMRA 2020 St. Louis

2020

<http://www.gateway2020.org>

NMRA 2021 Santa Clara

2021



NMRA 2022 Birmingham UK

2022

<http://www.nmra2022uk.org>

Make plans to attend RPM-East!

It is time to make your RPM-East plans and rekindle your modeling efforts after a long, cold winter! Two months remain until this prototype modeler gathering in suburban Pittsburgh, Pennsylvania. There will be plenty of action March 22 & 23.

- two days of prototype and model presentations
- a large display room to share your modeling efforts and learn new techniques
- a variety of vendors selling goods for prototype modeling
- Thursday evening operating sessions on local model railroads
- an informal Saturday buffet
- Sunday model railroad layouts to visit

Early bird registration is only \$35 (until March 1), with an additional banquet cost of \$29. There is a special hotel room rate of \$95 per night.

Registration forms, hotel information and more can be found at the RPM-East website:

http://www.hansmanns.org/rpm_east/index.htm

RPM-East is sponsored by Division 2, MCR-NMRA.

The following modelers and historians are committed for our meet.

John Albert, Keith Albright, David Bott, Brian Carlson, Ted Culotta, Larry DeYoung, Jim Elster, John Greene, Bill Hanley, Eric Hansmann, Ron Hoess, Bernard Kempinski, Dennis Lippert, Rick Mahaney, Bob Meier, Bill Neale, David Owens, Jim Panza, Dave Ramos, Ramon Rhodes, Greg Smith, Robert Sprague, Steve Stewart, Mont Switzer, John Teichmoeller, David Wilson, and Kaylee Zheng.

Presentation titles will be posted soon to the RPM-East website. A tentative presentation schedule will be posted to the website in February.

http://www.hansmanns.org/rpm_east/index.htm

Set your schedule and register now for RPM-East!

Division Apparel



Short Sleeve Polo



Division Patch



Short Sleeve Button-Down Work Shirt
(name can be added)*



Long Sleeve Button-Down Work Shirt
(name can be added)*

* Name and patch positions reversed for shirts with pocket

ORDER FORM ON NEXT PAGE

For more information check out these websites and search for the appropriate model number:

Port Authority - www.portauthority.com

Polos: K500, K500P (pocket), K500LS (long sleeve), K500LSP (long sleeve w/pocket)

Button Down: S508 (short sleeve), S608 (long sleeve)

Gildan - www.gildan.com

Sweatshirts: Pullover (G180), Pullover w/hood (G185), Zip-up w/hood (G186)

Philadelphia Division Apparel Order Form

All apparel comes in **black** (the official Division color), with Division patch sewn and ironed on, and, if desired, first name embroidered

POLO: Port Authority "Silk Touch" 65/35 polyester/cotton, soft, comfortable, lightweight, virtually wrinkle-free, available in short or long sleeves, with or without pocket (K500, K500P, K500LS, K500LSP)

BUTTON-DOWN SHIRT: Port Authority "Easy Care" Twill, 55/45 cotton/polyester, available in short or long sleeves, both with pocket (S508, S608)

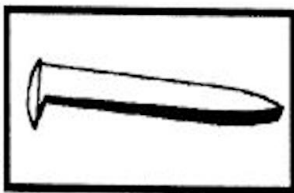
SWEATSHIRT: Gildan "Heavy Blend" 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

Note: Larger sizes are available—just ask

Size	Price (subject to change)								
S-XL	16	18	21	23	21	21	13	17	21
2XL	18	20	23	25	23	23	15	18	23
3XL	20	22	26	28	25	25	17	19	26

Name		
Address		
City, St, Zip		
Phone		
Email		
Signature		
Mail to: PhillyNMRA Sales 620 Edmonds Ave., Drexel Hill, PA 19026		Questions: 610-626-4506 phillynmra@gmail.com

		Polo				Button-Down		Sweatshirt		First name as you'd like it to appear (if desired - add \$5 each shirt)	Qty	Price	Total
1	↓ Enter Size ↓												
2													
3													
4													
5													
(All shirts come with sewn-on patch) Additional Patches @ \$5 each													
SHIPPING: Shirts @ \$5 + \$2 each additional shirt Patches @ \$2 any quantity (ships free with shirt order)													
PICKUP: Future meet or by special arrangement													Free
Make check payable to: PHILA DIV NMRA					We accept PayPal —email for invoice: phillynmra@gmail.com					TOTAL			



ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

PLEASE COMPLETE THIS APPLICATION FORM AND SEND TO YOUR REGIONAL OR DIVISIONAL AP CHAIR

Member's Name: _____ NMRA#: _____ EXP: _____

Address: _____ City: _____

State/Prov: _____ Country: _____ Postal Code: _____

Date Submitted: _____ Region: _____

The Golden Spike Award will be awarded to any NMRA member who has completed the Qualifications Checklist, obtained the necessary signatures and who does not hold MMR status. It will be administered by the regional and divisional AP Chairs. AP regulations and definitions apply for scratch building and super detailing. To qualify for the award the member must complete the following checklist, obtain the signature of the divisional AP Chair or another NMRA member designated by the divisional Chair. The divisional Chair will submit the signed form to the regional AP Chair who will issue the Golden Spike Award certificate.

QUALIFICATIONS CHECKLIST:

1. Rolling Stock (Motive Power & Cars):

Display six units of rolling stock either scratch built, craftsman kits or super-detailed commercial kits.

2. Model Railroad Setting (Structures & Scenery)

Construct a minimum of eight square feet of layout including scenery.

Construct five structures either scratch built, craftsman kits or super detailed commercial kits. If a module has less than five structures, additional structures separate from the scene may be presented.

3. Engineering (Civil & Electrical)

Three types of track required (e.g. turnout, crossing, crossover, etc.). All must be properly ballasted and installed on proper roadbed. Commercial track may be used.

All installed track must be properly wired so that two trains can be operated simultaneously (e.g. double track main, single track main with sidings, and block or command control).

Provide one additional electrical feature such as power operated turnouts, signaling, turnout indication, lighted buildings, etc.

Witness: _____ Print Name: _____ NMRA #: _____

Regional AP Chair: _____ Region: _____