



# THE DISPATCHER

The Journal of PhillyNMRA

August 2019

**White Elephant**

**DOOR PRIZES**

**Modular Layouts**

**Shopping & Restaurants**

**CONTESTS**

**AWARDS BANQUET**

**PHIWSOLFEE**

**EDUCATION**

**COLEBROOKDALE RR**

**TRAIN SHOW**

**RPM/SIG**

**CLINICS**

**Scenic railroads**

**VALLEY FORGE**

**LAYOUTS**

**OPS**





# THE DISPATCHER

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



August 2019

*PhillyNMRA.org*

Volume 26, No. 4

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## THE DISPATCHER

**Submissions:** THE DISPATCHER 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 Webster dictionary defines the word “volunteer” as “one who chooses freely to do something, to offer or give of one’s own free will.” The NMRA relies on volunteering to manage its operation from national, regional and division functions. There are only a few clerical functions down in Foggy Bottom (that’s national headquarters) that are paid functions.

Neither I nor any of the Division Board members get paid. Many have been on the Board for over ten years in various positions. I believe it is the love of the hobby and the fellowship of the Division’s members that feed them, I know that it has for me.

There are two Board members that have stood out in service during the past years. The first, John Seibert, joined the Division in April of 2003. He joined the Board in 2008, serving first as Assistant Superintendent, then Superintendent, and finally Director at Large during which time he has procured our clinicians and scheduled our meet clinics over the last six years. John recently stepped down from the Board, but will remain active to help our new Clinics Chair, Mike Dettinger, to continue to provide the fine level of clinics to the Division. And let’s not forget that John has also worked tirelessly to provide the excellent clinics for our Liberty Bell Special convention this October.

Our other Board member who has served the Division with selfless service is our Division Treasurer, Howard

Kaplan. Howard is not only our Treasurer, but also our Webmaster and the Editor of our newsletter, *The Dispatcher*. He has transformed both forms of the Division’s communications to become by far some of the finest nationally.

Howard is usually the first to arrive at our meets to put up the direction signs that he made personally so we know where the meet entrance is. He is the one that composes the meet programs and directional maps for the open houses after the meet. Howard is an indispensable member of the Board, all the while running a dental practice and keeping his wife, Gail, happy.

National started acknowledging exceptional individual’s service several years ago with the President’s Award, one for each region. Howard Kaplan was the recipient for the Mid-Eastern Region.

John and Howard will be recognized for their service at the Liberty Bell Special banquet.

They are truly an inspiration to all of us. You can also join in the Division service by volunteering during the upcoming convention. Your help in one of the rooms—exhibition, sales, clinics, or contests—will be a tremendous help in ensuring that the convention operates as smoothly as possible. To find out how you can volunteer, either call or email me. It’s a great way of sharing the hobby and making friends. You’ll probably learn something, too.

See you in King of Prussia at the Liberty Bell Special in October

*Charles*



**From the Editor...**

Welcome to our late summer edition of *The Dispatcher*. Hope you all had a great summer.

Not much to say this month other than to remind you all that the deadline for early registration for the Liberty Bell Special convention is August 31. After that, the price goes up

\$5. So if you’re a procrastinator like me, don’t take a chance—sign up right away and give yourself peace of mind. If you’re reading this, you are likely going to register online, but just in case I have included. Hope to see you all there!

*Howard*

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## September Meet – Volunteer Recruitment and Orientation for Liberty Bell Special Convention

On Saturday September 7, 2019 the Philadelphia Division will meet at the Crowne Plaza Hotel, 260 Mall Boulevard, King of Prussia, PA 19406, in the Independence Ballroom North. Map and directions on page 5. The meet will run from 9:00am to 11:00am.

In preparation for our hosting the 2019 Mid-Eastern Region Convention happening October 10th through 13th, this meet's theme will be "Volunteering for the Liberty Bell Special" to rally, orient, and further recruit volunteers to help run the convention.

September's meet will give us an opportunity to get acquainted with the convention's site, facilities, ask questions, and "kick the tires." We will be discussing all the facets of the convention, including the timing and location of all the events. At this time, volunteers will be able to learn about the various positions in which they can participate and sign up for their preferred jobs and time slots. Below are the positions that we need to fill:

- Convention Setup
- Registration Desk
- Contest Room
- White Elephant
- Clinic Room: Devon
- Clinic Room: Radnor
- Clinic Room: Wayne
- Clinic Room: Berywn
- Clinic Room: Auditorium
- Freedom III/IV
- Vendor Room
- Train Show

Time permitting, there may be a clinic presented on how to give a clinic or another educational topic.

Following the program, attendees will be able to tour and familiarize themselves with the facilities.

Remember that all volunteers, clinicians and interested

members will need to register for the convention.

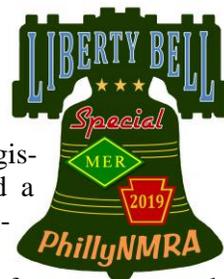
The hotel will provide water and candies. Outside food and drink are not permitted. Plenty of eateries in King of Prussia for after the meet.

### Liberty Bell Special Update

We are excited to offer the following convention activities: 86+ clinics, 49 confirmed layouts, operating sessions, modular layouts (with op sessions), contests, white elephant sale, door prizes, silent auction, manufacturer displays, SIG displays, train show, Colebrookdale Railroad facility tour and train ride, and awards banquet. For details: <http://libertybellspecial.org/>.

While most people reading this are capable of visiting the website and registering online, a registration form and a convention apparel order form are included in this issue just in case. Let us also remind you that the deadline is for the early registration discount, August 31, is quickly approaching, so if you haven't registered, yet, do so right away so you don't forget. If you need to change or add anything to your registration, contact the Registrar at [mer-registrar@mer-nmra.com](mailto:mer-registrar@mer-nmra.com) or (410) 442-0446.

We expect everyone in the Division to come out and join us at the convention, pitch in, have a great time, and in doing so help make this one of the best conventions ever during this, our Division's 50th anniversary year!



### Division Board Reorganizes

This past June, the Division held elections for four open positions on the Board of Directors. The following individuals were elected and subsequently installed as Directors at the Board meeting that followed: Charles Butsch, Rob Hinkle, Chip Stevens, and Howard Kaplan. The Board then elected and appointed Directors to the following positions:



- Charles Butsch—Superintendent
- Rob Hinkle—Assistant Superintendent
- Mark Wallace—Clerk
- Howard Kaplan—Treasurer
- Bill Fagan—Director at Large/Layout Chair
- Mike Dettinger—Director at Large/Clinics Chair
- Chip Stevens—Director at Large/Publicity Chair

Long-time board member John Seibert has stepped down. Super Charles Butsch pays tribute to John's many years of dedicated service in his column this month.

### November Layout Open Houses

Once again, the November Open House Model Railroad event will be held this fall. Signups to put your layout on the tour will occur from August 15 through September 15 and must be done online. Joe Walters ([josephwalters@yahoo.com](mailto:josephwalters@yahoo.com)) is the coordinator of this event. Please visit <http://modelrailroadopenhouse.com/> for more details and to sign up.

### Joe Walters Earns MMR #644

This just in...Joe Walters earns MMR #644. Finally! Congratulations, Joe! He'll be honored at the awards banquet at the Liberty Bell Special Convention in October.

## Directions to the September Meet

### DIRECTIONS:

**PA Turnpike East or West:** Take Exit 326 Valley Forge, I-76E to Exit 328B to US-202N

**From South:** I-476 to Exit 16 – Schuylkill Expressway (I-76W), then see below

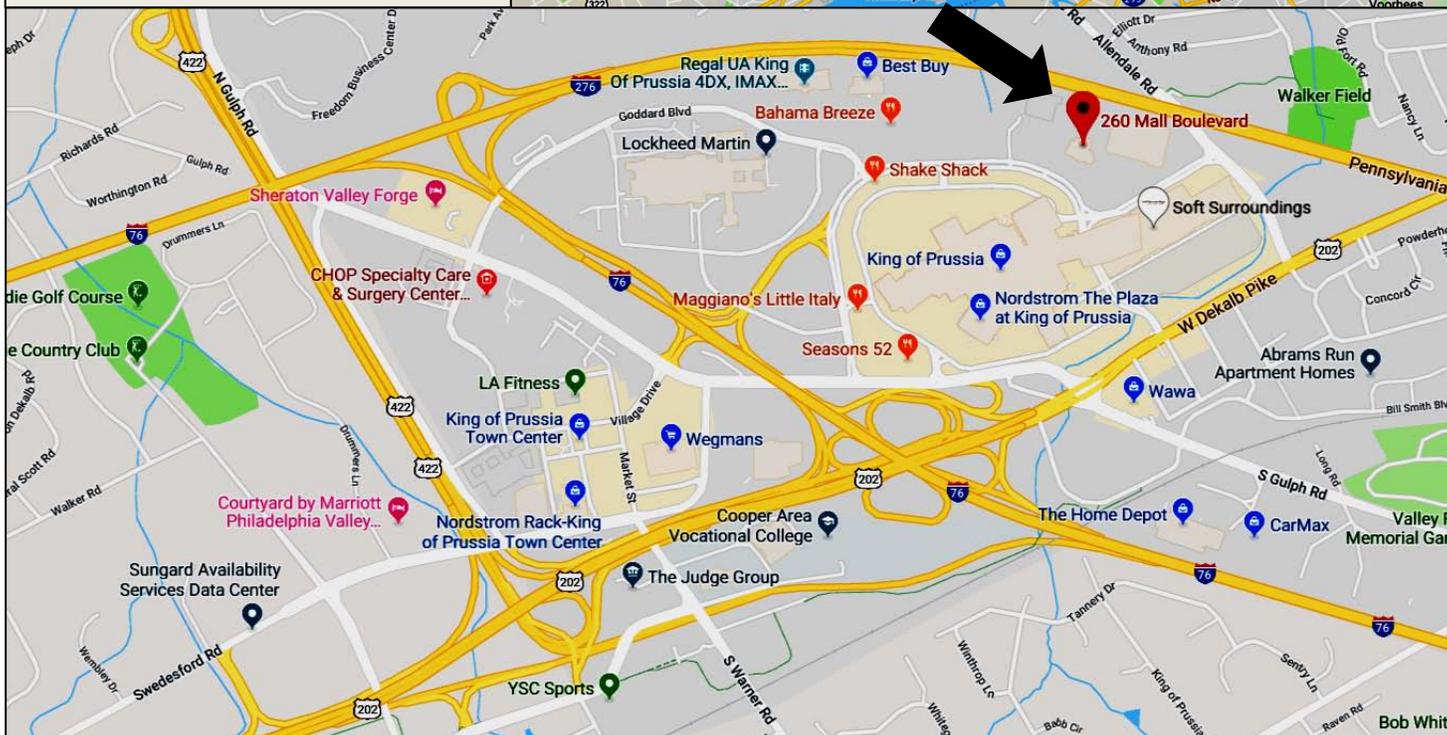
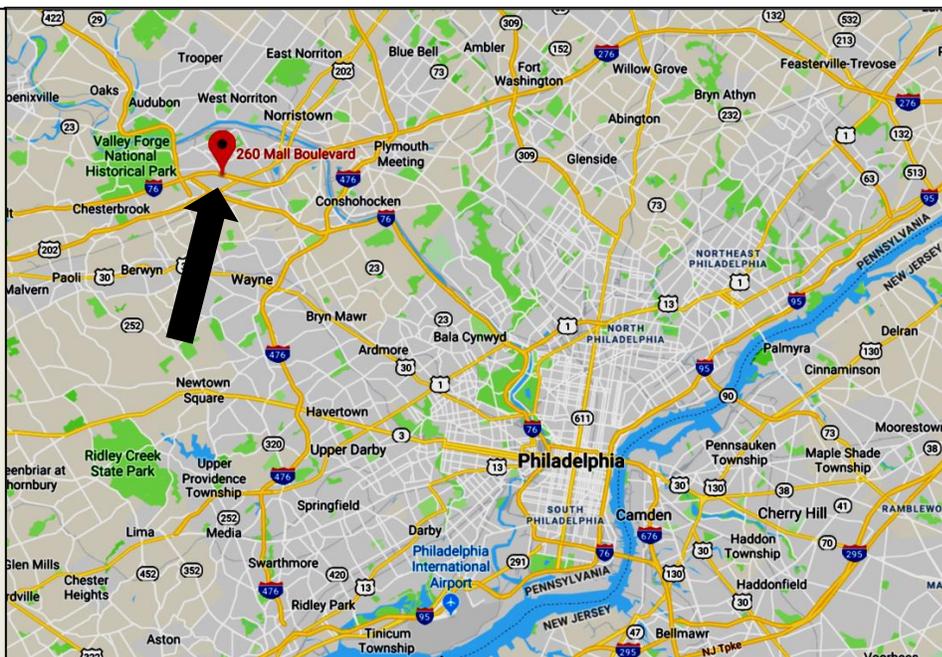
**From Philadelphia:** Schuylkill Expy (I-76W) - Either Exit 328B to US-202N or Exit 327, turn left on Mall Blvd.

**From Northwest:** US-422 South to US-202N

**From US-202 North,** left on Mall Blvd.

**From US-202 South,** right on Mall Blvd.

**Independence Ballroom North. From the main hotel entrance:** Turn left, pass the restaurant and make a right at the hallway past the Independence South, second door on the right. **From the entrance next to the Fairfield Inn:** Make a left into the first hallway and second door on the right.



## Planning Ahead – Division Meets & Other Upcoming Events

<p><b>September 7, 2019</b> Philadelphia Division Meet Convention Prep for Volunteers Crowne Plaza Hotel, King of Prussia, PA</p>	<p><b>September 13–15, 2019</b> Reading Modelers Meet Reading Railroad Heritage Museum Hamburg, PA</p>	<p><b>September 14, 2019</b> New Jersey Division Meet Brick Elks Lodge, 2491 Hooper Ave. Brick, NJ 08723</p>
<p><b>October 10–13, 2019</b> MER Convention “Liberty Bell Special” Crowne Plaza Hotel, 260 Mall Blvd. King of Prussia, PA 19406</p>	<p><b>November 9, 2019</b> Philadelphia Division Meet Brandywine Town Center Wilmington, DE</p>	<p><b>January 2020</b> New Jersey/Philadelphia Division Meet Grace Episcopal Church Merchantville, NJ</p>

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



On Saturday June 8<sup>th</sup>, 2019, the Philadelphia Division returned to the Newtown Township Municipal Building meeting in the recently renovated township meeting room. The morning session began with our Annual Business Meeting hosted by Division Superintendent Charles Butsch. Charles welcomed everyone and called the meeting to order. Charles mentioned that minutes in audio format (.mp3) from the 2018 Annual Meeting are posted on the Division website for anyone who wanted to review them. He then gave an update on Division business and what had occurred over the past year.

Next, our Division Clerk Mark Wallace, gave an update on membership status for the Division. Following that came Howard Kaplan, the Division treasurer, webmaster, and editor of *The Dispatcher*, who provided reports on all of the tasks that he performs for the Division.

John Seibert provided an update for the clinics for the MER convention followed by Bill Fagan's update on open house layouts for the convention. Assistant Superintendent and Convention Chair Rob Hinkle gave a brief update on other aspects of convention status including the convention's new Facebook presence.

After opening up the meeting to final questions and comments from the attendees, the business meeting was adjourned by Charles.

Joe Walters presented the first clinic, "Scratch Building the Sperry Rail Car." Joe has over 30 years of railroading experience and he always carries that experience as well as his unique humor into his clinics. Joe talked about the history of the Sperry rail cars and how they have evolved over the years. He then introduced the model that he had built and talked about the features of the more recent series of the cars. He showed the entire process in constructing the model from taking bare plastic and building up the car section by section until he ended up with one sub-assembly, and then continuing the process again until he'd gotten all of the parts required to create the

model. Joe talked about how he created the flashing lights on top of the model that add additional detail and interest. Following his clinic, Joe received his seventh AP certificate, Motive Power.

After a short break, Mark Wallace presented the second clinic, "Model Train Operations & Dispatching – A Functional View, Part 1." Mark has been attending numerous operating sessions around the Division and in his experience of dispatching on them, has worked out a number of rules that he recommends following for operations. He discussed the three basic functions in railroad dispatching, and how to apply them to model railroads. He also talked about and shared various rulebooks used in the industry how best to apply them in operating sessions. Mark wound up presenting a great deal of information and everyone was very interested in hearing Mark's second part of the clinic hopefully soon.

After our 50/50 and door prize drawings, we held a Show 'n' Tell period where a number of presenters from the Philadelphia Division and elsewhere discussed their projects. MER Secretary and Superintendent of the Potomac Division Martin Brechbiel brought some scratch-built O-scale models. Dennis Blank from Susquehanna showed off some N-scale models that he had weathered a number of years ago when he was in a model railroad club in Florida. Joe Walters again pointed out additional details on his scratch-built Jordan Spreader as well as some of the other cars he has scratch built, and then finally Mike Dettinger presented his imported train from Japan that includes a small camera inside one of the commuter rail cars. Mike is working on getting it set up (instructions are all in Japanese) and we expect to see it working at a future Division meet.

The meet wrapped up around noon and was followed by the MER 2019 Convention Meeting where various reports and aspects of the convention were discussed. Be sure to



*Joe Walters (left) proudly displays his clinician appreciation and his AP Motive Power certificates. Assisting him are Superintendent Charles Butsch (center) and AP Committee Chair Earl Paine.*



*Clerk Mark Wallace (right) receives his appreciation certificate following his informative clinic on dispatching*

look for additional, late-breaking convention information elsewhere in *The Dispatcher*.

There were four layouts open for afternoon visitation:

Alden Smith's Western Maryland, the St. Albans Model Railroad Club, Bill Kachel's PRR Cosmopolitan Branch, and Joe Walters's Northeast Railroad. Additionally, the nearby Newtown Square Railroad Museum, located in the original Newtown Square freight station of the Pennsylvania Railroad's Newtown Square branch, housed various historical railroad artifacts and photos. The museum is located in a park where original PRR rolling stock in various stages of restoration are situated and can be explored.

Gracious thanks to Newtown Square Mayor and fellow NMRA member (and former super ) John Nawn for the use

of the Township Building, a truly high-tech space that was very comfortable for all. Thanks also to Joe and Mark for presenting interesting clinics and to all of the layout owners allowing us to visit and enjoy their model railroading efforts.

Our next meet will be a session focused on the final planning and volunteer orientation before the start of the Liberty Bell Special convention. Anyone interested in volunteering any of their time during the convention is encouraged to come out, get more information, and

then sign up for a volunteer's spot. Hope to see you all there!



Clerk Mark Wallace delivers his clinic

**MEET COVERAGE CONTINUES ON PAGE 23**

## AP Report

by Dave Messer, MMR



I am delighted to report that two members of the Philadelphia Division will be presented with their MMRs at the Fall MER convention in King of Prussia, Glyn Thomas and now Joe Walters. These gentlemen have worked hard and demonstrated the highest level of modeling skills and service to the hobby, and richly deserve the award. It is unusual to have two MMR presentations from the Division, so plan to attend.

### We Welcome Our New Philly Division Members

Jeffrey Leknes, Philadelphia, PA  
Kevin Yutz, Quakertown, PA  
Alex Montare, Collegeville, PA  
Norris Jenkins, Philadelphia, PA

## Notices

The Hart Family would like to thank everyone who reached out with guidance and helped with dismantling our father's (Jim Hart) train set. We offer special thanks to Alden, Jim and Laura, Mike, and Larry for their time and assistance. We also appreciate all of the

memories shared with us about our dad's beloved hobby and the kind wishes of good health.

With gratitude,

Joanne, Jimmy, Patrick, Michele, and Kelly Hart

## In Memoriam

I am saddened to announce the passing of a long-time Division and NMRA member, Chris Ruhl. Chris was a talented modeler who joined the NMRA for life as a teenager. How's that for commitment to the hobby? I don't remember ever having met Chris or if he ever attended any meets, but last year when I made an email plea for articles for *The Dispatcher* Chris was one of the first to respond.

At that time his article was rough and he needed more time to clean it up and provide accompanying photos. Earlier this year, he sent me the update and we went back and forth via email working to improve the quality of his photos. By the quality of his modeling and writing and his striving for better photos, one could deduce that he was a

meticulous and focused individual. His is the featured article in this issue.

Having discovered that he lived only about 15 minutes from me (and conveniently around the corner from Harbor Freight, to boot) I was looking forward to meeting him, seeing his layout, talking photography, and hopefully kindling a new friendship.

Then, about a month ago, I received an email from Chris's wife, Rita, who informed me that Chris had passed away from injuries sustained in an automobile accident. I was stunned. I promised her that we would publish his article in this issue in his memory. Our sincerest condolences go out to her and their family.

## “Liberty Bell Special” MER Convention Just Around the Corner!

Just a friendly reminder to those of you who procrastinate like I do, the “Early Bird” registration date for Liberty Bell Special 2019, Mid-Eastern Region 2019 convention is August 31, 2019. You can register for an exciting weekend of clinics, displays, and vendor visits at [www.libertybellspecial.org/registration](http://www.libertybellspecial.org/registration).

Most of us probably don't need a back-to-school calendar or reminder anymore. And for those who do need a nudge, the merchants on TV do an excellent job of reminding us that summer is almost over. But while you're thinking of hanging up those white shorts and trousers you shouldn't wear after Labor Day, give some serious thought to joining your fellow Region members at the Liberty Bell Special Mid-Eastern Region convention in King of Prussia, PA, October 10<sup>th</sup> through 13<sup>th</sup>.

The clinic schedule is virtually filled up starting Thursday night running through Sunday morning. In addition to the usual fare of presentations, there are several hands-on or make-'n'-take sessions available for participants. Whether you want to learn T-Trak modular, the finer points of resin car assembly, work on your AP Electrical certificate, or build a Hunterline structure, we have something available for you. Many of the hands-on sessions require prior sign up available on the convention registration form at [www.libertybellspecial.org/registration](http://www.libertybellspecial.org/registration). You will also find a tentative clinic schedule on the site. As we approach the convention, please remember to check the website frequently for updates, additions, and changes. There is even a place on the home page to sign up for emails whenever changes or additions are made to the site.

One thing not yet listed on the convention website is our vendor roster. Artist Peter Lero will be joined by

such familiar names as (in no particular order) Micro Mark, Funaro & Camerlengo, CMR, Downtown Deco, Hunterline, and Nick and Nora Designs

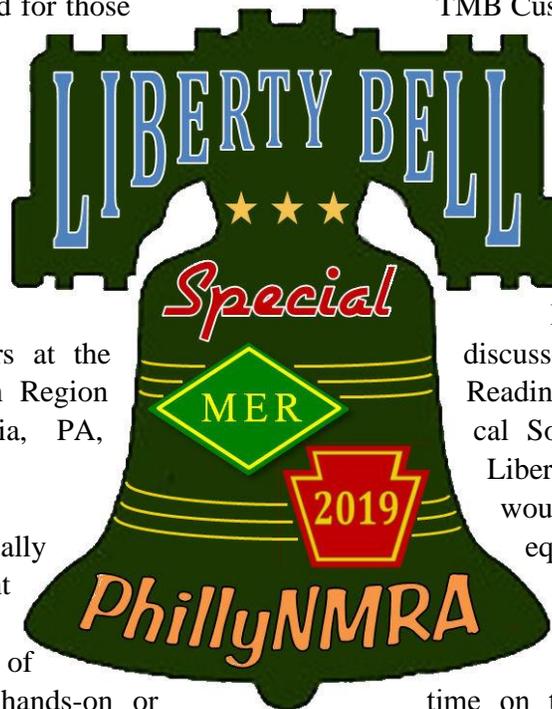
And speaking of Nick and Nora Designs, our Saturday night railroad-menu-themed banquet will feature a presentation by Mike Baker of Nick & Nora Designs. Mike is a professional artist and designer and founded

TMB Custom Models in 1992. In addition to creating craftsman kits, he builds models and details rolling stock for clients. He will regale us with stories of his achievements and frustrations pursuing this career most of us only dream about.

In one of our previous articles we discussed the modular display from the Reading Company Technical and Historical Society that will be on display at Liberty Bell Special 2019. Your author would be remiss if he did not give equal time to the New Jersey Free-Mo display that will share the same room. NJ Free-Mo will offer operating time or spectating time on their two modules. Bill Grosse's Yardville module displays the Pennsylvania Railroad in the namesake town circa 1955. Mike Prokop's Linden Street Freight Station recreates the Reading Railroad's facilities on the Camden waterfront and also packs a lot of operating opportunities in a small space. Mike's module was featured in the 2019 issue of *Model Railroad Planning*.

As you can see, the Liberty Bell Special committee has strived to fill all your Region convention expectations over Columbus Day weekend. Register on the convention website, pack the car and family and plan to be on one of the many roads that lead to King of Prussia, PA.

See you all there!





# Mid-Eastern Region, NMRA 2019 Convention

## Liberty Bell Special



October 10<sup>th</sup> to 13<sup>th</sup>, 2019  
[www.LibertyBellSpecial.org](http://www.LibertyBellSpecial.org)  
[www.phillynmra.org](http://www.phillynmra.org)

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

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

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

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

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

<b>Registrar's</b>  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		<b>No Fee</b>
Banquet – Saturday Night _____ Railroad-Themed Banquet _____ Vegetarian _____ Gluten-Free	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		<b>No Fee</b>
<b>Call Boards / Ops – Expanded Call Board Info Available on Website</b>				
Steve Salotti's New York, Susquehanna & Western (HO), Thu 7pm-10pm	801	\$5		
Steve Salotti's New York, Susquehanna & Western (HO), Sat 1pm-4pm	802	\$5		
St. Alban's Model Railroad Club (STARR) (HO), Fri 9am-12pm	803	\$5		
Bob Zeolla's Conrail Conemaugh Division (HO), Fri 7pm-10pm	804	\$5		
Bill Blackburn's Pennsylvania RR Great Valley Division (HO), Thu 7pm-10pm	805	\$5		
<b>Prototype Tours – More Info on Website When/If Available</b>				
Colebrookdale RR Excursion/Tour, Friday, All Day w/Lunch Included	201	\$75		
<b>Extra Fare Clinics – Registration Required, Info On Website When/If Available</b>				
Hunterline 30' King Post Truss Bridge Make 'n Take Scale: _____ N (\$39) _____ HO (\$42) _____ S (\$46) _____ O (\$53)	601			
T-Track Hands-On Clinic, Fri 8am-10pm	602	\$75		
Electrical AP Certificate, Fri 7pm-10pm	603	\$0		<b>No Fee</b>
Hands-On Resin Kit Build –PRR F25 Well Flat Car, Fri 9:30am-12pm	604	\$25		
<b>Made in the MER Tours – More Info on Website When/If Available</b>				
	701	\$		
<b>General Interest Activities – More Info on Website When/If Available</b>				
	501	\$		
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  
 Any Questions and/or additional information, e-mail to [MER-Registrar@mer-nmra.com](mailto:MER-Registrar@mer-nmra.com), or 410-442-0446  
**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 10/7/19 to 10/16/19**



*Liberty Bell Special*  
CONVENTION APPAREL  
COLOR CHART

		SILVER	NEON YELLOW	LIME	KHAKI	OYSTER	NEON PINK	KELLY GREEN	CAROLINA BLUE	BLUE	GOLD	GREEN	GREY	HIBISCUS	LAVENDER	LIGHT BLUE	LIGHT STONE	BANANA	MAGENTA	MAUI	ORANGE	PINK	RED	RUST	SUNFLOWER	TURQUOISE	STONE	YELLOW	MINT
POLO	POLO/LADIES POLO									•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	•	
	POLO WITH POCKET									•			•										•				•		
BUTTON DOWN	SHORT SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	LONG SLEEVE									•	•	•		•	•	•	•		•	•	•		•	•			•	•	
	LADIES SHORT SLEEVE									•	•	•		•	•	•	•		•	•	•	•	•	•			•	•	
	LADIES LONG SLEEVE									•	•	•		•	•	•	•		•	•	•	•	•	•			•	•	
COLOR CAP		•	•	•	•	•	•	•	•	•											•		•	•					

DESCRIPTIONS	POLO	A great-looking, cotton/polyester pique knit that is cool, comfortable, and wrinkle resistant. This shirt has a soft, silky feel against the skin. You'll love it! Liberty Bell Special logo on left chest area. Sizes S-3XL (XS-3XL for ladies version).
	BUTTON DOWN	A comfortable wash-and-wear shirt—thicker than a dress shirt—with a velvety feel that will make you want to wear it again and again. Cotton/poly blend. Wrinkle resistant. Liberty Bell Special logo on left chest. Sizes S-3XL (Ladies version XS-3XL, no pocket).
	DENIM	With sturdy construction, a generous cut, and soft garment washing, this great-looking, faded blue denim shirt is sure to become one of your favorites. 100% cotton. Liberty Bell Special logo on left chest area. No pocket. Sizes S-3XL (Ladies version XS-3XL, no pocket).
	PREMIUM CAP	This comfy, Port & Company premium cap comes in khaki with a hunter green bill that matches the Liberty Bell Special logo on the front. Pigment-dyed 100% cotton twill. Adjustable – one size fits all. Self-fabric slide closure with brass buckle and grommet. A really nice cap at a great price.
	COLOR CAP	This popular Port & Company cap comes in a variety of fun colors and features the Liberty Bell Special Logo on the front. 100% cotton twill (80/20 poly/cotton for neon colors). One size fits all. Hook-and-loop adjustment mechanism. A cap that really fits the bill.

# Liberty Bell Special MER 2019 CONVENTION APPAREL ORDER FORM (See accompanying color chart and descriptions)

SIZE	↓ PRICE (\$) ↓										NAME											
3XL	36	34	39				39				ADDRESS											
2XL	34	32	37				37				CITY, ST, ZIP											
S-XL	32	30	35				35				PHONE											
XS			30			35			35		EMAIL											
	POLO			BUTTON DOWN				DENIM				SIGNATURE										
	WITH POCKET	NO POCKET	LADIES POLO	SHORT SLEEVE	LONG SLEEVE	LADIES SHORT SLEEVE	LADIES LONG SLEEVE	SHORT SLEEVE	LONG SLEEVE	LADIES SHORT SLEEVE	LADIES LONG SLEEVE	PAYMENT TYPE: _____ CHECK _____ CARD										
												CARD NUMBER:			EXP:	CVV:						
												Card info may be phoned in, but a signature is still needed, so form must also be mailed or faxed. Checks made out to: PHILA DIV NMRA. Mail to: HOWARD KAPLAN, 620 EDMONDS AVE., DREXEL HILL, PA 19026. VOICE: 610-626-4506 FAX: 610-622-3020 (between noon and midnight)										
												COLOR	QTY	PRICE	TOTAL							
1	↓ ENTER SIZE ↓																					
2																						
3																						
4																						
5																						
6																						
		PREMIUM CAP (Two-toned)									Khaki/Hunter Green		\$17.00									
		COLOR CAP											\$15.00									
		PICKUP AT CONVENTION (Payment must be received by 8/31/2019 or other pickup arranged)											FREE									
		SHIPPING (If payment not received by 8/31/2019 or unless arranged as above): \$10.00 →																				
		TOTAL																				

# Rediscovering Hand-Laid Track

by Chris Ruhl

My first recollection of scale model railroading was in 1968 when, at age eight, my father constructed a small N- scale layout. This quickly spawned other projects, including time dabbling in Marklin HO along with standard American HO. My father, who was NMRA life member #881, subscribed to *Model Railroader* magazine so that along with the *NMRA Bulletin* was a great source of inspiration for me. I also had access to a large three-ring binder which contained all of the NMRA standards, recommended practices, and then some, and I spent time exploring all of this written material and started looking to learn new skills. The most useful new skill that I gained at the time, around age 10 or so, was learning to solder and work with fine ruler measurements.

I soon discovered that challenging myself was the only way that I would gain new skills in the hobby. I started tinkering with wood boxcar kits when I was eleven and



Interlocking



Pine subroadbed strips for the yard tracks

The photos at the end of the article are examples of Chris's work. They are not labeled, but should be reasonably self-explanatory. -Ed.

twelve. The books and magazines showing and touting the benefits of hand laying track piqued a strong interest in me when I was about twelve or thirteen. Perhaps the best thing that the local hobby shops did at the time was to discourage me from attempting it because of my young age, for it only increased my desire to attempt it and I made my first attempts in the summer of 1974 when I was getting ready to enter high school. I recall consulting Paul Mallory's *Trackwork Handbook* and John Armstrong's *Track Planning for Realistic Operation* quite a bit as my father had both books in his personal library. I consider both of these volumes to be essential references for good model railroad practice. Sadly, Mallory's book is now out of print and used copies are difficult to find. It was from these early days and a desire to never give up trying that led me to my current layout which is entirely hand laid, and all 32 turnouts are likewise handcrafted.

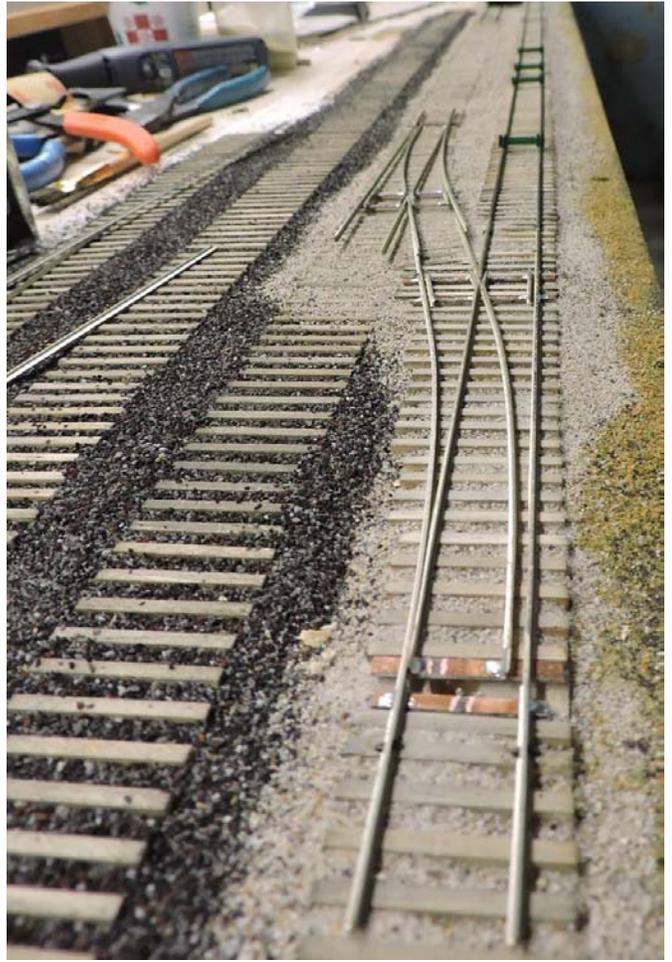
I can say for certain that Mallory is correct when he says that properly installed hand laid track is the best track. My current layout is twelve years old and I enjoy derailment-free, smooth operation

thanks to the techniques that I learned from good sources such as Mallory for track and maintaining good track geometry which I learned from Armstrong's book.

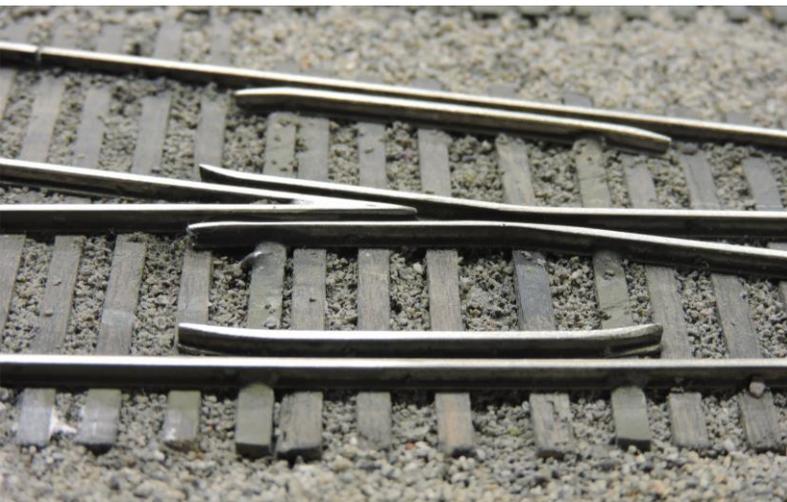
Mallory emphasized the need for good subroadbed and also appropriate roadbed for hand laid track because too soft a material will not hold spikes over time and too dense of a roadbed won't take spikes at all. I found white pine to be best as per Mallory and back then a manufacturer called Tru-Scale made plain roadbed out of ties that came in a variety of radii. Today, I have to utilize strips of pine furring and cut curves out of 1/4" pine sheets or use laminated roadbed made from thin pine strips. Mallory discouraged the use of Homasote, but I found that it could work if sufficiently long spikes are used and more ties are spiked. I used pine and Homasote for roadbed on my 1974 switching layout.

I tried to make turnouts for the 1974 layout and found that making frogs was relatively easy but points were beyond my skills at that time. Wanting to try anything, and considering the 1974 layout to be experimental, what few turnouts I tried to make ended up being stub turnouts. While this was entirely incorrect for the application as I was not modeling the narrow-gauge East Broad Top, it enabled me to run trains. My biggest problem was consistency with throw bars. Using epoxy to affix the rails to various strips of wood and plastic didn't hold up over time. I finally had to abandon the project.

In 1976 and mid-way through high school, I put to use the



*Turnout construction completed—final gauge check*



*Turnout frog ↑ and points ↓*



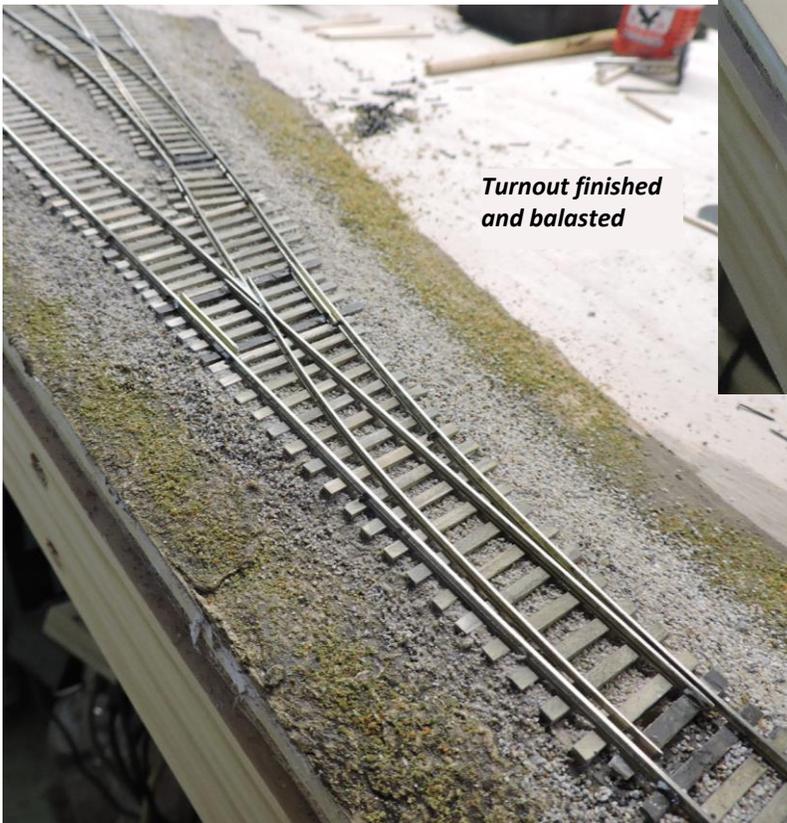
mechanical drawing principles that I learned in eighth grade and, using Armstrong's book as my usual guide, drew out a 7 by 10-foot multilevel layout which I intended to be hand laid, and used Lynn Westcott's L-girder construction for open-grid benchwork. I used Homasote for subroadbed and had discovered the availability of point-and-frog turnout assemblies through the mail from a manufacturer called BK Enterprises. Thus, I used those for my turnouts and hand crafted everything else.

Unfortunately, the layout being in a basement subject to dampness and humidity, I learned that deviating from Mallory's warnings on Homasote caused me gauge problems after several years. I scrapped the layout in 1983 and left the hobby for a while to raise a family.

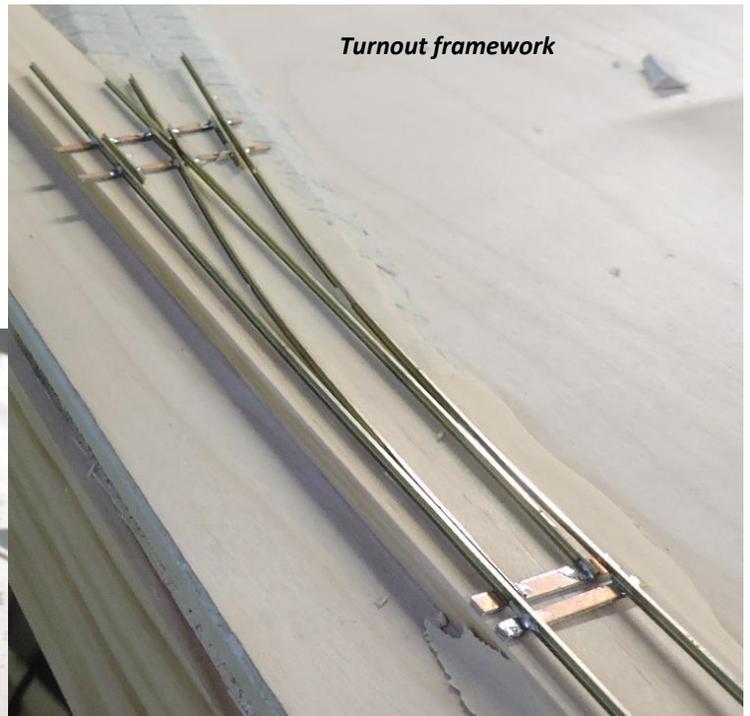
Things settled down in 2003 and I wanted to take another shot at my goal of an all-hand laid layout. This time, though, I had discovered some new methods and materials which ultimately led to my success. This was good because I wanted to model signals and interlockings, as

well, and I saw an immediate need for six crossovers. Prefabricated turnouts are expensive and I simply didn't have the funds to do what I wanted there, and I found that I could make my own turnouts for a good fraction of the cost.

Most magazine articles showing a handmade turnout feature a turnout assembled in place on the layout and often in an application where frog angle isn't very critical. Crossovers require two opposing turnouts to be of the



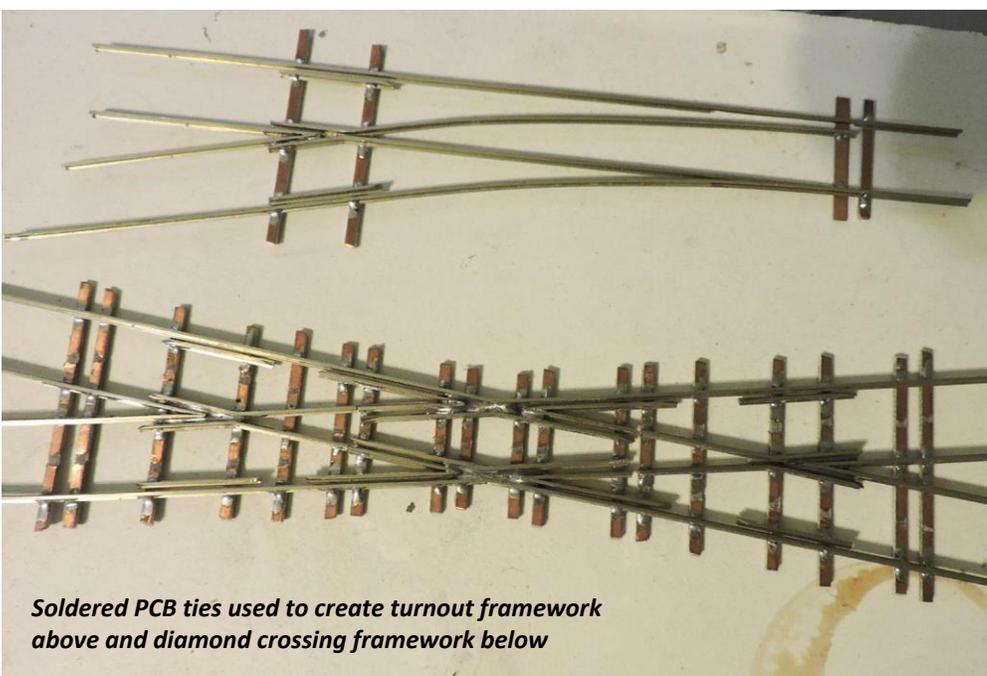
**Turnout finished and balasted**



**Turnout framework**

exact same geometrical dimensions for good operation. Making them in place didn't seem to be a good idea and, thanks to assistance on the Internet, I found a good method for making turnouts on the workbench where I could control the dimensions and angles. The link to the instructions is at this URL: <http://www.railwayeng.com/handlay6/hndly-s3.htm>

I found the turnout making procedure suggested by Railroad Engineering to be fairly early to do once I had a few wrecked attempts in the scrap box, so much so that my teenage son made a few turnouts with me on a Sunday afternoon; some of his first efforts are in place on the current layout. Good soldering skills and a good soldering iron is necessary. Most of the tools are simple items that most modelers should have about: needle nose pliers, a good ruler, 6" flat, fine file, sharp hobby knife, masking tape, and markers. I found that a Dremel with a small cutting disk for fine tuning flangeways after the turnout is installed is helpful. I managed to find Dremel sanding disks which only have an abrasive surface on one side. These came in handy with widening and shaping where a double-sided abrasive disk may accidentally carve out metal in unwanted areas.



**Soldered PCB ties used to create turnout framework above and diamond crossing framework below**

To start, I took a scrap piece of wood about 3" wide and 10" long and drew a long "X" on one side with a pencil to the frog angle that I wanted. It's easy to mark out a frog size

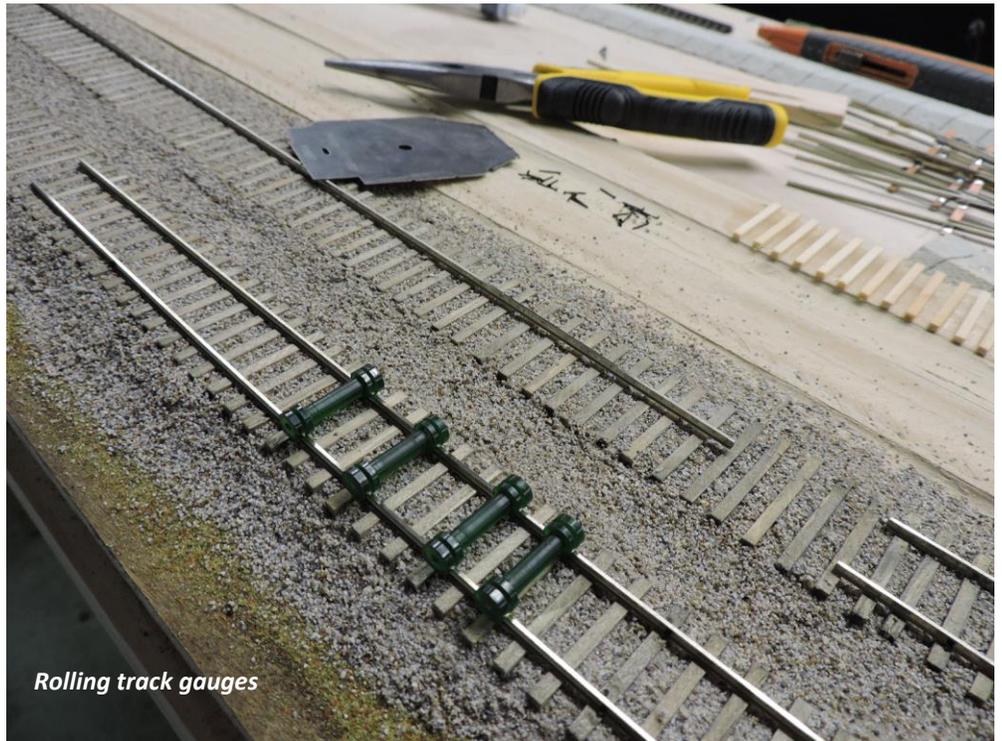
If you want a #6 frog, mark a point with a pencil then measure out six units of length, then go up one unit, and draw the hypotenuse of a triangle back to the original point. This becomes the angle for your frog rail bends. I followed NMRA documentation for all of my turnout dimensions to ensure that my turnouts would be the same size and thus suitable for crossovers. This meant carefully measuring rail lengths and making sure that the distance between the frog and the points was precisely the same across all of the turnouts.

I make the point and frog assembly first. These can be made in quantity and the point rails can be left unbent until such time that one needs to decide on a right or left turnout or even a wye turnout. The Railway Engineering instructions do not specify the method of soldering used to solder the back side of the frog once all is aligned properly. A resistance soldering method is preferred though I was able to use a regular iron of about 40 Watts with wet paper towels handy to help act as heat sinks. Any excess solder in the flangeways can be removed carefully with a Dremel tool.

One item on the material list for my turnouts is printed circuit board ties and I can honestly say that these ties, typically available from Clover House or Fast Tracks, gave me the success of which I had always hoped. The PCB ties are used to keep critical parts of the turnout in gauge forever and they make excellent throw bar material as well. It is these few PCB ties and not the wooden ties that keep the turnout dimensions fixed. Most of my throw bars have never broken save for one or two where I had a cold solder joint and didn't realize it. Most of the hand-laid turnouts in the pictures are twelve years old and still operating with no problems using Tortoise stall motors for point movement. I have also used PCB ties when I have encountered situations where spiking is not practical or possible. One just has to remember to take a Dremel cutting wheel and lightly notch out the copper cladding to prevent a short circuit.

### Moving to DCC

I built much of my layout as DC and later converted to DCC. I do not put much worry into the idea of "DCC friendly" turnouts. I jokingly refer to my turnouts as "DCC hostile" because the DCC

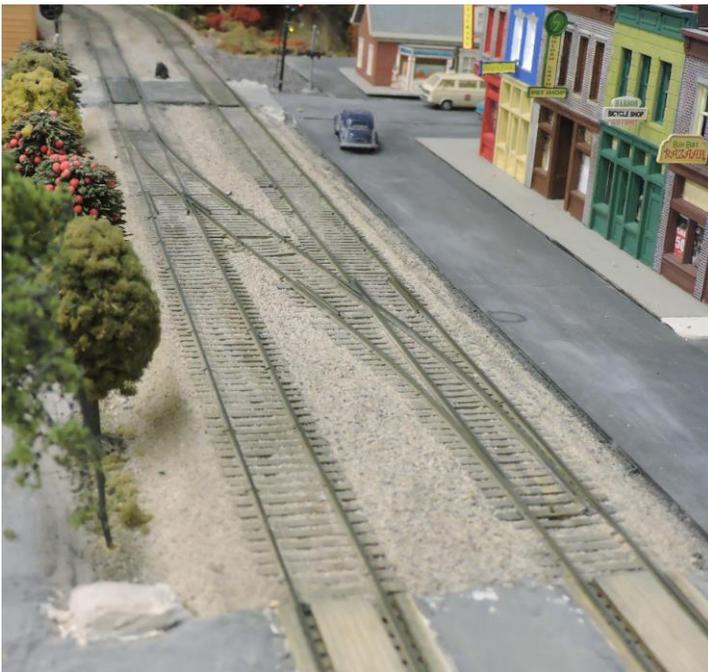




gaps to isolate the frog aren't cut. My points and frogs are solid rail which gives a smooth path for the wheels. Any gap or break in the rail is a potential source of trouble or derailment. I have experienced no issues running DCC for ten years with my "DCC hostile" turnouts. I simply mark the fouling points in a tie with a spot of white or yellow paint. The prototype does this on occasion to mark clearances. I have a solid power breaker for my DCC booster which promptly shuts down the system if I do run against a turnout by accident.

### A Note on Wheel and Rail Relationships

I conclude this article with many thanks to the folks at Railway Engineering who deserve all of the credit for my success. I should also point out that they make fantastic rail gauges in the form of rollers. I find these rollers to be an improvement over the old three-point gauges that I used back in the 1970s. Additionally, I find that I can't discuss good trackwork and derailment-free operation without including the use of wheelsets that match the track engineering and standards. Fifty years of modeling and using all sorts of track and wheelsets has shown me that the best trackwork is for naught if the wheels, and particularly the flanges, do not match well with things like guardrail and frog clearances. I use only RP-25 metal wheelsets and I do this for two reasons: 1) to ensure trouble-free operation and 2) to provide resistance detection for my signal system which operates using Dr. Bruce Chubb's CMRI system. Taking this approach to good wheelsets enhances the troubleshooting process. When I do get derailments it turns out to be a problematic piece of rolling stock the majority of the time. The only time it has been the track was when I encountered derailments on a particular section track where I had forgotten to go back and add the right number of spikes after initially laying it. I usually spike every fifth tie or so and had left out a few.

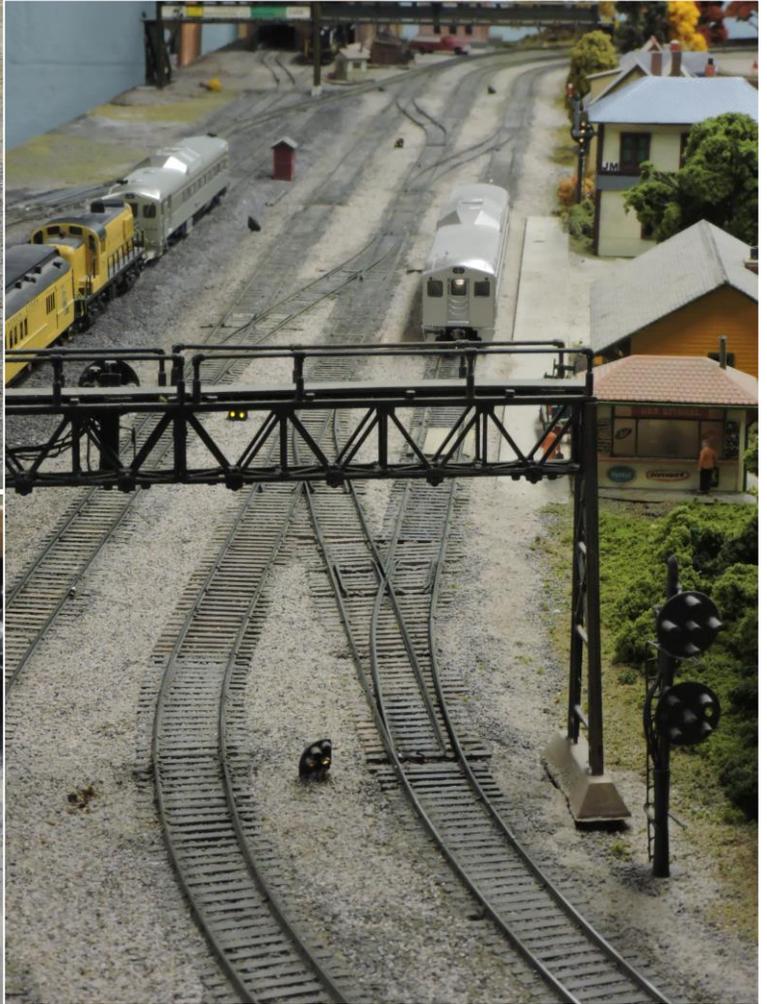


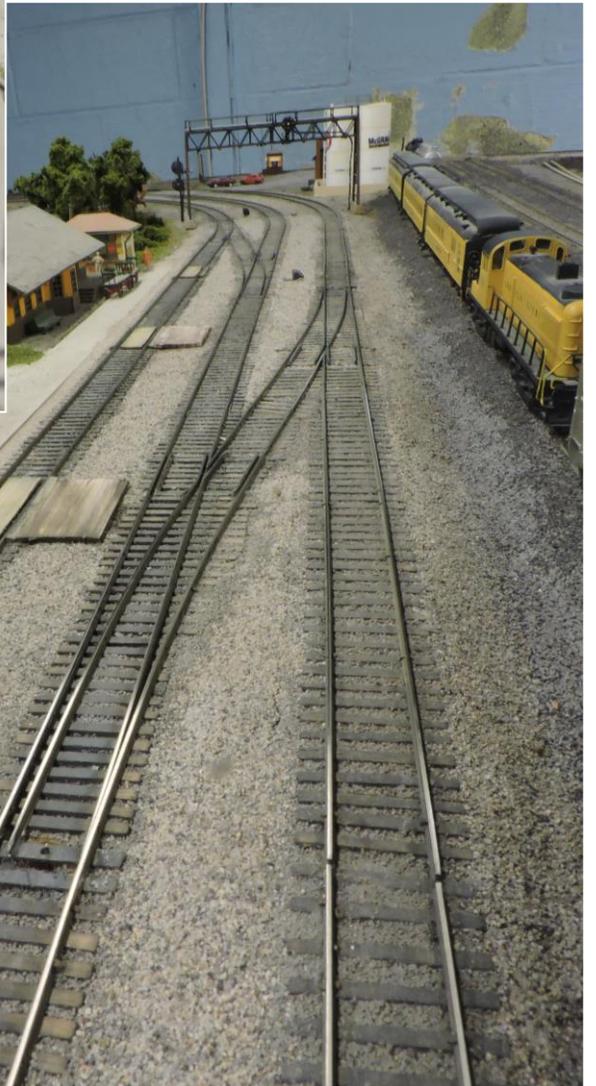
### The Future of Hand Laying Track

I am happy to report that this method of laying track is not dying out. I encouraged a friend of mine to give it a try and he initially thought he couldn't do it. I reasoned that the worst that could happen would be that he just couldn't do it. In short, he hand laid most of his current layout and is very grateful that I encouraged him to attempt it. He's still not ready to try turnouts—he used prefabricated ones—but one day that may change. I didn't realize how relatively easy it is to make a turnout until I went on a mission to make a crossing. There is much more to a crossing than a turnout and it took me two weeks to accomplish it, but it can be done. I had to use a paper template to assist me.

*Sadly, **Chris Ruhl** passed away in July before this article could be published. He was a talented craftsman and avid model railroader, having joined the NMRA as a life member when he was a teenager. It's clear from the photos and text that he was very methodical and logical in his approach to modeling; he likely would have been an excellent clinician. His premature passing is a great loss to the model railroad community.*







## Division Organization

### BOARD OF DIRECTORS (elected)

#### OFFICERS

**Superintendent** – Charles Butsch (2021)  
**Assistant Superintendent** – Rob Hinkle (2021)  
**Clerk** – Mark Wallace (2020)  
**Treasurer** – Howard Kaplan (2021)

#### DIRECTORS AT LARGE

Mike Dettinger – Clinics (2021)  
Bill Fagan – Layouts (2020)  
Chip Stevens – Publicity (2021)

### AUXILIARY 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** – Mike Dettinger\*  
**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  
**Publicity** – Chip Stevens\*

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

10% discount (excludes O & G items)

**Trainpops Attic**  
400 Mill Street  
Bristol, PA 19007  
215-788-2014

[trainpops.com](http://trainpops.com)

10% discount

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

[henningstrains.com](http://henningstrains.com)

10% in addition to already discounted prices

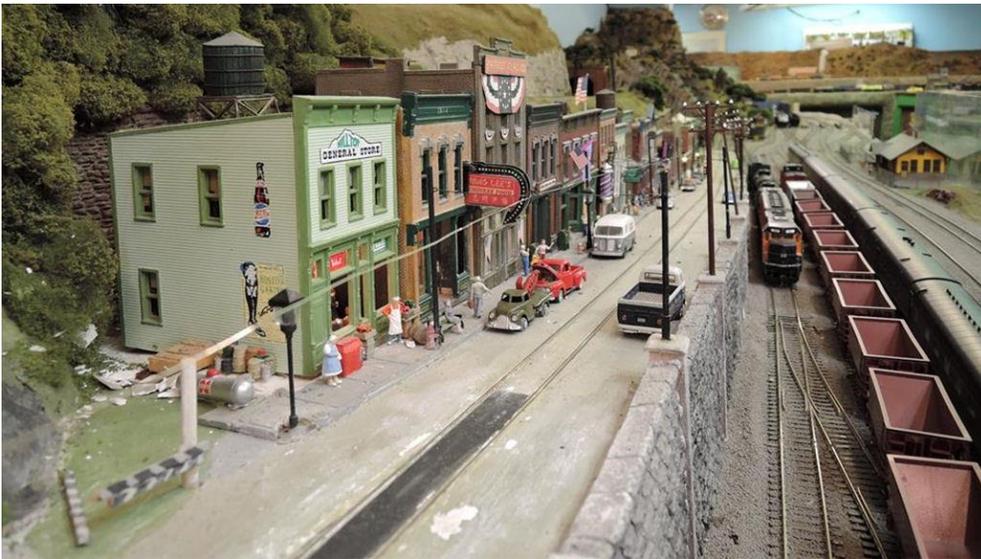


# Bill Fagan: *The Video Vigilante*



*Photos by Howard Kaplan unless otherwise noted*

Below are some videos of layouts that will be open for the “Liberty Bell Special” MER Convention in October. I’ve videoed layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey, and Delaware. 165 layouts with 711 videos and 2024 followers on YouTube with 1,063,472 views.



← **Abington MRRC:** HO-scale model railroad club running numerous railroads; also includes a very realistic trolley line with powered overhead wire and an HOn3 railroad. Located in Richboro, PA.  
<https://youtu.be/tdLwFte3mfk>

### **Chelten Hills MRRC →**

This is a cab view HD video of the Chelten Hills Model RR Club located in the old Reading Company Chelten Hills freight station. It’s HO scale and Digitrax DCC. Over 28 scale miles and 1750 ft. of track. Minimum radius is 42".

<https://youtu.be/e4LVw63B65o>

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 North-bend is switched by crews from Renovo Yard.





BILL ERSKINE

← **Bill Erskine**

30x19 exceptional O-scale 3-rail Lionel layout.

30 engines and over 130 cars.

<https://youtu.be/PlizTN-e5-o>



**Carl Huth's**

**The Reading Lines →**

Set in southeastern PA, HO Scale, time frame is between 1952 and 1976, with all diesel motive power. Most trains are mixed freight, two passenger trains, and a circus train. Our operating nights consist of 24 scheduled trains, with coal extras and locals thrown in as needed.

The system is EasyDCC by CVP Products. All main line switch motors are 28VDC. rotary relays, controlled both from the CTC tower and at local positions. All track is code 100 flex and various brands of switches. There are 13 yards of various sizes. The largest yard is Rutherford, PA with a capacity of 300 cars; Reading and Philadelphia yards are a little smaller.

The track plan is in the shape the letter "X", with Reading at the center. The Reading was a bridge line, passing trains on from the west to east and back. Coal was their major product with mines in the northeast PA area. There are 4 hidden staging areas, West Trenton with 4 tracks, Harrisburg and Shippensburg with 3 tracks each, and 2 tracks at the east end of Philadelphia.

The layout takes up about 1800 sq. ft. with a work shop, storage area, and a restroom. It's about 25 years old now—a large work in progress. <https://youtu.be/a7sWT7tMVQ0>

**Ed Gotwals's →  
Spokane, Seattle & Chama**

This narrow-gauge scenic loop starts at Hawk Mountain Station, meanders around Horseshoe Curve and returns to Hawk Mountain. It contains a switching yard and turntable. It is approximately 80 feet and makes connections with the South Branch. Also, HO **SS&C Transit Company** – This continuous loop connects Hawk Mountain with Buzzard Junction with connections to the main line and North Branch. It consists of approximately 100 feet of code 70 track, both on ties and imbedded in the street. The circus parade is part of the 45th year anniversary celebration that terminates at Beaver Creek for big top entertainment. (no room for the big top nor the 40 plus car train circus train) <https://youtu.be/wNOXkQNleEo>



← **Bill Kachel's Cosmopolitan Division of the Pennsylvania Railroad** from Pittsburgh to NYC and New Haven is an HO scale DCC controlled railroad, incorporating the PRR, New Haven, and Reading railroads. Includes the Hell Gate Bridge, Horseshoe Curve, and the Zoo Interchange in Philadelphia. Over half has catenary. His railroad has been featured in season 9 of the TV show "Tracks Ahead." This layout is truly an amazing feat of model railroading engineering and is open to visitors during the November Model Railroad Open House Event covering PA, DE, MD, and NJ. <https://youtu.be/GVJ7xfkdx6M>

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

Enjoy,

*Bill*

The program began with the Annual Business Meeting. Superintendent Charles Butsch called the meeting to order. First order of business was the Board of Directors election. Clerk Mark Wallace declared the unopposed slate of candidates elected by acclamation. This was followed by individual reports as below:



Charles Butsch delivers the Superintendent's report, discussing the events of the past year



Clerk Mark Wallace presents his report regarding Division records and membership matters



Treasurer Howard Kaplan delivers his reports on money, the newsletter, the website, and Division apparel



Layout Chair Bill Fagan discusses the progress of the layouts being featured for the Liberty Bell Special Convention



Clinic Chair John Seibert emphasizes the continuing need for Division meet clinicians and recounts the clinic progress of the Liberty Bell Special Convention



Break time





*Joe Walters in a familiar stance—giving yet another clinic*



*Why is everyone laughing? Yours truly forgot to bring Alden Smith's layout certificate. So he's being a wiseguy, holding Bill Kachel's instead with his hand over it. Bill couldn't make the meet, but his absence actually "saved the day." Layout Tour Hosts: (L to R) George Phillips (for St. Albans Club), Joe Walters, Layout Chair Bill Fagan, Alden Smith, and the Super.*



*Front table activity: (L to R) Bill Fagan, Alan Silverblatt, Howard Kaplan*



*(L to R) seated: Bill Fagan, Mark Wallace; standing: Mike Dettinger, Kevin Feeney*

*One of the vendor tables*





*Our turnouts (pun intended) have been excellent. We very much appreciate members and guests coming out to the meets and hope they have all been enjoying themselves*



*Attendees are treated to a well-deserved nap during Howard Kaplan's report*

## Show & Tell



*Joe Walters's scratchbuilt models: Joe first discusses his gondola with load (above). Next he recaps the Sperry Rail Car which was the topic of his clinic (left). Both models are shown below.*



## Show & Tell

*New Clinics Chair Mike Dettinger seldom fails to satisfy our thirst for some interesting oddities...*



*The camera train is set 5595 from Tomix:*

*<https://www.tomytec.co.jp/tomix/products/n/5595.html>*

*It is a 225 Series Japanese Passenger Set that uses the Tomix proprietary TCS system - not DCC.*

*The motor is in the #2 unit and it pushes and pulls the #1 and #3 units. The motor is configured to not move until the TCS throttle is moved past the fourth notch. This allows track power to reach the camera, the access point, and facilitate the streaming of live video to the app on a smartphone.*

*The #1 unit is where the magic happens. The camera is mounted behind the front windshield and the rest of the communications electronics are in the body of this car. The camera produces reasonable quality video that can be saved on your smartphone through the Tomix app.*

*This is a great proof of concept, however it still needs some additional tweaks and features before it is ready for the American market.*



# Show & Tell



*Every division has its out-of-town “regulars” and one of ours is Dennis Blank from the Susquehanna Division. Dennis never fails to bring some interesting projects he’s been working on. This time it’s a bevy of N-scale locos and rolling stock.*





*(Below) Scratchbuilt Maintenance of Way car that I term as a fire-fighting water tank car. I saw a somewhat similar car at the O-Scale national convention that was derived from an On30 kit built up onto a Lionel caboose base, and thought to try my hand at making my version of the same, working from the one photograph that I had in hand.*

*The car is close to being made board by board; the tank is made by overlaying individual boards on a bit of electrical conduit. The tank bands were made of brass stock, soldered up, and press fitted into place.*

*The “dome” or fill port is brass tubing and bits soldered up. The hose on the spool is some solder coiled up and painted.*

*The nozzle was fabricated from a couple of pieces of brass tubing soldered up to make the taper and to fit onto the “hose.” Lots of NBW (nut-bolt-washer) castings, full underside detail, other details like a pair of salvaged carbide lamps at the one end.*

## Show & Tell

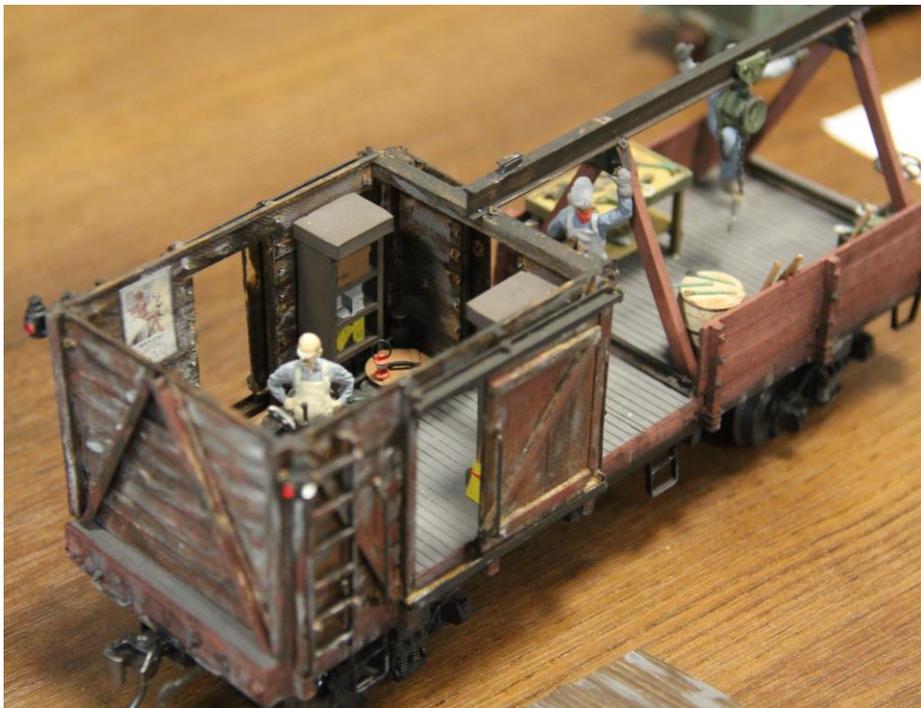
*Martin Brechbiel is the current Superintendent of the Potomac Division, the Secretary of the MER, and former MER Contest Chair. He described each of the three models he brought to the meet.*



*(Below) This is another scratchbuilt car, albeit not with by individual boards (well, maybe some...), Maintenance of Way car that I describe as a “riding car” that would be used to transport the work crew to the work site and back. Again, no real prototype, but inspired by some photos or other cars as well as the PRR XL Maintenance of Way cars.*

*All of the windows are modified Grandt Line castings that were cut down in height and then rebuilt with new styrene parts. End doors were built up around Grandt Line castings. Again, there’s full underside detail with the usual truss rod system that under actual tension.*





*This is a totally scratchbuilt, board-by-board Maintenance of Way car that I describe as a "hoist-and-shop" car. No real prototype but a representation of a shop-built car to meet a need.*

*The car started off as a Crow River Hoist kit from which all that remains is the I-beam and hoist casting. The majority of the wood is red cedar lumber from Kappler. The three doors are positionable and the roof is removable to reveal a fully detailed interior workbench with tools and other supplies that are racked up on the walls and in shelving units.*

*There's full underside detail, and that hoist casting is also free to move along the I-beam. Larry is inside pondering a problem at the vise while his brother Darryl and his other brother Darryl are outside.*





## What's up with the ends?



A end, B end, F end, R end... what does it all mean? In this issue we will discuss A and B ends which pertain to rolling stock. At a later date we will discuss F and R ends which pertain to motive power. In the world of railroading, there can only be one language when discussing mechanical issues.

To understand this language, one must know where to start, and that location is the B-end of the car. Which is the B end? That's easy. That's where the hand brake is located as shown in photo 1. Think "B" for brake. Consider the B end to be the front of the car. The A end is depicted in photo 2. Think of the A end as the back end of the car.

Why is that so important? If I shop this car for defect a-b-c and you think I shopped this car for x-y-z, there will be a problem. Something bad is going to happen when we don't speak the same language.



Now let's talk about the sides of the car.

In photo 3 we see that looking at the B end of the car, the left side is considered the B-L side—and that never changes. Photo 4 shows us the A-end of the car. Notice that the L side has not changed because the B end is the starting point to track and identify the axles and wheels themselves as depicted in photo 5.



In photo 6, we see how the wheels are numbered from the B end on the left side of the car. Photo 7 shows the right side of the car with the wheel locations. Note that they start from the B-end of the car. Just remember, the L & R sides never change, and identification always starts from the B end.

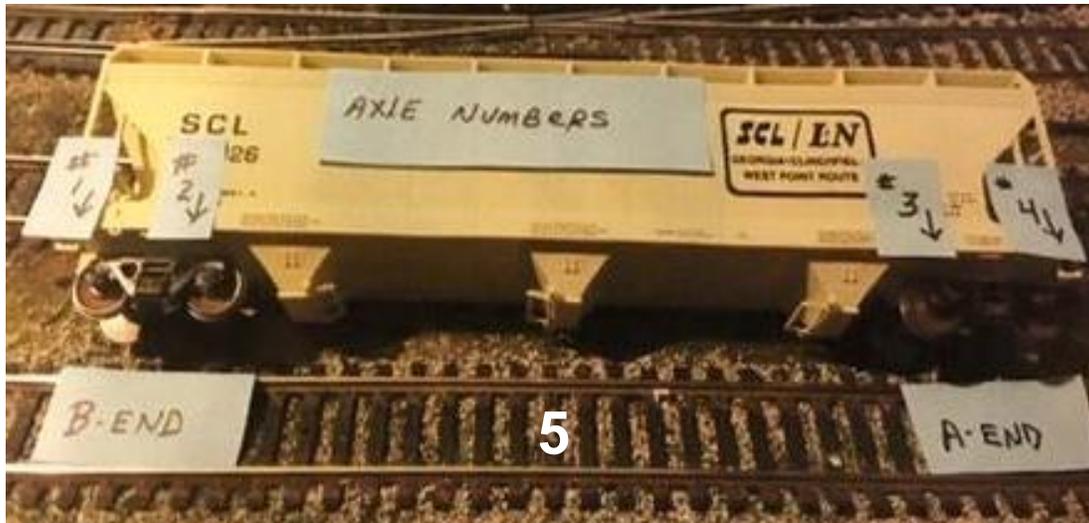
I hope this helps to understand how the mechanical

department views the equipment for inspection and repair.

The next time you handle a friend's boxcar and the ladder falls off on the A-L side, you can inform him of the proper location.

Well, time to go; the cup is low. Till next time.

*Joe*





*Alden's layout is one of the finest in the Division. He recently added a new peninsula called "Thurmont," a clinic on which he presented at a recent Division meet, and which will be repeated at the upcoming Liberty Bell Special Convention in October.*

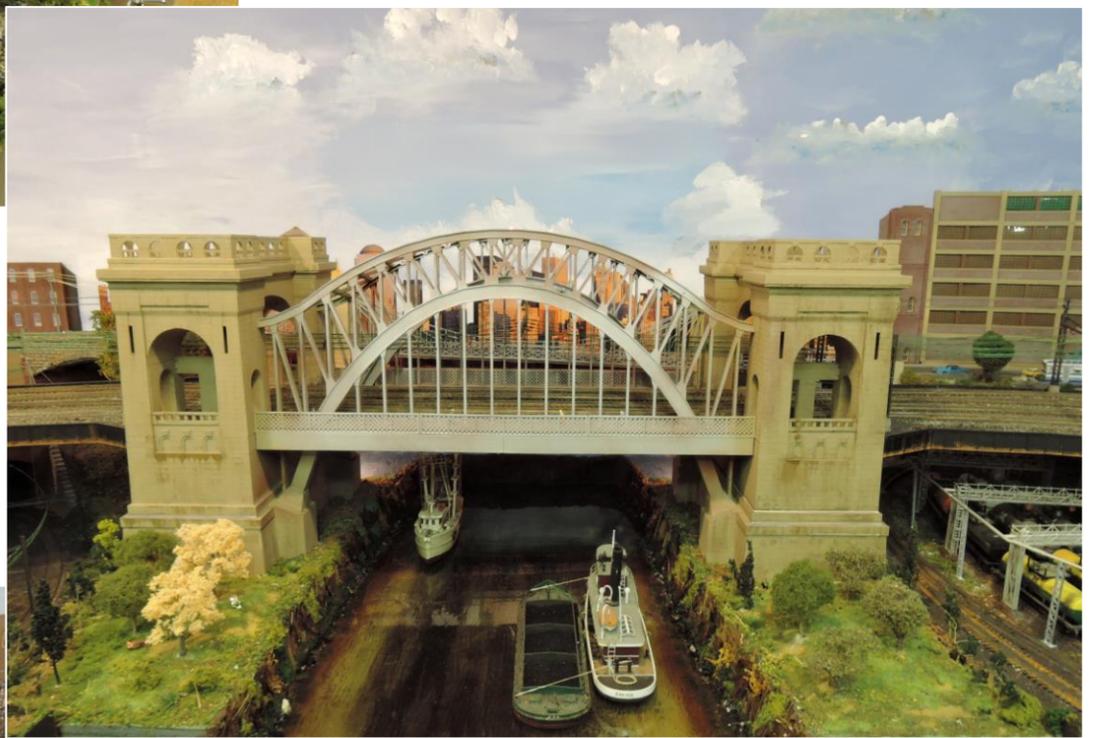
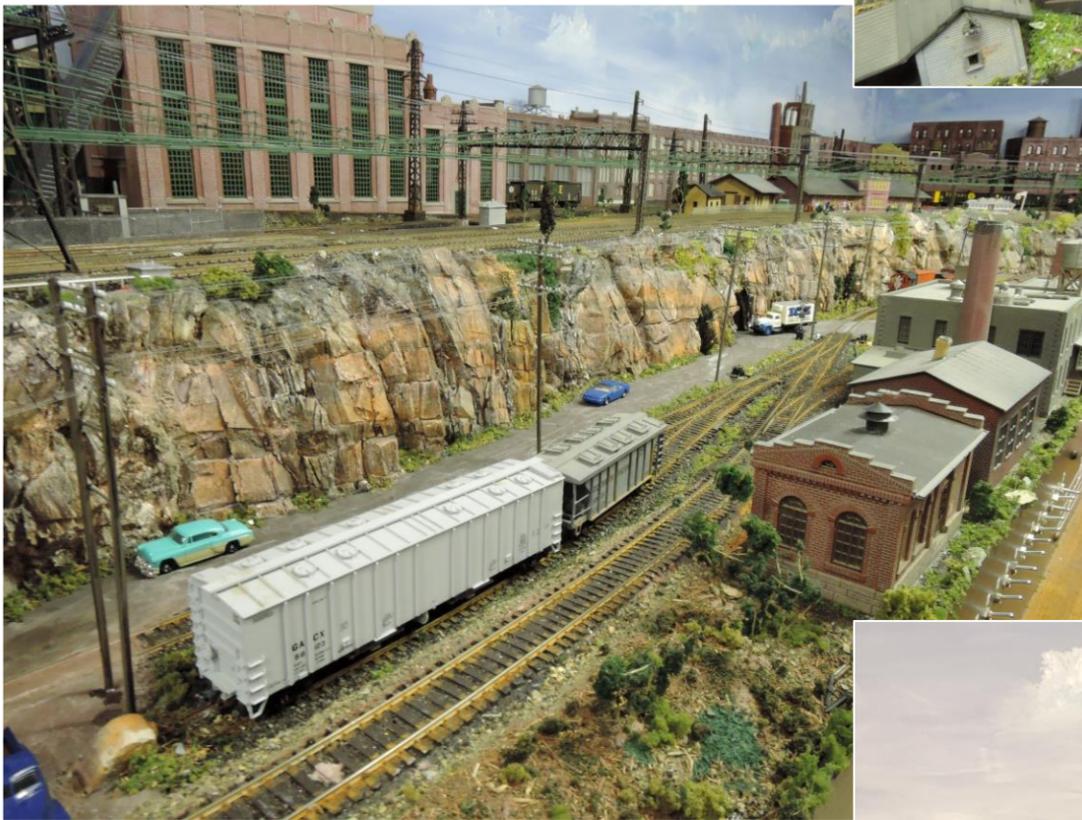


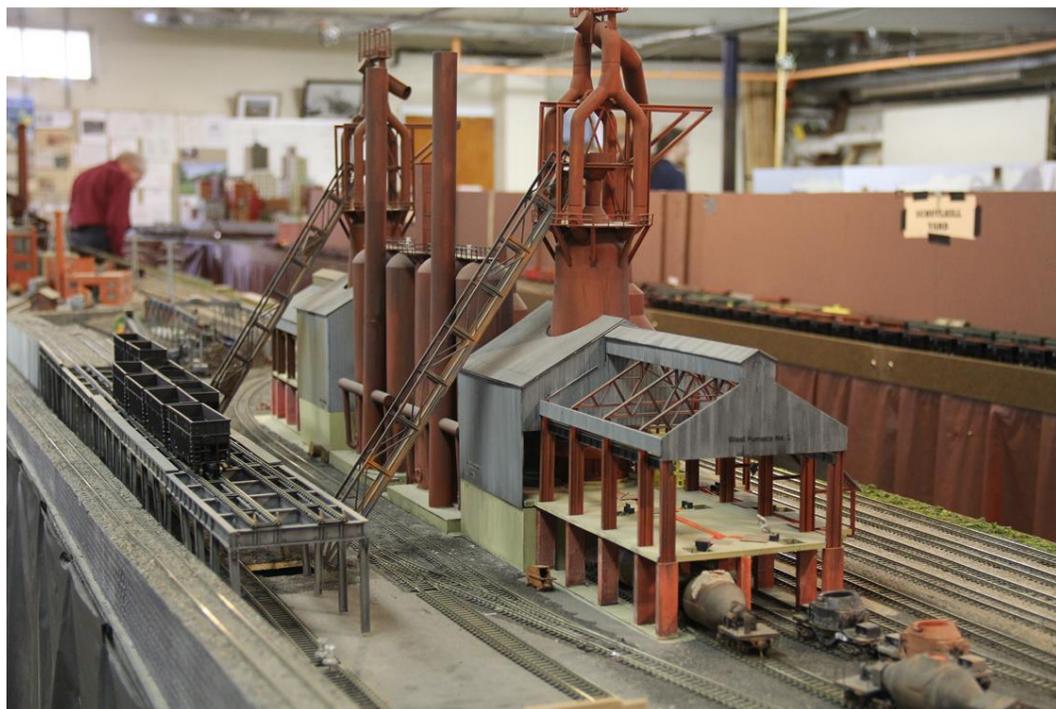


*Joe's layout features lots of interesting railroad action as well as structures built from rubber-mold castings. His layout has been featured many times in The Dispatcher, but this time is special as we congratulate him on achieving his Master Model Railroader, which he is set to receive at the Liberty Bell Special Convention in October.*



*A layout of mind-boggling magnitude, with incredible scenery, structures, and details, such as scratchbuilt catenary, this layout never ceases to grow and amaze.*

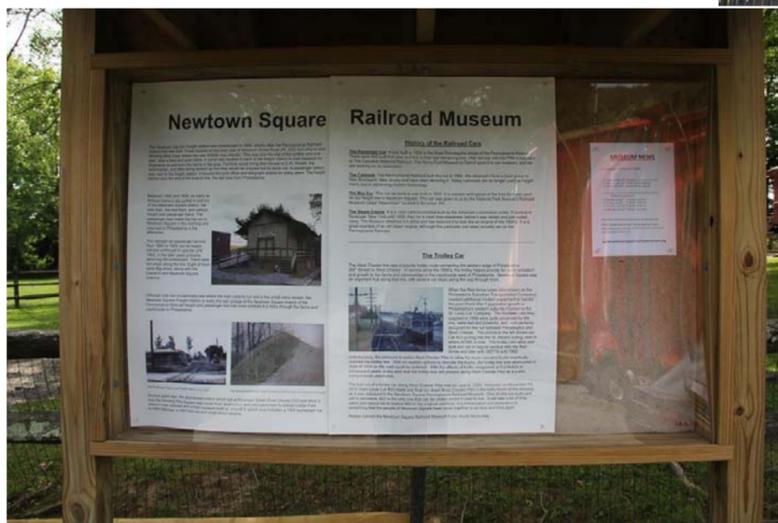


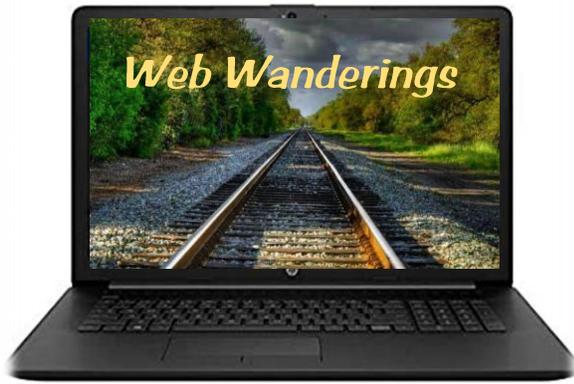


*St. Alban's, now a permanent model railroad located in the basement of St. Alban's Church in Newtown Square, had its beginnings as the module team of the Philadelphia Division. The club recently enjoyed an expansion, thanks to the generosity of Division member Mike Rabbitt, who donated many of his steel mill buildings.*



*Housed in the original Newtown Square freight station (albeit moved to a location in a nearby park) of the Newtown Square Branch of the Pennsylvania Railroad, this museum contains photos, documents, and relics of that branch. Also situated on the grounds are original freight and passenger cars, and trolleys in various stages of restoration, as well as a small steam locomotive. The museum is operated by the Newtown Square Historical Society. Thanks to its members and to Mayor, Division member, and former Super John Nawn for opening the museum to the meet attendees for the entire day.*





with  
**Chip  
Stevens**



**B**ack in the golden age of model railroading, it was fun to stop by the local hobby shop and see what was new and shoot the breeze with the very knowledgeable owner and any customers who happened to be there when you arrived. You could learn a lot from both sources if you so chose.

But then the Internet came along and overpowered the local shops. Just think Lin's Junction if you need an example, and I'm sure you can name more. Rather than bemoan this turn of events, let's look at how you can use the Internet to replace some of that missing dialog.

This issue, there are two areas I want to touch on, podcasts and YouTube. Susquehanna Division is home to Brett and Todd Wiley who host a podcast called "[HO Scale Customs](#)." The podcast features a dialog between father and son about their ongoing projects and includes interviews with manufacturers and "names" in the hobby. Their recent interview with Jason Jenson caused me to look for his work online which has proven to be a real boost to my modeling efforts. I'll come back to Jason shortly.

My current podcast favorite is hosted by a former contributor to Model Railroader Magazine, Lionel Strang. Lionel has been publishing "[a Modelers Life](#)" for five years now and it shows in the quality of his podcasts. Most of his shows feature interaction with a group of model railroad hobbyists from around the

US and Canada. You never heard this variety of ideas from your local hobby shop. A Modelers Life comes in two flavors, the basic Modelers Life, and a pay version through Patreon which is worth the \$5.00 or \$10.00 a month you pay to support the podcast. Both versions are enhanced through Facebook groups that are worth visits. They also provide a good segue into the Internet.

One of the oft repeated points Lionel Strang makes with his podcasts is how the Internet is making this hobby "explode." You need look no further than YouTube as an example. I previously mentioned Jason Jensen. I found his "how-to" videos after I heard his podcast interview with the Wileys. Jason is an artist by training and the artistic hints and perspective he brings to his videos has been a real eye opener for my modeling efforts. For example, with a structure kit, you can use the roofing material provided in the kit or you can upgrade your end result by using construction paper, spray paint, and fine-tip markers. For some of you, that may be old news, but if you want to learn more, look for his YouTube videos on roofing.

If you have a favorite podcast or YouTube subscription you want to share with the Division, send me the information at [ReadingChip@yahoo.com](mailto:ReadingChip@yahoo.com) and I'll include it in the next issue of *The Dispatcher*. 📣



**New Jersey Division 50<sup>th</sup> 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 50<sup>th</sup> 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\_\_\_\_\_

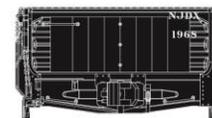
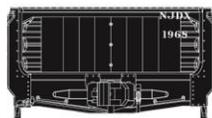
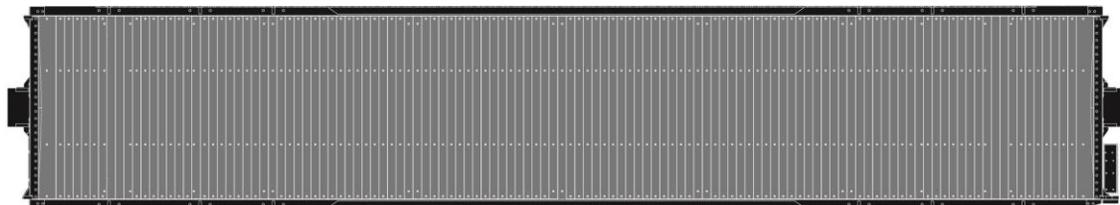
Telephone\_\_\_\_\_ Email\_\_\_\_\_

See Tangent website for more info [support@tangentscalemodels.com](mailto:support@tangentscalemodels.com)

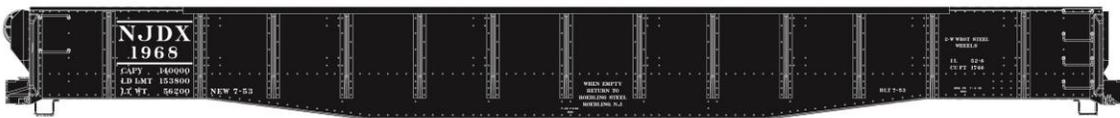
Return this form to NJ Division, P. O. Box 8694, Trenton, NJ 08650



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



**TANGENT**  
SCALE MODELS





[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 2020 St. Louis

2020

<http://www.gateway2020.org>

### NMRA 2021 Santa Clara

2021



### NMRA 2022 Birmingham UK

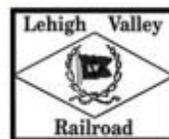
2022

<http://www.nmra2022uk.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](http://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](mailto: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](http://www.portauthority.com)

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

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

**Gildan** - [www.gildan.com](http://www.gildan.com)

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

## Philadelphia Division Apparel Order Form

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

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

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

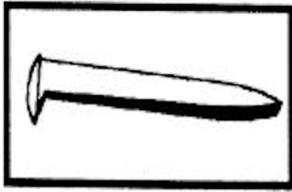
**SWEATSHIRT:** Gildan "Heavy Blend" 50/50 cotton/polyester, available in crown-neck pullover, pullover hoodie, and zip-up hoodie (G180, G185, G186)

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

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

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

1	2	3	4	5	↓ Enter Size ↓	Polo			Button-Down		Sweatshirt		First name as you'd like it to appear (if desired - add \$5 each shirt)	Qty	Price	Total	
						No pocket	Pocket	Long Sleeve	Long Sleeve + pocket	Short Sleeve	Long Sleeve	Pullover					Pullover Hoodie
(All shirts come with sewn-on patch) <b>Additional Patches @ \$5 each</b>																	
<b>SHIPPING: Shirts @ \$5 + \$2 each additional shirt Patches @ \$2 any quantity (ships free with shirt order)</b>																	
<b>PICKUP: Future meet or by special arrangement</b> <span style="float: right;">Free</span>																	
<b>Make check payable to:</b> PHILA DIV NMRA						<b>We accept PayPal</b> —email for invoice: phillynmra@gmail.com						<b>TOTAL</b>					



# ACHIEVEMENT PROGRAM GOLDEN SPIKE AWARD APPLICATION FORM

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

Member's Name: \_\_\_\_\_ NMRA#: \_\_\_\_\_ EXP: \_\_\_\_\_

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

State/Prov: \_\_\_\_\_ Country: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Date Submitted: \_\_\_\_\_ Region: \_\_\_\_\_

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

## QUALIFICATIONS CHECKLIST:

### 1. Rolling Stock (Motive Power & Cars):

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

### 2. Model Railroad Setting (Structures & Scenery)

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

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

### 3. Engineering (Civil & Electrical)

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

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

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

Witness: \_\_\_\_\_ Print Name: \_\_\_\_\_ NMRA #: \_\_\_\_\_

Regional AP Chair: \_\_\_\_\_ Region: \_\_\_\_\_