



THE PHILADELPHIA DISPATCHER

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

June 2009
Volume 16, Number 2

The Philadelphia Division is pleased to announce their next meeting will be held on Saturday, June 13th at the GATSME Model Railroad Club. The club is located at the corner of Madison and Prospect Streets in Fort Washington, PA. For directions and a map please see page 7 of this issue of The Dispatcher. Doors will open at 8:30 with the meeting starting at 9:00 AM.

There will be three interesting presentations for you to enjoy at this meet. The first will be a very informative presentation by special guest speaker John Teichmoeller; "Railroading along the Waterfront: Some Modeling and Prototype Ideas". This clinic covers close prototypes for the models produced in Walther's Waterfront series, discusses some improvements, illustrates some suggestions for modifying and kit bashing them, shows examples of modeling work already done using them and gives references. Some ideas will even be offered for those of you who bought some of these products but who have absolutely no use for car floats and float bridges in your operational scheme. Along the way, he will share some stories about the research that went into the subjects and the development of the products. John is the

coordinator of the Rail-Marine Information Group.

John also models a fictional industrialized seven-mile stretch of the Patapsco River Valley west of Baltimore, Maryland. The time period is the latter half of the year 1967. He is interested in freight cars in general with an emphasis on eastern railroads, the B&O, PRR and WM in particular.

Our second clinic will be a joint presentation by John Seibert, Earl Paine and Brian Good who will present; "Round Robin Groups That Work". With the emphasis on that last word, the presenters will give a mini-clinic based on their experiences as members of a successful round robin group within our Division. Topics will not only include the many benefits to be gained but also real life issues regarding expectations, organization, scheduling of sessions and the planning of work details for the members. This is a great example of the benefits to be gained by membership in the NMRA and participation at the local division level. This group would not have been possible without their getting acquainted through Philly division meets.

The third presentation will be by Chris O'Brien of GATSME who will give a brief clinic on the

GATSME Club Layout and its Operation. This overview will enhance everyone's experience of visiting this great layout. The club will be open for you to tour before and after the meet from 11:30 until Noon (it will not be open during the afternoon).

Our popular vote contest for this meet will be "Tank Cars". In addition there will be coffee and donuts available for your enjoyment, with lunch available at several locations in the area.

Starting at 1:00 PM there will be several layouts open for you to visit. As always, since we are guests in someone's home please show proper behavior so we can be invited back in the future.

With so many interesting topics I hope you will plan now to attend this great meet. Let the lawn go for another day, rake the yard one evening next week, or whatever else you have to put off, see you in Fort Washington!



Welcome to summer (almost)! As the days are growing longer and the temperature is rising and the grass growing, soon most of us will be moving out of the basement into the sunlight. I do have one friend though who does his modeling almost entirely in the summer, "it's just to hot outside" is his quick answer. But for the most of us we do slow down a little in our hobby activities.

This year for me will definitely mean less time in the basement. And though there are some trips planned they mostly center on family activities.

We have a new Grandson, Owen Hunter, born February 26th to our son John and his wife Amy. He is a pilot in the US Air Force and is going to be stationed in Fayetteville, North Carolina. We will be going to visit them and then go on to Orlando, Florida where my wife has to attend a conference. Too bad, I guess the boys and I will have to go to Disney World while we're there.

Frequently when traveling I will use the NMRA to identify members living in the area to be visited and try to arrange for visits to local model railroaders. I had the opportunity to visit several modelers and do some operating while in Fayetteville for a convention a few of years ago, and while this has produced some interesting trips, this time I think I'll be focusing on the prototype.

When in the area before I didn't go out anywhere to view the local railroad scene. One of my favorite activities is to locate local rail lines and search for older industrial buildings. While I'm glad to see any industries using the railroad, there's just something nostalgic about an old

multi storied brick building. In addition there are some 20+ short lines in North Carolina, so I'm sure there will be something worth checking out.

Then later in the summer there will be a trip to the Dominican Republic. Rumor has it there are quite a few lines there, mostly in the production of sugar cane. Also there are some reports of small steam engines still in use. While this is all very interesting, the truth will probably be they are all gone by now, and besides, I won't have a car and will be up in the mountains in a small village. But hopefully something will come to light. While in Haiti a number of years ago, after hearing the horn blow in the distance several times, on one trip into the city while crammed into a packed bus I caught a glimpse of a freight car loaded high with cane. It was on a siding and almost dark so the shot I took is very poor. But it was there and had arch bar trucks to boot.

Then, the day after we come home it's off to Canada to visit my brother in laws new camp. It is located just about an hour straight up from Watertown, New York. While looking over the directions he sent I was pleased to notice there is a Canadian National rail line just above the lake where the camp is located. Looks to be about a mile from where we'll be staying. Now if I can just find out what the traffic is on the line and where any yards might be located.

Well, it's almost time to start packing. I hope you'll be out somewhere chasing trains this summer. Maybe we'll run into each other somewhere.

Happy Railroading,

Steve

THE PHILADELPHIA DISPATCHER

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

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 2009. Due out approx. May 20. Deadline: May 10.

Subscription: \$7.00 per year. Address all subscription applications, renewals; address changes, etc. to the Clerk. If the date in the upper-right corner of your mailing label is highlighted, your subscription 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

J. Gregory Schindledecker
1454 Oakwood Road
Coatesville, PA 19320
610-383-7767

Assistant Superintendent

John Seibert
3915 Township Line Road
Collegeville, PA 19426
610-489-7780

Clerk

Earl Paine
4325 Wendy Way
Schwenksville, PA 19473
(610) 831-9466

Treasurer

Brian Good
578 Hawthorne Lane
Harleysville, PA 19438
610-940-1626

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.

Fred Miller MMR Buinsnes Manager
8960 Challis Hill Lane
Charlotte, NC 28226-2686
(704)-752-5138

National Model Railroad Association

4121 Cromwell Road
Chattanooga, TN 37421-2119
(615) 892-2946
Dues: \$58.00 per year,

From the Superintendent

For thousands of years, text printed on paper has been our main form of communication. Let's not forget pictures too. In fact pictures preceded text in the form of hieroglyphs. Text was written by hand, and then typeset by hand until the 1900s. Various machines performed the job until the likes of today's computer publishing. To this day, nothing beats a well-written set of instructions and good illustrations or pictures to assemble that craftsman kit.

Does this well-written set of instructions necessarily need to exist on paper? Nowadays, the answer is: not really. Via the Internet, web sites provide incredible amounts of information for the price of a few well-chosen search terms. In a few minutes, one can research a topic that would have previously required weeks or months. There are web sites that contain searchable historical maps and photos such as MyTopo/Maptech (<http://historical.mytopo.com>) and West Virginia Historical Photographs Collection (<http://images.lib.wvu.edu>). Most, if not all historical societies also have web sites rich in information, including system maps, rosters, and links to additional information.

New, full-featured hobby magazines are available (mostly for free) on the web. Both the B&O and Pennsylvania RR historical societies have dedicated on-line modeling magazines. The most impressive example to date is Joe Fugate's Model Railroad Hobbyist magazine (<http://model-railroad-hobbyist.com>). The articles are long and detailed,

containing high resolution color drawings and photos. Consider that electronic media is the perfect format for a hobby in which the subject moves. This media can contain movies of our favorite subject; no longer is the train relegated to being a static picture.

Lastly, how about pod casts? What is a pod cast, you say? Think of it as a syndicated radio show in a new form. Rather than being broadcast, the show can be downloaded so that it may be listened to on your computer or a portable music device. You may also put these on a CD that's playable in your car. Tired of classic rock or boring talk radio? Enhance your knowledge of the hobby, listen to product reviews and keep up with the latest opinions on your way to work. Two popular shows that can be downloaded for free are the Scotty Mason show and the Ryan Andersen's Model Railcast show.

I'm sure that new media will continue to evolve. Some tend to think of new media as a threat to good, old paper publications. I think that all forms of media, new and old, will peacefully coexist and compliment each other for many years to come. This is especially true because most electronic media is not nearly as portable as a magazine (yet).

I look forward to seeing you at our next division meet at the GATSME club in Fort Washington.

Greg Shindledecker
Division Superintendent

New Division Car Project!

The Philadelphia Division is pleased to announce the release of its newest project, a Reading Panel side hopper. Some may say such a car never existed, yet a careful search of the Readings roster will reveal that there was indeed one such car of this type on the Reading. In addition, old timers that worked for the company confirm that it did indeed exist and they had seen it many times at Port Richmond in Philadelphia. Working with Accurail we have re-created this one of a kind car for your own layout. The number selected is correct for this car, but we have arranged with Accurail to make available for a small fee numbers so you can change as many of the cars numbers as you wish. Below is the artwork for the car. The cars are in stock and will be available at all Division meets and by mail at:

Philadelphia Division Cars

308 W. Walnut St.

North Wales PA, 19545-3323

Cars are \$15 each. Shipping \$7 for 1st model, 2 or more models, add \$3.00 each. Money orders preferred, checks must clear prior to shipping. Make Money Order payable to Philadelphia Division MER.



The Contests at Hartford National Convention, 2009

Important Subscription Information!

It's once again time for all division members to check their subscription date. If your label shows 2007 or earlier, you need to renew your subscription by the end of 2007 in order to continue receiving The Philadelphia Dispatcher newsletter. We will not be sending renewal notices, but will include a subscription 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.

New Subscription /Renewal Form

Name: _____

Address: _____

Phone: _____ E-mail: _____

NMRA #: _____ MER #: _____ Div. #: _____

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

Building a Railroad Navy (continued from the April issue of the Dispatcher)

The next project was one of Seaport Models tugboats. While running the booth at the Timonium show for Independence Junction '06 I went for a walk during a slow time. When I saw the Seaport Models table with the completed tug in a glass showcase I was hooked. The price was a little high, but the model looked good and I "needed" one. While it isn't a scale model of any particular boat it has good proportions and clean lines. One thing it is not is a railroad tug. It is a little smaller and the pilot house is not as high as a railroad tugs would be so they can see over freight cars on floats, but since the Susquehanna didn't have any car float service I could use it in the harbor as a towing company boat. The boat was built as per the instructions and named for our oldest granddaughter, Jordan Rose.



The Jordan Rose pulls away from the Ford Motor Company pier after dropping off a barge of parts.

The boat is run by a mangy looking crew of Preiser figures with numerous rope coils and other odds and ends cluttering up the deck. The colors resemble those of the Moran towing company, but I left off any markings other than the name and have it represent an independent towing outfit. Hey, it's my railroad and my harbor. The tug was painted in a medium red with a gray deck. This was then weathered with dry brushed lighter gray and an alcohol India ink wash. Some of the hardware was then dry brushed with rust.

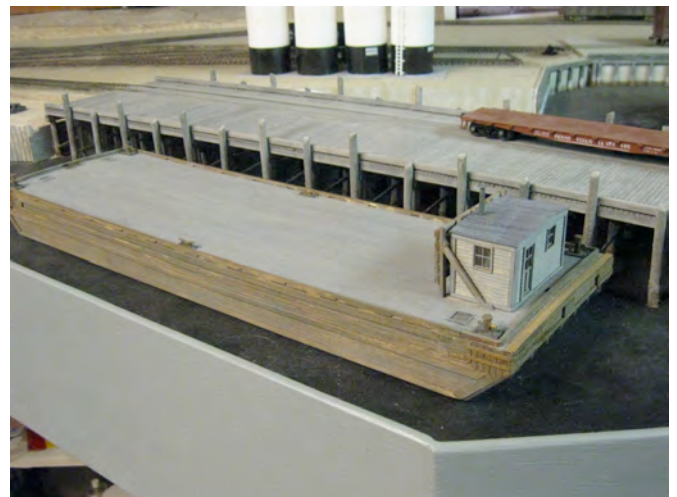
After the tugboat was completed the next project was an American Model Builders cabin scow from their Rail Marine series. These boats, which have a flat open deck with only a small cabin for the captain of the barge to do his paper work, along with their close relative, the covered barge were the do all, carry all box cars of the various railroad navies that served New York harbor. The barge was built according to

the directions and launched into Edgewater harbor. This was a fun kit to build and was part of the learning curve on coloration and weathering of marine vessels (more on that later).



The crew of the Jordan Rose goes about their work as they move to the next tow job.

Currently the barge sits next to the general freight pier (see below), but the problem is there is no easy way to get the freight onto or off of the barge, as they are not the same height. So that means I'll need lots of Preiser or other companies figures to schlep it back and forth. Or there is a future possibility: build a stick lighter or some other vessel with a crane. When that happens or if I get the Ford plant built any time soon this barge will move to the Ford pier and the new vessel will serve the freight wharf. Besides, there is a Walther's tugboat kit buried on the kit shelf that would make a good starting point for one of the self propelled lighters that prowled New York harbor.



Railroad Navy (continued)



This North Star stick lighter is moored somewhere in New York Harbor, and if you blow up the picture the crates on it say “Made in Canada for Ford Motor Company”.

The next project was not even built for my railroad but was the inspiration and guide for the next units. The kit built next was an American Model Builders covered barge. This kit was sitting on the shelf at Lin’s Junction in Lansdale for some time. And while I knew I would need several of them before too long, this full scale model was too big for the location it would occupy. After drooling over it for a while I finally had the idea to offer to build it and try to sell it as finished model. The management liked the idea, but also suggested they might like it for their own railroad. Subsequently the kit was built and painted in a B&O based livery of dark blue and gray with yellow stripping. The painting was done to show a barge that had seen better days, and appropriate weathering was applied.

After the covered barge above was done, I launched (literally) a new project: to build a pair of PRR based covered barges to serve the Spencer Kellogg & Sons pier. I have a photo in my collection from the Historic American Engineering Record (HAER) collection maintained by the Library of Congress. These photos and plans are available on line and are downloadable and printable. You are free to use them as needed as long as proper credit is given. The aerial photo I have shows 8 covered and deck barges moored to the pier which is approximately 300 feet long. If built to scale a pier this long would be almost 4 feet long, a little longer than I could reasonably fit in the harbor and still have the operating crew get around. In addition, a typical barge was up to 100 feet long and around 30 feet wide. The only solution was to build selectively compressed versions.



PRR based barges number 235 and 409 sit in the basin next to the Spencer Kellogg & Sons pier in Edgewater harbor.

Using a photo in a recent issue of The Keystone, the PRR Historical Society’s magazine, I did some estimates and settled on a width of 25 feet and length of 86 feet. One unusual feature of the PRR barges is their lack of “shear”, a gentle downward curve from end to end that most barges were built with. Duplicating this can be a little difficult. However, the PRR barges are flat through most of their length with just a slight, straight rise in the last 6 or 8 feet. Since in the photos the barges are distant and at a slight angle from the photographer it was hard to come up with any exact measurements (until after the project was done when a couple more photos were discovered) so it became a trial and error process until I got a side that looked “good enough”. The sides were then cut out of a sheet of .060 styrene along with a piece for the bottom and one for each end. The ends were cut with a gradual curve to simulate the prototype which allows water to run off to the sides. These were glued together and the whole thing thoroughly braced. Next a piece of .020 styrene was cut to cover the deck. The thinner sheet was used to allow the deck to follow both the up tick in the ends and side to side curve. After this was dry various shapes of styrene were added to simulate the rub rails on the sides and reinforcement ribs on the ends. The deck was then carefully marked and styrene strips added where the cabin would sit. The barge was then painted weathered black and washes of rust and light gray added to give it a well worn but still serviceable appearance. The rust color used was Model Masters rust, which is darker than Floquil’s rust, which is orangish in color and resembles new rust, and I wanted the appearance of older, accumulated rust. (To be continued)

Prospect and Madison Aves., Fort Washington, PA



GATSME is located at the corner of Prospect and Madison Avenues in Fort Washington, PA. From the Pennsylvania Turnpike take Exit 339 – Fort Washington. After the toll booths keep to the Left to go into Fort Washington. This will put you on Pennsylvania Avenue. Take Pennsylvania Avenue until you come to Summit Avenue and turn Right. Follow Summit Avenue back to Prospect Avenue and turn Right. Go one block and the club will be on the right. From the North find your way to Bethlehem Pike and follow to Fort Washington. Turn onto Pennsylvania Avenue and follow to Summit Avenue. Turn Left onto Summit, and follow as above.

Schedules: The following information is presented for your convenience

June 13th Philadelphia Division

Meet:

GATSME Model Railroad Club

Prospect & Madison Streets

Fort Washington, PA

Clinics, contest, layout tours

See page 1 of this issue of the Dispatcher for more information.

September 19th New Jersey Division Meet

Monmouth Division Meet (Tentative).

Clinics: 9:00 AM – 12:00 PM

Layouts: 1:00 PM – 4:00 PM

Contest TBA



Hartford National Convention

July 5 – 11, 2009

Hartford, Connecticut

Clinics, contests, fan trips, industrial tours. For more information:

<http://hn2009.org/home.html>

September 26th Philadelphia & Susquehanna Divisions joint meet.

Location to be determined.

Clinics, layout tours.

Contest: Mini Scene

November 7th: Philadelphia Division Meet

Brandywine Town Center Community Building (just off 202 right below PA/DE line) Clinics, contest, layout tours.

The Philadelphia Dispatcher

Official publication of the Philadelphia Division
of the National Model Railroad Association

46 Meadow Road
Collegeville, PA 19426

Inside: Division Meet
Hartford National
Railroad Navy
And More

X

Do you need to renew? If the date on your mailing label is highlighted, please renew promptly. Thank you for renewing promptly.

Discounts for Division Members at Local Hobby Shops

Be sure to patronize the area's hobby shops that are now offering discounts on model railroading purchases to members of the Philadelphia Division.

Iron Horse Hobby Shop

60 S. 6th St. in Reading
10% discount with \$10 min purchase

Herb's Hobbies and Crafts

200 W. State St. in Doylestown
\$25 of free merchandise for every \$250 spent

Bussinger Trains

Old Ambler Station, Ambler
10-12% off retail

Nicholas Smith Trains

2343 West Chester Pike (3) in Broomall
10% discount (excludes O & G items)

Lin's Junction

128 South Line St.
Lansdale, PA 19446
5% in addition to already discounted prices