



THE PHILADELPHIA DISPATCHER

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

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The Philadelphia Division is pleased to announce their next meeting will be held on Saturday, January 16th. This meeting will be a joint meeting with the New Jersey division, and will be held at the Haddon Township High School in Haddon Township, New Jersey. The school is located at 406 Memorial Drive. For directions and a map please see page 7 of this issue of the Dispatcher. Doors will open at 8:30 with the meet and the clinics starting at 9:00 AM and running until 12:00 PM.

There will be three clinics presented at this meeting, one from the Philadelphia Division and two from the New Jersey Division. From the New Jersey side side of the river:

- Ron Baile will present a clinic titled Cast Model Structures. This clinic will present ways to produce structures for your layout that will save time and make repetitious work easier.
- Kevin Feeney will present an interesting and informative clinic titled The Hartford national Convention in Review. The always entertaining Kevin will give us look

back at last year's national convention.

- From the Pennsylvania side of the river Dick Foley will present a clinic titled Modeling the Reading in Philadelphia, circa 1953. The Reading's operations in the city offer interesting modeling opportunities: rail-marine operations, in the street industrial trackage tight curves, interchange with the B&O and Pennsy, and a plethora of consignees. Designed using prototype data and photos, plus discussions with retired Reading employees, an operations based layout under construction will be described.

The contest for this meet will be on line railroad structures. In addition, there will be coffee and donuts available for a small donation.

At the conclusion of the meet there will be several railroads in the local area open for you to visit. And, as a bonus, Sattler's Hobby Shop is located at 14 Haddon Avenue, just around the corner from the meet location.

With so many great clinics, layouts, and the hobby shop, what

better way to spend a cold Saturday in January?

In Memoriam

It is with great sadness we announce the passing of long time Philadelphia Division member Michael J Hazzard on Wednesday, November 11th, 2009. Holding the Philadelphia Division together for many years, Mike kept the books and the membership rolls for ten years plus. He joined John Nawn, Steve Salotti and Eric Dervinis to produce Brandywine Junction. Unfortunately, a brain tumor took him to his reward before he had a chance to enjoy his retirement. We extend our deepest sympathy to his wife and family.

Ever feel high and dry in your modeling? How's this for a bad day?



How does it feel to say 2010? I know for me I can't quite figure out exactly how to say it. Do we say "010", or twenty ten, or 2010? I guess they all work just as well, but somehow they don't seem right. Maybe one or the other will grow on me over time.

How is the New Year looking for your railroad? With the time constraints I'm feeling at the moment with so many family responsibilities, church activities and good old work, it doesn't look too good for the Susquehanna. The backlog of projects keeps getting longer and longer, and every time I turn around there seems to be one more new project I'd like to do. Not that all that is so bad, but sometimes it can get frustrating trying to find a place to store all those projects.

And, if you're anything like me, I don't like feeling pressure to do something from my hobby. It's supposed to be fun, not work. So once again, with the dawn of a new year, I'll remake those resolutions to start less new projects and finish more of the old ones (like the freighter I wrote about on page 4 & 5, any of you know where I can get rigging diagrams for tramp steamers or similar older cargo ships?). Or there's always the wharf it's tied up next to.

And then there's always the issue of not having the information you need to finish one of them, or just the right decal, or the correct interior details.

Or in another case, trying finding just the right background photo. In the city of Hackensack the main street goes almost straight into the backdrop about 12" from the track. I have a couple of structures in the works

to frame the scene, but to date haven't come up with one that's just right. Either there's a vehicle in the scene that's the wrong era, or the angle of the shot is wrong, or the buildings are too large for a small town scene, or the lighting is too dim. I've spent quite a bit of time on Google searching for just the right shot. One thought I have is to find one of those coffee table books about the "Fabulous '50s" and see if there's a useable shot in it. Any of you have one of those lying around on your coffee table? I didn't think so.

While we were in Florida last summer we visited Universal Studios in Orlando. While walking through one of the store areas there was a scene set up to resemble an older downtown area (I believe it is a scene from one of their movies). And there, right in front of a perfect structure, with no people anywhere in sight, and a perfect era car in just the right spot was just the scene I needed. But guess what, I had decided to not take my camera with me that day.

Another of those projects is a Gulf Oil delivery truck. I have a Sylvan Scale Models truck started, and while at a train show a while ago saw the City Classics display with a great Gulf truck in it. Of course no camera that day. And to this day I've not been to a show that City Classics was at to get another look at it. And they don't show it on their web site either.

By the time you read this Santa will have come and gone. I hate to say it, but I almost hope he doesn't leave any more goodies under the tree. I don't need any more projects this year.

Happy Railroading,
Steve

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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.

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From the Superintendent

I'm writing this column on Christmas Eve with Christmas music playing and the fireplace roaring. My wife, Angel, is in the kitchen slicing something to be used in tomorrow's meal with the family. All is really calm and bright. What a perfect time for reflection about the past year's activities and about all my friends who make life so much fun to live.

If you know me, you know that I'm not very fast at building my layout. However, a few weeks ago, I made some amazing progress. In one day the layout grew a second, 11-track staging yard to handle eastbound traffic. An amazing 250 feet of track was laid on a single Saturday afternoon. Steroids? Nope. Smoke and mirrors? Afraid not.

This incredible amount of work was accomplished with the help of two visiting model railroad friends from Baltimore. Old friends, these guys are part of a group of us that goes back as far as 1969. We met when I became a member of the Baltimore Society of Model Engineers and we have kept in touch ever since. We've railfanned together, operated together and worked on each other's layouts together. We've even been part of each other's family events: births, marriages and deaths too.

Looking back over the years, some of the most special times in my life have been those I've spent with model railroad friends. When I moved from Baltimore to the Philly area, I met a whole new group of friends while spending time as publications editor for IJ2006. These friendships have grown since then to the point where I feel that I'm a part of the wonderful community of modelers in this area. It's a great feeling when someone asks about layout progress or invites me to operate on their layout. There's no way to adequately describe the pleasantness of chatting with a model railroad buddy while cranking up a throttle to take that freight out of the yard.

I can't imagine modeling all by myself. Sharing stories of trials and tribulations (like my recent discovery that much of my 500 feet of yard tracks began to kink because I procrastinated over cutting gaps), tips and techniques, prototype history tidbits, and just catching up on progress is almost a daily activity for me. The social aspect of the hobby should not be overlooked or undervalued. It's what makes both the hobby and life so interesting!

Have a happy and rewarding New Year!!

Greg

SUNOCO TANK CARS

Tank cars were used extensively during World War II to transport petroleum products to the East Coast by railroad tank cars, safe from enemy attack. Most of these cars were of riveted construction, but fusion welding techniques developed for military use during the war were applied to tank car construction, resulting in the ICC Type 103W welded car. The Red Caboose model accurately reflects a late 1940's car of this type, owned by GATC and leased to Sun Oil Company, with the pre-1954 Sunoco logo. These types of cars ran from 1949 through the late 1960s.

Price: ~ \$32 per car

Quantity discounts will be available



Availability:
Early 2010

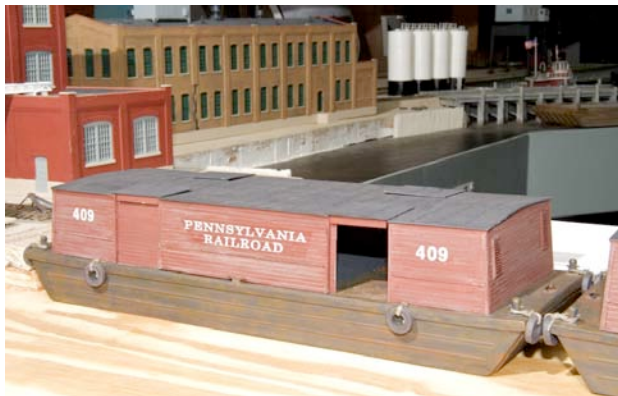
This is a special run from Red Caboose/InterMountain of their 10,000 gallon welded tank in the attractive Sunoco scheme (which is not available commercially at this time), with 8 new numbers exclusive to us. Unlike previous division offerings, these cars are **ready to run**.

Building a Railroad Navy (Continued from June '09 issue)

For those of you, such as my self, who may have forgotten, this issue picks up the story with the two PRR based barges built based on a photo in the Keystone, the PRR Historical Societies magazine.

The next step was to duplicate the cabin. In the photos the roof was straight from end to end with the curve from side to side roughly matching the deck. .040 scribed siding was used for the sides and ends. I wanted the doors on the barges to open so I could pose crew members and cargo inside to show activity. Following the design I saw in the laser kit, I built pockets wide enough to hold the sheet styrene doors. I also built the hatches in the roof to be removable. Various other details were added such as the bilge vents (radiator shutter parts from extra RS-1 shells), end doors, and handrails. The cabin was painted a box car red base color and was then glued to the deck.

The next problem was the lettering. I could not find any suitable decals, the lettering being simply Pennsylvania Railroad centered between the doors in large block letters. After trying several ideas I ended up getting custom decals made by a friend. These were added to the sides and the cabin weathered with gray paint dry brushed on and India ink washes to fade and blend the lettering and the paint. The last step was a few details like cleats for the anchoring ropes and old tires hung from the cleats to keep the barge from damaging the piers. Still to come are figures, pallet loads of seeds for Spencer Kellogg, and coils of rope and other deck debris.



PRR barge number 409 tied up beside the Spencer Kellogg & Sons pier in Edgewater harbor

Next was what has thus far proved to be the largest of the projects I have undertaken, and one of the most interesting. What I really wanted was a "Lake Class" steamer. These three towered ships were built to handle the canals and locks on the St. Lawrence Seaway and thus were slightly smaller than many cargo ships of their day. Sylvan Scale models make a

very nice kit, but at 3 actual feet in length there just wasn't room for it. So what to use instead became the subject of much pondering. If you remember the remake of King Kong there was an old tramp steamer used to journey to the island where Kong lived. This boat was built on an old New Zealand coastal freighter. Most of the original boat was used with a number of Hollywood props added to make it look good.

The boat sat in Wellington harbor for several years after the movie was finished and was well documented while there. To get a good look at the ship go to: www.nzcoastalshipping.com and follow the link to Dutch Coasters. Then scroll down to the Manuia. As you read the history of the vessel it eventually becomes the Venture, which was used for the film and then left to rust in a remote harbor. My first thought was to scratch build the model, but the thought of trying to get the curves of the hull right and all the other details it would need put the project on hold. One day on a casual visit to the Sylvan web site I noticed an announcement about their newest ship model, a wooden lumber hauler from the Great Lakes. Looking at the model it had close enough lines and was just about perfect in size. By moving the pilot house to the rear deck and scratch building a few details it could be made to work.



Sylvan Scale Models lumber hooker "Landel Boys" was the starting point for the project.

After ordering and getting the kit home I laid out the parts and started planning the work. Being the ship was a wooden hulled vessel the first step was to try and cover the faint lines molded into the hull. Using filler putty and various spreading tools I worked carefully to avoid damaging some of the details cast into the sides. There were numerous holes in the side including the hawsehole (for the anchoring cable) which I wanted to preserve. Other details to be preserved were the rub

rails on the side. After the putty dried I carefully sanded the areas needed to create the appearance of a steel hulled vessel. I used fine sand paper and various emery boards cut to whatever shape was needed to get into the nooks and crannies created by the many cast on details. This was the most tedious part of the process, but the results were as I had hoped.

The next step was to cut down the bow. The original model had a high bow with the pilot house centered on it. I cut off about the top 8 feet of the bow, installed the decking, and using the handrail stanchions in the kit put a railing around the front and across the back with an opening for a crew ladder to give access to whatever machinery I decided to locate there as the model progressed.



This bow shot shows the cut down bow, handrails, cargo deck area, and in the background the new bridge structure.

With the bow complete I moved to the stern. The kits poop deck didn't seem to fit the way I felt it should, so I cut a new one out of .040 sheet styrene. I made sure it covered the stern area completely, and then carefully laid out the location for the columns that would support the outer edge of the deck. Then I laid out the location for the stack, new pilot house and bridge, the lifeboats and upper deck handrail. The kit also had a clerestory area over the center of the deck. It was unusual, but added a nice touch. I cut this shorter to clear the new bridge structure and installed it.

One thing that was missing with the new bridge was a way for the crew to get to it. After considering several options I finally decided to build an enclosed stair well behind the bridge (the stair well shows as the angled roof behind the bridge in the photo below). In addition, the kits handrail at the front of the lower poop deck seemed overly heavy. So this part was discarded and a new rail was built from styrene. It shows in the front view just below the pilot house.

The bridge itself was constructed from scribed styrene and Grandt Line windows. Large open windows were chosen to give the crew an unobstructed view of the water ahead. The inside was detailed with a ships wheel, telegraph and barnacle. Also included is a radio operators desk, storage cabinets, and on the rear wall, a navigational chart for New York Harbor. Most of these details will go unseen when the bridge is completed, but it's nice to know they are in there, and if I can work it out the roof will be removable.

Other details that are included the poop deck are the lifeboat racks and stanchions, handrail and flagpole. The bridge roof will get the appropriate marker lights, radio antennas, and any other tidbit I can find to put up there.



The poop deck shows some of the detail work, but still much more to come.

One major thing that needs to be completed is the rigging for the masts and cranes that will eventually be placed on the deck. But first I have to find a site that has the information available. I finally have a lead, but it may be a while before I can get to it. And then there's the weathering. I've done a few cars, but how do you weather a ship? I guess I have to learn.

With all the above listed vessels you might think the harbor would be complete. But as of this writing there are still at least one or two more crafts that are needed. One is the stick lighter mentioned above. The wharf needs some way to get the freight from the cars being spotted to the boats or vice versa. And the other is a kit bash of a Walther's tug into a self propelled derrick lighter. There are a few photos of one in Thomas Flagg's New York Harbor books and since I have the tug and don't need another one it's a perfect candidate for the conversion. And beyond that, there is one more pier area that I haven't quite given too much thought to yet. But it might be the perfect spot for another barge from among the numerous photos I've managed to collect over the last couple of years. Stay tuned!

RPM Update!

After the success of our meet in 2008, we don't want to rest on past accomplishments. To that end, the committee has been hard at work lining up clinicians and vendors we believe will provide a great boost to your modeling efforts. Below are partial lists of those who have signed up so far, with more on the way.

Clinician	Topic	Dealers
John Teichmoeller:	J&L carfloating operations in Ohio	Shortline Products
Ron Parisi	Rail marine vessels & facilities	Stella Scale Models
Tony Koester	Multi deck layouts	Pro Custom Hobbies
Jim Dalberg	Railroads in the Wilkes Barre area	Bethlehem Car Works
Bob Karig	Anthracite & the O & W	Lin's Junction
Lance Mindheim	Modeling grass and bushes	Bob's Photos
Dick Flock	Trucking in the Northeast '40s – '70s	Speedwitch Media
Bill Schaumberg	Commuter Railroad operations	B & O Historical Society
Vince Lee	Modeling the Erie's 28 th Street terminal	Matt Herson
Dick Foley	Modeling the Reading in Philadelphia	Stan Rydarowicz

The meet will start Friday, March 26th at 6:00 PM

Friday, March 26th

4:00 PM	Early Registration	Desmond Lobby
6:00 PM	Registration opens	
	Vendor Room and Model Display room open for SETUP ONLY	
7:00 PM	Clinics begin, Vendor room and Model Display room open for viewing	
11:00 PM	Clinics end, Vendor and Model Display rooms close	

Saturday, March 27th

8:30 AM	Registration opens
9:00 AM	Clinics begin, Vendor and Model Display rooms open
5:30 – 7:00 PM	Buffet Dinner (see description below), Vendors and Model Display rooms closed
7:00 PM	Clinics resume, Vendors and Model Display rooms open
10:00 PM	Vendors and Model Display rooms close

Sunday, March 28th

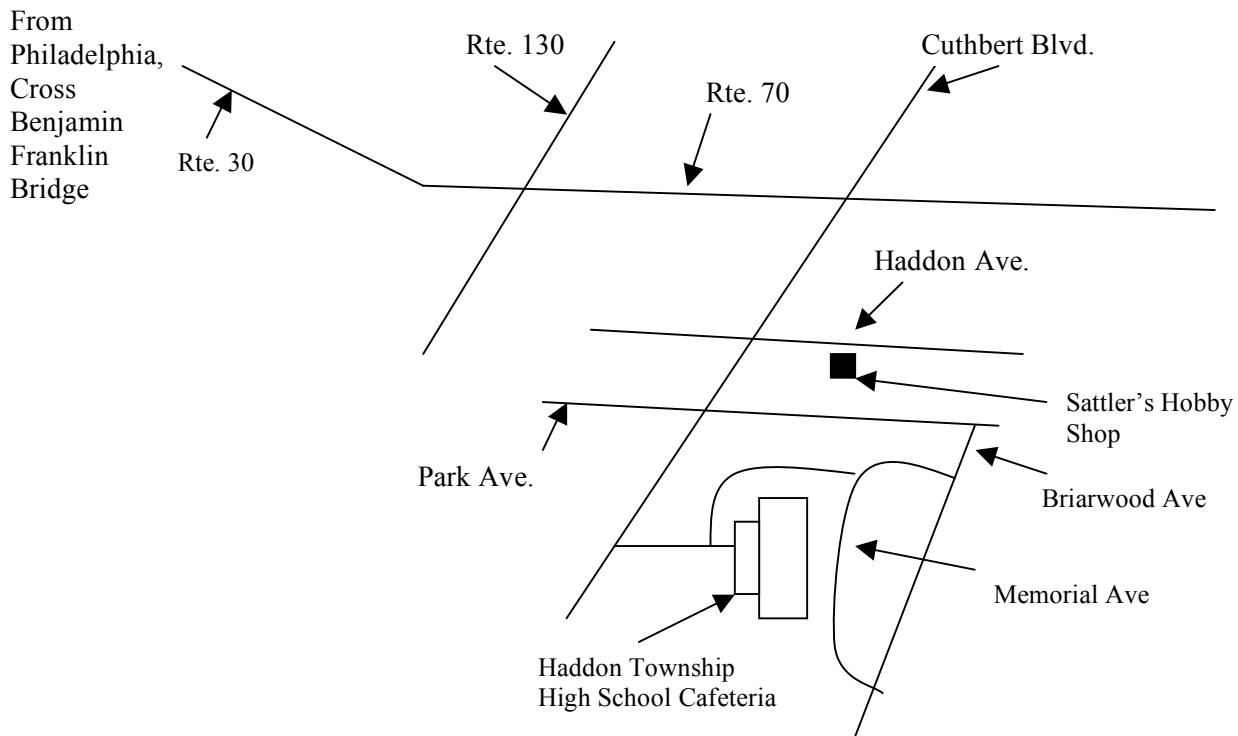
9:00 AM	Registration opens
	Clinics begin, Vendors and Model Display rooms open
10:30 AM	Last clinic begins
12:00 AM	Vendors room closed – teardown
	Model Display room closed – ALL MODELS MUST BE PICKED UP BY NOON
12:30 – 4:00 PM	Home layouts open
	Maps will be provided at the registration desk
	<u>You must wear your RPM Valley Forge name badge to visit these layouts</u>

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 for the dinner will be \$35.00, and THERE ARE ONLY 60 TICKETS AVAILABLE, so register early to be sure you can get a seat (this sold out quickly last time).

For more information please visit: www.phillynmra.org to download a registration form or see the November '09 issue of The Philadelphia Dispatcher (available on the Philadelphia Division web site).

Map to Haddon Township Division Meet



Starting at the Ben Franklin bridge, go East on Rt. 30 (Admiral Wilson Blvd.) That goes to Rt. 130. Follow the signs for Rt. 38 and Rt. 70 (stay in left lane). After going over Rt. 130, stay to the right to take Rt. 70 East. Travel for about 2 miles to Cuthbert Blvd, exit on the right. Take this exit and go about 2 miles, to the 5th traffic light. (The 4th traffic light is Haddon Avenue/Rt. 561 and is where Sattler's is located.) After crossing Park Avenue, watch for the driveway to the rear of the school on your left (shortly after the 7-11). If the rear driveway is closed due to weather, turn around and go back to Park Avenue. Turn right and go to Briarwood Avenue (about 1/4 mile) and turn Right. Take the first right onto Memorial Avenue and follow it around to the school. The meet will be in the cafeteria at the back of the school.

Schedules Check dates below

Joint Philadelphia & New Jersey Division Meet. January 16th 2010 Haddon Twp. area. Clinics 9 – 12 Saturday, layout tours Friday night and Saturday afternoon. Contest: Online railroad structures

GATSME. See a 50' by 60' HO & Hon3 Scale view of '50s railroading in the Northeastern United States. Located in Fort Washington, PA and open the following dates: January 9th, 10th, 23rd, 24th, March 6th & 7th, 2010. GATSME Lines open house in the basement on the corner of Prospect and Madison Avenues, 12 Noon to 4 PM. Admission by donation. For info: Ed Wilson at 215-646-2033 on Thursday evenings.

Cheltenham Hills Model RR Club Open House January 30th & 31st, February 28th & 29th, 2010, 12:00 noon till 4:00 PM 8000 Old York Road (at railroad bridge) Adjacent to Elkins

Park Square, Elkins Park, PA 19027 Call: 215-635-9747 for Information No admission cost, donations gratefully accepted.

Gateway Model RR Club 100 E Browning Lane, Brooklawn, NJ January 30th & 31st, February 20th & 21st, 2010. 10:00AM – 4:00 PM \$3.00 Donation. Information: Nicky Caccavo, 8 Forrest Drive, Turnersville, NJ 08012 (215) 514 6591

Philadelphia Division RPM Meet, March 26th, 27th & 28th, 2008. Desmond Hotel and Conference Center, One Liberty Blvd., Malvern, PA. Clinics, dealers, layout tours. For more information see this issue of the Dispatcher or visit the Philadelphia Division web page at: www.phillynmra.org

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 And More

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