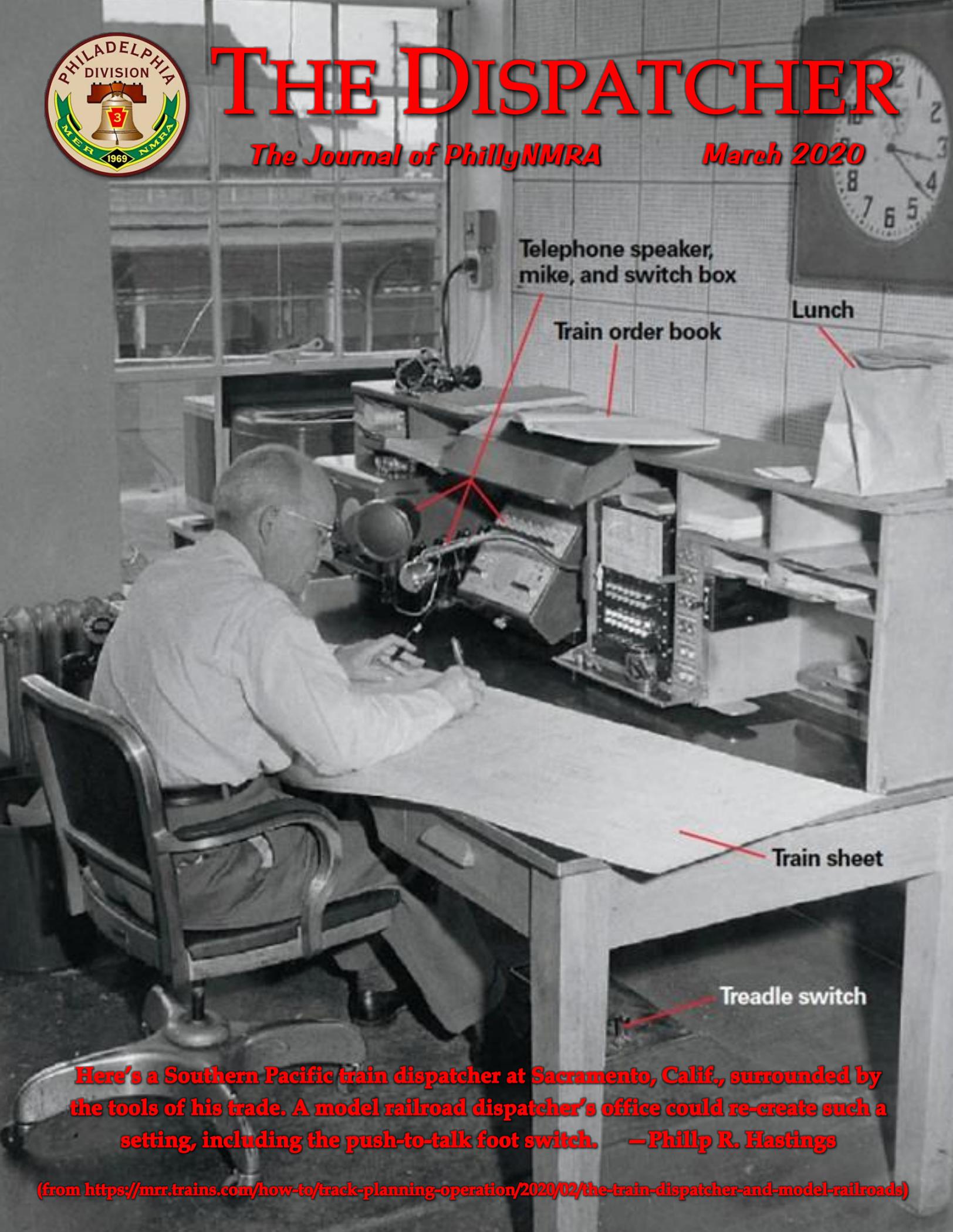




THE DISPATCHER

The Journal of PhillyNMRA

March 2020



Telephone speaker,
mike, and switch box

Train order book

Lunch

Train sheet

Treadle switch

Here's a Southern Pacific train dispatcher at Sacramento, Calif., surrounded by the tools of his trade. A model railroad dispatcher's office could re-create such a setting, including the push-to-talk foot switch. —Phillp R. Hastings

(from <https://mrr.trains.com/how-to/track-planning-operation/2020/02/the-train-dispatcher-and-model-railroads>)



THE DISPATCHER

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

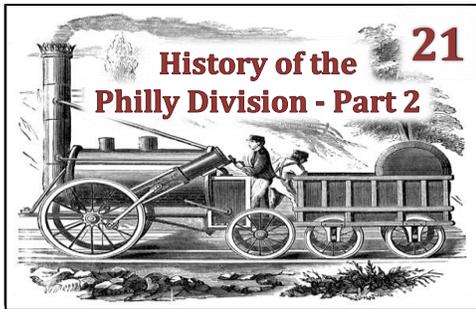


March 2020

PhillyNMRA.org

Volume 27, No. 1

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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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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 MMR, Chip Stevens,
Kevin Feeney

Contributing Authors

Dick Foley

Photography: Howard Kaplan

Proofreader: Gail Kaplan



From the Super...

The Philadelphia Division affords a variety of amenities to its members. One of the most successful is the Cab View Video recording of members' layouts by Division Director Bill Fagan.

It started a few years ago when he did a video recording of his own N-scale layout. He wanted to see what it looked like from an engineer's point of view. After he shared the video with some modelers in his round robin, they liked it and asked him to do their layouts. And so the "Video Vigilante" was born.

Bill has expanded beyond that group to other layouts in our area. During the November Open House layout tours in 2014, he recorded layouts in the Harrisburg and Reading areas. In 2015 he went to the South Jersey area. When he goes on vacation he looks for layouts to record. He has since videoed layouts in California, Maryland, Idaho, and Florida.

Presently he has more than 690 videos on YouTube with more 1731 subscribers and 890,000 views. He shares these videos on the PhillyNMRA website, as well. These video recordings have become a major part of Bill's model railroading life.

Bill gets these videos by invitation

by the layout owner. He uses a video mini-camera mounted on a flat car that is pushed around a layout by your locomotive. This camera gives a unique cab-like view of a layout. As the camera travels over the tracks from one town or village to various industries, across bridges, and through tunnels, it shows us areas we haven't really noticed before. Sometimes you'll find that missing piece of rolling stock or that tool you thought you lost—or discover the cobwebs that you didn't know was there in that tunnel. In any event, the camera is a learning experience for not only the layout owner, but also those who check out the video.

The videos provide inspiration to other modelers—that bridge or structure you want to build can be done. A technique of scenery or signaling might be something that you would like to add to your layout. Your layout need not be finished (not that any of our layouts ever are) or running. He also does flyovers for those layouts. So there isn't an excuse not to have your layout recorded.

Hope to see your layout in a video soon if we haven't yet seen it, and while April's meet has been cancelled, let's hope we can get together for June. Stay safe and healthy.

Charles



From the Editor...

Welcome to our early spring edition of *The Dispatcher*. In this issue we present part two of the history of the Philadelphia Division. Rather than picking up where part one left off, this is more of a comprehensive look back, filling in the gaps and details, complete with a time line. Our division turned fifty this past year, so it is only fitting that we begin and end the year looking at the Division's past.

On a sad note, we lost two long-

time and active members within the last 6 months—Dick Foley in September of last year, and AP Coordinator Dave Messer, MMR, just last month. While Dave's layout has been the featured model railroad on the Division website's home page for the last year, we haven't covered Dick's modeling efforts. Given that, this issue features a "last look" article showcasing Dick's Reading Company City Branch.

Enjoy the issue and hope to see everyone in June.

Howard

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

Mike Dettinger
610-280-7528
detting@comcast.net

Publicity

Chip Stevens
774-823-2681
ReadingChip@yahoo.com

Achievement Program

Coordinator

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

April Meet Cancelled

On Saturday April 4, 2020 we had intended to return to the Philadelphia First Church of the Brethren in Wyndmoor, PA. Unfortunately that meet had to be cancelled due to COVID-19 concerns. It was also to be the luncheon celebration of the Division's 50th anniversary; that will be postponed to a future date, possibly the September meet.

Should conditions improve, we will likely hold the June 6th meet at the West Whiteland Township Building in Exton, PA. This will include our Annual Business Meeting along with Board of Director elections. Three available positions are up for grabs, and members who wish to run still have until April 10th to submit a bio and photo. We anticipate mailing ballots at the end of April or beginning off May.

On a lighter note, why not take the opportunity of all this down time to work on your own layout? Do some modeling--perhaps something for a future Show & Tell. Or write an article or prepare a clinic. Or work on getting that AP certificate. The circumstances are certainly unfortunate, but think of making lemonade out of lemons.

Stay safe and healthy.



Call for Nominations

Every spring, the Philadelphia Division holds its annual election for Board of Directors. There are seven total Board positions, three (3) of which are open for election or re-election this year. The term is for two (2) years. The Board then elects officers from among the Directors. This is your chance to take an active role in the operation and direction of the Division. Board members are expected to attend Board meetings (every two months on a weekend afternoon) and all meets--or at least aim to. Candidates must be Philadelphia Division members (residing in within the Division boundaries) in good standing. Those wishing to run still have until April 10th to submit a bio and photo. We anticipate mailing ballots at the end of April or beginning off May.



If interested, please contact a member of the nominating committee: Charles Butsch, Rob Hinkle, Howard

Kaplan, and Chip Stevens. If elected office is too big a step, consider volunteering to chair or work on a committee. Any participation counts as credit toward your AP Volunteer.



In Memoriam

We are saddened to announce the passing of two of our most active and long-time members:

Richard L. Foley passed away in September of 2019. Dick had joined the Division in 1992 and immediately began volunteering to help the newly re-



organized group with publicity. He continued to contribute with the planning and operation of two MER conventions, Brandywine Junction in 1997 and Keystone Junction in 2001. In addition, for a time he served as co-editor of the MER's publication,

The Local. He went on to lead the Division as Superintendent beginning in 2006 during which he served as prototype tour coordinator for the 2006 national convention in Philadelphia, Independence Junction. He was also instrumental in the formation and operation of the Rail Prototype Modelers--Valley Forge.

Dick had made considerable progress on a layout depicting the Reading's City Branch and had presented clinics on it as well as other topics related to the Reading. He held membership in the Reading Company Technical and Historical Society and actively promoted the Reading Modelers Meet.

When not involved in railroad activities enjoyment, Dick enjoyed mountain biking on rail trails. He was excited and looking forward to the Liberty Bell Special convention, but sadly never made it. A gentleman, and friend to many, his loss will be felt by the Division and the model railroad community.

An article on Dick's layout can be found on page 8 in this issue.

David Messer, MMR passed away in February of 2020. A life member of the NMRA, Dave had served as the Division's Achievement Program Coordinator since moving to the area from Hartford, Connecticut in 1992--that's 28 years, probably a record for that position, if not for any NMRA position. The Division had just experienced a rebirth of sorts, and as our only active Master Model Railroader, Dave was a



welcome addition to the crew. Over the years he would focus on specific AP topics at each meet as he served as a kind of "father figure" for members, providing encouragement and guiding them toward honing their modeling skills. He provided that backbone of support that led to countless modelers achieving AP certificates and their MMRs. Later in the mid-2000s he was elected to the Division's Board of Directors and served with distinction for many years.



Dave also authored or co-authored several books on the Pennsylvania Railroad. His own beautifully crafted layout depicted a fictional branch of the PRR and has been the featured layout on the home page of the Division's website for quite a while. In his non-rail time, Dave loved flower gardening and classical music.

Dave was a long-time fixture in model railroading, well known by his peers, and a person who touched many lives. He will undoubtedly be missed.

Photos of Dave's layout can be seen as the featured layout on the home page of the Division website at phillynmra.org. An article on his layout will be forthcoming in a future issue.

Another write-up on Dave can be found here: http://blog.thevalleylocal.net/2020/03/dave-messer.html?m=0&fbclid=IwAR3nwm9PbqG5cZ6f1RydI7aKMP_PJT_sZ9bG1Yr3tshFZF2itsugSVCCIudw



AP Report

by Earl Paine, AP Coordinator

Sad News

It is with a heavy heart that I must report the passing of our long-time AP Coordinator Dave Messer, MMR. I have been working alongside Dave since 2012 as the Division AP Chair, and have been judging and awarding AP certificates (under his guidance) since then. During those 8 years, Dave has taught me everything I know about judging and the AP Program. I consider him my mentor.

Dave recently contacted the Region and me with his resignation as AP Coordinator due to some health concerns. He recommended to the Region that I take over his position.

Expecting him to recover, and hopefully reconsider, I reached out to him to see how he was doing. I was shaken to hear from his wife that he had taken a sudden turn for the worse and succumbed to complications.

At his wife's request, I started a series of communica-

tions to the model railroading community to get the sad news out to all. Many replies lauding his lifelong efforts are pouring in as I write this. I attended his memorial service where his lifetime of contributions to the model railroading community (among many others) were on display. It was amazing to see. I will report more on his NMRA and AP contributions at a later date.

Needless to say, I am honored that Dave recommended me for the AP Coordinator position and am happy to step into that role. I am 5 certificates into my own MMR (again thanks to Dave) and will be reaching out to our other Philly area MMRs for help with the program in the next few months. We have lost a good one.

Amidst the sad news, Dave was (before he passed) and I am pleased to announce that Editor Howard Kaplan has been awarded his AP Author Certificate which will be presented at the next Division meet.



New Craft Store

by Adam Eyring

With the demise of hobby stores and craft stores like A.C. Moore, ordering items for model railroad construction has become more of a reality, but often it'll be better to see a display and check out pieces before buying.

Imagine having to order scale lumber in several different sizes just to see which one will work best for your project, then having the unneeded parts taking up space in your workshop. In addition to many hobby stores, Michaels carries Woodland Scenics supplies in case you were not aware of that.

There is a rather new gem of a craft store in Chestnut Hill called Artist & Craftsman Supply, 7926 Germantown Avenue, Philadelphia, PA 19118. As shown in the picture, they have a great selection of wood and metal suitable for modeling. The rest of the store is geared towards painting, drawing, drafting, knitting, bookmaking, etc., so taking a walk

around may yield other useful tools for your modeling. So, if it's impractical to reach a hobby store, you might find alternative stores like Artist & Craftsman Supply to be just in the right spot for your needs.



Photos by Howard Kaplan



There's a saying that holding an event once makes it an experiment, twice and the it's a precedent. But three times makes it a tradition. Our last three January meets held with the NJ Division at the Grace Episcopal Church's auditorium in Merchantville, NJ is becoming a tradition complete with coffee, donuts, swap tables, a model contest, and more.

Starting off the second Saturday of 2020, at a little past nine o'clock with a few announcements by Superintendents of both Divisions, Jersey's **Fred Willis** presented his clinic, **"Scratch Building Structures from Photographs."** Fred presented his methods for using photographs to construct or at least make proportional those walls, roofs, windows, doors, and materials on a building that is not a kit. Using photographs in conjunction with a computer to size and proportion has been solid modeling technique. Both Philly Super Charles Butsch and I should know. We've been in the construction planning business for years where several of the techniques Fred demonstrated are utilized for model building information where the results can be very accurate. Fred gave some pointers on what is needed for presenting in a contest as well as how to make your model building efforts worthy of a prototypical model. Fred has been modeling the Crystal River Railroad set in Colorado, which was the subject his clinic given at last year's January meet.

There was an the intermission, followed by more announcements and recognition to our colleagues in the Jersey Division. Then, yours truly, **Mark Wallace**, presented the morning's next clinic, the second in his series on **The Functional Approach to Model Railroad Dispatching** titled, **"5 +1 Easy Rules to Model."** This was part two of an ongoing series I've been working on as I earn the Chief Dispatcher's Certificate by doing more than just going thru the motions or form of what a railroad dispatcher does. I'm trying to learn the job's function as more of a career study that can be

"modeled."

After a kind introduction by Philly Clinics Director Mike Dettinger, we set the theme with a quote by NMRA member Dan Munson from the January 2020 *NMRA Magazine*, "Watching others operate my layout or my operating on other layouts is the best fun in model railroading."

As it turns out—and this is a fact—the same functions, methods, and even part of the rule systems that apply to the prototype at 1:1 scale, are also especially suited for model railroading, too! **Trains are Dispatched and Conducted.** Dispatching is what could be called the purest railroading job to model at any scale. Part two could have been called, "Drivers Ed Rules for Model Railroaders" by taking a half dozen standards and adopting them as your own.

Basics that included "Blocks and Signals," "What is a Main Line? (and what is not?)," "Turnouts," "Who Goes First? (Direction, Class, and Right or Authority)," "Main Lines inside Yard Limits," and "Protecting Your (and the Layout Owner's) Train—Rule 99," were covered. There were good questions and lively discussion from the audience. It was near the end where I could see everyone, about 100 of us, really enjoying the conversation. This sharing of how to model "Operations," where we get to run some sophisticated locomotives or trains in an orderly and prototypical manner that is both fun and exciting to watch, is truly a big thing within the hobby. It was a great group, and thanks for all of your encouraging and engaging remarks.

Shameless Plug: Clinicians – I'm taking some editorial space to encourage everyone to take your model railroading experiences, especially what you are passionate about, and turn it into an article, a talk, show & tell, or presentation clinic to share with the rest of us. You'd be welcome at any meet with a little planning ahead of time.



Fred Willis (L) receives his appreciation certificate from New Jersey Division Clinics Chair John Gallagher. Note Fred's scratchbuilt models on lower right of photo.



Philly's own Mark Wallace, Division Clerk (L) receives his clinician appreciation certificate from John Gallagher

The ability to discuss and share our experiences in model railroading is key to an enjoyable time at a meet. Seeing folks lean into your ideas, make some good points, good comments along with a laugh or two, is what makes these clinics the best. And, you can do them in teams or groups, too!

Shameless Plug No. 2: The FRA – Over in the 1:1 world of the railroad industry or the “prototype,” we model that is both big and powerful has become a lot more user friendly thanks to some changes on the **Federal Railroad Administration** website. Recent research I’ve done for the occupation of Railroad Dispatcher was easy and rewarding with all kinds of insight for the “non-railroader” (or maybe non-professional railroader). At the end of the article are listed some websites as good starting points for useful information. Booklets on dispatching and other railroading issues that we model are also available. And best of all, with a good internet connection the material is free!

Back at the meet, we finished up the morning with a short show & tell and the door prize drawings. Joe Walters, MMR a 200-ton diesel wreck crane under construction as well as his U.P. rotary snow plow complete with LED lighting. So far the snow has stayed away! We wrapped shortly before noon.

The afternoon featured open house tours at some excellent layouts. There were five on the Jersey side of the river including the Cherry Valley O-Gauge Club located in the church basement. The sixth layout, “The Minnesota Commercial Railway,” was hosted by our own Glyn Thomas, MMR in Philadelphia.



Packed crowd listens attentively to Jersey AP Coordinator PJ Mattson as he introduces the latest AP certificate recipients in the NJ Division

On behalf of the Philly Division a sincere and gracious thank you to New Jersey Division Superintendent Bill Grosse, Jr., Director of Clinics John Gallagher, their crew, and all our friends at the NJ Division for inviting us to co-host the January meet.



MEET COVERAGE CONTINUES ON PAGE 15

Federal Railroad Administration Recommended Websites:

- <https://railroads.dot.gov/rail-network-development/training-guidance/railroad-101-videos>
- <https://rail-learning.mtu.edu/courses/topics/6-federal-railroad-administration/16-fra-railroad-101-for-non-railroaders>

Planning Ahead – Division Meets & Other Upcoming Events

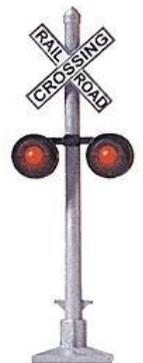
<p>May 16, 2020 New Jersey/Garden State Division Meet TBA TBA</p>	<p>June 6, 2020 Philadelphia Division Meet West Whiteland Township Building Exton, PA</p>	<p>July 12–18, 2020 NMRA National Convention Hilton St. Louis at the Ballpark St. Louis, MO</p>
<p>September 12, 2020 Philadelphia Division Meet Perkasie Fire Company (tentative) Perkasie, PA</p>	<p>October 15–18, 2020 Carolina Special MER Convention Crowne Plaza Charlotte/Executive Park Charlotte, NC</p>	<p>November 7, 2020 Philadelphia Division Meet Brandywine Town Center Wilmington, DE</p>



We Welcome Our New Philly Division Members

- Luis Arellano, Quakertown, PA
- Steve Hamilton, Horsham, PA
- Leon Duminiak, Trevese, PA
- Ron Frasher, Middletown, DE
- James Lawler, Middletown, DE
- Mark Anderson, North Wales, PA
- Gerald Futej, West Chester, PA
- Robert Hegadorn, Rosemont, PA

- Richard Janney, Middletown, DE
- Tom Jennings, King Of Prussia, PA
- George Koffenberger, Wilmington, DE
- John Lohmeyer, Norristown, PA
- Michael Taber, Hatfield, PA
- Steve Westfall, Phoenixville, PA
- Walter Zapor, Blue Bell, PA
- Cubbage Brown, Dover, DE



The Reading in Philly: City Branch c. 1953

A last look at an industrial switching layout

by Richard L. Foley

Photos by Howard Kaplan

I've always been a fan of the Reading. Born and raised in Philadelphia, I spent the '50s watching both freight and passenger trains. Several years ago I decided it was time to design and build a layout. Modeling the Reading usually brings to mind coal drags from Schuylkill County to Philadelphia, manifest freights and grain trains pulled by FTs. Think of the late Bill Gruber's Reading Lines or Jim Hertzog's exquisite Shamo-kin Division.

But I live in a Philadelphia row house built in 1861. Its cellar is damp, dirty, and not very pleasant. I finally decided to create a separate room with its own electrical circuit in the rear of the cellar that would provide a dry (with the help of a dehumidifier attached directly to a soil pipe) and clean space of 12 by 24 feet.

Concept

Now what kind of layout to build? Given my space, the Gruber/Hertzog-style layouts were out. A switching layout seemed logical. In the 20th century, Philadelphia was known as "the workshop of the world," due to so many small and mid-size manufacturers in the city, more than anywhere in the U.S. According to the 1954 Reading Shippers Guide, there were 2,400 consignees in the city, half of the total on line customers. So that was my base, but which branches? There were several running close to Center City, near my home. After studying several sources of material—including Reading valuation and Sanborn insurance maps, aerial photos and other sources—I realized that I could put together a layout that would meet my chief requirement, operations.

First, I completed all the painting, electrical, plastering, and drywalling work necessary to make the layout room suitable for habitation, and then I put up the bench work.

Now I'll describe the branches that I'm modeling. Starting with the Philadelphia Division's City Branch, which at 20th and Hamilton, resides in a 26-foot deep cut known as the "Subway," four tracks wide, where major customers were Tidewater Grain, ITE Circuit Breaker, Lit Brothers warehouse, The Philadelphia Inquirer, and a small yard with a freight transfer shed, auto unloading ramp, coal dealer, and team track.

Traveling east, we reach street level and are now on the Noble Street Branch. More industries, including the

recently released model of Philadelphia Electric company's Willow Street steam generating plant, with in-the-street, double-track running.

Further along, we reach the Noble Street Freight Station—the largest the Reading had in the city—Philadelphia Cold Storage, plus the junction with the Philadelphia Belt Line, an independently-owned line that



consisted of track only, and was used by the Reading, Pennsy, and the B&O. At this point, we turn north and work our way up to Port Richmond, passing the Pennsylvania Sugar Refinery and other customers of interest modelingwise, finally reaching Port Richmond, the terminus of the majority of the Reading's freights into the city, and at this time, the largest privately-owned tidewater facility in the U.S. This facility provided car float service to customers in New Jersey, plus a full line of export-import shipping services, more modeling opportunities.

Track Plan

I now had enough data and drew a track plan (viewable in the article in the online edition), which has not been updated, and does not reflect recent improvements. What I needed was some idea of the operations on these branches, and more photos. It turns out that Reading fans never ventured into the city to take photos, outside of the odd shot of the area around the Belt Line, and the Noble Street station.

For operating information, I joined the Retired Reading Employees Association, and met with a number of retirees who were pleased to share their knowledge and stories. From them, I learned quite a bit of useful information. For example, although the Belt Line was shared by three

railroads, not every one had equal rights. The Pennsy had a freight yard at Shackamaxon Street on the way to Port Richmond, and switching rights to a number of the Reading's customers. The Reading would arrive at the yard area and drop a cut of cars for the Pennsy to switch; and continue to work its way south on the Belt Line. Then on the return trip, pick up the empties the Pennsy set out, returning to Port Richmond. So now I had a Pennsy job on my Reading layout!

Operations

At this point I felt I had enough data to put together an operational concept. The Reading's locals were known as "Philadelphia Turns," or PTs, and were always odd numbered, originating at Port Richmond, and traveling west. My plan is to have freights in staging brought in to the Port Richmond classification yard, where they would be made up into the locals. At present, the locals would work the Subway, Noble Street, the Belt Line (shared between the Reading and the Pennsy), a car float job, and another yard local that would switch the granary and may work the Belt Line north—a section that I added, and which is not shown on the plan, but is located behind the staging tracks.

Status

I've been hand laying my track, building my turnouts with a Fast Tracks jig, although I used flex track for my staging area. All the switches use hand throws, and I'm using Digitrax for my control system. I've completed the trackwork in the Subway, with the scenery half completed. I plan to have a mini-operating session some time soon to give operational concept and more importantly, the physical and electrical operation a workout with experienced operators. The way to find problems is to turn the layout over to folks who will give it a real run! From software engineers at my old workplace, RCA, I also



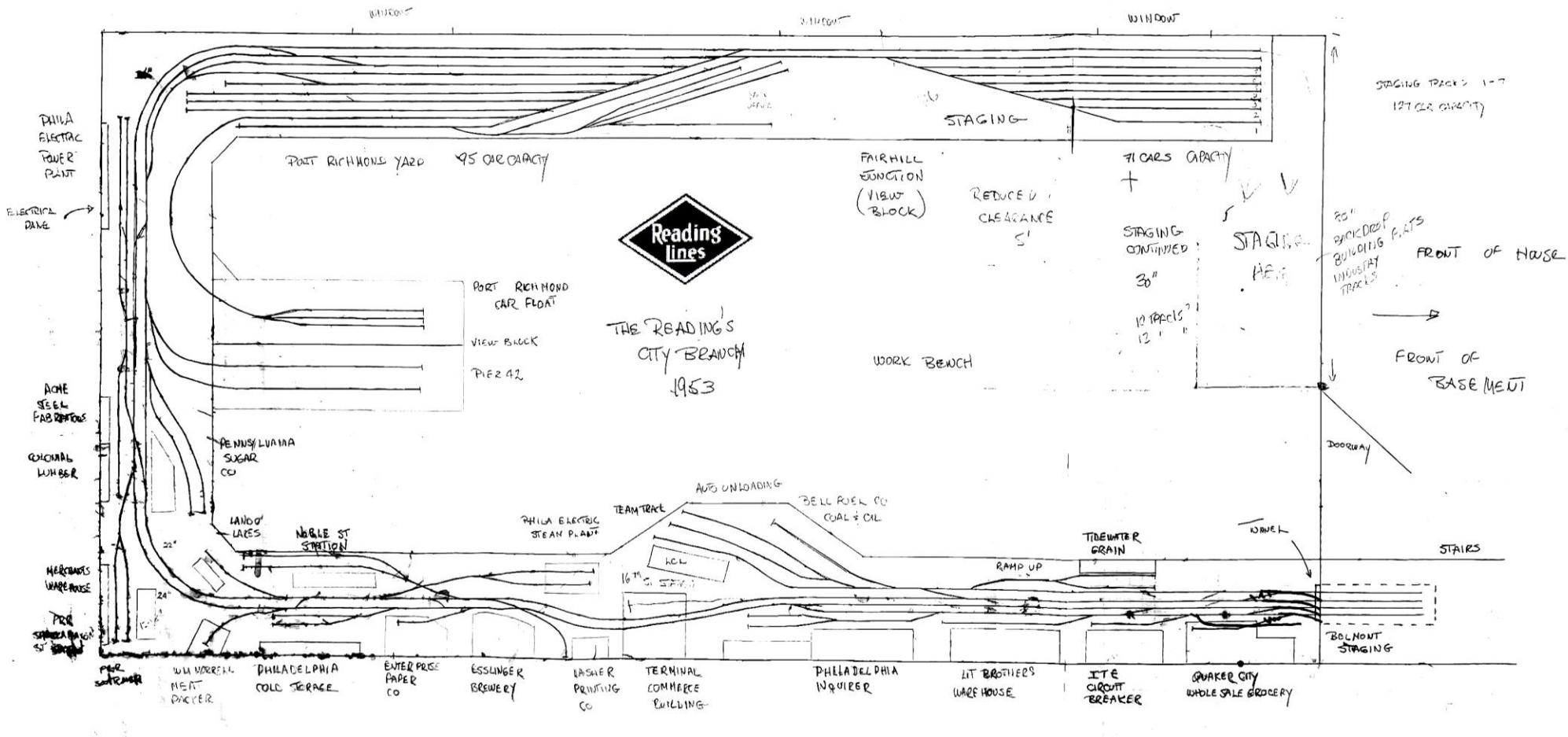
learned the concept of "build a little, test a little." My plan this spring is to finish the scenery on the Subway, and lay the track on the Noble Street branch.

Conclusion

After much procrastination, I finally decided on a switching layout as the best way for me to model the Reading, based on the constraints of my space. So far, I'm pleased with the results, and look forward to completing the layout in the near future. 📌

Editor's note: Sadly Dick Foley passed away in September of 2019 and never had a chance to finish his layout. See his epitaph on page 4.





GIVENS

- Room Size: 25'x 12'
- 25'x 12'x 16' usable wall space
- Layout Height: 44"
- Clearance to the Joists: 6'
- High Humidity

Background on the RDG

- Financially well off in 1953
- Revenue Sources:
 - 40% Coal
 - 30% Bridge Traffic
 - 30% Online Customers
- 2,440 Consignees in Philadelphia
- Port Richmond – Largest Privately Owned RR Tidewater Terminal in the World



The Philadelphia Division's City Branch, which at 20th and Hamilton, resides in a 26-foot deep cut known as the "Subway," four tracks wide, where major customers were:

- Tidewater Grain
- ITE Circuit Breaker
- Lit Brothers Warehouse*
- The Philadelphia Inquirer

Traveling east, we reach street level and are now on the Noble Street Branch:

- Philadelphia Electric Willow Street steam generating plant
- Philadelphia Cold Storage

At this point we turn north, and work our way up to Port Richmond:

- Pennsylvania Sugar Refinery

TOTAL LIST from 5/20/2002 presentation:

- Quaker City Wholesale Grocery*
- Tidewater Grain
- ITE Circuit Breaker
- Terminal Commerce Showroom/Warehouse
- The Philadelphia Inquirer
- Philadelphia Electric Steam Plant*
- Esslinger's brewery
- Enterprise Paper
- Merchan's Storage
- Acorn Company
- Colonial Lumber
- Bell Coal*
- Lit Brothers Warehouse*
- Land O' Lakes butter and cheese
- Lasher Printing*
- Philadelphia Cold Storage
- William Morrell
- Pennsylvania Sugar Refinery

* denotes buildings completed on layout



Division Organization

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

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

AUXILIARY OFFICIALS (appointed)

AP Coordinator – Earl Paine
Newsletter Editor/Webmaster – Howard Kaplan



PhillyNMRA

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Layouts – Bill Fagan*
Venues – Howard Kaplan, Earl Hackett
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*

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

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Membership Records – Mark Wallace

OPS

Rob Hinkle*

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Social Media – Rob Hinkle
Webmaster – Howard Kaplan
Newsletter – Howard Kaplan*, Earl Paine, Mark Wallace,
Bill Fagan, Joe Walters MMR, Kevin Feeney
Layout Video – Bill Fagan
Photography – Rob Hinkle, Howard Kaplan, Bill Fagan,
Rob Ischinger, Mark Wallace

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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*



Photos by Howard Kaplan unless otherwise noted

Below are some videos of layouts that I've recently visited. I've videoed layouts in California, Idaho, Maryland, Florida, Pennsylvania, New Jersey, and Delaware. 173 layouts with 741 videos and 2170 followers on YouTube with 1.2 million views.



Jim Maurer: Nedro Valley Central RR. HO scale, Digitrax DCC. 2 levels with helix, 20x24, Point to Point, 25 years in the making. Running Pennsy and Reading motive power. Trolley line representing the PTC, Red Arrow, and Lehigh Valley. Named after Nedro Avenue in Philly, the location of the Broad Street Subway's Fern Rock Terminal. Scenery is about 70% complete. Usually has 8 crew members on an ops night. Located in an outbuilding made to look like a rural train station. Video:

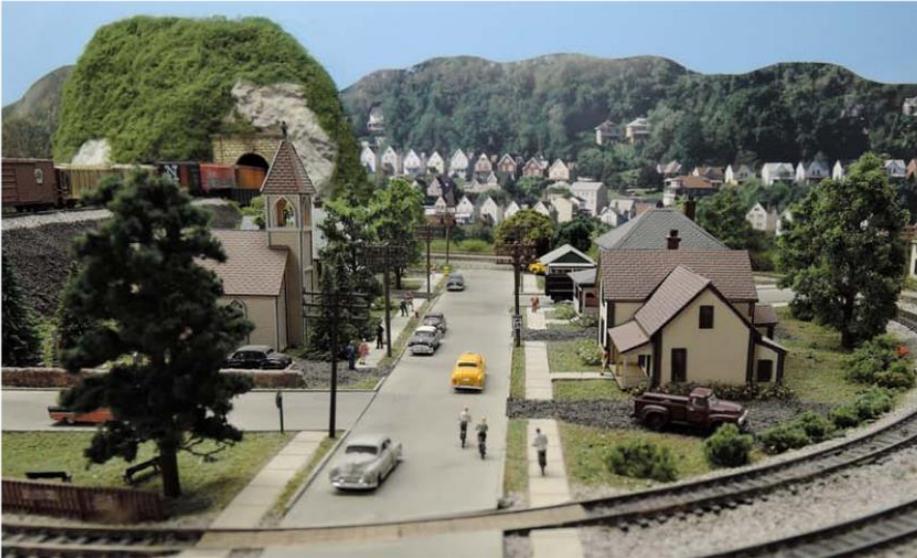
<https://youtu.be/Qah3OTS47BE>

Ted McLean: Best scenery I've seen on an N scale layout. DC control, double-track main.

A rural CSX layout set in Maryland with no yards or cities. Video:

<https://youtu.be/80xrDDlwG5U>





Bob Gross: PRR Schuylkill Valley Division (now demolished), a 12x24 N-scale layout. Began as a freelance railroad and transformed to one based on the prototype. A trip to Northeast and Western Pennsylvania, West Virginia, and Ohio convinced him that he wanted an operations-oriented railroad, centered on the coal industry. What began as the Maplevale Division of the PRR became the Schuylkill Valley Branch. Three coal mines would occupy the valley and a new coal marshaling yard was added as Pottsville, PA. A major city was converted to Reading PA and the Reading yard was designed to handle freight traffic as was the prototype. A waterfront facility loaded coal onto barges on the Delaware River for delivery to customers on the river and beyond. Video:

<https://youtu.be/EMq0sAuvvv4>

Nick Logothetis: Freelance HO scale Pennsylvania and Maryland Railroad. Approx. 30 x 40 feet. The layout represents a snapshot of a time when the railroads were the dominant form of transportation. During this period (1940s to the 1950s) before we had a national highway system, and commercial air systems were in their infancy, everything and everybody went by train. Towns and cities lived and died by their access to the railroads, Raw materials and finished goods were distributed by the railroads, as well as the majority of passengers traveling about the country and from the suburbs to their jobs in the cities. Railroads helped the US to become the dominant country in the world both economically and militarily. Trains of the PRR, B&O, C&O, and WM can be seen traversing the layout.

Video: <https://youtu.be/2f5i59Jocfg>



ROB HINKLE

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



Superintendent Charles Butsch (L) and Clerk Mark Wallace man the Philly front table



Jersey's front table



L to R: Earl Paine, Dick Lush, and Chip Stevens gather for a model railroad sing-along around the piano



Jersey's Fred Willis presents his clinic

Attendees peruse the swap tables



Clinician Mark Wallace and Philly Clinics Director Mike Dettinger confer prior to Mark's clinic



Philly Super Charles Butsch makes announcements



Jersey Layout Director Chuck Higdon (R) discusses the layout open houses as Super Bill Grosse looks on



↑ Jersey Director Mike Prokop maintains the Division's bookstore, door prizes, and raffle items

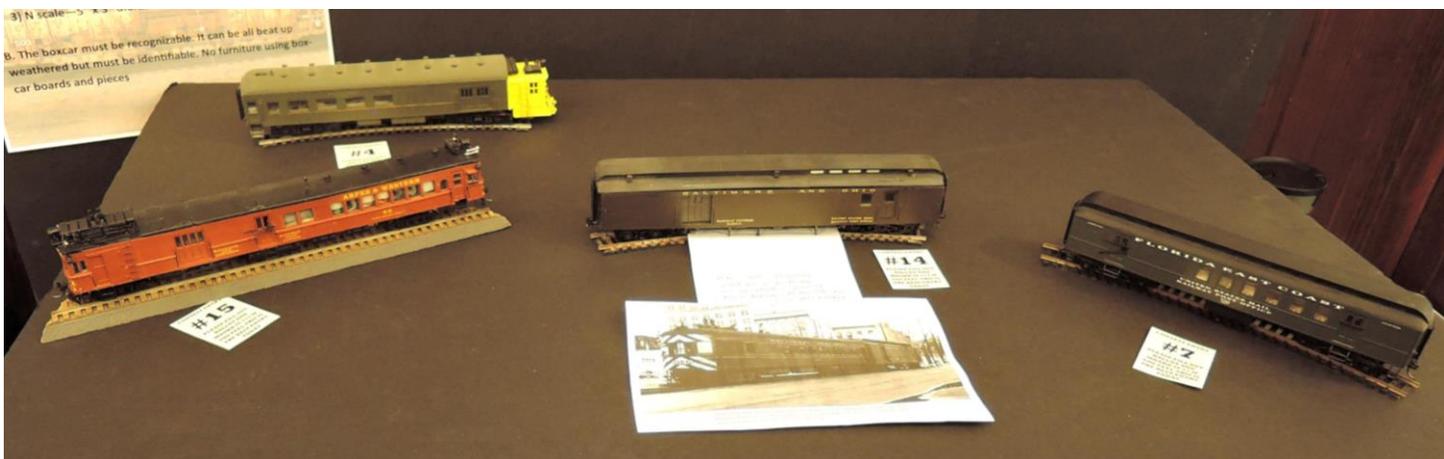


Jersey AP Coordinator PJ Mattson announces the latest certificate recipients



Raffle and door prize time

Philly Division's own swap table thanks to a generous donor →

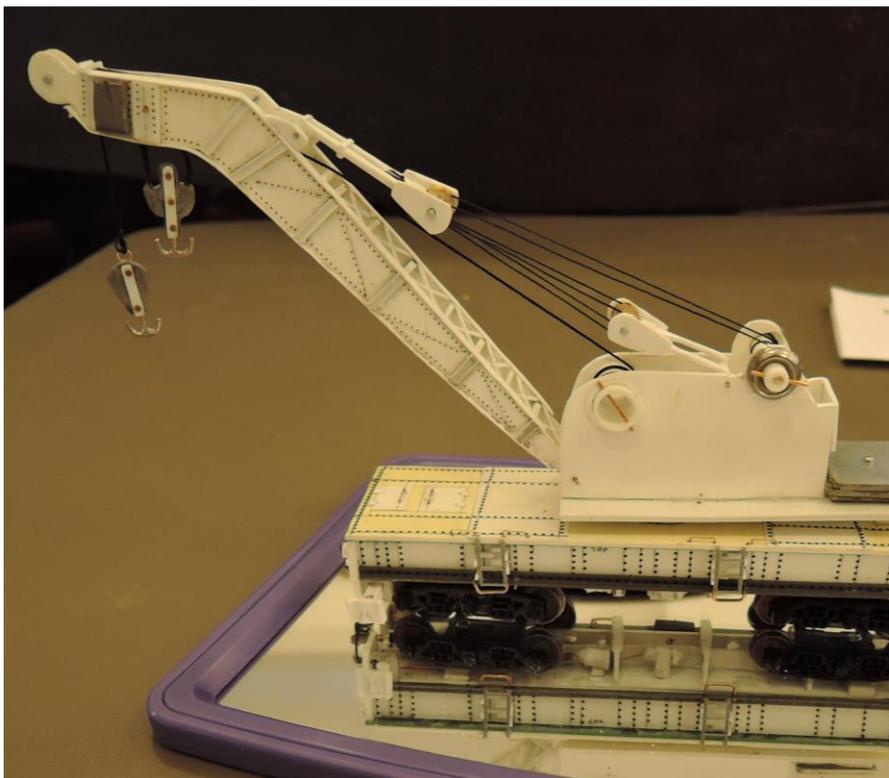
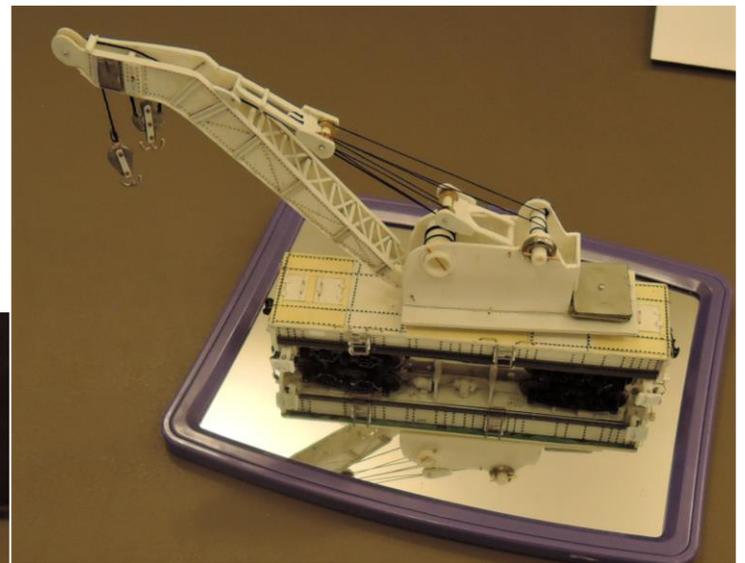


Contest entries

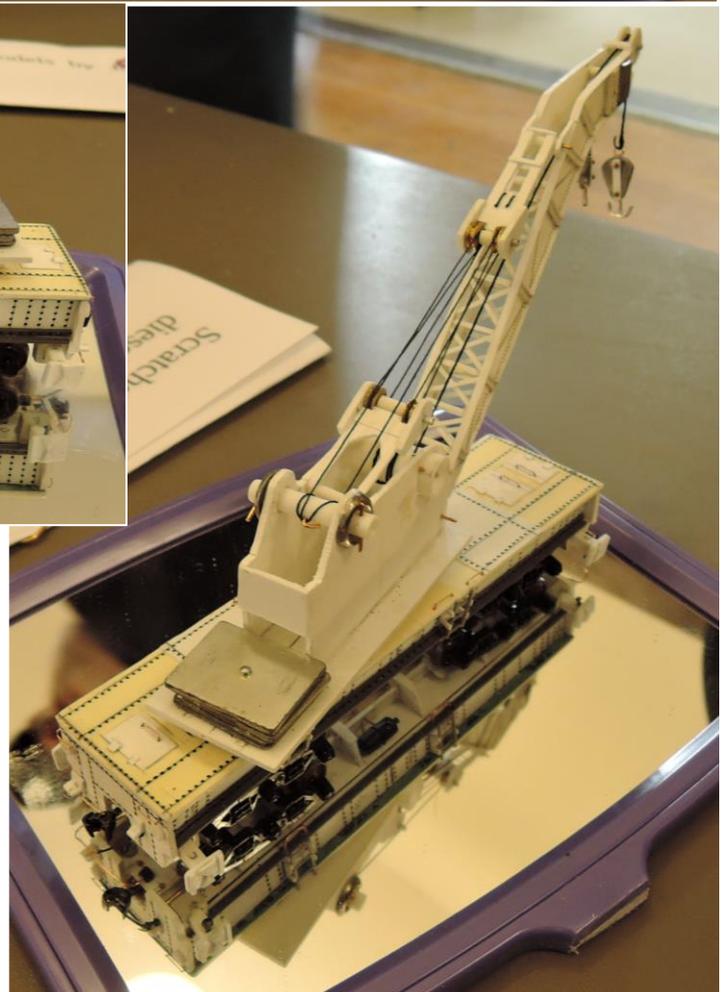
Model Displays: Joe Walters, MMR



Joe's rotary snow plow won the popular vote Favorite Train award at the 2019 MER Convention.



Joe's scratchbuilt 200-ton wreck crane (under construction)

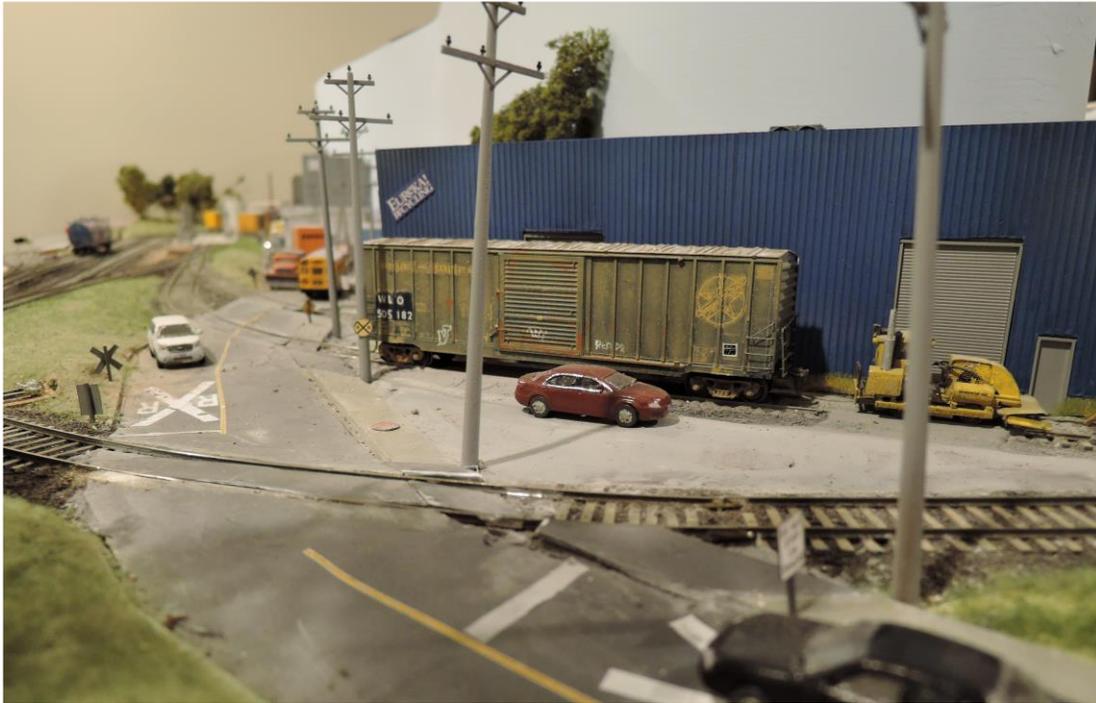


Model Displays: Fred Willis



Scratchbuilt models from Fred's clinic on building from photographs

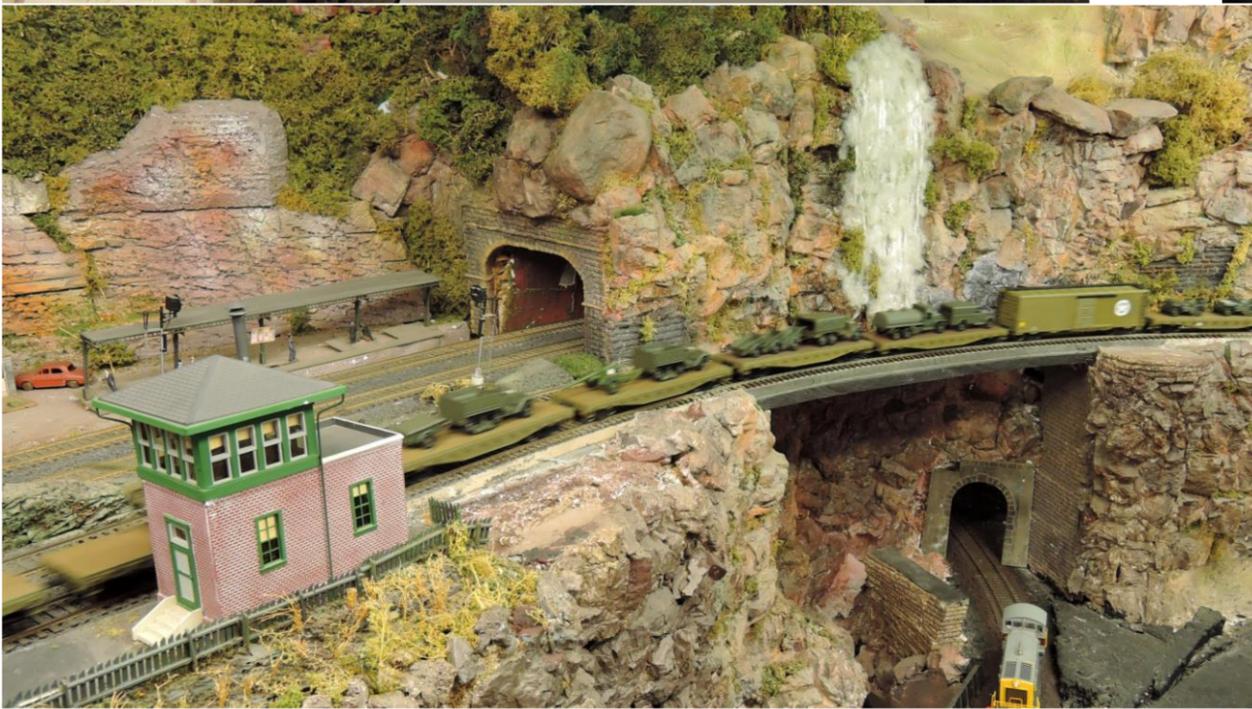




Glyn models the Hennepin Branch of the modern day Minnesota Commercial (MNNR). Two articles on his layout describing the rationale and operations have been published in past issues of The Dispatcher.



This is the club located in the basement of our January meeting venue, the Grace Episcopal Church in Merchantville, NJ. Very impressive O-scale layout depicting a version of the PRR in Philly, complete with catenary, but also featuring many beautiful rural scenes.



The History of the Philadelphia Division – Part 2

by Howard Kaplan

May 24, 2019 marked the 50th anniversary of the Philadelphia Division of the NMRA. It was on that date, 50 years prior in 1969 that the MER, at its spring convention in the Lehigh Valley, approved the Division's charter.

In recognition of that event, in the May 2019 issue of *The Dispatcher* I published part one of our history, which included as much information as was known at that time. Since then, we uncovered material including old membership lists which led us to old timers

who were kind enough to fill in some of the blanks. In addition, I was able to locate the missing issues of most of the past newsletters—including a previously published early history by member Bob Beebe (who has since passed away) and was able to piece together more parts of the puzzle and create a time line of personnel and events.

We'll begin with that early history I mentioned which appeared in the May 2001 issue of *The Philadelphia Dispatcher*, as it was then known:



A Brief History of the Philadelphia Division by Bob Beebe

It was some time in 1968 that Richard Bradley began an effort to start a division within the Mid-Eastern Region. He obtained information from the MER and the NMRA as to what was required to start a new division. The information he received indicated that he would need the following: 1.

A petition to the Directors of MER, signed by three temporary officers of the new division. 2. A roster of at least ten members with NMRA and MER membership numbers of each. 3. Proposed By-laws. 4. Geographical area to be covered. 5. Proposed name of the Division. An organizational meeting was held on May 7th, 1969 at the Abington Model Railroad Club. At that time the club was located in the basement of the Hatboro Bowling Lanes. The proposed charter was refined at this meeting. The petition to the MER was also circulated and twelve signatures were obtained.

During the MER Convention in May at Easton, the Charter was approved as written and granted. The Philadelphia Division would be Division #3 following the New Jersey Division (#1) and the Dixie Division (#2).

On June 17, 1969, a meeting was held at the Greater Northwest Model Railroad Club to formally elect offic-

ers for the division. Candidates were as follows:

Superintendent—Richard E. Bradley, Asst. Super—John J. Kennedy, Jr., Chief Clerk—Hugh Jenkins. There is no record of any nominations being made from the floor, so the candidates were elected without opposition. A By-law to the Charter was passed setting dues at \$1.00 per



year. In the meantime, John Kennedy had been designing a cloth patch for the division. By the end of July 1969, an order was placed with M.B. Austin in San Mateo, California for 228 3-inch patches.

During 1970, Superintendent Bradley submitted meeting notices to the NMRA Bulletin, the MER Local, Model Railroader and Railroad Model Craftsman, in the hopes of increasing membership. At the June business

meeting, Jack Kennedy submitted his resignation as Assistant Superintendent as he was moving from the area. The resignation was accepted and Louis Godbold was appointed to fill the unexpired term. By the end of December there were 35 dues paying members in the division.

The year 1971 saw a change in leadership with the election of Paul Jensen as Superintendent, Louis Godbold as Assistant Superintendent and Art Outten as Chief Clerk. By the end of the year, membership stood at 77.

During 1972, four meets were held; three at the Park House in Conshohocken and one at Schuylkill Valley Model Railroad Club's new location. Membership in the division has almost reached 100. Elected Superintendent in 1973 was Art Outten, Steve Russell as Assistant Superintendent and Lorna Loveland as Chief Clerk.

Later in the year, the Logan Club was hit by vandals and was demolished. All equipment was stolen. The group was still together but was not to re-open in the same location.

Allen Underkofler became Chief Clerk in 1974. A division meet was held in October at the new location of the Logan Club in Souderton. About 65 members attended the meet.

Jerry Powell was elected Superintendent in 1975 and Allen Underkofler was reelected Chief Clerk. (No infor-

mation could be found as to who was the Assistant Superintendent.) Meetings during the year were held at the Abington Club, Schuylkill Valley Club (twice), Normont and the Park House (twice). The annual auction was held in May at Schuylkill Valley. The December meet saw the dues increase approved to \$1.50 as a result of the postage increase.

The bicentennial year, 1976, saw the MER Convention held in King of Prussia and hosted jointly by the Normont and the Schuylkill Valley Clubs. Bill Davis, Steve Wolthope and Bob Beebe were elected Superintendent, Assistant Superintendent and Chief Clerk respectively in 1977. After 1977, my recollection of the Division is hazy. The following individu-

als served in these positions, but exactly when, I'm not sure. A review of the records on hand may help set the record straight. Superintendents: Paul Backenstose, Ellen [sic] Oxhandler, Bob Beebe, John Nawn, Jim Hart and Sam Parker; Asst. Superintendents: Bob Beebe, Steve Salotti; Chief Clerks: Mike Hazzard, Eric Dervines [sic].

Regarding Ellan Oxhandler Stephens, it has become clear that she was volunteered by her father, Ralph Oxhandler, then an MER Director, as a last ditch effort to keep the Philadelphia Division from going dark after Paul Backstose stepped down in 1983. I don't think she was ever intended to do anything but serve as a placeholder until someone could come forward to take over as Super. That person ended up being Bob Beebe. Unfortunately, as mentioned in part one, the box of Division material handed to Stephens was forgotten and never retrieved; its contents likely would have been fascinating to sort through and would have provided much more and accurate historical information.

So we speculate that it was Bob who revived the Division around 1985, and who, along with Mike Hazzard as Chief Clerk and other members (Win Gross's name has been mentioned), kept the Division stringing along in the late '80s to early '90s. In 1992 Bob was able to convince John Nawn and Steve Salotti to take over as Super and Assistant, with Mike Hazzard continuing for several years as Chief Clerk. It is at this point that one can consult the time line in the online edition for the continued succession of officers and board members.

Membership

Thanks to the leadership efforts of John Nawn, Steve Salotti, and Mike Hazzard, word of the Division's meets spread in the early to mid-'90s and membership rose to almost 500. Remember, though, that this was Division

membership only, at \$3. In those days Division members did not have to belong to the NMRA or MER. And simply showing up at a meet and paying the \$3 fee made you a member for a year.

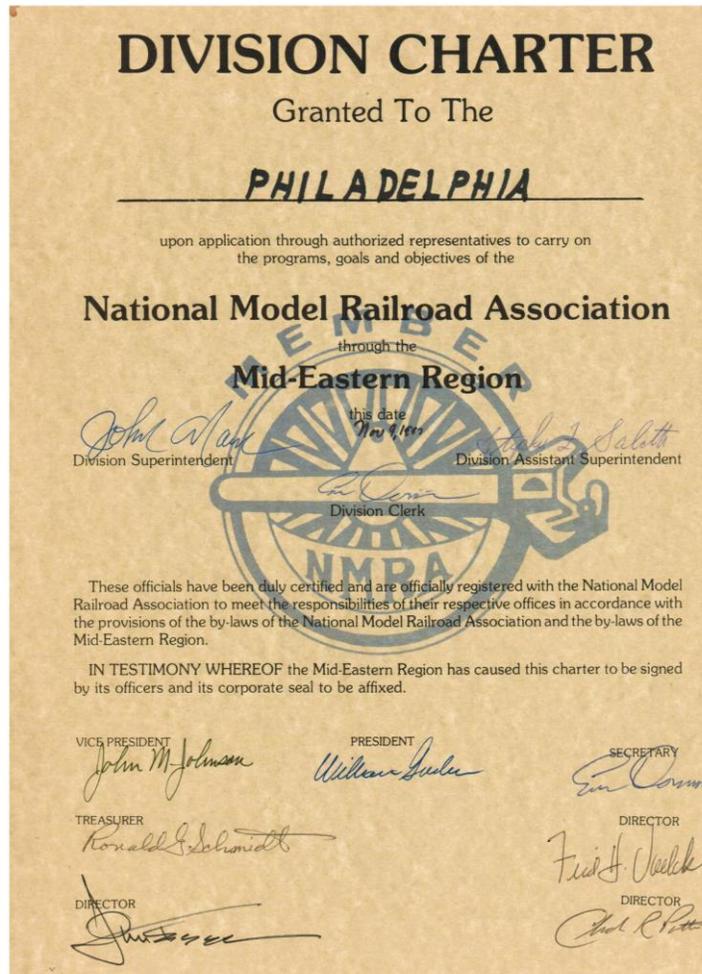
Beginning in 1998, the NMRA mandated that NMRA and MER membership were prerequisites for being a Division member. Immediately the Division membership plummeted and while exact numbers are not available for that time, by 2002, there were only 160. The following year it dropped to 132. Fortunately it gradually began to recover and by 2006 it was up to 300. Since then, it has hovered in that area—actually not bad considering the decline in NMRA membership over the years.

It was in that year, 2006, that the NMRA instituted tripartite membership, meaning that by joining the NMRA you would automatically be a member of the Region and the Division as dictated by the location of your residence.

Boundaries

The original charter stated that the Division included the five southeastern counties of Pennsylvania. The 2001 bylaws revision amended that to include all three counties of Delaware. I could find no documentation as to whether this had been approved by the MER.

Along those lines, there is confusion as to Delaware's inclusion into the Division. By 2005, Dick Foley had petitioned the MER for permission to annex New Castle County—odd since the previous bylaws included all the



While the original Philadelphia Division charter dates from 1969, in 1997 the NMRA requested that Regions ask their Divisions to renew their charters.

Delaware counties. It was approved in 2006 following the tripartite dues/membership reorganization.

After that, no mention could be found either in documentation or the newsletter as to the annexation of the other two counties in Delaware or whether it was acknowledged by the MER, but the 2009 by-laws revision did, in fact, include all the counties.

Dues

Dues at the founding of the Division were set at \$1 and increased at intervals shown on the time chart until 2006 when tripartite membership was instituted. From this time forward, members paid locally only for a printed newsletter subscription. Division “dues” income was derived via a biannual rebate from the MER based on Division membership numbers.

Governance and Elections

From the outset, the board consisted of three officers, the Superintendent, Assistant Superintendent, and Chief Clerk. Beginning in 1995, the office of Treasurer was instituted as an optional position to be appointed by the other three officers. Office terms were two years. The 1997 bylaws revision specifies that no officer could occupy the same office for more than three terms.

In 2001, the bylaws instituted a new governance structure based on a design recommended by the NMRA. The Board of Trustees or Directors would consist of seven members, each serving a two-year term. Officers would be elected by the board members from among themselves. The bylaws specified that in the initial election, all seven members would be elected—the four receiving the most votes serving a two-year term while the lesser three serving a single year. From that time forward, in even-numbered years, elections would be held for three positions,

and in odd-numbered years, elections for the remaining four positions.

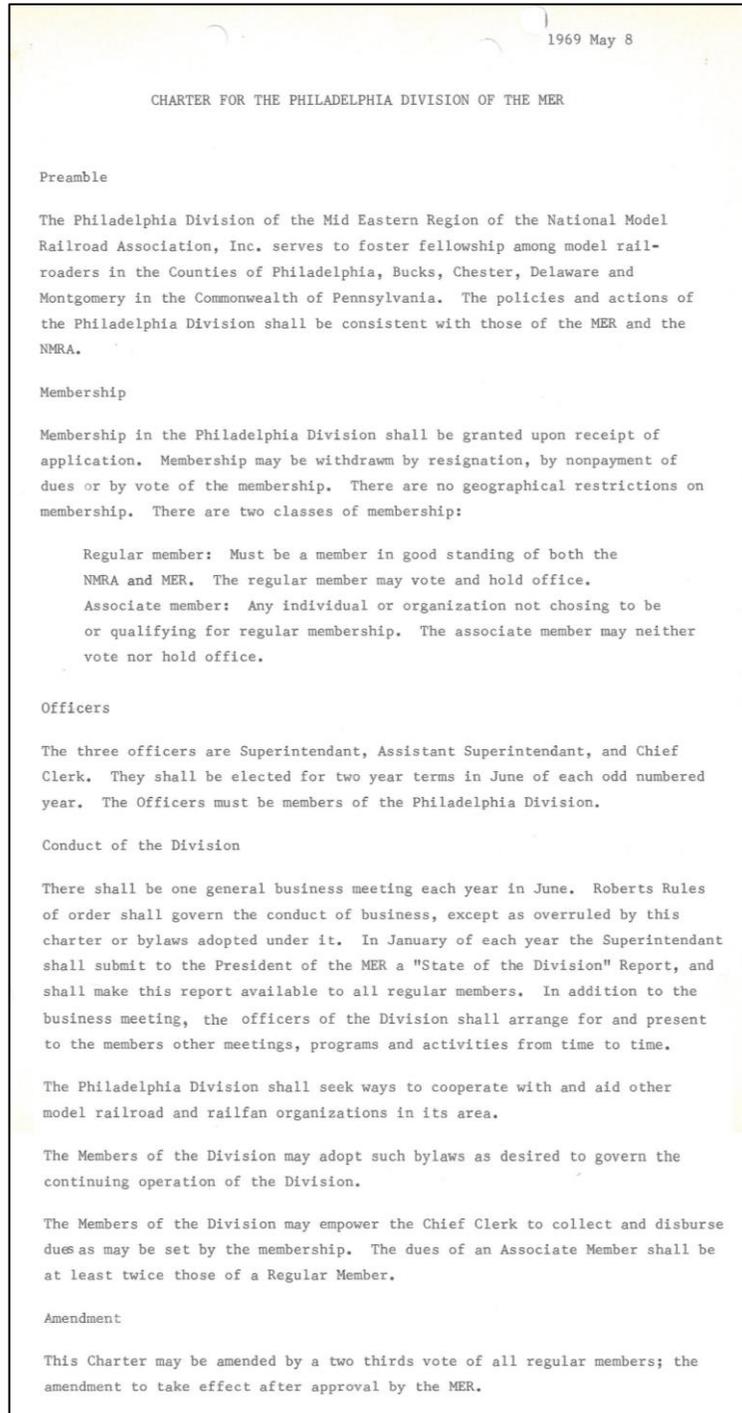
It appears that these instructions were either misunderstood or misinterpreted (or possibly disregarded) for many years. In the first year, all seven board members served three years. Another election was held for the entire seven-member board with the second group also serving three years. The pattern repeated a third time, but in 2010 things straightened out, and the first proper three-position election was held. Since that time everything's been back on track.

The 2009 bylaws changed the term limit for specific officer positions (those elected from within the board) from three to two years. This stipulation could be traced back to that period of time when officers were directly elected by the membership. The logical succession to this stipulation would have been to set a term limit for board membership so as to encourage new blood. The term limit for specific officer positions became difficult to enforce as certain ones are either not desired by or not suitable for everyone. (Candidates typically run for a specific office position for which they feel suited.) Realizing the problem (it became difficult to find board members willing to serve as Clerk or Treasurer) in 2015 the bylaws were amended to remove this term limit.

I think this is a good place to stop right now as your eyes are either beginning to glaze over or close

altogether. We'll pick up with part 3 in the next issue, and I'll include the timeline chart again so you can follow along though the years.

Many thanks to Andy Hart, Steve Wolfehope, Steve Salotti, and Paul Backenstose for their assistance. 



The original Philadelphia Division Charter—essentially the first set of bylaws—drawn up on May 8, 1969



Philadelphia Division Timeline Chart

	Superintendent	Assistant Super	Clerk	Treasurer	At-Large	At-Large	At-Large	AP Coordinator	AP Cmte Chair	Editor	Webmaster	Notes	
1969	Dick Bradley	John Kennedy, Jr.	Hugh Jenkins									First Election. Division membership is separate from NMRA and MER. Boundaries include only 5 PA counties. Dues \$1.	1969
1970		Louis Godbold											1970
1971	Paul Jensen		Art Outten									Elections continue biennially on odd year.	1971
1972													1972
1973	Art Outten	Steve Russell	Lorna Loveland										1973
1974			Allen Underkofler										1974
1975	Jerry Powell											Dues increased to \$1.50.	1975
1976													1976
1977	Bill Davis	Steve Wolfhope	Bob Beebe										1977
1978													1978
1979	Paul Backenstose	?											1979
1980													1980
1981	Paul Backenstose												1981
1982													1982
1983	Ellan Oxhandler Stephens											Division activity from 1983-92 is uncertain.	1983
1984													1984
1985	Bob Beebe?		Mike Hazzard										1985
1986													1986
1987													1987
1988													1988
1989													1989
1990													1990
1991													1991
1992	John Nawn	Steve Salotti						Dave Messer		John Nawn		Division "renaissance." Dues \$3. Elections biennially on even year.	1992
1993													1993
1994										Nathan Ashby- Kuhlman			1994
1995			Eric Dervinis	Mike Hazzard								Treasurer is an appointed position.	1995
1996													1996
1997												Bylaws revision - NMRA & MER membership required of Division members. Division boundaries include 3 DE counties. 3-year officer term limit.	1997
1998	Jim Hart	Matt Nawn	Tim Palmer	Sam Parker						Steve Salotti			1998
1999												Division incorporated	1999
2000	Tim Palmer	John Nawn	Steve Salotti									Dues increased to \$5.	2000
2001												New bylaws approved in March of 2002.	2001
2002	Jim Dalberg	Tim Palmer		Dick Landt	Dave Messer	Ray Bilodeau	Dick Foley					First election of 7-member board in June of 2002.	2002
2003												Dues increased to \$7	2003
2004											Val Pistilli		2004
2005	Dick Foley	Jim Dalberg				Val Pistilli	Rich Newmiller					Board election for 7 members	2005
2006												Tripartite (NMRA/MER/Division) membership begins, New Castle County, DE annexed to Division, \$2 meet fee instituted	2006
2007												\$2 meet fee discontinued	2007
2008	Greg Shindledecker	John Seibert	Earl Paine	Brian Good								Board election for 7 members	2008
2009													2009
2010		Joe Bergmaier	Mark Wallace		Earl Paine	Pat McTeigue	John Seibert			Earl Paine		First election for even year Directors (3)	2010
2011	John Seibert			Howard Kaplan	Greg Shindledecker		Brian Good					First election for odd year Directors (4)	2011
2012												Elections continue annually as per bylaws	2012
2013	Joe Bergmaier	Charles Butsch			Rob Hinkle		John Seibert		Brian Good				2013
2014											Howard Kaplan		2014
2015									Earl Paine			Bylaws revision - term limits on officer positions eliminated	2015
2016						Bill Fagan							2016
2017	Charles Butsch	Rob Hinkle			Joe Bergmaier								2017
2018					Mike Dettinger					Howard Kaplan			2018
2019							Chip Stevens						2019



COT&S...huh?

COT&S? What's that? A deep state password? A message from Wall Street? A hot tip on a horse? No. It's all about air brakes. This is what it stands for: Clean, Oil, Test, and Stencil.

What does all rolling stock have in common in North America? Air brakes. They make our trains slow down and stop when we want, which is a good thing when handling hundreds of tons of materials.

In the beginning, before air brakes, men rode trains and tightened the hand brakes using clubs. These railroaders were called brakemen. When the engineer needed to slow or stop, he blew his whistle several times to notify the brakemen what they needed to do. There were many brakemen on long trains and many a man died performing this service. Can you imagine riding a boxcar in snowy conditions trying to apply a hand brake with a stick? My hat's off to the brave men who made a living working in those conditions.

Along comes George Westinghouse with his invention of the air brake for rolling stock ("rolling stock" refers to locomotives, passenger cars, and freight cars). This was a game changer for the rail industry and safety for train crews, as well as other railroaders involved in moving freight and passengers alike.

When I joined the Reading Railroad in the early seventies as a car inspector and a car repairman, it was important that I master air brakes. Back then, I would say that 70 percent of all cars in service had AB brakes and 30 percent had the newer and improved ABD brakes. The difference was that the ABD service portion had a quick release built into the valve. The AB service portion did not. When releasing the brakes, this made a difference.

In the first photo you will see an AB Set. Notice the release rod is bent so that you must hold/pull it to empty the reservoir of

all the air. The second photo shows a ABD set. Note the release rod has a small bend at the end, to release the air brakes. The employee just needs to push or pull the nub and only the air behind the piston is released, not the entire reservoir. This process makes it easier when recharging the system. Imagine 100 cars to be humped. First the air holding the piston needs to be released. A hump employee walks the entire train knocking the brakes off.

Cars without the quick release take much longer to bleed off.

So what is an air clean? It is the COT & S. It involves removing and replacing all valves, the pistons, and air hoses. It also includes tightening all air leaks.

The piston housing must be cleaned of old grease before applying the new (rebuilt) piston. There is a strainer filter that must be replaced located behind the service portion. Air hoses need to be inspected and changed if damaged or older than 8 years. If the hoses are OK, the glad hand gaskets must be replaced. All service and emergency valves are rebuilt by an AAR approved back shop. Angle cocks are inspected, the cutout cock must work (this is connected to the dirt collector and can shut a car's brakes out without affecting the rest of the train). All must open and close. The retaining valve and handle must be lubed and the handle must move freely.

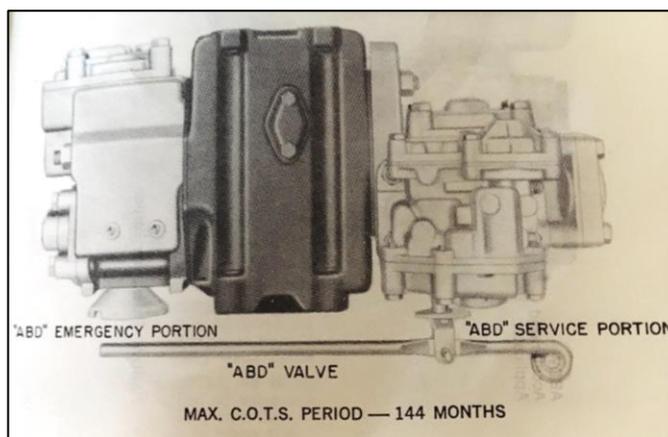
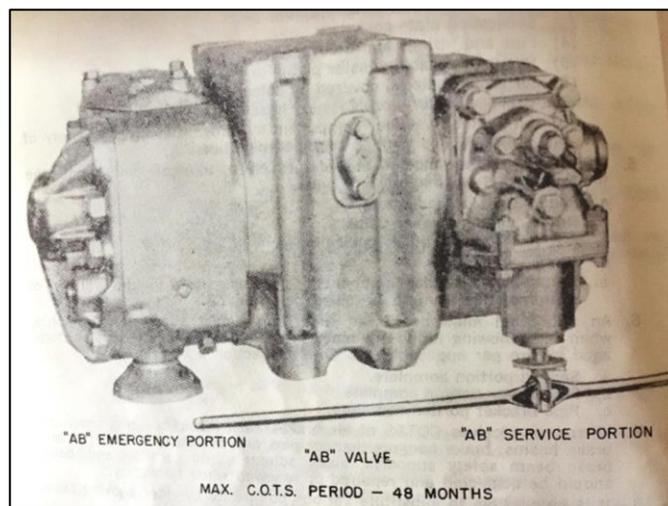
After all these steps are performed, the car must receive an IDT (In Date Test). This shows that all the work has been done properly. When everything is good to go, the car will get a new COT&S date and new IDT date, also. This is the stencil. The process will repeat after approximately 48 months for AB and 6 years for ABD.

Next issue we will talk about the pipe bracket where the valves sit, and all the pipes going to the reservoir, piston and other items located on the car.

The cup is low, so it's time to go.

Joe

NOTE: Pictures are from the *Field Manual of the AAR Interchange Rules* dated 1979.





with Chip Stevens



Trivia question: What is the significance of Saturday, March 14th? Answer: It's Pi Day (3/14). I don't know what your favorite Pi is—mine's key lime followed closely by lemon meringue—but what does all of this have to do with model railroading you may ask?

If you haven't looked at "Raspberry Pi," you may be missing a major addition to your railroad. "Pi" was created by a group of British inventors to bring inexpensive computing to schools. We might all be used to buying computers for almost four figures and then buying peripherals to run software for our layouts. And then there's the space required to park all those devices.

The Pi is, to quote teens, "way different." First, price; a basic Pi kit costs \$75.00. Add a monitor and keyboard and you're still spending less than \$200.00 for a computer that will run the full-featured edition of JMRI. The actual size of the computer, if you put it in a case, is about the height of an old Athearn blue box and about half the length of said box. This unit will do more than the old IBM 486 DOS machine that I bought for work years ago. The actual computer is about the size of a credit card.

Pi is now into its fourth generation. If you buy any of the Pi 3's or the newer Pi 4, you even have a built-in WiFi connection. Be careful buying an older model on eBay as

WiFi was first added to the 3-series Pi's. Using any older model will cost extra and waste setup time. The internal WiFi makes setting up wireless throttles simple. And with all of this, you can choose what operating system you want to use—Windows, Mac, Linux, or others. You will need to purchase or use a plug-in USB keyboard, USB mouse, and monitor to complete your set up.

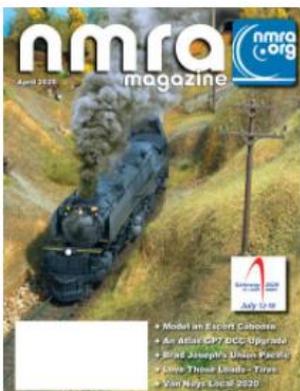


Once you have your Pi up and running, you can begin installation of JMRI should you opt to use your Pi for this purpose. There

is an extensive knowledge base in the Group.Io JMRI users group to walk you through the process, or you can do an internet search on Steve Todd, (mstevetodd.com/rpi) Steve has several videos using the JMRI setup and layout linkage, He also sells parts and add-ons to make your

set up and install easier. **DISCLOSURE:** I get no financial or hardware compensation for mentioning Steve's contributions and merchandise.

If you choose to use your new Pi for something other than JMRI, remember that being a fully working electronic computer, it will probably fail if you put vanilla ice cream or whipped cream on it. Hope this article has whetted your appetite to explore Pi. 



In an upcoming issue of *NMRA Magazine*

- Modeling an Escort Caboose
- Love those loads!
- Test Car: Atlas Single Window Coach
- Brad Joseph's Union Pacific

Bill O'Connell's layout is now fully operational. Bill has teamed up with Val Pistilli who has commenced with electrical and scenery work along with Bill. The results are outstanding.



Left: Example of Val's outstanding scenery work

Above: Mark Wallace switches Bill's industrial area

Upper right: Hand carved Sculptamold cliffs

Lower right: More scenery development by Val and Bill





Bill's yard throat under development



Bill's interlocking implementation



Val Pistilli, Mark Wallace, and Don Bell confer on Bill's potential for operations



Another example of Val and Bill's fine gravel mill scenery work



Bill supervises operations



ON THE (RAIL) ROAD WITH KEVIN FEENEY

CONVENTIONS – SHOWS – TRAVEL

YORK TRAIN MEET

Since moving to this area full time earlier this year, I have been trying to attend local train shows. One show that has long been on my to-do list has been the semiannual show at the York Fairgrounds. Until about 2 years ago, this was a closed show only open to members of the Train Collectors of America (TCA) and certain limited guests. Now, the show is bifurcated with the dealer halls open to the public while retaining private selling areas for just TCA members.

This show was perhaps unique in that it runs from Thursday through Saturday. I drove out on Friday, Oct. 18th, not knowing exactly what to expect. This show, which started in 1969, promotes itself as the “World’s Greatest Train Meet.” Having been to TrainFest in Milwaukee, the Timonium show, the Amherst Railway Show in West Springfield, MA, and countless NMRA National Train Shows I would have to agree. The show liter-

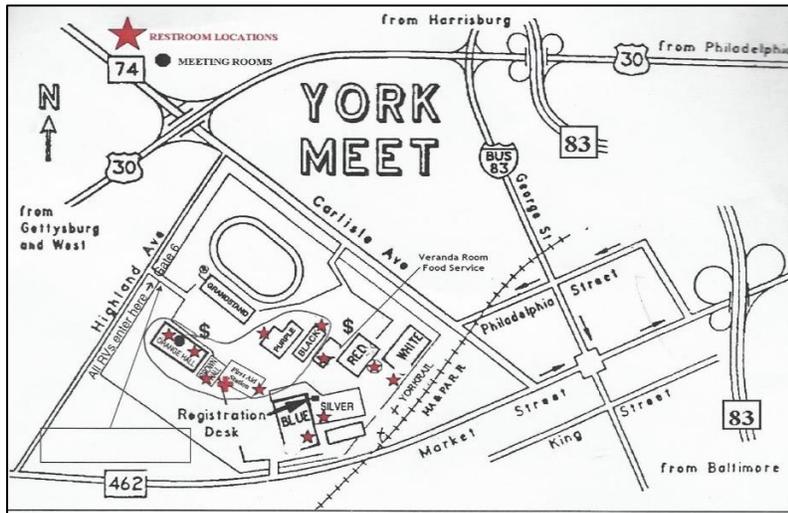
ally fills the York Fairgrounds using eight buildings surrounded by extensive RV/ trailer parking and food trucks. Parking was free and public admission to the dealer halls

was \$10 on Friday or Saturday. TCA members, who made up most of the attendees, and who registered in advance paid \$23 for the three days. Non-members can register once for the whole show and are otherwise encouraged to join TCA, whose national museum and library is located in Ronks, PA just above the Caboose Motel.

The various halls are color coded. The largest is

the Orange Hall perhaps so named because of the thousands of boxes of Lionel trains. This was something to be seen, especially for me since orange is my favorite color! While Lionel and other toy train merchandise dominated, there were still a fair bit of HO and N scale items for sale throughout the show. There were major display booths from Lionel, Bachmann, MTH, and Atlas O scale. I recognized a few of the vendors (Scenic Express, Star Hobby, and a tool guy) from other shows. I said hi to Chris Miller of Miller Engineering who operates out of New Canaan, CT, my former home town. The Black Hall had the YUGE National Capital Trackers’ O-gauge 28x90’ layout.

I ended up with some good buys on two Jordan kits, a Greyhound bus, plus some parts and scenery materials. I am not sure if I will go back (next show is April 24-25), but was certainly glad that I finally was able to attend this show.





YORK TRAIN MEET





GAITHERSBURG SHOW

Many of you have no doubt seen a card like this on the flyer table at Timonium and other train shows. I have attended the last few including this year. The show is truly the largest show devoted to railroadiana in the country with additional transportation items. It is held in a large, two-story building with five vendor rooms. In the past, there was an added model train show in additional building, but it was gone this year. Beside the \$9 Sunday admission, there was early ticket available for \$40 that gave access as the dealers were setting up on Friday afternoon/ Saturday and supposedly where the real action takes place.

While the prices of railroad china (usually double digits), railroad lanterns (usually in hundreds), and locomotive builder plates (some in thousands) continue to climb, the bottom seems to have fallen out of the railroad paper market. This is no doubt due to the aging of the collectors. I'm 66 and most of the folks there were certainly older than me! This year I saw boxes of employee timetables and rule books for \$1 and scores of historic, public timetables for \$2 or less. One

dealer had boxes of them at 25 cents each! I brought 12! A few were giving away Amtrak ones for free. I took some!

42nd ANNUAL GAITHERSBURG

RAILROAD • STEAMSHIP • TRANSPORTATION
ARTIFACTS SHOW & SALE

"The Premier Railroad Transportation Show in the United States"

Montgomery County Fairgrounds

Gaithersburg, Maryland (12 miles N.W. of Washington, D.C.)

Sunday, November 3, 2019 • 9:00 AM - 4:00 PM

Over 400 Tables of Railroadiana & Transportation items for sale!
RR China, Silver, Lanterns, Keys & Locks, Model Trains & Collectibles

Charles Miller
3106 No. Rochester
Arlington, VA 22213
(703) 536-2954
Fax (703) 241-7027
e-mail: rsshows@aol.com

SHOW INFO

Find us on
 facebook.

NEXT SHOW DATE: NOV. 1, 2020

WWW.GSERR.COM

Alan Altman
P.O. Box 985
Land O' Lakes, FL 34639
(813) 949-7197
Fax (813) 949-2679
e-mail: GSE99@aol.com

Tickets available at:
Eventsite.com

Many of the railroadiana dealers had some model railroad items for sale and there were a few tables with just models or toy trains. This was fine with me as I basically go to this show to just look through the 400 tables of railroadiana and aviation items. I did buy some cheap railroad books and Boeing pamphlets to read and probably resell on eBay. My biggest purchase was several unbuilt model plane kits

for \$5 each that were 1/94 and 1/100 scale, perfect for the HO scale airport that I plan to build SOME day.

The folks that run this show are involved with the annual Rail Fair in Jacksonville, FL (been to that a few times) and another big show in Ohio. If you have any interest in railroadiana, you owe it to yourself to attend this show at least once.



New Jersey Division 50th Anniversary Car

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

All cars are ready-to-run.

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

1968 & 2018

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

The cost is \$35.00 each

OR

a set of both numbers for \$65.00.

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

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

(Photos on next two pages)

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

Name_____

Address_____

City, State and Zip code_____

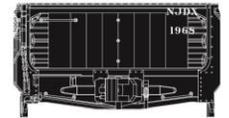
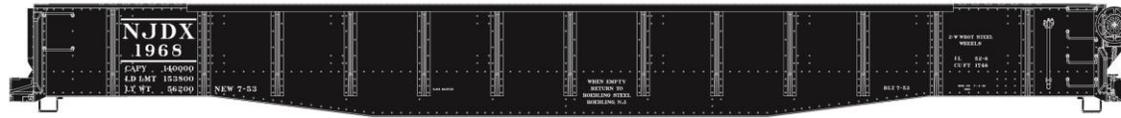
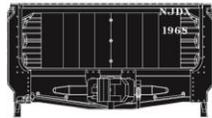
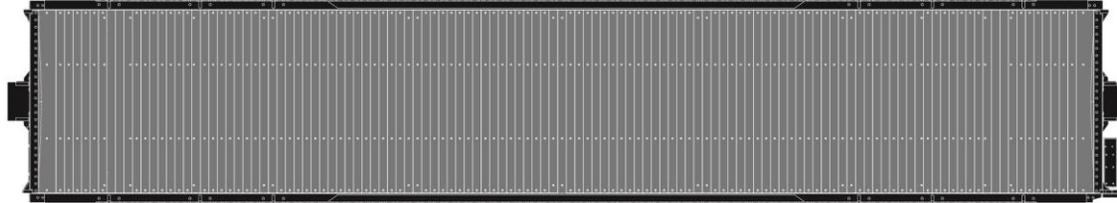
Telephone_____ Email_____

See Tangent website for more info support@tangentscalemodels.com

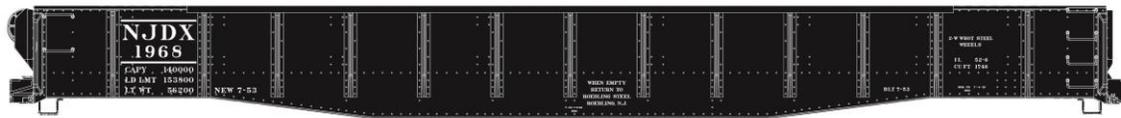
Return this form to NJ Division, P. O. Box 8694, Trenton, NJ 08650



Artwork for New Jersey Division 50th Anniversary Car



TANGENT
SCALE MODELS





LOOK SOUTH IN 2020

MID-EASTERN REGION 2020 CONVENTION

CAROLINA SPECIAL

OCTOBER 15TH – 18TH 2020

Crowne Plaza Charlotte, Executive Park
CHARLOTTE, NORTH CAROLINA

Carolina Southern Division is proud to be
hosting the MER 2020 Convention

REGISTRATION IS NOW OPEN

Convention activities will include:

- A wide selection of model railroading clinics, including by some nationally recognized names in the hobby
- Tour of the North Carolina Transportation Museum Back Shop and other non-public areas
- Tour of the Southeastern Narrow Gauge and Shortline Museum
- Tour of Wade's Train World in Brookford, a layout maintained by the CSD
- HO, S and N scale operating layouts in the Convention Hotel
- Home layout tours in the area, to include The Piedmont & Western and NYC Piney Fork Branch, which were both cover stories in *Model Railroader*
- Operating Sessions

START THE REGISTRATION PROCESS AT THIS LINK:

<http://carolinasouthern.org>



[Click here](#) for the March/April issue



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



[Click here](#) for the March/April issue

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>

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	

	Size	No pocket	Pocket	Long Sleeve	Long Sleeve + pocket	Short Sleeve	Long Sleeve	Pullover	Pullover Hoodie	Zip-up Hoodie	First name as you'd like it to appear (if desired - add \$5 each shirt)	Qty	Price	Total	
												Polo	Button-Down	Sweatshirt	
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			

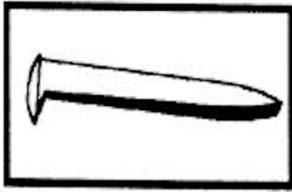
Liberty Bell Special MER 2019 CONVENTION APPAREL ORDER FORM (Descriptions and color chart on next page)

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		35		35	EMAIL																					
POLO BUTTON DOWN DENIM											SIGNATURE																					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">WITH POCKET</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">NO POCKET</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LADIES POLO</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">SHORT SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LONG SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LADIES SHORT SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LADIES LONG SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">SHORT SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LONG SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LADIES SHORT SLEEVE</td> <td style="writing-mode: vertical-rl; transform: rotate(180deg);">LADIES LONG SLEEVE</td> </tr> </table>											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										
											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											
											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																														



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.																											



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: _____