



THE PHILADELPHIA DISPATCHER

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

September 2009
Volume 16, Number 4

The Philadelphia Division would like to extend a warm greeting to all NMRA members living within its coverage area, and invite you to come be a part of our model railroad activities for the up coming modeling season. The Division schedules between 4 and 5 meetings running from September until June and we would like to have you join us this year!

The Division is pleased to announce our next meeting location and date. The next meeting will be held on Saturday, September 26th at the Lukens Office Building located at 505 First Avenue in Coatesville, PA. This is a museum of Lukens Steel and also houses a collection of railroad models. This is a new meet location, and with the former Lukens Steel plant right behind the building we may be treated to some railroad activity as well. This meet will also be a joint meet with the members of the Susquehanna Division. The doors will open at 8:45 AM and the meeting will start at approximately 9:15 AM.

There will be 2 clinics presented at the meet, one each from the Philadelphia and Susquehanna Divisions. From the Philadelphia Division Dave Messer will present the concept of

small displays that enable the modeler to exercise their creativity in a setting not otherwise possible to model on their layout. Examples include a different era, setting, a different scale, or just to do something different. The presentation includes a step-by-step depiction of building one display, plus examples of several others.

From the Susquehanna Division, Ron Parisi will give a clinic entitled "Scratch building a Transfer Float". As of press time more information was not available, but Ron has given several clinics on rail marine topics at the RPM Valley Forge meeting and all have been well received.

Our contest for this meet will be Mini Scenes. These can be any size or scale. This is a great way to try out a new technique or maybe even something in a different scale.

There will be coffee and donuts available at the meet for you to enjoy, and at the conclusion, there are a number of food outlets where you can purchase lunch located along Route 30.

Beginning at 1:00 PM there will be several layouts open for you to tour, including some that have not been open before. As

always, when visiting someone's home please be courteous so we can be invited back at a future date.

Hope to see you in Coatesville on September 26th!

Philadelphia Division Elections

It is time once again to begin the process of elections for the Philadelphia Division board of directors. If you are interested in serving the division in some capacity please contact any member of the board for more information or to make your availability known.

Modeling idea!

How's this for a simple line side industry? I wonder if the trestle is an old coal trestle.



To those of you who see this column only once a year when the division sends it to all NMRA members in our local area, and to those who may be seeing it for the first time, Welcome! And to the rest of you who put up with it several times a year, thanks for coming back.

If you notice, the continuation of the article on my rail marine navy is missing from this issue. Not to worry, there just wasn't enough space to fit it in. Besides, the main piece left to talk about isn't done yet. With any luck I'll make enough progress over the next couple of months to use it in the November or early spring edition. And, last issue I talked about our vacation plans for the summer. It did happen, but the photos aren't all printed yet and some of the ones that are aren't as good as I'd hoped. So, I still want to write the article, just don't have all the pieces yet. With a little luck I'll get to it soon.

Which brings me to one of my frequent laments, what to fill each issue with. If you have ever given thought to getting your name in print, now is a good time to do it. The article file is pretty thin, almost empty to be exact. And it would be nice to hear about what you are doing for once. We can use topics on most any subject, and you don't need to worry about organizing it. If you send me the information (preferably electronically) I'll format it and get it in a future issue. We can use construction articles, prototype information, fan trip adventures, time saving tips, new ideas, product reviews, and on and on. We can even do layout articles. With a page or two of text and a couple of photos you're in business. And, if you're not a great photographer I'll send

the division photographer over to your house to take them for you. It doesn't get any better than that!

Also coming up before you know it will be the Valley Forge Railroad Prototype Modelers meet, to be held the weekend of March 26, 27 & 28, in 2010. We will be returning to the Desmond Great Valley Hotel and Conference Center located in Malvern, PA. This event continues to grow both in attendees and quality of the presentations. And this is more than just rivet counting. The clinics are varied and interesting and the presenters are all top notch. There will be more information coming in the next couple of issues of the Dispatcher, so stay tuned.

And one more bit of information (I'm just a fount of useful stuff today)! The board of the Philadelphia Division is hard at work getting the bugs out of electronic distribution of the Dispatcher. Some of you have received test E-mails, and they are working on the final details as we speak. If you think the \$7.00 charge is too much for a mailed copy, you can get it for free via E-mail and it even comes in color! Once all the details are worked out the information will be posted on the division web page (www.phillynmra.org) and published in following issues of the Dispatcher.

Well, that's it for now, time to get back to the workbench and see if I can finish that darned ship. These publication deadlines come up at the worst possible times.

Happy Railroading,

Steve

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Official publication of the
Philadelphia Division,
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National Model Railroad Association

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: November 2009. Due out approx. October 20th. Deadline: October 10th.

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."

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National Model Railroad Association

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

From the Superintendent

I took a break from laying out my westbound staging yard to write this column. Sometimes I don't know what's more painful – the math it takes to lay out track work or the writing skills it takes to put thoughts on paper.

At our last board of directors meeting, we were honored to have Paul Backenstose as our guest. Paul is a past Superintendent and currently the driving force behind the Malvern RPM meet. Paul was active in a leadership capacity when the division was in its infancy. He related to us how the division was formed by a council of model railroad clubs, many of which are still around today. Our division had a long-standing tradition of meeting at the various clubs in its formative years. Many members of the clubs were also members of the NMRA. Through the years, some of this synergy seems to have gotten lost. This past June, we've attempted to rekindle some of this partnership by having our Division meet at the GATSME club in Fort Washington. It was a wonderful experience! There's nothing like having a model railroad under the same roof as the meeting. The members of GATSME were extremely friendly, helpful and accommodating. I wish to thank them and especially member Val Pistilli for being the catalyst for this.

As I write this column, I'm still smarting from reviewing the latest membership spreadsheet from the MER Division. The spreadsheet reveals our division

has a total membership of 350, a fairly big number. However, I painfully contrast this with attendance at our division meets which nets approximately 30-35 members. So, only 10 percent of our members reap the benefits of their dues at a local level. Analyzing the data more carefully reveals that some members are actually clubs or hobby shops, some are geographically disadvantaged, making it difficult to attend a meeting relatively early on a Saturday morning. How about the rest? This is my current focus. While our division wishes to attract new members, I personally would like to figure out what we can do to interest more of our current members. Can we move meetings to different locations or offer different types of clinics (hands on, make and take)? Are there many members who stay away because they've been there, done that? If so, don't discount the fact that so much enjoyment comes from the social aspect of the hobby. It's just plain fun to meet and share with others at a division meet.

If you don't attend meetings for a reason, I'd love to hear from you. My contact info is elsewhere in this issue - please get in touch. If you haven't attended a division meet in a while, please consider attending the September meet at the Lukens Office (museum) in Coatesville. This is a new venue for the Division and it promises to be a great and historic location.

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.



Pat McTeigue Awarded Association Volunteer Certificate – A Tribute to a True Hero – by Dave Messer, MMR

NMRA members frequently receive recognition for their service to the Association, but this one is extraordinary, and the Philadelphia Division, MER, would like to pay special tribute. Pat McTeigue signed on to volunteer as a Layout Tour Coordinator in the years leading up to Independence Junction 2006, held in Philadelphia. With dedication and strong organizational skills he took on the task of contacting dozens of layout owners and convincing them of the value of hosting a tour. Along the way, the Publicity Chair for the convention had to step down, and because Pat was already in contact with layout owners regarding articles for Scale Rails and the commercial press, he willingly took on the additional task of coordinating publicity for the event. The result was an excellent series of articles and thematic advertisements for the convention, which achieved an outstanding level of attendance.

This might be enough for recognition, but the story doesn't end there. Shortly after the convention was over, Pat was the victim of a horrific automobile accident, which left him with multiple fractures and other injuries, and ultimately the loss of his eyesight. After enduring repeated surgeries to repair his arms and legs followed by extended rehabilitation

periods involving not only the use of his limbs but also to learn to live in a world of perpetual darkness, Pat has been able to return to a reasonably normal life, including working on and operating his layout. Remarkably, through it all he has maintained a sense of humor and a positive outlook on life, and continues to set up open houses for Division meets. He even prepared the AP documents, with the assistance of friends and special computer software.

A true hero, and an inspiration to us all!



Important Subscription Information!

It's once again time for all division members to check their subscription date. If your label shows 2009 or earlier, you need to renew your subscription by the end of 2009 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.

Hawk Lumber Co. -Mill No.1

By: Rich Newmiller, MMR

This display includes over eight thousand seven hundred and eighty (8,780) individual construction components and pieces of equipment which creates a great deal of interest. In addition, there are twenty one (21) mini action scenes that draw the viewer into the model.



The scratchbuilt on-line saw mill display is a collection of fourteen (14) integrated structures as follows: log dump, jack slip, saw mill with a second floor saw filer's room, drying kiln, power house, saw dust shed, office, cook house with a dining area, four (4) bunk houses, a short wooden plank road bridge and a two (2) stall outhouse. The scenery includes a sloping terrain, a log pond, a small pond connected to a drainage ditch, multiple rock outcroppings, cut logs, tree stumps, five (5) large evergreen trees, firewood, bushes, shrubs, tall grass, and low ground cover, piles of bare tree branches, dirt roads, foot paths and walking planks.

This display is a removable access hatch for layout maintenance. Because of this space constraint, many of the saw mill operations have been severely limited in scale. As an example, the only space for stacking, air drying and staging milled lumber is the small deck area between the saw mill and the drying kiln, and the log pond is severely undersized.

The interior equipment layout in the saw mill was closely duplicated from the plans provided by Keystone Locomotive Works in their equipment kits. The design of the saw mill roof truss was duplicated from the Historic American Engineering Record of the Hull-Oakes Lumber Co. in Monroe, Oregon. Scale sketches and layout templates were drawn for all of the building structures by the author.

All of the wooden structures were made using various sizes of strip wood that was grained, stained and then cut, fitted and glued. The supporting foundations are large timbers with appropriate bracing when required. In select locations tree stumps were used for foundation supports. The siding lumber was glued onto either a wooden frame structure or a styrene former. The wooden substructure for the roofs is either individual boards or scribed sheet stock. The functional wooden trusses for the saw mill were scratchbuilt using a home-made template. The jack slip, log deck and the transfer table are wooden scratchbuilt mill equipment. The five wooden picnic tables are also scratchbuilt. The log dump, 20' cut logs and the stacked log cants are all made from branches of a local bush called rhododendron.

Metal components include the mill machinery (Ames Iron Works twin cylinder steam engine, Keystone Locomotive Works bandsaw, live rolls, edger, planer, cutoff saw, shotgun carriage, forklift, tie carts), below deck drive line system, corrugated roofing, aerial electric wires, mill light conduits, electric services and disconnects, multiple guy wires and many small tools and cast details.



1. The saw mill complex: (left to right in the front) office, cook house & 4 bunk houses, (in the rear) log pond, jack slip, power house, saw dust shed, saw mill with a second floor filer's room and drying kiln.

The roofing materials varies per building and includes: a three tab asphalt shingled roof hand-made from sheets of 320 grit wet and dry sand paper on the saw mill, a wood shake roof on the cook house made from strips of Campbell's embossed paper, a metal roof on the powerhouse made from cut strips of Campbell's corrugated aluminum sheeting and multiple flat roofs made from scale strips of standard 8.5" x 11" 20-pound copy paper.

Hawk Lumber Company continued



2. The cook house has the kitchen on the right and the covered dining area on the left. Limited electrical service from the power house is used for lighting.

Grandt Line windows and doors were cleaned, painted, weathered and installed with clear styrene glazing. Sheet and strip styrene as well as tubing and elbows were cut, fitted and glued to construct all of the scratch built dust collection system and the steam/condensate piping as well as the supports and mounting brackets. The dust collection system starts under the saw mill deck where three bins collect falling debris from the bandsaw, edger and planer. Individual vacuum pipes at each bin combine to form the main header which connects to the separation centrifuge at the top of the saw dust shed. The collected saw dust is gravity feed via a large pipe to awaiting firemen inside the power house.




3. The mill foreman can watch the sawyer from the back edge of the porch and keep an eye on any visitors. The stacked log cants are awaiting pickup by a local wood worker.

Signs: The "Hawk Lumber Co., Mill #1", the "POSTED. Private Property. Hunting, Fishing, Trapping or Trespassing for any purpose is strictly forbidden", the "Office" and the "H L Co." truck signs were created by the author using a computer and color printer.

This model won First Place in the Scratch Built Display category at the Hartford National 2009 NMRA Convention. Rich plans to bring his model to our September meet and he will be happy to answer any of your saw mill modeling questions.

The following add is brought to you by the Division to help support other railroad focused organizations. For more information please contact the Conrail Historical Society with the information provided below.



The CONRAIL Express

A rare mileage excursion over the Northeast Corridor Enola Yard and Port Road with the Juniata Terminal E8s

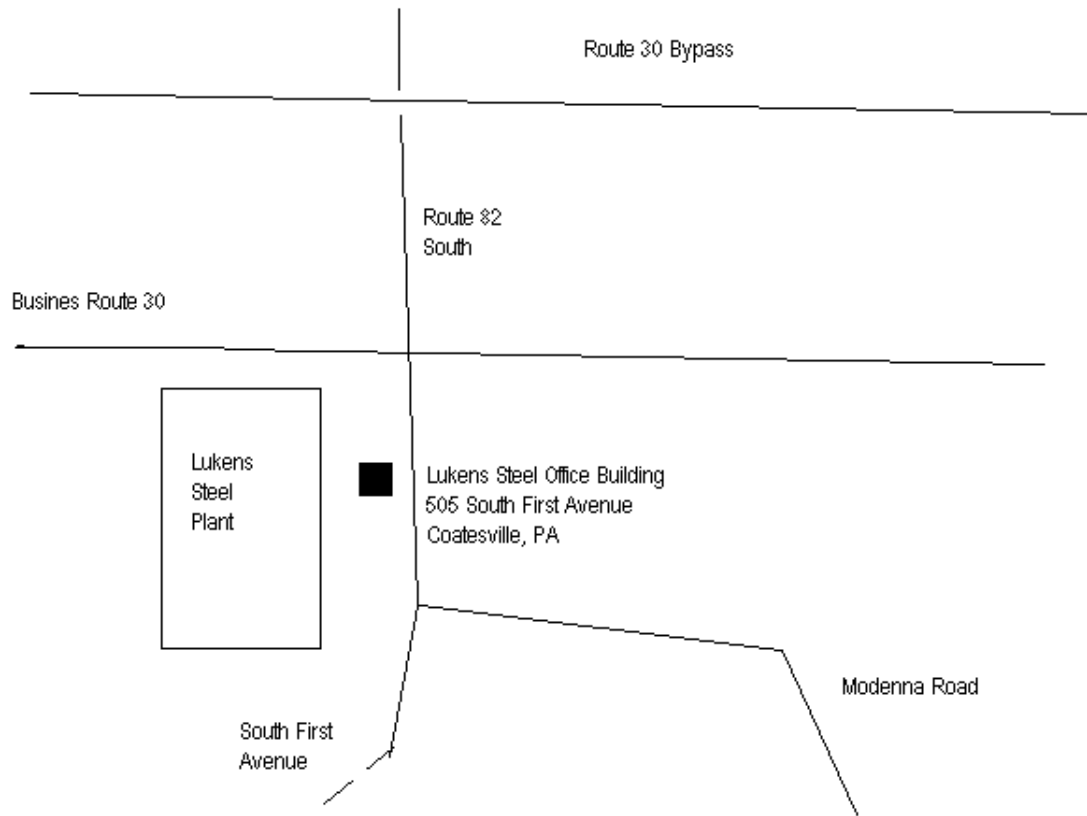
The Train Leaves Philadelphia PA on 10/17/09

Learn More about the trip at TheCRHS.org

ConrailExpress@TheCRHS.org or (215) 253-4527

CONRAIL
HISTORICAL SOCIETY

Map to Lukens Steel office building



Directions – The easiest way to get there is from Route 30. Take Route 30 Bypass to Route 82 Exit. Follow Route 82 South into Coatesville. At the traffic light cross Main Street (business 30), and the Lukens Steel office building is the red brick building on the right. If you're coming from the south there are a number of roads to take. The map above shows two of the easiest to find.

Schedules: The following information is presented for your convenience

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

September 26th Philadelphia & Susquehanna Divisions joint meet.

Lukens Steel Office Building and Museum
505 First Avenue,
Coatesville, PA.
Clinics, layout tours.
Contest: Mini Scene

Mid Eastern Region Fall Convention, Plaza Hotel, Hagerstown MD.

October 15 – 18, 2009

Clinics, contests, layout and prototype tours, operations call board, Banquet.

For more information go to:
mer.nmra.org/MERconv/MERconv.html

November 7th: Philadelphia Division Meet

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

November 14th New Jersey Division Meet

Walnut Street School
411 Walnut Street
Delanco NJ
Contest, clinics, layout tours.

RPM Valley Forge March 26 – 28, 2009

Desmond Great Valley Hotel and Conference Center
Malvern PA
Clinics, vendors, model displays, self guided layout tours.
For more information go to;
www.phillynmra.org

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46 Meadow Road
Collegeville, PA 19426

Inside: Division Meet
Hartford National
Winner!
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 194446
5% in addition to already discounted prices

TIMETABLE

Thursday March 25

Evening Operating session See below

Friday March 26

10 a.m.-2 p.m. Operating sessions See below
5 p.m. Early registration – Desmond lobby
6 p.m. Registration open
Vendors Room and Models Display Room open **FOR SETUP ONLY**
7 p.m. Clinics begin, Vendors Room and Models Display Room open
11 p.m. Clinics end, Vendors Room and Models Display Room closed

Saturday March 27

8:30 a.m. Registration open
9 a.m. Clinics begin, Vendors Room and Models Display Room open
4:30-5:30 Happy Hour/cash bar – Desmond lobby
5:30-7 p.m. Buffet dinner (see description below), Vendors Room and Models Display Room closed
7 p.m. Clinics resume, Vendors Room and Models Display Room open
10 p.m. Vendors Room and Models Display Room closed

Sunday March 28

9 a.m. Registration open
Clinics begin, Vendors Room and Models Display Room open
10:30 a.m. last Clinics begin
12:00 Vendors Room closed ---teardown
Models Display Room closed ---**ALL MODELS MUST BE PICKED UP BY 11 A.M.**
12:30 p.m.- 4 p.m. Home Layouts open
Maps will be provided at the registration desk
You must wear your RPM-Valley Forge name badge to visit these layouts

OPERATING SESSIONS

On Thursday evening, one operating session will be offered for those who wish to attend. On Friday from 10 a.m. until 2 p.m., several operating sessions will be held. In order to sign up for any of the operating sessions, you must contact Jim Dalberg by phone at 610 648-0089 or by e mail at jedalberg@aol.com

VENDORS INFORMATION

Tables are 2 ft. X 5 ft. **(please note size)**
\$10 per table-indicate number desired on registration form
Vendors must pay registration fee.

DINNER

On Saturday, a dinner (not a banquet) will be held. There will be no speeches or awards. The dinner will be buffet style, with a cash bar available. The cost is \$35. Only 60 tickets are available.

HOTEL

The Desmond Geat Valley Hotel & Conference Center
One Liberty Boulevard
Malvern, PA 19355

Hotel phone: (610) 296-9800

Reservations: 1-800-575-1776 between 8:30 a.m. and 6 pm., Monday thru Friday or by e mail:
reservations@desmondgv.com

Room rate is \$109 per night plus tax. **You must mention Railroad Prototype Modelers to receive this rate.**

NOTE: You must e mail or call in your reservation on or before Monday March 8, 2010 in order to receive the reduced rate for RPM. Please be advised that a reservation is not confirmed until a confirmation number is received from the Desmond reservations department. Reservations received after March 8 are based on availability and at available rates. You may cancel your reservation up until 12 noon on the day of arrival without penalty.

Hotel directions:

From Route 202 Northbound: Take the Great Valley/ Route 29 North exit. At the end of the ramp, turn right at the traffic light onto Matthews Road, then turn right at the first traffic light onto Route 29 North. At the second traffic light, turn right onto Liberty Boulevard. The Desmond is on your left.

From Route 202 Southbound: Take the Great Valley/Route 29 North exit. At the end of the ramp, proceed through the traffic light onto Liberty Boulevard. The Desmond is on your right

From the Pennsylvania Turnpike, east or westbound: Take Exit 326, Valley Forge. After the toll booth, take Route 202 South, West Chester. Follow the above directions from Route 202 Southbound.

REGISTRATION

- Registration cost is **\$35**
Make check payable to: Phila. Div., NMRA - RPM
- Mail check to: Paul Backenstose
103 W. Uwchlan Ave.
Downingtown, PA 19335

You will receive a confirmation by e mail (preferred) or U. S. Mail.

NOTICE: The last day to mail registrations is March 18.

Walk in registrations will be available Friday, Saturday, and Sunday.

REGISTRATION FORM
Railroad Prototype Modelers-Valley Forge
March 26-28, 2010

Please print

Name _____

Street Address: _____

City, State, Zip: _____

Phone: _____

E Mail: _____ (print neatly, please!)

Registration \$35

Vendors tables # _____ X \$10 = _____

Dinner \$35 _____

TOTAL ENCLOSED \$ _____

MAKE CHECKS PAYABLE TO: Phila. Div., NMRA – RPM

SEND CHECKS TO: Paul Backenstose
103 W. Uwchlan Ave.
Downingtown, PA 19335

office use, do not fill in

rec'd _____ reg. no. _____ ck. # _____ conf. sent _____