



# THE PHILADELPHIA DISPATCHER

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

April 2005  
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The Philadelphia Divisions next meeting is scheduled to take place on Saturday, April 9<sup>th</sup> at the Montgomery Baptist Church located 510 Bethlehem Pike in Colmar, PA. The church is located on Rte. 309, approximately one mile north of the 5 points intersection in Montgomeryville. For directions and a map see page 7 of this issue of The Dispatcher.

The doors will open at 9:00 AM for registration and model set up, with the meeting beginning at approximately 9:30.

Our first clinic for the day will be presented by Rich Newmiller. At the MER convention last fall, Rich won several awards for his scratch built East Broad Top Railroad yard office. In this unique two part clinic (the second part will be given at the June meet in Newtown Square), Rich will demonstrate the steps taken to build this award winning model. At the June meeting attendees will have an opportunity to try their hand at producing their own unique structures. For more information see page 4 of this issue. There will be more information about the next session in the June issue of the Dispatcher, including a list of supplies each individual will

need to bring if they want to practice the techniques discussed.

Our second clinic will be by Mike Baker. Mike is currently involved in a project to produce a number of custom made Norfolk & Western hoppers for a Midwestern hobby shop. He will take us through the steps of researching the prototype, producing the masters and casting them in resin.

These two clinics promise to make for a very interesting and informative meeting, so make your plans to attend.

Our contest for this meet will be favorite train. Look over your railroad and select the best, funniest, cutest, etc. for this popular vote contest.

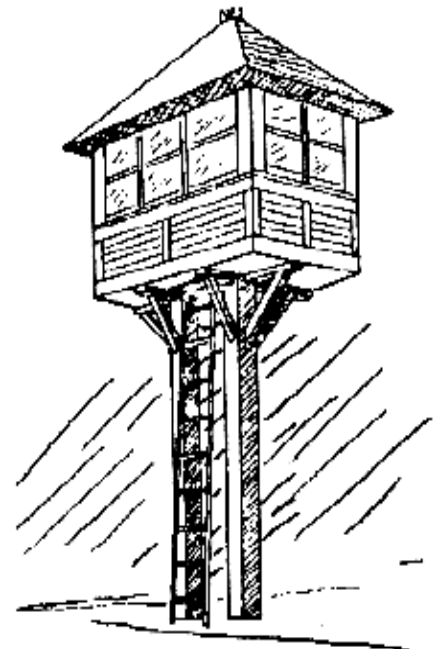
Immediately following the meet there will be a number of outstanding layouts for you to visit. Since this is a new meet location we are going to have some layouts on the tours that have never been visited by the Philadelphia Division in the past. This is a great opportunity to see some of the new layouts that will be on the Independence Junction '06 tour schedule. In addition, the Sellersville Museum in Sellersville PA will be having their Railroad Days on Saturday the 9<sup>th</sup> and Sunday the 10<sup>th</sup> from Noon to 4:00 PM. Included in the

displays will be some of Division member Pat McTeigue's trolley models plus an operating 2 X 4' module.

All in all, this should be a great way to spend a day in the early spring. Since we are in the area, why not take some time to visit the local hobby shops, including long time Division supporter Lin's Junction.

There are a number of fast food restaurants in the area for your refreshment.

See you on the 9<sup>th</sup>!



As the new year has quickly moved into spring (hopefully some time soon), it may be time to start moving out of the basement and into the light. There is a whole different world out there you know.

For me this year could mean some significant changes. Our youngest son will be getting married in August to a sweet young lady, then leaving for the US Air Force. Needless to say, we are knee deep in wedding plans and all the other things that go into starting a new family on their way.

And there could be some significant changes in the Philadelphia Divisions future too.

One that is looming larger and larger on the horizon is Independence Junction 2006. That event we agreed to do so long ago is now just over one year away. Plans are moving forward at a fevered pitch, and yet there is still much work to be done. With the approaching convention in Cincinnati it is important for us to have all of the information on tours, layouts, prototype, etc. together so it can be prepared for our advertising blitz next year. A group of members are making plans as this is being written to go to the convention to work out details and sign up attendees. Are you planning to go to Cincinnati? If so, let us know and we will sign you up to help work the booth!

Another important event that is happening this year is the one membership policy taking effect. What this means in its most basic form is, if you join the NMRA you are automatically a member of the MER and the Division. What we need to do is rewrite our bylaws and decide how the Division will function in the

future. Though this is not cast in stone, so please don't quote me on this, the fact is, yes you will be a member of the division, but we still have costs in producing and distributing the Dispatcher. We also have expenses for meet locations and administration. But there will be no money to speak of coming from the National. So we will need to find some way to raise money, most likely in the form of a subscription fee. Most other divisions are going this route. As this is being written the board is in the process of defining how the Philadelphia Division will answer these questions. For more information, continue to watch these pages for updates.

FYI, for some reason, this year we have a larger number than usual of individuals that have not renewed. If you are waiting to see what happens with the dues, unless you renew, this will be your last issue! So please check your address on the mailing label. If it says '04 or earlier, this is your last issue.

Another pending change is in the board. We have failed to have elections last year as called for by the bylaws. This was an oversight, not someone trying to grab political power. This will be rectified later this year. If you would like to serve on the board or be involved in helping make the Philadelphia Division an organization we can be proud of, contact any of the officers listed in the column at the right of this page. There is much to do, and as the saying goes; "many hands make the load light". Will you lend your hands to the Division?

Happy Railroading,  
  
Steve Salotti

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Editor  
Stephen F. Salotti  
46 Meadow Road  
Collegeville, Pa, 19426  
(610) 489 1940

**Submissions:** The PHILADELPHIA DISPATCHER welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. Submissions are preferred typed, double-spaced. The editor reserves the right to, when necessary, paraphrase small portions of the text in order to fit the space available.

**Next issue:** June 2005. Due out approx. May 25th. Deadline: May 15th.

**Membership:** \$7.00 per year. Address all membership applications, renewals, address changes, etc. to the Clerk. If the date in the upper-right corner of your mailing label is highlighted, your membership will expire soon. Please pay at the next meet or mail payment to the Clerk. Make checks payable to "Philadelphia Division, NMRA."

**Division Personnel:**

**Superintendent**  
Jim Dalberg  
529 Foxwood Lane  
Paoli, PA 19301  
(610) 648 0089

**Assistant Superintendent**  
Tim Palmer  
724 Oak Avenue  
Magala, NJ 08328  
(610) 999 7389

**Clerk**  
Stephen F. Salotti  
46 Meadow Road  
Collegeville, PA 19426  
(610) 489-1940  
jmsfca@netzero.com

**Treasurer**  
Dick Landt  
561 Beck Road  
Souderton, PA 18964

**Achievement Program Coordinator**  
Dave Messer, M.M.R.  
263 Mingo Road  
Royersford, PA 19468-3112  
(610) 948-2191

**Module Team Foreman**  
Tom Cancelmo  
238 Jackson Avenue  
Lansdowne, PA 19050  
(610) 259-7216

**Mid-Eastern Region, N.M.R.A.**  
9 Roosevelt Ave  
Wilmington DE 19804-3044  
(302) 636 0888

merbusmanager@msn.com  
Dues: \$8.00 per year

**National Model Railroad Association**  
4121 Cromwell Road  
Chattanooga, TN 37421-2119  
(615) 892-2946  
Dues: \$45.00 per year

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## From the Superintendent

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Divisionnaires:

Well, the winter is close to being over. I hope that all hands were able to accomplish lots of model railroad projects during the "Dark Ages". I got a lot done: a number of resin kits (these are not really as daunting as they appear when you open the box), a couple of Lehigh Valley interlocking towers, and some locomotive modifications. The point of this is that I did something. All of these projects in and of themselves aren't big, so it isn't one of these "where do I start" things. I saw something on one of the internet lists not too long ago where someone said that just as soon as he retired he was going to start building all his resin kits and the railroad. Good luck! You know what is (not) going to happen.

With the advent of spring, folks start thinking about being outside, and model railroading starts to take a back seat. For me, spring means not having to worry about snow interfering with getting to an operating session! Several of us went to an RPM meet in Pittsburgh this past weekend. Snow showers the whole time! But, lots of good talks, plus we did some rail fanning down near the last basic steel plant in the Mon

Valley. All of this gets one fired up for some new projects. We are starting the planning process for a reprise of our own RPM meet for next Spring, and already have a couple of good clinics lined up.

As you all know, we are always harping on the subject of clinics and member participation. Rich Newmiller developed a questionnaire, which you all received, and to which a pretty good number responded. Some of the results are elsewhere in this issue. We will be calling on you, as we get the future meets lined up.

Speaking of member participation, I expect to be departing this position in the near future....this is a two year term according to the by-laws. I have some other things I want to do. In addition, another Board member, Tim Palmer must be replaced, as he is no longer in the Division area. So, we are looking for a few good men to volunteer.

See you on the 9<sup>th</sup>. Keep the red and green wires separated.

Jim

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## Important Renewal Information! If your label says 2004 this is your last issue!

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It is once again time for all division members to check their membership date. If your label shows 2004 or earlier, you need to renew your membership by the end of 2004 in order to continue receiving The Philadelphia Dispatcher newsletter. We will not be sending renewal notices, but will include a membership form in the last two issues of the Dispatcher for the current year. Please mail the form to the Clerk, or bring it to any division meet to renew. We hope all members will renew early in order to continue receiving their newsletter. If you have any questions, please feel free to ask any board member. It is also important to note that due to the cost of printing and postage, the Division can no longer afford carry those members who do not renew promptly. Your name will be moved to an inactive list.

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## Membership Renewal Form

Name: \_\_\_\_\_

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

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

NMRA #: \_\_\_\_\_ MER #: \_\_\_\_\_ Div. #: \_\_\_\_\_

Dues: \$7.00 per year. Please mail to the Clerk or bring to the next meeting.

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## April Clinic Preview

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### Scratch built prototype structure: the Yard Office at the East Broad Top Railroad

By Rich Newmiller

If you like scratch building, prototype structures, plaster carving or the EBT Railroad, this clinic will have something of interest for you. The presentation will show how the builder modeled the original stone farmhouse that the EBT currently uses as their yard office. The structure is 100% scratch built. The only commercial components are paint and weathering chalks. The presentation topics are as follows:

1. Stone and brick reproduction method
2. Dimensions via photographs
3. Cutting & carving the stone walls
4. Duplicating the windows and doors
5. Cornice molding and roofing (standing seam & rolled sheet)
6. Wooden shed construction
7. Details, paint & weathering

Rich was encouraged to give this presentation after his overwhelming success at the South Mountain Express regional convention in Hagerstown, MD last November. This model earned the following five awards: Members Choice – Best Contest Model, The MER Narrow Gauge Award, The Blue Lantern, First Place Structure Off-line, and Best-in-Show.

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## Amtrak Begins Strict Enforcement of Baggage Policy

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WASHINGTON - In an effort to provide a comfortable and safe travel experience for its passengers, Amtrak will begin strictly enforcing its two carry-on, three checked baggage limit beginning November 1, 2004. The guidelines are designed to ensure a safe and enjoyable ride for passengers, prevent overcrowding of baggage areas and reduce employees' on-the-job injuries.

### Carry-on Baggage

Each passenger may bring aboard two pieces of carry-on luggage. Not included in this limit are briefcases, purses, laptops, and items needed for infants such as strollers, car seats and diaper bags. Each carry-on must weigh no more than 50 lbs. and may not exceed 28"x22"x14" in size. Each item must be tagged with the name and address of the passenger.

### Checked Baggage

Each passenger may check up to three pieces of luggage at no charge. Additional pieces may be checked upon payment of \$10.00 per piece. Each piece of checked baggage may not exceed 50 lbs. and must be packed in luggage or containers able to withstand normal handling. Each item must be tagged with the name and address of the passenger. A complete version of the Baggage Policy is available at Amtrak stations, from reservation agents and on the Amtrak website: [www.amtrak.com](http://www.amtrak.com) under the

"Traveling with Amtrak" tab. Passengers will be denied boarding if not in compliance with the policy. "Amtrak's baggage policy is an important part of the railroad's effort to maintain a safe and enjoyable environment on board trains," said William Crosbie, Amtrak's Senior Vice President of Operations. "Enforcement of Amtrak's baggage policy is for the benefit of all passengers and we are asking for our customers' full cooperation in this effort," added Crosbie.

To be sure passengers are familiar with the baggage limits, Amtrak has kicked-off an informational campaign utilizing the web site, "ticket stuffers" and station posters. The campaign has been geared to be sure that customers, travel agents and the railroad's own ticket agents are aware of the new enforcement effort. A special emphasis of the campaign is to inform customers about the limits before they leave home.

Amtrak is also re-issuing its list of items prohibited from both carry-on and checked baggage. The list includes any type of gun, firearm, ammunition, explosive or weapon; and incendiaries including flammable gases, liquids and fuels. A complete version of the Baggage Policy is available at Amtrak stations, from reservation agents and on the Amtrak website: [www.amtrak.com](http://www.amtrak.com) under "Traveling with Amtrak".

## Membership Survey Results – Philadelphia Division, winter 2005

As of 2/24/05

Numbers in the columns represent the percentage of total responses and (actual responses for that particular item) from the 21 surveys received to date. Results are sorted by the Presentation Clinic column.

#	Item	Presentation clinic	Hands-on clinic
1	Design (track plan, access, lighting, etc.)	<b>67% , (14)</b>	<b>14%, (3)</b>
6	Scenery (rocks, retaining walls, trees)	<b>52%, (11)</b>	<b>43%, (9)</b>
18	Backdrop painting	<b>52%, (11)</b>	<b>24%, (5)</b>
4	Wiring (cab control & DCC)	<b>52%, (11)</b>	<b>19%, (4)</b>
7	Bridges and trestles	<b>52%, (11)</b>	<b>10%, (2)</b>
17	Locomotive tune-up & decoder installation	<b>43%, (9)</b>	<b>38%, (8)</b>
5	Scenery (shell methods, ground cover, roads, water)	<b>43%, (9)</b>	<b>29%, (6)</b>
15	Locomotives – super detailing	<b>43%, (9)</b>	<b>24%, (5)</b>
20	Operations	<b>43%, (9)</b>	<b>19%, (4)</b>
8	Structure - kits	<b>43%, (9)</b>	<b>10%, (2)</b>
10	Structures – scratch building	<b>43%, (9)</b>	<b>5%, (1)</b>
9	Structures – super detailing	<b>38%, (8)</b>	<b>19%, (4)</b>
12	Cars – super detailing	<b>33%, (7)</b>	<b>24%, (5)</b>
2	Bench work & track installation	<b>33%, (7)</b>	<b>5%, (1)</b>
3	Hand laying track & turnouts	<b>29%, (6)</b>	<b>24%, (5)</b>
19	Photography	<b>29%, (6)</b>	<b>14%, (3)</b>
11	Cars – kits	<b>29%, (6)</b>	<b>5%, (1)</b>
21	Researching the prototype	<b>29%, (6)</b>	<b>5%, (1)</b>
14	Locomotives – kits	<b>19%, (4)</b>	<b>5%, (1)</b>
13	Cars – Scratch building	<b>19%, (4)</b>	<b>0%, (0)</b>
16	Locomotives – scratch building	<b>14%, (3)</b>	<b>5%, (1)</b>

Reported time periods: 1920's = 1, 1930's = 0, 1940's = 3, 1950's = 6, 1960's = 8, 1970's = 2, 1980's = 0, 1990's = 1

Reported scales: HO = 20, O = 1 (no other scales reported)

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## Weathering Ties for Realism (more tips from the Weathering Chat Group)

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When weathering ties up close where the detail can be noticed, I first try to determine how much maintenance the track will get. For example, an industry that is producing several loads a day will have top quality, well maintained track. The ties will still be dark in color with minimal weathering, and some ties will be changed from time to time to make sure the loads in and out are on the track, not on the dirt. Tracks that are to industries that produce far fewer loads will receive much less care. Here, the ties tend to take on the color of the soils upon which they are laid, as well as take on the color of the loads in and out.

For example, for newer, well maintained track, wood ties should have a strong creosote look, dark brown or even almost black. New ties will sometimes have a sheen where the creosote is boiling out in the sun. You can get this new tie effect by air brushing in some flat black occasionally, then overcoating the whole with a dark brown/black. Take some matte medium on a dry brush and hit a VERY FEW ties near the ends to give that boiled out creosote effect. Ballast well, then put in some flat black oil stains where the switchers sit and idle, coating them irregularly with some gloss medium to give an oily sheen.

For older, unmaintained ties, I like to do the basic "new track" weathering, only cutting down on the new tie creosote sheen, and mixing a very little white or concrete grey in my tie color, and then fog it all with

matte medium or Dullcote to flatten a lot. Next, I like to brush the ties with a mix of acrylic grey and the local soil color, mixed with water or windshield wiper fluid in a weak wash. This will lighten the ties. Finally, drybrush with a sandstone/grey mix to highlight the ties grain. This will make the ties seem pretty bright, but should be a dirty grey/dirt color. Now ballast as appropriate, running the ballast right up to and sometimes over the ties. The idea is to show the track as sunken into the roadbed somewhat, as well as the local soils working their way up through the ballast. A thin local soil colored wash over ballast, ties, etc. will tend to even out the colors. The ties will then appear to be very tired, dirty, sunken, etc. Finally, install between the tie vegetation, oil spills, spilled grain or other products, etc.

As for the tie plates and spikes, after many many years, these will be almost black. On my models, I prefer to use drybrushed on burnt umber on a fairly stiff brush. I run the brush along the tops of the tieplates and spikes so there is just a hint of paint. On newer track, or well maintained track, a new tie will have new tie plate and spikes, and in those cases, I will use a drybrushing of acrylic iron oxide to show new rust, new steel, etc. This should be VERY RARE, as it really will stand out. The old tie should be close by and the ballast should appear to be recently hand tamped, etc. to give best effect to this.

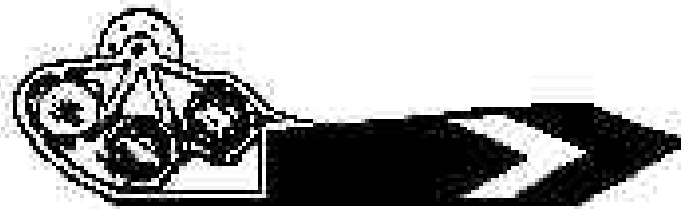
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## General Motors EMD

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The long-rumored sale of locomotive manufacturer Electro-Motive Division (EMD) was announced on Jan. 12 when General Motors Corp. announced that a well-financed investor group led by joint venture partner Greenbriar Equity Group LLC and Berkshire Partners LLC had agreed to purchase the business. Included in the deal are virtually all of EMD's divisions including power, marine and industrial products; spare parts and parts rebuilding; and all of Electro-Motive's locomotive maintenance contracts worldwide. EMD's two loco manufacturing plants in LaGrange, Illinois, and London, Ontario, will also be transferred to the new owners. The agreement is expected to close during the first quarter of 2005 once negotiations with the United Auto Workers Union have been completed and ratified by the membership. Terms of the transaction will not be revealed but the

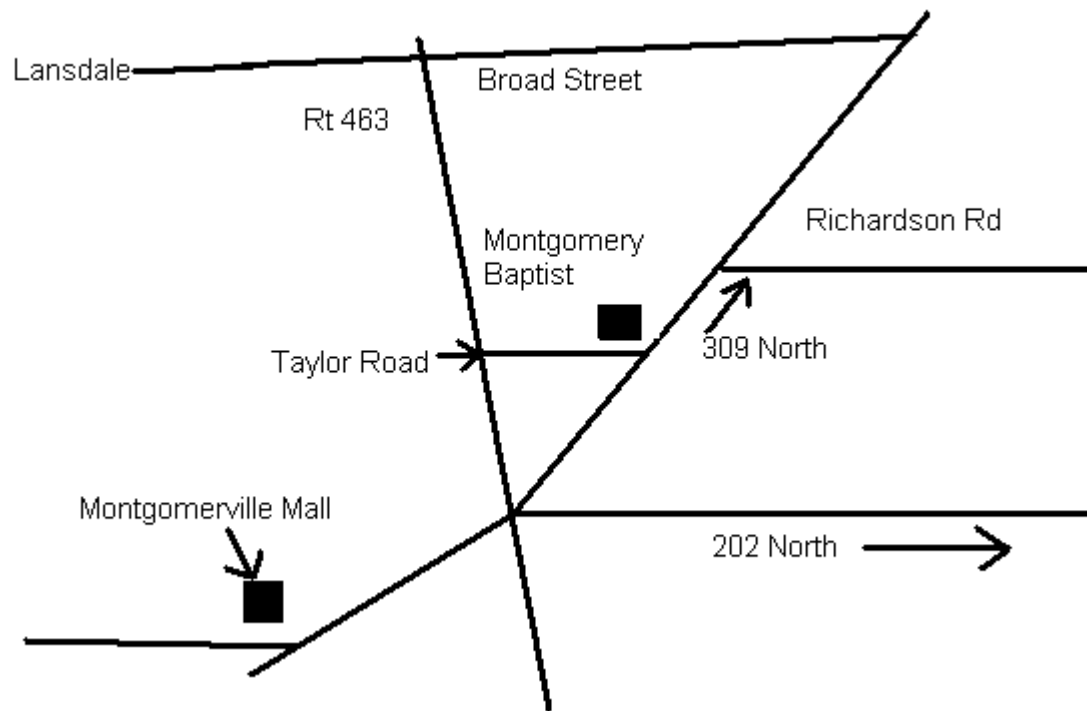
purchase price is reportedly under \$500 million, with a proviso that GM will share in profits above a certain level. Since its founding in early 1930s, Electro-Motive and its associates have produced more than 58,000 diesel-electric locomotives that have been shipped to 73 countries.



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## Map to Montgomery Baptist Church

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Montgomery Baptist Church is located on route 309 approximately 1 mile north of the 5 points intersection of routes 202, 309, and 463. Heading North on 309 the church will be on your left at the intersection of Rte 309 and Taylor Road.

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## Schedules

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Space for schedules are provided on a first come first served basis.

### **March 19: New Jersey Division Meet.**

Hamilton Township, New Jersey. Switlick Recreational Center building. Clinics, contest, layout tours.

### **April 9<sup>th</sup>: Philadelphia Division Meet.**

Montgomery Baptist Church, Souderton, PA. Note: this is a new meet location! Contest, clinics, layout tours. Watch for more details in the next Dispatcher

### **May 14<sup>th</sup>: New Jersey Division Meet.**

Tuckahoe area. Clinics, contest on Saturday. Layout tours TBD.

### **June 11<sup>th</sup>: Philadelphia Division Meet.**

Newtown Square, PA. Hosted by the StARR club at St Albans Church. Clinics, contest, afternoon operations.

### **June 4<sup>th</sup>: New Jersey Division Meet.**

Garden Layout tour. Locations throughout southern New Jersey. 10:00 AM to 3:00 PM. Raindate Sunday, June 5<sup>th</sup>.

### **July 3 – 9: Cincinnati Limited.**

The NMRA National Convention, Cincinnati, Ohio. Clinics, layout tours prototype tours, model contest, non rail and more. For information see NMRA Scale Rails or visit [www.cl2005.com](http://www.cl2005.com).

And don't forget!

Independence Junction 2006  
July 2 - 9, 2006

<http://www.ij2006.org>

