



THE PHILADELPHIA DISPATCHER

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

September 2005
Volume 12, Number 3

The next meeting of the Philadelphia Division is scheduled for Saturday, September 17th. The meet will be held at the Fairview Village Church of the Nazarene, located at 3060 Germantown Pike in Fairview Village, PA. For directions and a map please see page 7 of this issue of The Dispatcher. Note that the meeting will be held in the barn located on the west side of the church campus. The doors will open at 9:00 AM with the meeting beginning at 10:00 AM.

Our first clinic for the day will be presented by Steve Salotti, and is entitled "Making a Scene". No, this isn't about a spoiled child throwing a temper tantrum. Instead Steve will be discussing the inspiration for and steps used in creating a moderately detailed focal point on his New York, Susquehanna & Western layout. The discussion will include both thoughts on the inspiration for the scene and steps taken to produce the various components.

Our second clinic for this meet will be a presentation by noted photographer Lee King. Lee has spent countless hours' trackside recording not only the passage of the trains themselves, but also noting what is going on around them. I have been

privileged to view many of his shots, and his added insights have helped to bring the location alive in my mind's eye. One of my favorites shows a Conrail train crossing a bridge in Allentown, and if you look closely in the background you see a group of boys who waited for the train to come, then jumped off the bridge just before it passed! Lee will be one of our clinicians at Independence Junction '06 next summer, so come get a preview of things to come. His work has also frequently appeared in Railpace Magazine, including a recent shot on the back cover.

Our contest for this meet will be Caboose, with the winner being determined by popular vote. The contest is open to any scale or gauge; scratch built or stock right off the shelf. Participation has been down a little over the last few meets so let's see if we can fill the table with models!

Coffee and donuts will be available at the meet for a small donation. Lunch will be on your own after the meet. There are a number of restaurants within a short drive of the church. We will also have our popular 50/50 drawing.

Dealer tables are available for a small fee. If you

would like to reserve a table please contact Steve Salotti at the address on page 2.

Then in the afternoon following lunch there will be a number of local layouts open for you to tour. As always, remember you are a guest in someone's home, so be courteous.



Important Election Information

In addition to the above activities, some important pieces of business we need to take care of are the vote to approve the new bylaws and elect the new board of directors. You may either mail the official ballot included elsewhere in this issue, or bring it to the meet. All mailed ballots must be received by Friday, September 16th, and should be mailed to the Clerk (see page 2 for mailing address). No photo copies please.

There are many of you who may be viewing these pages for the first time. Welcome! If you are involved in helping to put on Independence Junction '06 in any way, you will be receiving the next 5 or 6 issues as a way to help keep you informed of the progress being made on this great enterprise. Most of you are layout tour hosts, with a smattering of industry personnel and other volunteers. We also invite you to attend our meetings as a guest. Who ever you are, the officers and members of the Philadelphia Division want to thank you for taking some of your valuable time to help us make this event a success.

To say that this summer has been a busy one would be a mild understatement. Once again this year I had an opportunity to travel to Alaska with a group from my church to do more work on some of the structures at the same youth camp we worked at last year. But this time my youngest son was able to join me. What a great time we had working together! He graduated college in May, was scheduled to get married in August (put on hold for now, but that's another story), and goes into the Air Force pilot program in October. With all those changes taking place we needed to take this one last trip together (how quickly they grow, make sure to not miss those special opportunities with your loved ones!).

While in Alaska I met up with a fellow modeler in Anchorage. Darryl moderates the weathering chat group on Yahoo that I belong to, and that group is the source for many of the articles on weathering I use in these pages. We tried to get together last year but it just didn't work

out. We spent a very enjoyable afternoon viewing his models and some of the hundreds of photos he has taken for resource material. I've included a few shots of some of his work elsewhere in this issue. Sorry the reproduction isn't better, but our shoestring budget just won't allow for slick pages like Model Railroader and other magazines.

When I mentioned my sons wedding being postponed, there's a little more to the story. I had scheduled a lot of vacation time when we got back to use for the wedding. Now with no wedding and all this time scheduled, I decided to start a couple of those big projects I wanted to do. Boy did it snowball (like Alaska)! Now with the layout torn up and open house season coming I hope I can get it all back together in time for you to come see the progress.

Also on Alaska, we took the same train ride and cruise as last year (I didn't need to see the glaciers again, but the train ride sure was fun, and I just missed getting a perfect shot of a bald eagle as it soared over the locomotive, boy I'd like to trim that tree branch). When we got to the station, I walked quickly ahead of the group to get a photo of the whole train, which I had not done last year. As I moved ahead, one of the ladies in the group followed me. As we chatted, it turns out she is a closet model railroader herself, having sets in both HO and O gauge, but no place to put them up for the time being. With a little encouragement, maybe some time in the future we will have another home layout to visit!

Happy Railroading,

Steve

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Editor

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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: Nov. 2005. Due out approx. Oct. 25. Deadline: Oct 1.

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."

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Chattanooga, TN 37421-2119
(615) 892-2946
Dues: \$45.00 per year

From the Superintendent

Divisionnaires,

Well, it's just about the time for the Fall Model Railroading Season. Of course, I am writing this as the temperature is climbing toward 95-or 98. Seems to me it was just three weeks ago when all I heard was complaints about how cold it was.

Several Division members attended the recent NMRA convention in Cincinnati. Ken McCorry, Dick Foley and I drove out—actually Ken drove, we rode. The convention was well run and we had a good time. We operated on a couple of interesting railroads, as part of the OpSIG program, and visited a number of others; either on a layout tour or as part of the Layout Design SIG tour. The latter ended at Allen McClelland's new layout, which is well along in construction, and quite impressive. I should say that many of the other layouts were equally impressive; I always get new ideas from these visits.

The first Sunday we were looking for some rail fanning opportunities and thought the Amtrak Station might be a good place to start. Couldn't find it, after driving on every street around where it was supposed to be. So, we decided to go into the Cincinnati Union Terminal Building. Lo! And Behold. There was a sign for the Amtrak station. However, the folks at the visitor's desk told us that the Terminal "A" tower was open. This was the location of the control facility for the entire terminal and is now occupied by the Cincinnati Railroad Club. You get an impressive view of the entire yard area—CSX's Queensgate Yard in the distance, the CSX and NS intermodal terminals, and many trains moving. Well worth the visit.

We visited a couple of other locations, and a hobby shop. One thing about Cincinnati; on a Sunday (and Monday, 4 July) the downtown area is like a tomb. We had to search far and wide for good places to eat, which is another interesting story. Biggest problem was finding a good ice cream place, which fortunately, I eventually did. I think most midwestern cities tend to be like this. In this regard, Philadelphia is a live wire place on weekends, which bodes well for our convention. Although I think Dick Foley may have told me that his analysis of 200 years of almanacs indicates that it may be hot.

I enjoyed the Train Show at the end of the week. I actually made it through without spending a lot of money. There were several new products, but not really anything that hadn't already been touted on the internet and in the hobby press, but it was nice to see these items, and to talk to the manufacturer reps. Or, hear it: for example, the new Loksound decoders, or the Soundtrax Tsunami, about which there has been an incredible amount of whining and misinformation on the internet (what's new?). In that regard I looked at prices and didn't see anything really out of line—opinion, of course. I say this because there has also been a lot of whining recently about the "high" price of everything. You do have to be careful how you take some of the writing, if you can call it that, on the Internet. A lot of the highly opinionated statements you see on any given list are back and forth, probably without reading the previous response, given preconceived opinions, of the very few, same individuals, with their two (or ten) cents worth (inflation). You should be aware that I do not have any opinions. As for prices, when was the last time you had a ten-cent cup of coffee? I did see Win Gross, surrounded by a large crowd of enthralled listeners, as he expounded on the merits of the green wire / red wire theory for DCC. As a corollary, he now believes you should have a black wire for grounding. I think I heard that Val Pistilli may have engineered that idea.

A number of us attended the banquet, which was held at the CUT. Very nice, apart from the acoustics, which were not particularly good, at least at our location. Sort of like the announcer at a train station—"...Train ymvlu will depart from gate prtvdtyffg in one minute..." (As an interesting aside, you can actually observe a variant of this phenomenon in Penn Station NY. They do not announce the track number until ten minutes before, and it is never the same, so you have this seething crowd watching the big ouiji board, and as the track number is posted the crowd moves off with a low roar toward the two escalators that can only take one person at a time. I believe that Dave Messer may have told me that this was an old PRR tradition). One interesting thing I did hear was that the average age of the NMRA membership is about 61 years. I'd bet the average age of the convention attendees was a number of years higher, but that is a little due to free time, etc. Nonetheless, I did see some younger folks—I mean really younger, not relatively. On one of the railroads where we operated, one young fellow was doing a really nice job as part of the hump crew.

Superintendents report, cont.

I only attended a few clinics at the convention. Some of my time was spent at the IJ '06 booth, ably managed by Dave Messer and Rich Newmiller, where Division members signed up several hundred folks for our (your, remember, this event is sponsored by the Philadelphia Division) convention next July. There was a lot of interest expressed in the convention. The total early signups is around 500. As time goes by in the next 6-9 months, the various IJ '06 Convention committees are going to be looking for volunteers from among you to help out—lead tours, work at the tour booth, registration office etc. Throw your hat in the ring, early and often.

Lastly, it's time for elections. Elsewhere in this issue of the Dispatcher is a slate of candidates for the Division Board. One of these will be your new Division Superintendent. I have enjoyed serving for the last few years, and look forward to continuing to be a part of the Division and its activities.

Jim

Membership Renewal

Normally at this time of year we would be asking for you to renew your membership. This year, however, we have a small problem. With the new one membership system going into place for the National, MER, and Divisions, we don't yet have a final decision on how the Philadelphia Division will be handling matters. As most divisions are doing, we will probably decide to make the Dispatcher available on line free for all members, but if you want a mailed copy it will require a subscription. Your new board will take the matter up at its first meeting. However, if you want to be sure to continue to receive The Dispatcher at your door, I would suggest you renew for at least one more year. To that end I have included our normal renewal information below for your convenience.

The Editor

Important Renewal Information!

It is once again time for all division members to check their membership date. If your label shows 2005 or earlier, you need to renew your membership by the end of 2005 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 to afford carry those members who do not renew promptly. Your name will be moved to an inactive list.

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.

Philadelphia Division Election page

In the June issue of the Dispatcher you received a draft copy of the Divisions new bylaws along with a list of candidates for a new board of directors. At this point we need to vote to accept or reject the bylaws and to elect the members of the board. From the individuals elected, as per the bylaws, the board will elect a new superintendent, assistant superintendent, clerk, and treasurer. Please read the following information and cast you ballot. You may either mail this page to the current clerk or bring it to the September meeting at Fairview Village Church of the Nazarene. Photo copies will not be accepted, and mailed ballots must be received by September 16th to be counted.

Division Bylaws:

Change Article II to read as follows:

Article II Territory

1. The Division includes Bucks, Delaware, Chester, Montgomery and Philadelphia Counties in the Commonwealth of Pennsylvania.

The three counties in Delaware are not part of the division territory. The MER put that on hold until after the single dues structure is in place. Once it is completed we are free to apply to add these counties if the resident members are in agreement.

All other portions remain as proposed.

Accept _____ Reject _____

Division Board

The following individuals are offered to serve as your Board of Directors. They have all been nominated and have agreed to serve. From the elected individuals the Superintendent, Assistant Superintendent, Clerk and Treasurer will be elected by the members of the Board. Vote for no more than seven board members. **If you vote for more than seven names your ballot will be disqualified.**

Brian Good _____

Val Pistilli _____

Dick Foley _____

John Siebert _____

Jim Dalberg _____

Rich Newmiller _____

Dave Messer _____

Write In:

Dick Landt _____

Steve Salotti _____



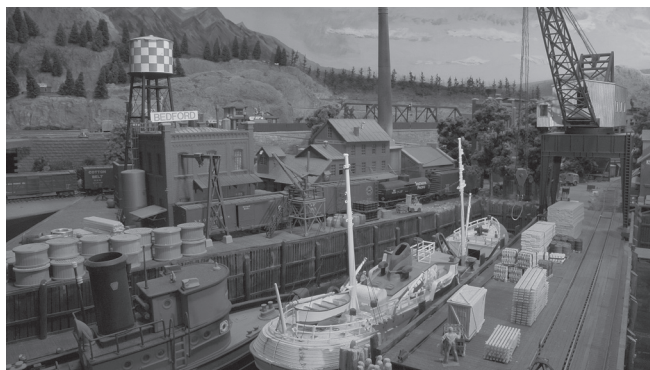
Independence Junction 2006

Philadelphia, PA

National Model Railroad Convention

July 2 to July 9, 2006

Follow along the rails of history to Independence Junction, The 2006 NMRA National Convention. Experience both Prototype & Model Railroading with the unique, local flavor that only the Philadelphia region can provide!



Layout by Robert Lieberman

Prototype Tours - 16 tours are planned including industries such as electrical generation, steel, cement, grain elevator, intermodal, AMTRAK, regional rail operations, shops & dispatching.



Prototype: ISG Rolling Mill - transfer operations



Rail Fan: East Broad Top narrow gauge RR

Clinics, Model Contests, Auctions, Tours, Non-rail Activities, Train & Trade Show, Many Local Activities

Layout Tours - over 100 owners have already joined the tour groups



Layout by Bob Jans

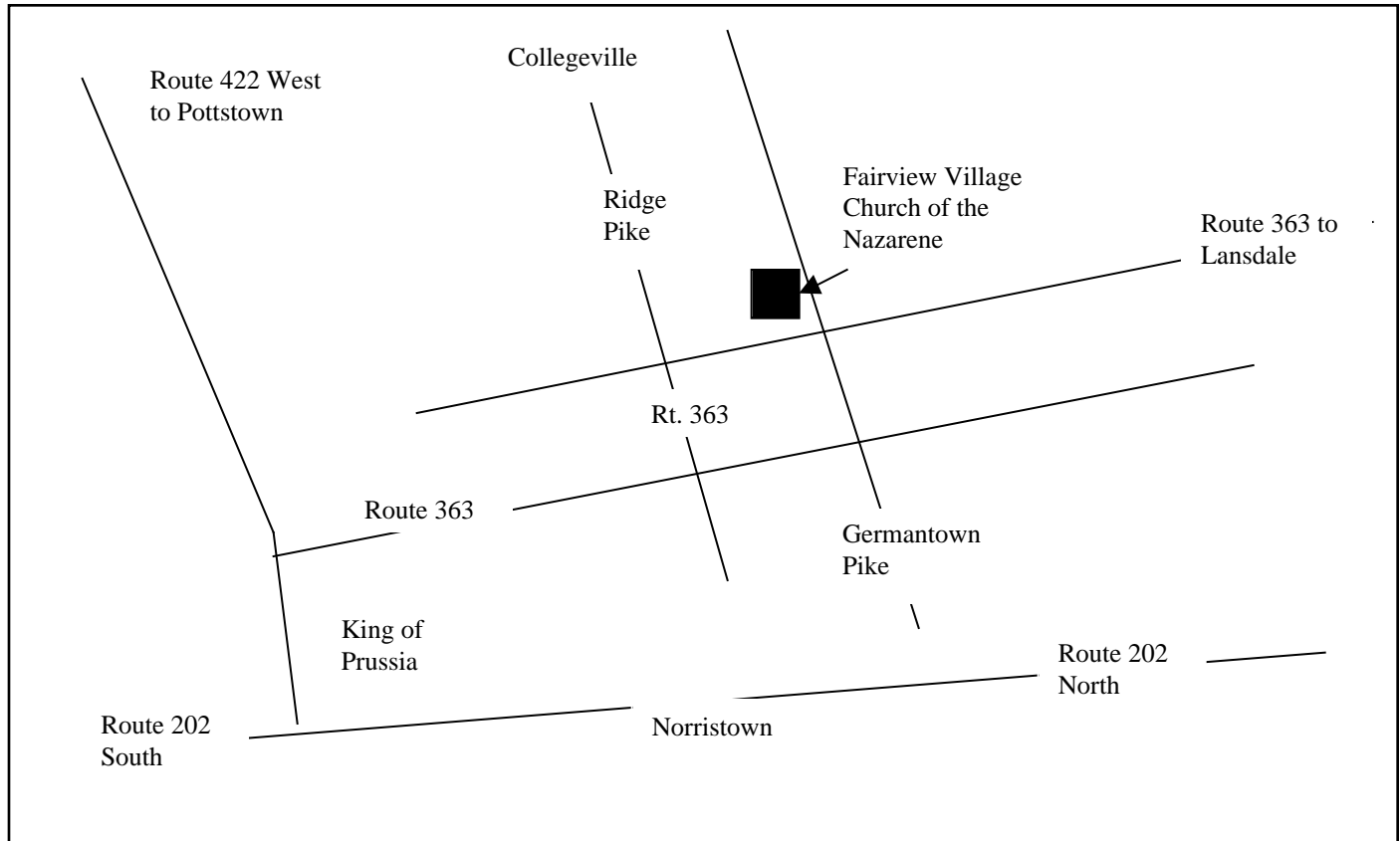
Rail Fan Trips - 12 trips are planned including the PRR Altoona Railroaders Museum and Horseshoe Curve, Steamtown National Historical Site, Strasburg RR, SEPTA Trolley, B&O Museum, New Hope & Ivyland RR, Wilmington & Western RR.

See you in Philadelphia!!!

Details & Information: www.IJ2006.org

All tours subject to change. Photos by Rich Newmiller.

Map to Fairview Village Church of the Nazarene



Schedules

September 17th. Philadelphia Division meet.

Fairview Village Church of the Nazarene, 3060
Germantown Pike.

Clinics,, layout tours, Contest: Caboose

For details see page 1 of this issue

September 17, 2005 - Deptford Meet Location:

Deptford Municipal Building Clinics & Meeting:

Saturday - 9:00AM to 12:00PM

Layouts: 1:00PM to 4:00PM

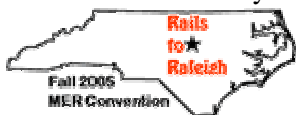
October 8 & 9, 2005 - Timonium Train Show

Great Scale Model Train Show

Timonium, MD

www.GSMTS.com - (410) 730-1036

October 27 – 30 Rails to Raleigh Fall 2005 MER
convention. Hosted by Carolina Piedmont Division



"Rails to Raleigh"

For more information check the MER web page or see
the next issue of The Local

November 12th, Philadelphia Division Meet

Wilmington DE area.

Clinics, layout tours, contest: Resin Kit

More details in the next issue of The Dispatcher

November 19, 2005 - Delanco Division Meet

Location: Walnut Street School

Clinics & Meeting: Saturday - 9:00AM to 12:00PM

Layouts: 1:00PM to 4:00PM

Contest: TBD

**It's only about 42 weeks until the convention. What
are you going to do to help?**



Painting and Weathering Brick Walls

(more from the weathering chat group)

The best way to understand what weathering or painting effects should be from a scale standpoint is to observe the prototype. In the case of brick buildings you will usually see that the individual mortar joints are very difficult to see from a distance equivalent to the scale distance from your eye to your structure on the railroad. In most cases you are just as well off spraying a subdued brick color (brick comes in many colors including painted brick) over all of the brick areas. Bright red is not going to look good. I just use cans of red primer or the water based craft paints. ALL plastic kits need to be painted even if you do not change the color to get rid of the plastic sheen. Once you have your basic color and have let it dry thoroughly you can add a wash of water based mortar (usually a light grey or tan is best instead of white). Test a small area to see what effect you get and wash it off if it does not look right. A wash of white can turn brick red to pink! Keep the wash subtle, almost invisible. Then you can add weathering effects such as the alcohol-india ink wash and rust streaks from metal components such as stacks and fans.

I don't paint anything brick-by-brick, life's too short for that. I begin by airbrushing the walls a brick color. Realize one thing, the front brick color of any building would have been the choice of someone responsible for the front appearance facing the public in general (the builder, the owner, the owner's wife who considered herself a color expert, or whoever). This is where a premium would have been paid for the purchased brick to affect the desired outcome. The

walls that the public doesn't see would have been built of the least expensive brick to be had. Around the middle section of the U.S. there were many brick kilns producing brick and the contractor's choice would have probably been from one of those. Since these bricks began life as a pile of clay, they would fire up to a 'terra cotta' color or even a bit more orangish than that. Check your area, especially go around back, to see what was used there.

There are many products that been expounded upon to reproduce the mortar look, I won't go into that here.

My preferred method is to first paint the wall with the desired brick color. Then wipe a white artist oil color over the surface followed by a clean up of the excess. The oil color paint is left in the mortar grooves. You can adjust the color of the mortar with a bit of burnt umber or burnt sienna. Others have reported success with acrylics and even white shoe polish.

Another technique that I haven't tried consists of putting a tiny droplet of thinned white paint in a mortar groove and letting capillary action take over. The paint is said to flow through the mortar cracks. This technique was described in detail in "The Art of Weathering" published by Black Swan in the UK. It is out of print, but well worth tracking down. The techniques described produce the best results I've ever seen.

Maybe gas milage isn't as new an issue as we thought!

