



THE DISPATCHER

The Journal of PhillyNMRA

May 2019

Our 50th Anniversary



1969

2019

PhillyNMRA



THE DISPATCH

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

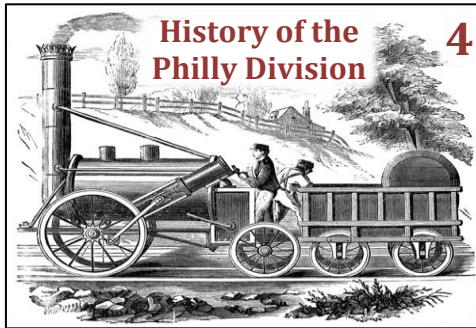


May 2019

PhillyNMRA.org

Volume 26, No. 3

In this issue...



- 3** June Meet Info Division News
- 4** From the Super From the Editor Division Officials
- 6** April Meet Report
- 8** June Meet Maps/Directions Upcoming Events New Members
- 9** MER 2019 "Liberty Bell Special" Report
- 10** LBS Registration Form
- 11** LBS Layout Form
- 15** Division Organization Hobby Shops
- 16** Video Vigilante
- 18** November Meet Photos

ONLINE NAVIGATION: Click on any page to go there. Click on any footer to return here.

- 22** November Layout Tours
- 26** A Cup o' Joe
- 28** NJ Division March Meet
- 30** New Jersey Division Car
- 33** MER News: "Liberty Bell Special" Convention Update
- 34** LBS Tour: Colebrookdale RR
- 35** NMRA/MER Publications NMRA Conventions
- 36** Classifieds
- 37** Reading Modelers Meet
- 38** Division Apparel
- 40** Golden Spike Application

THE DISPATCH

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

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EDITORIAL STAFF

Editor/Publisher

Howard Kaplan
620 Edmonds Ave.
Drexel Hill, PA 19026
610-626-4506
howard@phillynmra.org

Contributing Editors

Earl Paine, Mark Wallace,
Bill Fagan, Joe Walters

Contributing Authors

Stephen Richardson

Proofreader: Gail Kaplan

June Division Meet to be Held in Newtown Square

On Saturday June 8, 2019 we return to the Newtown Township Municipal Building, 209 Bishop Hollow Rd., Newtown Square, PA 19073. Three years ago we met at the library's activity room and we had to wait for the library to open. This time we go first class all the way with the newly renovated township meeting room. The train departs at 9:00am with doors opening at 8:30. Directions and maps can be found on page 8.

The morning session commences with our Annual Business Meeting. Officials will deliver their reports, followed by the Board of Directors election. We will attempt to keep this part of the meet as brief and non-sleep inducing as possible.



Our first clinic will be titled **"Scratch Building the Sperry Rail Car"** and will be presented by our own inimitable **Joe Walters**. Sperry Rail Cars or defect detector cars as they are known, have been around since the early part of the 20th century.

These cars perform a service that a typical railroad cannot on its own. Today, ultrasound is used to see inside the rail to locate transverse fissures, minute cracks, and other flaws that are not otherwise visible.

The history of testing for internal cracks dates back to the early 1900s, and sadly it all began with serious accidents that were occurring because of broken rails. In 1915, the Bureau of Standards conducted research into finding a way to test for and detect this deadly problem. No longer was simply walking the rails sufficient to find potential issues effectively. By 1928, Dr. Elmer Sperry had perfected his invention known as the "induction method" which produces low voltage to create a magnetic field around the rail, giving the inspectors a chance to search and scan for transverse fissures and other imperfections hiding within the rails.

Joe will discuss the history of these cars, how they are used by most railroads to find track defects, and how he scratched built a model of one using styrene and wood. This is a good example of why you don't need to build a brass steam locomotive to attain the Master Builder-Motive Power AP certificate.

The second clinic will be given by Division Clerk **Mark Wallace** on the topic, **"Model Train Operations & Dispatching – A Functional View, Part 1."**

While earning hours towards the AP Dispatcher Certificate, the idea or "form" of dispatching seems to be modeled rather than the "function," of what dispatchers actually perform within a railroad's train control system. Some basic research and study on the job's function boils down to just a few basic tasks. Ironically dispatching is the purest and simplest prototypical position on any railroad scale, size, or place! A few hints shared in a clinic at our next meet can help make your model railroad and ops feel larger.

Mark is railroading enthusiast and the Clerk of the Philadelphia Division who's been greeting you at the front table these past many years at our meets. He is an OpSig member who spends much of his time operating on various layouts and trying his hand at dispatching.

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. In addition, open special for our attendees, is the nearby Newtown Square Railroad Museum, housed in the original station that served as the terminus of the Newtown Square Branch of the Pennsylvania Railroad. The station was moved from its original location on Route 252 to where it currently sits surrounded by original PRR rolling stock. Hope to see you there!

MER 2019 Convention Meeting

The next meeting of the MER 2019 "Liberty Bell Special" Convention Committee will be held at approximately 12:00pm, immediately following the morning session of the June meet at the Newtown Township Building.

Division Celebrates 50th Anniversary

May 24, 2019 marks the 50th year of the Philadelphia Division. As part of the celebration, we will be holding a luncheon following the November meet in Wilmington, DE. Meanwhile, see the Editor's Column on page 2 for the history of the Division.



From the Super...

The year of 1969 was very a remarkable year. Neil Armstrong walked on the moon, 350,000 rock and roll fans were entertained in Woodstock, NY, Richard Nixon became president and for model railroad enthusiasts the Philadelphia Division of the NMRA was born. Yes, the Philadelphia Division is fifty years old this year.

Since that time the hobby and our Division has changed and grown, and we now cover five Pennsylvania counties and the entire state of Delaware. We have hosted the national NMRA convention in 2006 and are hosting the Mid-Eastern Region convention this October. We have grown to nearly 300 members of which some sixty are life members.

Our Division has some of the most talented modelers as shown by the fact that six have become MMRs—Master Model Railroaders. Two more will receive their awards at this year's MER Convention. What is special about the Division is that its members share their enthusiasm with other members in hosting layout open houses throughout the year and by sharing their knowledge in clinics at our Division meets. Round robins and op sessions are also an important part of our members' lives—where members operate on each other's layouts and help each other solve problems on modeling.

It has often been said that a model railroader's layout is never really done. In the same way that our Division continues to evolve and grow, so typically does one's model railroad—like that further embellishing of the little open corner of your layout or adding those weathered locomotives that you just completed.

We will be celebrating our 50th anniversary at our November meet luncheon following the meet at the Brandywine Town Center in Delaware. But before that we're certainly hoping to see you at the Liberty Bell Special MER Convention on October 10th through the 13th in King of Prussia. If you haven't already volunteered to help out at the convention please contact me or any of the other board members. We look forward to sharing the celebration all our modeling members.

Charles



From the Editor...

History of the Philadelphia Division, Part 1

I briefly described the history of the Philadelphia Division on the website, but thought that in honor of our 50th anniversary, I would present it in *The Dispatcher* in more detail and relate my journey in uncovering it.

I was first elected to the board in 2011. I became interested in the Division's history after having undertaken the modification of our logo. In observing the logos of other divisions I noticed that one in particular, James River, included its founding year. I thought it would be a neat idea to do the same. But at that time, no one I asked knew the exact year of our Division's founding.

I had become an NMRA member back in 1981 at which time I briefly resided in Maryland just outside of Washington, DC (in the Potomac Division). I returned to the Philadelphia area the following year, but had no knowledge at that time of the existence of the Philadelphia Division.

In 1993, I found out about the Valley Forge Convention—probably via the NMRA Bulletin or *Model Railroader*. This was my first national convention and I was happy that I could attend and commute from home. It was there that the Philadelphia Division had a table and I became aware of its existence. And with that, I attended my first meet that September; I still have the itinerary which is posted on the website's Newsletter section under September of 1993.

DIVISION OFFICIALS

Superintendent / Member Outreach

Charles Butsch
227 Mill Road
Havertown, PA 19083
610-446-2375
cabutsch@gmail.com

Assistant Superintendent / Ops / Social Media

Rob Hinkle
1755 Slayton Dr.
Blue Bell, PA 19422
610-279-2394
robhink@comcast.net

Clerk / Membership

Mark Wallace
665 Bonny Brook Ave.
Trappe, PA 19426
610-454-9510
mwallace665@verizon.net

Treasurer / Webmaster

Howard Kaplan
620 Edmonds Ave.
Drexel Hill, PA 19026
610-626-4506
hakaplan@rcn.com

Directors at Large:

Layouts / Video – Bill Fagan
215-675-4098
wfagan@comcast.net

Clinics – John Seibert

267-319-5391
johnhseibert@comcast.net

Door Prizes – Mike Dettinger

610-280-7528
detting@comcast.net

Achievement Program

Coordinator

Dave Messer, MMR
263 Mingo Road
Royersford, PA 19468-3112
610-948-2191
dmesserpr@comcast.net

Achievement Program

Committee Chair

Earl Paine
4325 Wendy Way
Schwenksville, PA 19473
610-831-9466
earlpaine@verizon.net

I was informed that Paul Backenstose had been a superintendent in the eighties and that he might be the best person to ask about the Division's history. So I contacted him and he graciously provided me with all the information he could remember—which turned out to be a fair amount.

Paul first explained that from what he could recall, the predecessor to the Division was an organization formed back in the 1960s known as the Philadelphia Council of Model Railroad Clubs. Just from the name one can imagine clubs must have existed in our area. A member of the Abington Club named Richard "Dick" Bradley, applied to the MER to create a new division, and subsequently ended up serving as the first superintendent. That year was 1969. Many thanks to Bob Price, then MER Archivist for supplying me with Dick Bradley's announcement, the original charter, and the MER minutes from the 1969 Spring MER meet in Easton, Pennsylvania at which the Philadelphia Division was recognized. All of the documents can be viewed at the "History" section of "About Us" on the Division website, phillynmra.org. Figure 1 shows Dick's announcement which appeared in the July/August edition of MER's *The Local*:

Note the antipathy of the clubs toward the NMRA—and with so many established clubs at that time, it's not difficult to understand how they could question the value of being part of the NMRA. Today despite the dwindling number of clubs, negative sentiments still tend to persist.

Paul Backenstose told me that he had served as Division super from 1979 to 1983. The history of the Division from its founding up to that time is essentially unknown. The reason will become apparent shortly. In 1983 after having served two terms, Paul declined to serve another term and subsequently the Division became inactive. The MER board was very concerned and determined to keep the Division alive. One of the board members, Ralph Oxhandler, had a daughter named Ellan Stephens who lived within the Division boundaries.

Ralph "volunteered" her to become superintendent and take over the Division. Paul transferred the box of Division materials, including the history and all paperwork, to Mrs. Stephens. Sadly, neither she nor the box were ever seen again. From the story one senses that she was likely not an NMRA member—probably not even a model railroader—in those days one did not have to join the NMRA to be a Division member.

Paul had told me that Dick Bradley had moved to the western end of Pennsylvania. He had been attending the RPM-Valley Forge meets but had missed 2010, and Paul

DIVISIONS

by Richard E. Bradley

The Philadelphia Division of the MER started last March when the discussions at the MER Directors meeting convinced Dick Bradley that it is desirable to have a local Division. Dan Hanon promptly supplied background material on how other divisions are run, and on how properly to organize an MCR Division. With all of this material digested, it became clear that it is easy to start a Division. With the concurrence of the club, a meeting was called for early May at the Abington Model RR Club. Calling the meeting required sending notices to NMRA members in the Philadelphia area; there are about 300 of them. To cut down mailing, club members were not sent notices, but their clubs were notified. This was a mistake, since no club bothered to pass on the notices to its members, (not even the two clubs to which I belong!!)

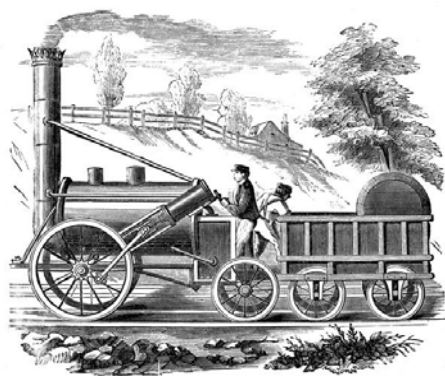
At the May meeting a draft charter was discussed line by line and revised to be presented to the MER Directors. A petition to the MER Directors to grant the charter for the Philadelphia Division was signed by thirteen MER-NMRA members. After reviewing the charter mailed in advance, the MER Directors granted approval at the Easton Convention. Quickly the organizational meeting was called for mid June in the Greater Northwest Club. This time all 325 individuals were notified by mail. Sixteen modelers signed membership applications and elected these officers; Superintendent, Dick Bradley; Assistant Superintendent, Jack Kennedy; Chief Clerk, Hugh Jenkins. The returns of a questionnaire about the new division indicate that about six meetings a year are desired. These meets should deal with MODEL Railroading. Stationery and membership cards should be printed by August; patches are on order for sale this fall.

Figure 1 – Philadelphia Division announcement in *The Local*

was concerned as to whether he was still okay. I tracked him down and we had a pleasant phone conversation. He couldn't remember much from his superintendent years, but it was still good to have spoken with the "father of the division" and to know he was still alive and kicking, at least back in 2012.

I then tried to track down Ellan Stephens, "the box lady," but just our luck, she had passed away in 2011, and I could not find any local survivors. Her father, Ralph Oxhandler, was out in Arizona, apparently involved with an anachronism club—where people dress up in Renaissance or Medieval clothing and act out events from those eras (imagine that, grown men pretending to act out roles from the past)—but I had no direct way to contact him. In any case, the box is likely long gone.

Anyway, back to our time line...fast forward to the early 1990s. Division members Bob Beebe and Win Gross and probably a few others were doing their best to keep the Division stringing along. In 1992, they convinced "youngsters" John Nawn, Steve Salotti, and Mike Hazzard to take over as Superintendent, Assistant Superintendent, and Clerk/Paymaster respectively. Two years later Eric Dervinis joined the gang as



clerk when that job was divided, and the four horsemen successfully revived and re-invigorated the Division enabling the baton to be passed on to successive administrations until today.

Some time when I can locate the missing issues of *The Dispatcher*, I'll finish piecing together the later history including the changes to the Division's membership and organizational structure. That'll be a good read for a time when you're having trouble falling asleep (not that this wasn't).

Meanwhile, many thanks to Paul Backenstose, Steve Sallotti, and John Nawn for providing the bulk of the information, as well as then-MER Archivist Bob Price for the documents. The MER Board Meeting minutes are shown in figure 2. See "New Business" for the declaration of the Division. Also note Bob's father, Walt's signature at the bottom of the MER minutes. (That meeting took all of 20 minutes. Today's MER board meetings take all day.)

As of May 24, 2019 we are proud to celebrate 50 years as Division 3 of the Mid-Eastern Region of the NMRA. 📌

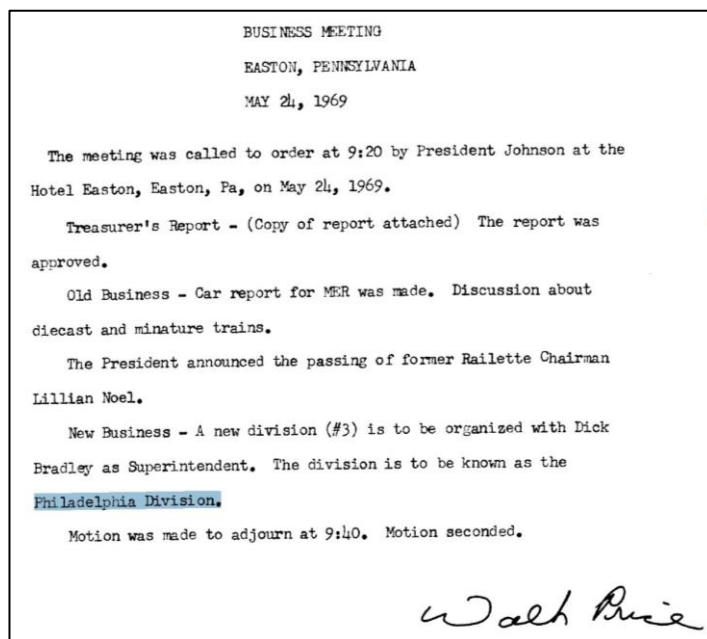


Figure 2 – MER Board Meeting minutes

January Meet Report

by Mark Wallace, Clerk



Saturday April 6, 2019 saw Philadelphia Division gather at the Philadelphia First Church of the Brethren located on West Cheltenham Ave, in Wyndmoor, PA. Our timetabled "meet for the day," was subtitled, "Wyndmoor Trains." There were approximately fifty present including some new faces and many guests both from neighboring NMRA Divisions as well as model railroaders interested in finding out more about our association and fellowship. In addition to the refreshments, coffee and donuts, there were tables with items for sale as well as models to view or examine for personal enjoyment.

After a few announcements from Superintendent Charles Butsch, **Alden Smith** continued as our first presenter with his "**Building Thurmont.**" His clinic featured an update on his two-room, HO-scale, 1950s-era **Western Maryland**-themed layout. He has completed a 15-month building effort and is now operating the layout. Specifically he built a new peninsula in his one room that contains four additional industries. Titled "The Cumberland Division" the whole layout features two yards, two roundhouses complete with turntables, an engine house, three coal mines, a truck tippie and about two dozen industries.



Clinician Alden Smith (left) receives his appreciation certificate from Superintendent Charles Butsch

The layout operates as a point-to-point network that features a reversing loop, staging, and an interchange with the B&O. Alden reports the layout is "100% complete," and shared the methods used in building most all of the structures in Thurmont. Alden and members of his crew showed us the steps in their scratch-built technique of printing images of materials and textures onto paper and adhering the modeled pieces of paper onto cardstock for walls and roofs. Tichy windows were used to detail the openings. Some very realistic models of buildings can be produced quickly and enjoyably as Alden explained.

Alden has been a long-time member of the Philadelphia Division as well as belonging to the Glenolden Area Model Railroaders Club. He has presented several clinics and written many articles over the years, with his interest in constructing scratch-built structures. There were some lively questions, and answers were shared among the group present.

After a short break, our Achievement Program Committee Chair Earl Paine presented certificates to **Al Zollers** for "**Master Builder – Scenery,**" and "**Master Builder – Structures.**" Earl also presented **Glyn Thomas** certificates for "**Master Builder – Cars,**" and "**Master Builder – Motive Power.**"

Photos by Rob Hinkle

Earl then led us all in a hearty round of applause for **our newest MMR #632 – Glyn Thomas!**

And speaking of MMRs, Glyn presented our second clinic, on “**Modeling the Minnesota Commercial,**” his layout. While traveling in the Minneapolis-St. Paul area of Minnesota on business, he discovered this short-line switching railroad and realized its modeling potential for a small layout to fit in his model railroading space back home in Philadelphia.

I can tell you from having visited Glyn’s marvelous “4 x 8-with-extra-staging” layout after the January meet, along with a workbench and displays of his previous work, his clinic was only a tip-of-the-iceberg presentation of some superb modeling he has accomplished! Glyn has been constructing his layout for some time at his house in Philadelphia. He shared with us the always interesting process of how he researched and translated into model form what he was seeing and experiencing on the Minnesota Commercial. His presentation was thoroughly illustrated with photos of his current layout along with his methods of constructing scenery and modeling the locomotives in obtaining the look and feel of the locale.

We continued with our door prize drawings and the 50/50 raffle, closing with a short “Show and Tell.”

The meeting wrapped up about 11:45am followed by a meeting of the MER 2019 Convention, “Liberty Bell Special.” The committee members present continued to work through

the coming program and events. With the convention less than six months away, you will be hearing more about opportunities to volunteer and to get involved.



Glyn Thomas MMR presents his clinic...

their layout-construction in process!

A gracious thanks to member Ron Albert along with the Philadelphia First Church of the Brethren in once again



...and receives his appreciation certificate

Four nearby layouts were featured for afternoon visiting: Charlie Long’s HO-scale Philadelphia Transportation Company (PTC) in the 1950s, Cheltenham Hills Model Railroad Club with their detailed and scenicked HO railroad, Steve Smith’s HO-scale Northeast Corridor Railroad featuring SEPTA trolleys and subways as well as AMTRAK passenger trains and finally GATSMC/Rockledge Model Railroad Museum featuring

their layout-construction in process!

providing the Division a wonderful meeting location. Thanks also to the clinicians, Alden and Glyn, as well as to all who volunteer to make these meets happen. Thanks to the layout owners Charlie, Steve, Cheltenham Hills and GATSMC/Rockledge Model Railroad Museum, for allowing us to visit and enjoy your model railroading efforts. We hope this was an enjoyable time for everyone. Our next meet will be at the Newtown Township Building in Newtown Square, PA on June 8, 2019 for our next meet where we’ll hold our Annual Business

Meeting. This important meeting includes the election of Directors and an update on Division happenings in this, our 50th year. Hope to see you there!

MORE MEET COVERAGE ON PAGE 18



Superintendent Charles Butsch addresses the crowd

Directions to the June Meet

DIRECTIONS:

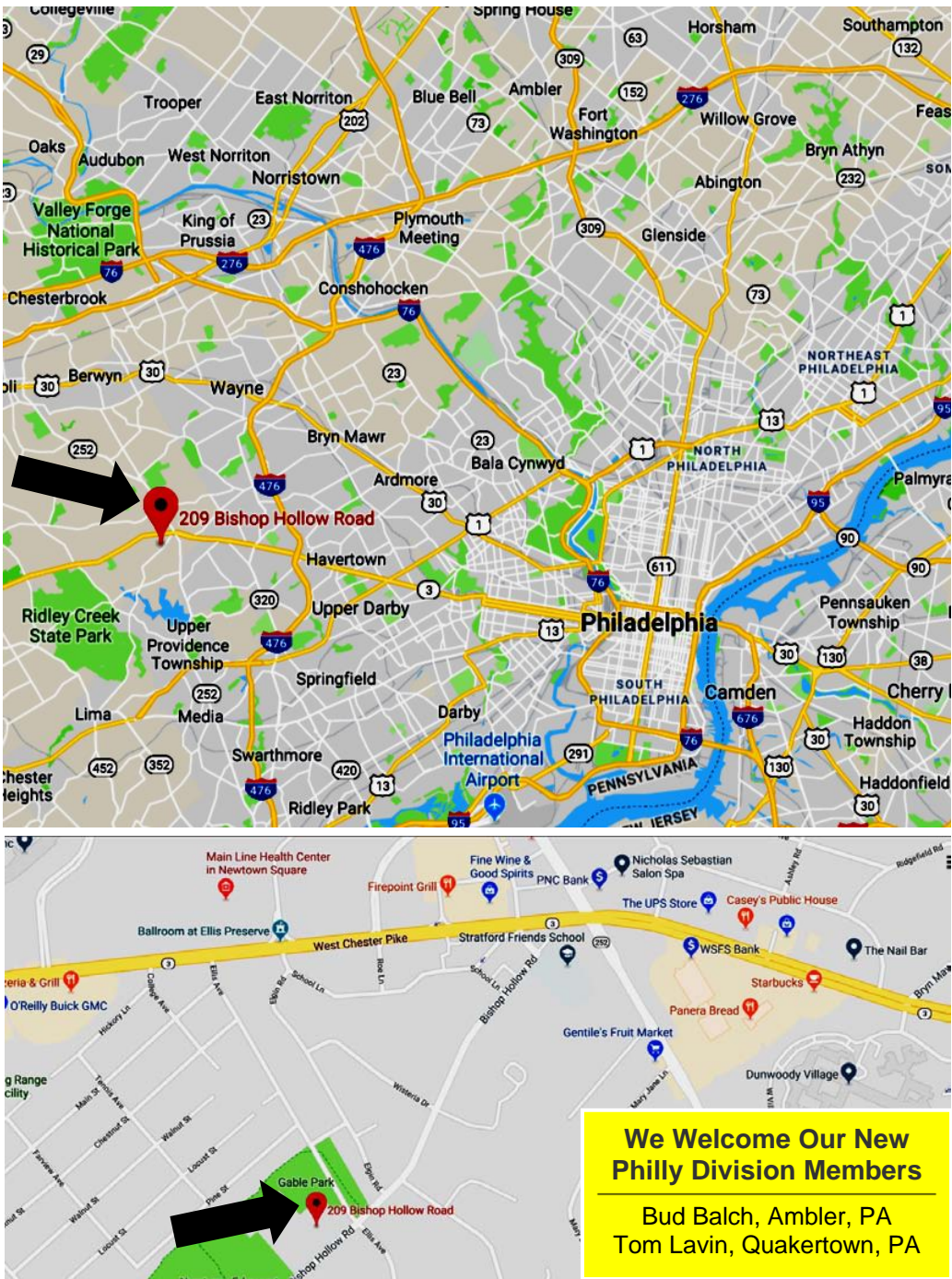
From the West: US-202 to PA-3 (West Chester Pike) east 9.9mi to Bishop Hollow Rd. (traffic light)(1 block before PA-252). Turn right and follow 0.5 mile to venue on right.

From the North and South: I-476 to Exit 9 – Broomall/ Upper Darby and follow exit sign toward Newtown Square. PA-3 West (West Chester Pike) 3.5 miles. Cross PA-252 and 1 block later (next traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to venue on right.

From the Center City and Southeast: Head west on Market Street, which becomes PA-3 (West Chester Pike). Continue for 7.6 miles. Cross PA-252 and 1 block later (traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to venue on right.

From Philadelphia and Northeast: US-1 (City Ave.) south/west. Turn right on PA-3 west (West Chester Pike) and follow for 5.8 miles. Cross PA-252 and 1 block later (traffic light) turn left onto Bishop Hollow Rd. Follow for 0.5 mile to venue on right.

Newtown Township Municipal Building
209 Bishop Hollow Rd.
Newtown Square, PA 19073
Parking in front, side, or rear.
Enter main entrance (Library).



Planning Ahead – Division Meets & Other Upcoming Events

June 8, 2019 Philadelphia Division Meet Newtown Township Building Newtown Square, PA	July 7–13, 2019 NMRA National Convention Little America Hotel Salt Lake City, UT	September 7, 2019 Philadelphia Division Meet Convention Prep for Volunteers The Judge Group, Wayne, PA
September 13–15, 2019 Reading Railroad Modelers Meet Reading Railroad Heritage Museum Hamburg, PA	September 19–22, 2019 NER Convention “Empire Junction” Holiday Inn – Syracuse/Liverpool Liverpool, NY	September 23–25, 2019 Reading Modelers Meet VII Reading Railroad Heritage Museum Hamburg, PA
October 10–13, 2019 MER Convention “Liberty Bell Special” Crowne Plaza Hotel King of Prussia, PA	November 9, 2019 Philadelphia Division Meet Brandywine Town Center Wilmington, DE	January 2020 New Jersey/Philadelphia Division Meet Grace Episcopal Church Merchantville, NJ

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

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 MailChimp 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 51 clinicians for 83 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.



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

Rob Hinkle

2019 MER Convention Chairman

Layouts:

Bill Fagan has currently lined up more than 45 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 made available on the convention website at <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 2019MERConventionChairman@gmail.com

Volunteers:

We are in need of volunteers to help in the operation of the convention. An hour or two of your time would be greatly appreciated. Unless you are specifically interested in something in particular, it is not necessary to specify a job at this time. As the convention draws nearer, you will be contacted and provided with times and positions most in need. Right now, all we're asking is a commitment to participate in some way to help make this a truly enjoyable and successful convention for all the attendees.

OUT-OF-TOWNERS: We would be most grateful to have your help, as well.

Please contact us through the website or directly contact Superintendent and Volunteer Chair Charles Butsch at cabutsch@gmail.com.



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

Address: _____

Use

City: _____ State: _____ Zip: _____

Only!

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

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.		

Streetlights

by Stephen Richardson

Streetlights can add visual interest and realism to our layouts, but can be tedious and expensive to build and install. In this article I show how I have been making inexpensive street lights with easily obtained materials and a little patience. The ones that I describe here were built for my HO scale railroad (figure 1). They are slightly large for that scale, but they fit my budget perfectly. For greater accuracy at a little more expense, the same methods can be used with smaller tubing such as is sold by Ngineering (figure 2).

The materials needed are:

- 1/16" OD brass tubing
- 3/32" OD brass tubing
- 7 x 2mm Bead Caps
- 4 x 2mm Bead Caps
- #32 awg magnet wire
- 3x2mm or smaller SMD (surface mount) LEDs
- Current limiting resistor –2.2K or to suit

Depending on your shopping skills and patience, the cost to make these lights can be less than one dollar each. Ngineering kits or ready-made streetlights generally cost between 5 and 20 dollars each.

Bead caps are a jewelry item that I have purchased from Fire Mountain Gems and Beads www.firemountaingems.com. There are an amazing variety of bead caps. The ones that I use for these street lamps are 7 x 2mm (Catalog #H20-7262JW) and 4 x 2mm (Catalog #A46-7258JW) (figure 3). There are many other choices that may suit you better. I recommend browsing that site for all sorts of other items such as copper tape and tools.

I have purchased LEDs from many sources. Prices and availability vary wildly. The LEDs used for the lamps shown here were “found” at Newark Electronics for pennies each. I have seen similar ones for dollars each. I have also used LEDs purchased from All Electronics and Jameco. Smaller LEDs tuck nicely in the bead caps but can be a serious challenge to attach the wires. I have found 3 x 2mm LEDs to be a reasonable compromise—that is what was used for the lights shown here (figure 4).



Figure 3 – Examples of bead caps



Figure 1 – Streetlight as described in this article



Figure 2 – Ngineering streetlight, accurately scaled for HO



Figure 4 – 3x2mm SMD (Surface Mount) LED

I recommend using warm-white LEDs, but if the ones that you have are too bright, they can be toned down with Gallery Glass or one of the translucent paints that are available. I've seen Gallery Glass for sale at craft stores such as Michael's and Hobby Lobby. A little experimentation may be in order. I have also had success using a blob of Gallery Glass paint to tone down LED passenger car lighting.



Figure 5 – Assembled lamps and component parts

If the bead caps do not fit on the tubing, they are easily opened up with a center punch. Drill a countersunk hole in a firm material such as medium density fiberboard, drop the bead cap in the hole, insert a small center punch and give it a gentle bump or two with a little hammer. A #6 machine nut will also work to support the bead cap while the center hole is punched to the size needed. The #10 washer shown on the center punch in figure 6 makes it easier to remove the bead cap from the end of the punch without deforming its shape.

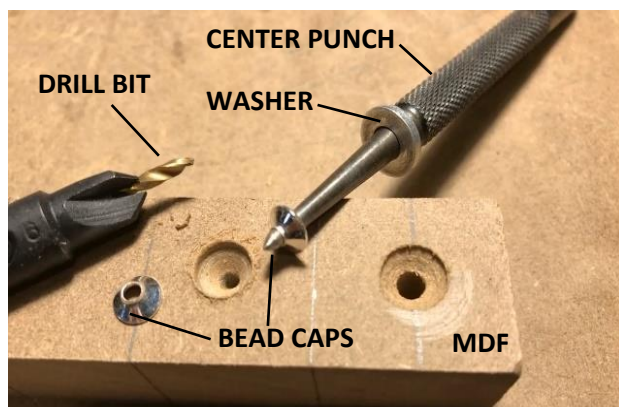


Figure 6 – reaming larger hole in bead cap shade



Figure 8 – #32 awg magnet wire and useful tools

Bend the neck at the top with round nose pliers (figure 8) or by forming the tubing around a screw with a coarse machine thread, like 3/8-16 or 1/2-13. Holding the tubing against a mandrel such as a machine bolt is made somewhat easier by using scraps of Homasote to clamp and coax it around without deforming the tube. After quite a bit of fiddling, my suggestion is to invest in the round nose pliers and roll the tubing gently around the jaws. I recommend a visit to the Nginneering site to read about alternate methods that may work better for different sizes and types of tubing. There are several other useful methods presented at the following website: <https://www.ngineering.com/helpful.htm>. Methods for forming tubing can be found via links on the tubing products pages.



Figure 7 – Soldering iron tip cleaner

Soldering wire leads to the surface mount LEDs is a challenge and skill that takes some time and patience to master. A low-wattage or variable power soldering iron with the smallest pencil tip is required. 1/32" diameter 60/40 rosin core solder is what I use because it allows limiting the amount of solder on the tip. It's also important to keep the soldering iron tip clean in order to get the heat quickly to where it's needed. I use a metal tip cleaner (figure 7) frequently as I work. (<https://www.allelectronics.com/category/570/soldering-irons-accessories/1.html>.)

#32 awg magnet wire¹ (figure 8) is used for the connections. I scrape the insulating coating from the wire that I use. Some types of insulation can be removed with the heat from a blob of molten solder on the end of the soldering iron. Either way, the wire must be tinned with only about 1/16" exposed wire on the end that will connect to the LED. In order to keep straight which wire will connect to the positive input voltage and which will be ground, I always make the ground wire one inch or more longer than the positive wire. I have also marked them with ink such as from a Sharpie, but sometimes I've had that wipe off with handling. Long wire = ground works best for me.

Holding the SMD LEDs while attempting to solder the wires is probably the most difficult part of making these lights. Spring-loaded holders such as alligator clips or self-closing forceps generally result in the LED escaping into the ether. Credit for this idea goes to Luke Towan of Boulder Creek Rail Road fame: adhesive mounting putty, available from office supply and many other sources works well to hold the LED steady. I press the LED into a small blob of the clay-like material. I also use it to hold the magnet wire in position. I wipe the soldering iron tip in the tip cleaner, touch it to the solder, then to the wire and LED junction. Since the wire and LED are held by the putty, my other hand is free to use a wood skewer to hold the parts together. If you have done this type of soldering, you know how the parts want to stay attached to the soldering iron, which is fatal for the LEDs. The sticky putty gets soft with the heat, but generally holds well enough to allow a good solder joint to be accomplished.

I use a wood skewer to hold the soldered wires tight against the LED, then gently bend the wires to get them as close to the center of the back of the LED as possible. The LED with wires attached is very fragile—those little solder pads are not designed to withstand any manipulation—so I drip or brush a liberal coating of cyanoacrylate on the back of the LED. I put a second coating on when the first has set up. This serves the dual purpose of protecting and insulating the connections. If this is not done well, it's likely that the connections will short out on the metal bead caps.


Always test the LED, make the connections, then test the LED again. Repeat that any time the LED is manipulated—The LEDs and their connections are fragile, and it's very disappointing to get everything put together only to discover that the LED will not light up.

Finally, I paint the back and sides of the LED black so that the only light that is seen will shine down as it does

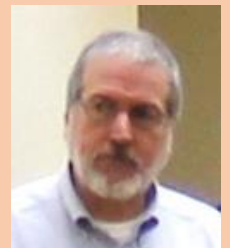


from real street lights. This also helps to hide the fact that these larger LEDs are not fully covered by the bead caps.

All that is left to do is to thread the wires through the tubing and gently pull until the LED is seated in the bead cap. Verify that this does not result in a short circuit.

I suspect that I do some of this for the challenge more than the expense. Pre-wired LEDs are available at a reasonable cost, however it's not unusual to want to have 10 or more lights in places like freight house loading docks. I'd rather stretch the budget on other things. 

An avid model railroader, Stephen Richardson is one of our most enthusiastic members—a regular attendee of Division meets. We look forward to more excellent articles from Steve and hopefully a tour of his layout some time in the future.



¹ Finer gage wire up to 38 AWG can be used for LEDs that draw less than 20mA. I find that 32AWG is a workable compromise between the fragility of the LED and the connected wire.

Division Organization

BOARD OF DIRECTORS (elected)

OFFICERS

Superintendent – Charles Butsch (2019)

Assistant Superintendent – Rob Hinkle (2019)

Clerk – Mark Wallace (2020)

Treasurer – Howard Kaplan (2019)

DIRECTORS AT LARGE

John Seibert – Clinics (2019)

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

ACHIEVEMENT PROGRAM

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

MEMBERSHIP

Member Outreach – Charles Butsch, Bill Fagan

Membership Records – Mark Wallace

OPS

Rob Hinkle*

MEDIA

Social Media – Rob Hinkle

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



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 Howard Kaplan

← Ron Hoess's PRR Chestnut Hill & Stifftown Branch

HO layout (13' x 18') is a point to point switching layout that depicts the Stifftown Branch and the first portion of the Chestnut Hill Branch of the PRR. The setting is North Philadelphia circa 1958. Since this is a prototype layout, all the structures are scratchbuilt to better

match the prototype. Key signature buildings give the viewer visual clues to time and location.

The layout was started in 2014, and uses Digitrax control. Once all the background structures are completed, catenary will be installed for the Chestnut Hill Branch and for the portion of the mainline running from Margie St. yard to North Philadelphia Station.

The Chestnut Hill Branch extends as far as Midvale Yard, passing the Budd Company and eventually Midvale Steel. The layout hosts a fleet of Baldwin switchers and once the catenary is installed, MP54 commuter cars.

Bob Stetser's Penn Central Railroad →

HO Scale, Digitrax DCC
Runs north- and southbound from Northumberland yard to Renovo Yard. Montandon Secondary is modeled. There is an interchange at Milton, PA with the Reading Railroad. An industrial park at Northbend is switched by crews from Renovo Yard.





↑ **Juniata Lines** (HO) 4-track main line HO layout that starts at WORKS Interlocking. It continues eastbound through Altoona Yards and the city of Altoona. All the buildings are scratch built from photos of the area era c.1951. This year was selected because it had a nice combination of late steam and early diesel motive power. The line continues past ALTO Tower and the rear of the downtown business area. We then pass the 27th St. turntable where the helper locomotives are turned after their assignment of helper service.

SLOPE interlocking is next. This is a steady 2% grade to the famous Horseshoe Curve where many photographers took thousands of photos of the many trains that passed every hour, day and night. We then pass MG tower. (Due to limited space, Bennington curve was eliminated) We continue through the tunnels leading to Gallitzin. The speed limit here is 12 M.P.H. The powerful blowers blew the smoke ahead of the locomotives at 13 M.P.H. The other side of the tunnels is AR interlocking, the apex of the layout where the helpers are cut off and sent back light to Altoona. The train continues eastbound to Cresson.

The layout is DCC with sound. On operations night, there are 26 scheduled trains that run on a time schedule. The staging area is computer controlled. There are four tower operators, a dispatcher, and a number of train enginemen and helper operators. We try to operate like the PRR did years ago.

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



Treasurer Howard Kaplan (hat) eagerly takes money from Steve Richardson, as accomplice Bill Fagan (seated) counts out raffle tickets.



Clerk Mark Wallace (left) discusses NMRA's partnership program



Great crowd as usual



Attendees peruse the vendor tables



Alden Smith presents on "Building Thurmont"



AP Manager Dave Messer was unable to attend the meet. In his absence the AP Committee handled the announcements and presentations: Chairman Earl Paine (left) and assistant Bill Fagan.



Glyn Thomas MMR (left) receives his AP certificates in Master Builder Motive Power and Cars.



Al Zollers (left) receives his AP certificates in Master Builder Structures and Scenery

Eureka Recycling



Slide from Glyn Thomas's clinic



Front table personnel (L to R): Mike Dettinger, Mark Wallace, Bill Fagan



Model railroaders engaged in animated conversation (L to R): Harry Jenkins, Alden Smith, Charlie Long, Steve Smith, Glyn Thomas

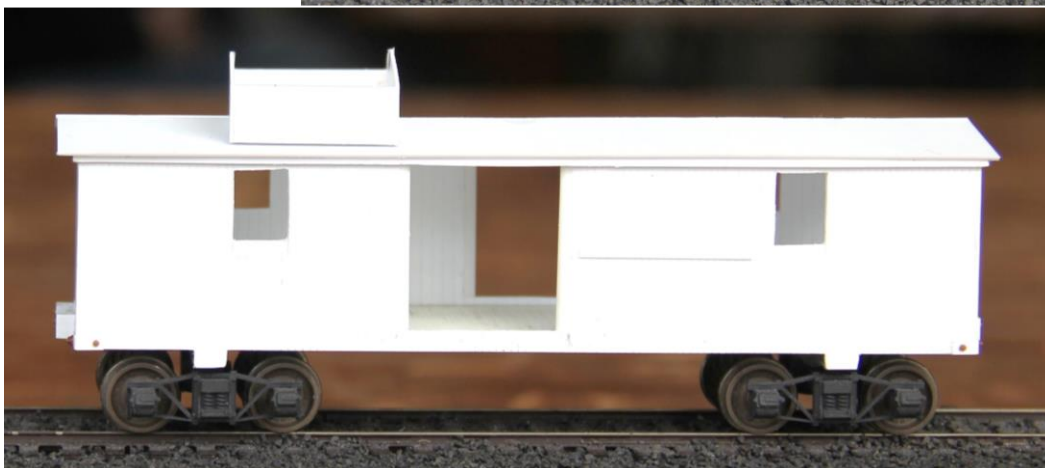


Layout open house hosts receive appreciation certificates (L to R): Steve Smith, Eric Dervinis (for GATSM/ Rockledge), Bill O'Connell (for Chelton Hills), Charlie Long, Layouts Chair Bill Fagan



Above and left: Joe Walters's scratch-built models. The Sperry Rail Car will be the topic of Joe's clinic at the June meet

Show & Tell



Finished (above) and in-progress (left) versions of a Lehigh and Hudson River flanger car. This is a craftsman kit from Ambroid.



Glyn Thomas's models:

Above (L to R): MNNR #T3 - Slug, ex-GE B23-7, hybrid model (Model Power/Bachman/scratch building);, MNNR #611 - Alco C424 (old Atlas model, repainted, detailed with added sound decoder)

Left: Boxcar used for testing various weathering effects, in particular, the use of thinned white paint airbrushed to represent fading of the colors

Below: MNNR snow blower, scratch built in homemade etched brass and featured in Railroad Model Craftsman in December 2013.



Show & Tell



Mike Dettinger's T-Trak Module



Philadelphia City Hall

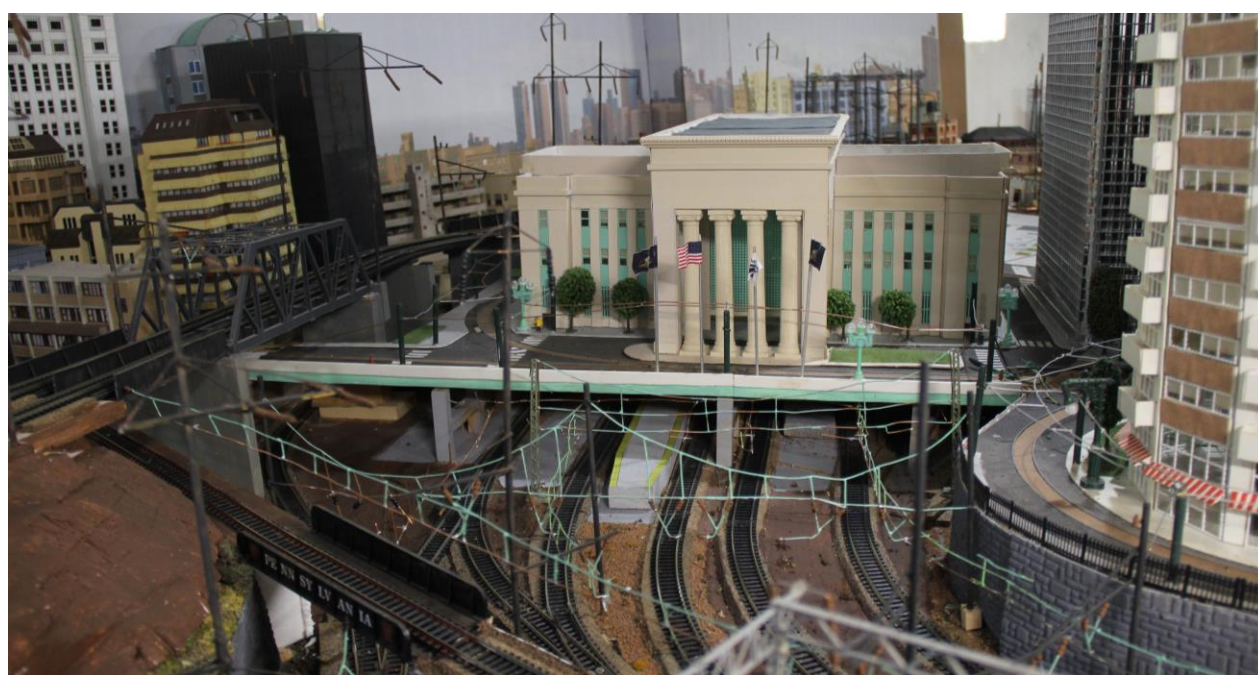
Charlie's traction layout is an HO-scale depiction of the Philadelphia Transportation Company (PTC)—the predecessor to SEPTA—in center city Philadelphia in the 1950s. Rolling stock consists of an impressive assortment of period trolleys as well as subway/el cars.



Charlie (right) discusses the layout with Ron Hoess. Note the Market Street El car having emerged from the tunnel under center city, and climbing its way up to cross the Schuylkill River.

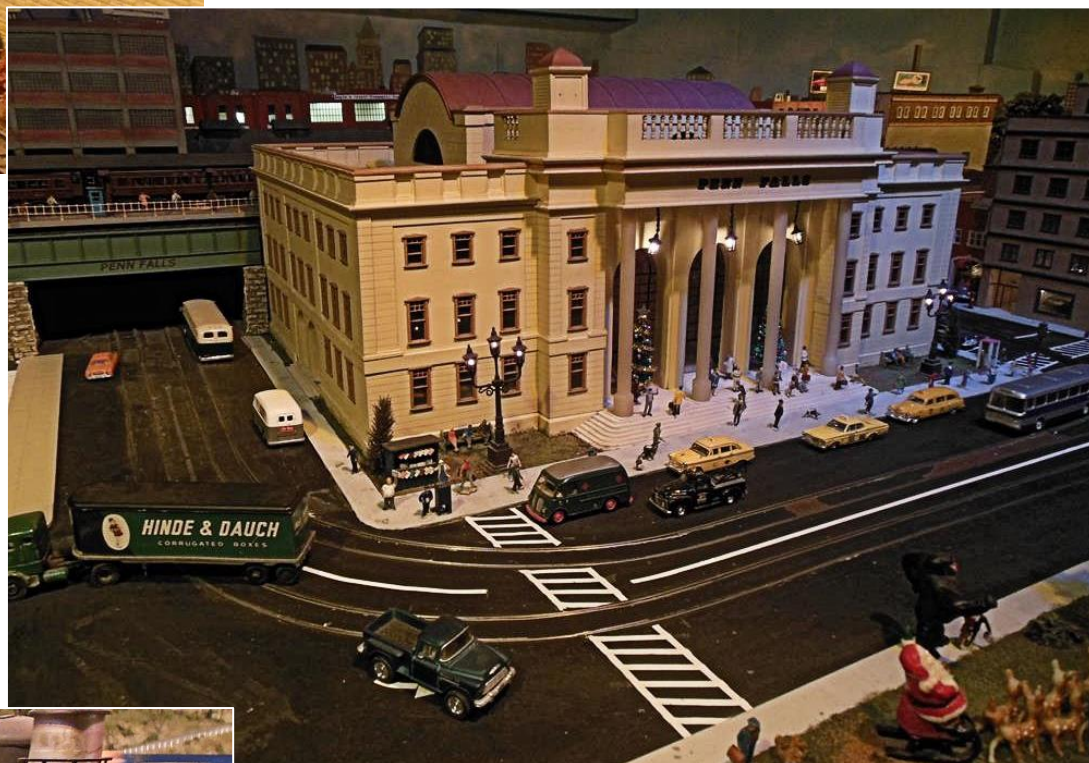


A detailed model train layout featuring a large brown brick building with arched windows, a 'Marlboro' sign, and a train yard with multiple tracks, including a high-speed train and a double-decker bus.





One of the oldest surviving clubs in the Philly area, this beautifully detailed and scenicked HO railroad features local and free lance motive power and rolling stock as well as an operating lift bridge that allows visitors and operators to move from one section to another.





After losing their previous location in Fort Washington, GATSME discovered an old shoe lace factory in Rockledge, PA which they industriously rehabbed in record time. The construction of the new HO layout is proceeding at at the same pace, and with all handlaid trackage, making it that much more amazing. This undertaking should prove to be as or more impressive than their previous layout, which itself was a work of art.





THE LOWLY WHEEL

...the real end of the story—we promise!

Photos courtesy of Amtrak

By now you're probably tired of reading about wheels, but I felt the story was not complete without some concluding information.

As we have seen, many things can and do happen to the wheel as it performs its duty—day in day out. We have also seen the many repairs done and how the wheel is assembled in a back shop setting. Before Amtrak purchased the Acela, many train sets from Europe were sent to the Northeast Corridor for testing. All train sets were sent to Washington, D.C. to have their wheels reprofiled on the Porta-Lathe. It's very important that wheel and rail be profiled the same for proper ride, tracking and braking. The next time you ride the train, think of the poor, lowly wheels under the car performing a silent, but important task. Hope you enjoyed this series.

The pictures you see here are from my working days. I thought they would be helpful in illustrating the final stages of the production of wheels and trucks.

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

Till next time...

Joe



A wheel is being removed from the boring machine, center hole enlarged to accept an axle (Wilmington Wheel Shop)

AEM-7 rebuilt truck with new wheels, awaiting assignment (Wilmington Locomotive Shop)





Amfleet wheelset is almost complete; inboard bearings, brake disks, and one wheel pressed on (Wilmington Wheel Shop)



Wheel being removed from the Porta-Lathe, defect cut from the tread



Finished wheels being assembled into Amfleet 1 trucks (Bear Car Shop)

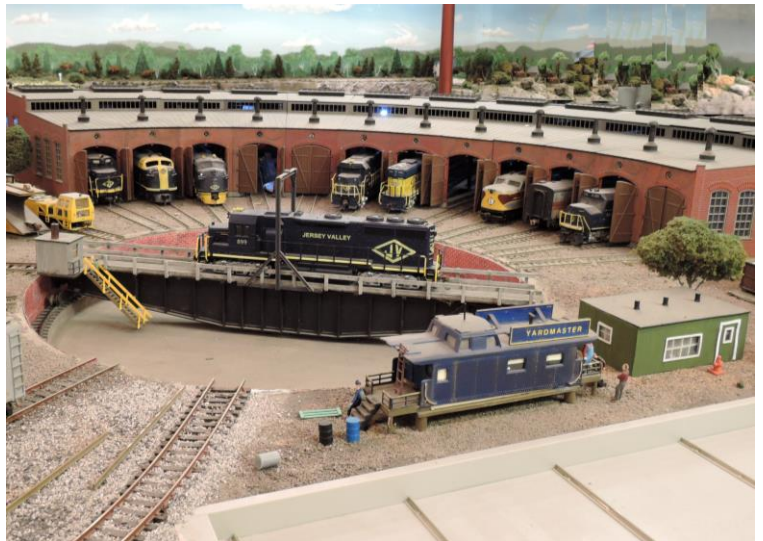
On Saturday, March 9th, I attended the New Jersey Division meet held in Hamilton Township, NJ. The clinic format was “Works in Progress” which consisted of attendees choosing four of the the following eight mini-clinics:

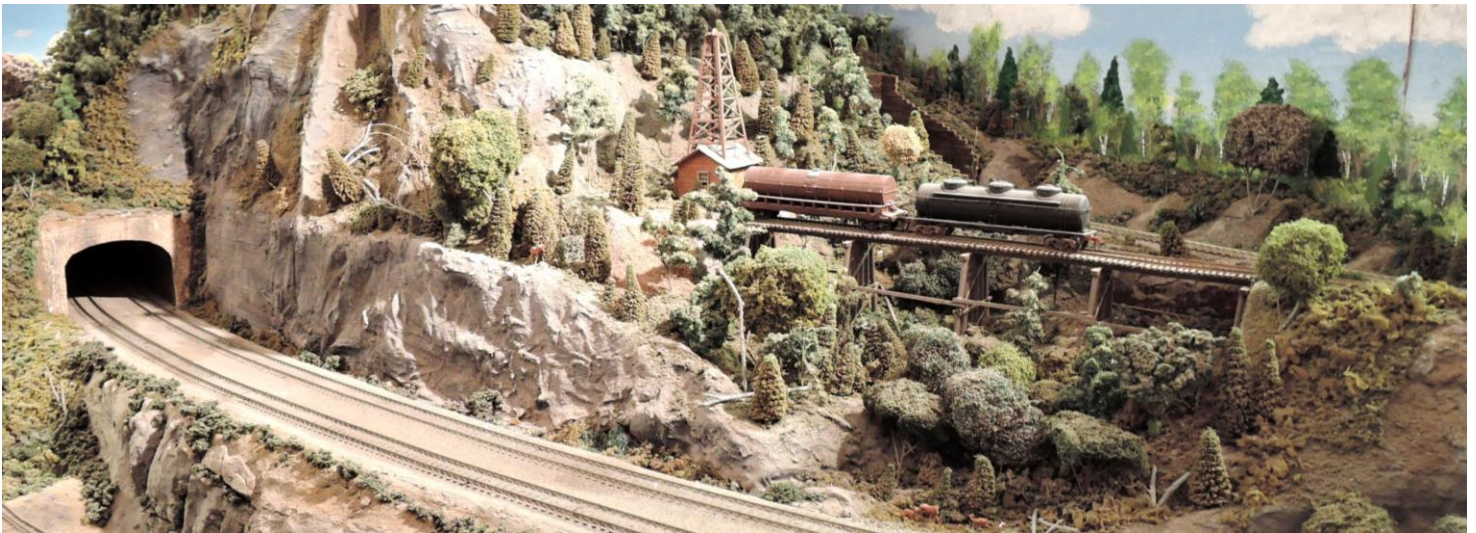
1. Handlaying Turnouts by John Gallagher
2. “Icing on the Cake” Scenery by Mike Prokop
3. Modeling Roof Finishes by Glyn Thomas
4. Building an Animated Crane by Rick Spano
5. Better Trackwork Basics by Mark Pruitt
6. Tortoise Switch Machine Power System by Bob Clegg
7. Coloring Stone Buildings by Ron Baile
8. Cheap and Easy Scrap and Lumber Yard Details by Bill Grosse, Jr.

All the clinics I attended were excellent, but of special note, Rick Spano’s remarkable animated crane was built in N scale! He provided drawings and schematics and discussed the materials and mechanisms used.

Mike Prokop covered basic scenery techniques—a valuable refresher—and then went on to describe an icing technique where any ground scenery material can be combined with glue to make an “icing” which can then be applied where necessary to fill in, patch, or enhance areas. It is especially valuable for applying to vertical surfaces.

Following the meet, I went to see the Jersey Valley Model Railroad Club, located in the basement of nearby Kuser Mansion. The mansion, a masterpiece of Victorian architecture, is located in the beautiful setting of Kuser Farm Park. The following are photos of the building and the 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_____

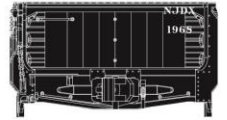
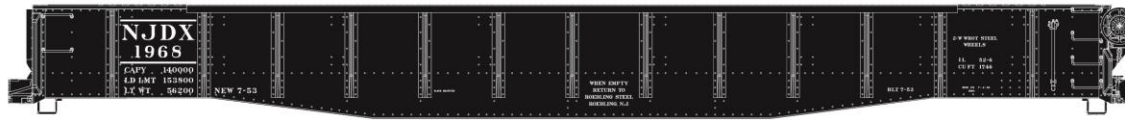
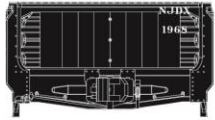
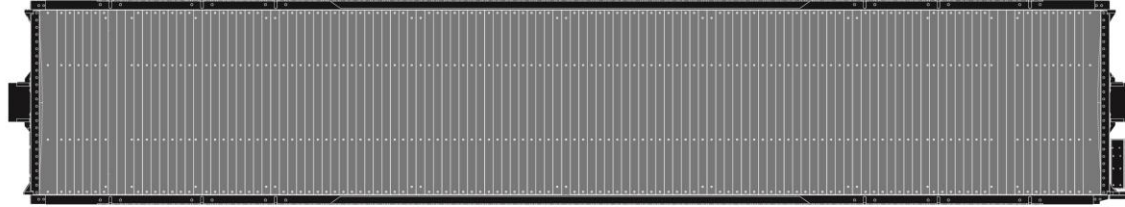
See Tangent website for more info support@tangentscalemodels.com

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

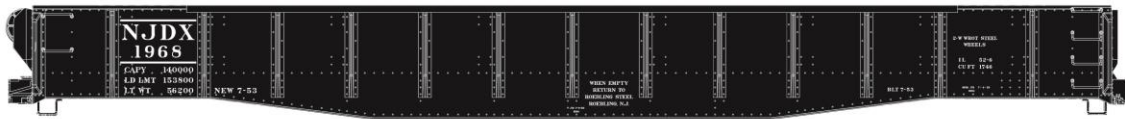


TANGENT
SCALE MODELS

Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS



UPDATE: Mid-Eastern Region Convention “Liberty Bell Special”

The Philadelphia Division will be the host for the MER 2019 Convention known as the “Liberty Bell Special” to be held October 10–13, 2019 at the Crowne Plaza Hotel, 209 Mall Blvd., King of Prussia, PA 19406. This is shaping up to be a very special event with lots of activities planned.

As of this time we have 51 clinicians lined up, delivering 82 clinics—presentations that cover the gamut in the realm of model and prototype railroading, including some hands-on workshops. Home and club layout tours represented by all scales and genres number about 45 with even more expected. And then there are the operating sessions—opportunities for attendees to operate on various home and club layouts including the two modular layouts which will be on display in the hotel.

We have lined up a very special prototype tour—a train ride and tour of the facilities of the Colebrookdale Railroad in nearby Boyertown. Lunch is included, and drawings will be held for lucky individuals to ride in the cab.

In addition, there are numerous on-your-own tours; the Valley Forge tourism bureau has a website/publication chock full of activities locally and across the entire Philadelphia region. And of course, those native to the area are well aware of the mecca of shopping and restaurants that is King of Prussia.

All NMRA conventions include a contest room and this one is no exception. Feel free to enter any model or photo you’re proud of or your models for AP judging.

No MER convention is complete without a Saturday night banquet of sumptuous food and entertainment. We will be featuring a keynote speaker of reknown in the model railroading community, after which award ceremonies will be held.

Two excellent modular model railroads will be on display: those of the Reading Company Technical and Historical Society, and the Free-Mo modular group. In that same room will be manufacturers’ displays and booths for several Special Interest Groups (SIGS)—expected are Layout Design, Civil War, and Steel Industry.

We will be hosting a white elephant room to sell your unwanted items, as well as both a silent auction and door prize event with items provided by various hobby manufacturers and dealers. And if that isn’t enough, we will be

holding a train show with manufacturers and dealers selling their wares. This event will also be open to the public.

Since this event occurs over Columbus Day weekend, we have arranged for the hotel to add additional room nights before and after the weekend for those wishing to extend their stay. There are several tourist railroad excursions taking place during and after the convention, such as Lehigh Gorge Scenic Railway, the New Hope Railroad, and Strasburg Railroad (Don’t forget about the Railroad Museum of Pennsylvania across the street). See the convention website for info on these and other train rides at libertybellspecial.org/on-your-own.

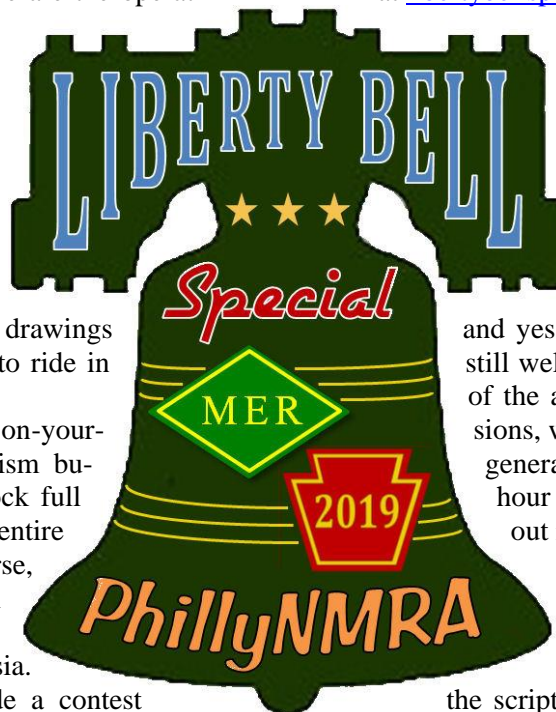
As you can see, this promises to be a wonderful time for the whole family, and we encourage all NMRA members to register and attend. Think of it as a vacation where you can save on travel costs.

Of course, an event of this magnitude requires many volunteers to pull it off successfully—and yes, we are in need of many. While we still welcome more clinicians (even from out of the area) layout tours, and operating sessions, where we really need help is with general floor volunteers, chipping in an hour or two (or more, if you can) to help out in one of the in-hotel activities.

One possibility which is truly win-win is to volunteer to serve as a clinic monitor—the person who introduces the clinician (we’ll provide the script) and keeps check on the time. You help out and at the same time get to attend one of One idea which is truly win-win is to volunteer to act as a clinic monitor—the person who introduces the clinician (we’ll provide the script) and keeps check on the time. You help out and at the same time get to attend one of your desired clinics.

Also, for those interested in the Achievement Program, remember that helping out counts toward your Volunteer certificate (and/or Author, if presenting a clinic).

We urge our Philly members to register and volunteer to make the LBS one of the best regional conventions ever. For all information, please consult the Liberty Bell Special website at LibertyBellSpecial.org or MER2019.org. For those without internet access, please get in touch with any one of the officials whose contact information appears in the sidebar on page 2. They’ll be happy to help you out with whatever you need. 🚂



Mid-Eastern Region Convention “Liberty Bell Special”

COLEBROOKDALE RAILROAD

The Colebrookdale Railroad is a short line headquartered in Boyertown, Berks County, and which parallels the Berks/Montgomery County line up to Pottstown in Montgomery County. Prior to abandonment by Conrail in the 1976, it had been part of the Reading Company since the 1800s. After its abandonment it changed hands many times until now being owned and operated by the Colebrook Railroad Preservation Trust. [Click here](#) to read all about the railroad, their history, and their current operations, which include tourist rides.

For this tour, attendees will be required to provide their own transportation to the terminus, which is located in Boyertown, a 30-minute drive from King of Prussia. The day begins with a tour of the engine and operation facilities including equipment prep and loco power-up. Thereafter you will be treated to a train ride to Pottstown. Drawings will be held for slots for riding in the cab. There will be photo/video run-bys. Lunch is included. The cost for the tour is \$75 per person. This promises to be a very enjoyable and educational experience.

This tour has been added to the registration form. Those already registered can revisit registration at any time to add to or change their itinerary. 🚂





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



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



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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>

FOR SALE: HO -5 engines, 28 cars, 8 buildings, some street signs, spare trucks, figures, etc.
The General loco w/ 10 cars, some in boxes, w/ buildings, engine runs but needs good cleaning. Engine was 'detailed' back in the 70's by hand.
NIB- Walthers Trainline GP9M diesel
Small steam switcher engine w/tender, made in Poland, 1970's, 'Penna 96,' runs perfect.
Two others need repair/cleaning to run
Various modern cars & buildings, fair amount of track & switches, two MRC model 100 transformers.
Looking to sell to a member here so they get a good home. Reasonable offer accepted.

Scott Spicer srspicer11@gmail.com

NMRA Partnership Program



Modelers Decals and Paint **MRC** **Hot Wire Foam Factory** **Train Installations, LLC** **RR-CirKits, Inc.**

DELUXE Materials **OK** **Green Thumb Scale Models** **GREEN FINGER CONSTRUCTION, LTD.** **MOTRAK MODELS** **TEAM TRACK MODELS**

NMRA Members get discounts up to 45% from over 30 companies like these. Click for details

LocoFi **Magic Water** **MicroMark THE SMALL TOOL SPECIALISTS** **CatzPaw Innovations, LLC**

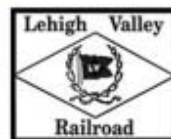
NMRA Partnerships

nmra.org



READING RAILROAD PROTOTYPE MODELERS MEET VII

NOW also featuring other Anthracite Carriers



SEPTEMBER 13-14-15, 2019

***Reading Railroad Heritage Museum
500 South 3rd Street Hamburg, Pa***

Clinics – Model Displays – Vendors

White Elephant Table – Raffle prizes

Reading Railroad Museum – Locomotive & Rolling Stock Displays

Saturday Lunch and Dinner Available

Sunday Home Layout Tours

More Information and Updates Go To-
www.ReadingRRMM.com

Registration form on the back of this flyer!

Interested in presenting a clinic or being a vendor?
Barry Hensel barry76Lt@wowway.com 734-649-3056



Hosted by: ***The Reading Railroad Heritage Museum and
Reading Company Technical & Historical Society***



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)

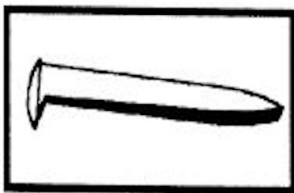
SWEATSHIRT: Gildan "Heavy Blend" 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

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: _____