



THE PHILADELPHIA DISPATCHER

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



November 2010

Volume 17, Number 5

<http://www.phillynmra.org/>

NOVEMBER 6TH DIVISION MEETING ...

(starts at 9:00 AM)

We are pleased to announce the details of our Fall Division Meeting! We will once again return to the Wilmington area and have procured the use of the Community Center at the junction of Rt. 202 and Naamans Road.

We have used this venue for the past several years and find it excellent for our needs. Detailed directions are located elsewhere in this issue.

We will be attempting (for the first time) a "remote clinic" by Marshall Abrams on generating and using photo backdrops on our layouts. The slide presentation will be in Wilmington under our control, but Marshall's two-way audio will be from his home. Remote meetings are commonly used in business and education, and we are anxious to give it a try! One never knows what technical difficulties we might encounter, but if successful, the process will be replicated throughout the Region. Fingers crossed!

The second clinic will be presented by our own Earl Hackett, and will feature the details of his unique operating scheme as applied to coal operations.

Under the "trying new things" category" we have taken a break from a model contest this time and replaced it with a short "bring and brag" session. Volunteers (hopefully more than a few) will have the opportunity to show off their efforts on any railroad related projects in front of the group. Efforts could include models, layout plans, photos, or verbal descriptions of what you are working on. Personal connections are very important to the Division's success, and this attempt should increase our awareness of our colleagues' efforts.

The afternoon will feature open houses of two fine layouts:

Bruce Friedman's basement sized layout features modern era CSX operations in Philadelphia and south. The layout is double decked and features computer dispatching and ops as well as many other innovative features.

Close by is Bill Kachel's excellent Pennsy layout (also basement sized) featuring catenary operation, large waterfront scenes with amazing ship models as well as much much more!

Both layouts are MUST SEE and we are fortunate to have them available to us. Printed maps will be available at the meeting.

For those willing to travel a little farther from the meeting area, there are many other layouts open as a part of the Penna/Delaware/NJ/Maryland open house schedule. <http://www.modelrailroadopenhouse.com/>.

The tradition of November being Model Railroad Month continues to get better and better! What a great offering of outstanding model railroading activities. **SEE YOU IN WILMINGTON !!!**

MER CONVENTION PRINCETON JUNCTION A SUCCESS

The recent "Princeton Junction" Region Meet was a gathering place for modelers from across the MER. Everyone in attendance enjoyed all of the varied field trips, clinics, op sessions and layout open houses.



Mike McNamara's Freemo module

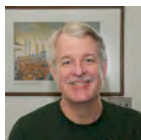
The New Jersey Division did an outstanding job of organizing the event. The 2011 event will be Oct. 27-30 in Cary, NC.

2011 RPM INFO

The Railroad Prototype Modelers Seminar (RPM East) is sponsored by our own Division on even years, and by the Mid Central Region on odd years. The 2011 dates are March 25,26. Complete details can be found in this issue's online area. Stay tuned for more details in future Dispatchers...

ON-LINE READERSHIP GROWS

Make sure the Clerk has your current e-mail address to enjoy expanded coverage.



As October and November set in, I, along with many fellow hobbyists, am returning to the train room to take on new (and not so new) projects. I am 7 years into work on my model of the Reading main line and Abrams Yard.

My layout is a large 1400 sq. foot undertaking, which for me is sometimes overwhelming. I agree with our Superintendent (Greg Shindledecker) that maybe we both should have designed smaller railroads with more easily reachable goals... but the die is cast for us both!

I sometimes get frustrated when my motivation seems to take an "extended holiday". Getting back "on track" often requires outside stimulation.

For many, that stimulation might take the form of layout visits, or Conventions or even working under deadlines. For me, however, stimulation came in some different forms.

The first came last May when I opened my layout at the May meet for the first time. I displayed lots of plywood, little scenery and long trains running.... but only in circles. Operation is yet to come.

I was talking to two of my visitors that day and was sharing my thoughts that maybe I was attempting too much.

Those visitors were Bill Kachel and Ron Patzer, each the owner of a spectacular and well-known basement sized prototype inspired layout. One of those gentlemen (I forget which one) looked me in the eye and said, "Go for it!" The other was nodding in agreement.

I'm sure neither of them remembers that encounter, but I do. No more second-guessing... full steam diesel ahead.

My second motivator is a newly found interest in the NMRA Achievement Program. Consideration of AP certificates had been far from my mind, to say the least.

Then came another visit over the past summer. This time it was a division exec board meeting held at my house. Luckily, I live at the mid point of the other board members' homes, the logical place for all to meet.

As we were gathering in my basement before the meeting, both Dave Messer and Rich Newmiller (both Master Model Railroaders) were casually walking around my layout. Dave looked at me and said, "You know, you've almost completed the requirements for the Civil Engineer, and Electrical Engineer Certificates".

That inspired me to check those requirements online. Sure enough Dave and Rich were correct. Not only that, but I am on the way to the Volunteer and Author Certificates as well.

Now it's time to attempt that (first ever) craftsman kit followed by several scratch building projects ... it's never too late!

Thank you to the above mentioned modelers for their inspiration.

Using the above as a segue, I call your attention to the AP articles in this issue. The new Exec Board had adopted as one of its goals a refocusing on the AP program in our Division.

AP Chair Dave Messer, and Rich Newmiller are on board with this initiative and are happy to help those interested in the AP Program. I now count myself among them!

See you in Wilmington!
Earl

THE PHILADELPHIA DISPATCHER

Official publication of the
Philadelphia Division,
National Model Railroad Association
www.phillynmra.org

Editor
Earl Paine
4325 Wendy Way
Schwensville, Pa, 19473
earlpaine@verizon.net

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: Jan. '11. Due out approx. Jan 5. Deadline: Dec 15.

Print Subscription: \$7.00 per year.

On-Line Subscription: Free

Address all print 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 mail payment to the Clerk. Make checks payable to "Philadelphia Division, NMRA." Please provide e-mail address to the clerk.

Division Personnel:

Superintendent
J. Gregory Schindledecker
1454 Oakwood Road
Coatesville, PA 19320
greg@shindledecker.com

Assistant Superintendent
Joe Bergmaier
Fillman Road
Downingtown, PA 19335
mojo@bergmaier.com

Clerk
Mark Wallace
665 Bonny Brook Ave.
Trappe, PA 19426
mwallace665@verizon.net

Treasurer
Brian Good
578 Hawthorne Lane
Harleysville, PA 19438
b3good@verizon.net

Achievement Program Coordinator
Dave Messer, M.M.R.
263 Mingo Road
Royersford, PA 19468-3112
dmesserpr@comcast.net

Board Members at Large
Pat McTeigue
tonightowl1@comcast.net
John Seibert
johnhseibert@comcast.net

Division Website
<http://www.phillynmra.org/>

Mid-Eastern Region, N.M.R.A.

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



As we approach Model Railroad month and the “modeling season”, I can’t wait to get all of those cold weather, outside chores finished so that I can spend those evenings and weekend holed-up down in the basement.

I did manage to get some modeling done over the summer – I finished the 110V wiring and staging yard lighting and all the backdrop supports are finished.

Frankly, I thought I’d have the backdrop done by now, but it is a daunting task. I need to put up around 210 feet of backdrop! Recently, I’ve been asking myself if I’ve over extended my abilities to finish this layout. Honestly, I’d have to admit that if I were designing the layout again, I would have downsized.

So, how do I plan to make significant progress? Two ideas come to mind. The first is obtaining an energy boost from inspiration. Open houses, layout tours and interaction through the division all help with providing the drive to get something done.

Visit the Model Railroad Open House web site at <http://www.modelrailroadopenhouse.com/>.

There are many clubs and home layouts open in November. Last month, I visited two out of three of the layouts open at our joint meet with the Susquehanna Division. One of the layouts was Jim Hertzog’s Reading layout. It is single deck,

basement-sized and *finished*! Jim’s willingness to share information and friendly demeanor certainly gave me inspiration about what can be accomplished.

I came away from the experience with a renewed conviction towards accomplishing my original goals for the layout.

The second idea is to ask for help. There are an incredible number of very social modelers in our Division. Many of them are willing to participate in round-robin groups or just visit and help out from time to time. This is one of the best benefits to belonging to the NMRA and the Division.

Many of these folks attend every meet and are willing to share advice and lend a hand. I’ve been honored to know so many talented modelers. If you haven’t, a good way to start is to have a look at the Member Aid section of our web site at <http://www.phillynmra.org/MemberAid.html>.

Modelers are listed by areas of interest; you can contact them directly to ask questions or obtain advice.

In closing, I have one more idea for making progress and it may seem counterintuitive: get involved with the Division. You might think that being involved means less time spent on the layout. However, the opposite seems to be true. Getting involved leads to more interaction in the hobby and thus more motivation!

Greg Shindledecker
Division Superintendent

What’s an MMR?

By Dave Messer, MMR

At a recent Division Board meeting, the idea of giving more attention to the NMRA Achievement Program at the Division level came up, at meetings and also including a series of articles in the *Dispatcher*. Since I had already done that previously, I started searching my mind for a new angle that would relate it more personally to the membership. And then it happened – I was at the Post Office to mail a package of material for Joe Lofland’s Structures Certificate to MER when the clerk, seeing my return address label that I use for NMRA business, asked me “What’s an MMR?” So I had my angle.

As I explained to the clerk, MMR stands for Master Model Railroader, sort of like the Eagle Scout award for the highest level of accomplishment in scouting, and the individual AP Certificates are equivalent to Merit Badges in various areas of accomplishment. For me, it was all accomplished in the Northeastern Region, starting out with model contest entries, where I gradually received Merit Awards for Cars and Structures. I was inspired by the level of accomplishment of such modelers as Al Westerfield (yes, that Al Westerfield, back when he lived in New England). My first efforts didn’t win any contest awards, but the NER judges provided constructive comments that helped me improve my modeling – and really that’s what the Achievement Program is all about, to improve your skills and gain recognition in a variety of areas, and then to help others to do the same. I completed the modeling certificates, and then went on to Author and other certificates in the Service to the Hobby area as I took on additional responsibilities at the Division, Region and later National level.

So you’re thinking, fine for you, but I don’t expect to be able to do all that. In future articles in this series we’ll discuss the opportunities and requirements for individual “Merit Badges” in the Achievement Program. In the meantime, check out the program at the NMRA website, www.nmra.org.

The Greater Abington Township Society of Model Engineers (GATSME) is a well-established, long-time model railroad club in the Philadelphia suburbs. The club came into being in 1951 when the founding members began meeting at the home of James Greener. As time passed, and membership grew, the club migrated to the basement of a pizza shop in Oreland, PA and built a large, island-style layout which we refer to as GATSME I. The GATSME I layout was torn down and an around the wall layout was in progress (GATSME II) when the decision to move was made. GATSME moved to its present quarters, the basement of the old Fort Washington Elementary school in 1975 where we are still building and expanding GATSME III: A 30 x 60 foot, walk around layout.

The current layout is a fictional system based on the Pennsylvania railroad running from Harrisburg, PA to Erie, Pa with several branch lines in 1953, which allows us to run late steam and early diesel locomotives. With very few exceptions all track and switches are hand layed in code 55, 70, 83, and 100 track sizes. Our main line is the Great Lakes and Eastern Railroad (GL&E) in HO standard gauge, which forms a double-track loop of about 300 feet around the entire layout. The GL&E track was completed in 1980. The club next finished the Sheffield and Tionesta (S&T) in 1981 The S&T is an HOn3 narrow-gauge (three feet between rails) railroad serving the coal and logging industries.



The first major addition came in 1993 with the completion of the Lehigh & Susquehanna Railroad (L&S). The L&S runs from its connection with the GL&E at Susquehanna Junction (Williamsport, PA) through Summit (the highest point on the layout) to Southport, NY. Our final branch line project was the Susquehanna and New York Railroad (S&NY), which is dual-gauge (both standard and narrow-gauge) for its entire length. The S&NY connects with the standard gauge L&S at Marsh Hill. The club members completed the S&NY tracks in 1999, but scenery work still continues. The club added a new set of staging loops in 2005 and is replacing the original GL&E engine terminal on the front of the layout with two levels of industrial switching: Transfer on the top level, and Shenango and Greenville, PA on the bottom. Track work in Transfer is complete and scenery is in progress while we are finished on the bottom level track with the major work involving adding the turntable and structures. Scenery is under way.

GATSME has been featured among the standard-setting layouts throughout its history. The original layout's scenery work was highlighted in Bill McClanahan's book on scenery in the 1950's. Our first layout was the subject of a feature article in Model Railroader in 1963. The current layout was in Model Railroader in 1993 and will appear in the Public Television program Tracks Ahead in 2011.

We were open for layout tours during both the 1993 and 2006 National Model Railroad Association's national conventions. We open our doors to the public four times a year during the December, January, and March open house season.

GATSME is also a pioneer in layout control. The original control method for the GL&E was direct current (DC) Route cab control designed by Linn Wescott. Westcott's design, however, did not allow



for continuous running. Club member John Dorsam solved the problem with a simple addition to the circuit, which allowed us to run three trains continuously in each direction with full cab signaling showing block occupancy. In 1993, the club decided to experiment with the new NMRA digital command control (DCC) and built the L&S to work only on DCC. The experiment (and DCC in general) was a great success so the club proceeded to add DCC as a second control method on the GL&E mainline. Selection of DC or DCC operation on the GL&E lasted until 2005 when the club voted to remove DC entirely. The 2005-2006 open house sessions were entirely DCC for the GL&E and the L&S. DCC began to be available in narrow-gauge at this time and GATSME converted the two narrow-gauge branches to DCC during 2005-2008 so that today all trains run using DCC.

A model railroad is never finished. We still have work to do in Transfer, Shenango, and Greenville. Upgrading and improving scenery is always necessary. We are adding more structures to the layout and are adding to the already impressive lighting and special effects. New this year is redesigning the signaling system on the GL&E. The current signals give basic absolute block signal (ABS) indications although block boundaries in several places do not align with the signals. The signals use incandescent light bulbs and many are burning out. In addition, the block detection system is based on old telephone relays, which are no longer available and are beginning to fail. We will be converting to digital electronics and adding interlocking and more advanced signal rules to enhance the realism of the layout. Also, the club is negotiating to take over ownership of our historic school building, which will give us a permanent home.

Many model railroaders like to operate their layouts to simulate the freight and passenger traffic of the prototype, and GATSME is no exception. We hold operating sessions on the fourth and fifth (when available) Thursdays of the month from March through October each year. We also sponsor an all-day Saturday invitational session in April for model railroaders from throughout the region. The operating day is broken down into three shifts or tricks. Each Thursday session is one trick and lasts about two-and-one-half to three hours. We finish a complete day in three sessions. During an operating session we will move 30 to 40 trains of all types (long distance passenger, commuter, local freights, through freights, and work trains) and shift several hundred freight and head-end cars. This is enough to keep the road and yard crews very busy.



The operating scheme is self-setting so that only the car cards need updating after the third trick. We use the car order system designed by Charles Carangi and works to simulate freight car forwarding of real railroads. Each freight and head-end car has a 3 x 5 card, which identifies its type and road number. On the card is a sequence of destinations for that car and a matrix of boxes in which a slash indicates the car is en route to that destination, and an "x" means the car has arrived at the indicated destination. Multiple columns for the routing progress of the car allow us to use the card for several years before we have to make a new card. See the web site Operations Page for more information.

Come and visit us during our open houses this year. We will be open from **noon to 4:00 PM on December 4 & 5 2010, January 8 & 9, 22 & 23, and March 5 & 6 2011.** GATSME meets every Thursday night starting at 7:30 PM with the first Thursday each month being the business meeting. We are always looking for new members. People can find more information about the club and directions on our web site at <http://www.gatsme.org>.



See this issue's on-line area

**for NMRA National News and more photos
from Division and Region Activities**

<http://www.phillynmra.org/>

November Meet Directions

The **Brandywine Town Center** is a large shopping complex located on an “ell”-shaped piece of property near the intersection of the Concord Pike (U.S. 202) and Naamans Road (Del 92). You may remember this as the former site of a race track. One leg of the “ell” joins the Concord Pike. The other leg joins Naamans Road. The complex includes the Regal Cinema, Lowe’s, Michael’s Arts & Crafts, Target, and many other stores. The main structure is surrounded by a maze-like parking lot which, in turn, is surrounded by a road which circles the perimeter.

The Center’s **Community Building** (our meet location) is a separate structure with a prominent central atrium. It is located next to a large decorative fountain, on the south side of the complex near the Naamans Road entrance.

From Concord Pike (U.S. 202) going south – a fraction of a mile south of the PA/DE state line, turn left into the Brandywine Town Center (the marker is the sign for Lowe’s and Target, among others). Follow the perimeter road in either direction until you see the Community Building (near the decorative fountain).

From I-95 going south – at the state line, there is a three-way split – I-95, I-295, and Naamans Road (Del 92). Stay to the extreme right, and take the exit to Naamans Road. At the top of the ramp, turn right (west) on to Naamans Road. After a little over four miles, turn right into the Brandywine Town Center (it is opposite Shipley Road, which comes in from the left only). Turn right on to the perimeter road, and then left into the parking lot near the Community Building (which is near the decorative fountain).

Planning Ahead ----Division Meeting Schedules

The Philadelphia division is pleased to offer the following activity dates for your planning. If you have an item you would like included, please contact the editor. They will be included on a first come, first served space available basis.

January 15th, 2010 Joint meet with the New Jersey Division
Location and more information to follow in the next Dispatcher. Clinics, layout tours, contest.

March 12, 2011- Division Meet
Location and more information to follow in future Dispatchers. Clinics, layout tours, contest.

May 14, 2011- Division Meet
Location and more information to follow in future Dispatchers. Clinics, layout tours, contest

March 25, 26, 2011 - Railroad Prototype Meet - Sheraton Four Points Hotel, Greensburg, PA.

Division AP Certificate Statistics

by Earl Paine

As our Division focuses on the AP program, it behooves us to publish a “score card” of the number of members and certificates awarded thus far. The names are removed at this point, but The Dispatcher will continue to update the numbers as they increase. AP Chair Dave Messer continues to work with all that are interested.

<i>Breakdown of members</i>		<i>Breakdown of Certificates</i>	
MMR's	3	Motive Power	2
Members holding 5 Certificates	1	Cars	4
Members holding 4 Certificates	0	Structures	2
Members holding 3 Certificates	5	Scenery	4
Members holding 2 Certificates	6	Prototype Models	0
Members holding 1 Certificate	11	Civil Engineering	8
Members holding Golden Spike Award	7	Electrical Engineering	8
		Chief Dispatcher	7
		Author	14
		Association Volunteer	17
		Association Official	3

Many years ago I decided to start the journey to acquire my MMR certificate. Not knowing what I would find along the way. Well, it has been a very interesting and worthwhile trip.



My first AP certificates came easily because I already had started building a large layout. When you do that several things really fall in place. Now one doesn't have to have a large layout but it certainly makes things easier. Developing or building the layout for operation certainly helps as does doing scenery. So you have to really move past the plywood stage.

When I first got into the hobby I met/found Charlie Carangi who became my mentor. This friendship has lasted for many, many years. Charlie always has been ahead of the curve. He also has inspired and instilled in me many attributes. Looking at slides to adhere to the prototype, historical knowledge and research.

Working to a high (er) standard. So I really want to thank and acknowledge him for helping me to grow to this point in our hobby.

Now this journey hasn't been easy. I've had to grow and learn. I've had to do things over. Gee, I've even complained about judges and their judging. Imagine that. So now that I can and will be a judge I can tell you that I will have a different perspective than I use to have.

One of the challenges I had was the paperwork and documentation. I would have much rather just built things and not had to do write ups. Taking pictures during the process...what a pain.



The last certificate I did was for structures. Now here was my challenge.



I had done cars, and scenery, and author, and all the other AP certificates, but for some reason there was a wall in front of me and I had to struggle to get over it. I entered one structure three times and it still didn't get the 87-½ points needed (that became my motto "Just give me 87 ½ points, I don't care about anything else"). But do you know that this is the one that now means the most to me, where I grew the most, and most proud of. It made me feel like I now can accomplish anything. All you have to do is set a course, stick to it and don't give up and you'll accomplish your goals. Now how many times have we heard that through out our lives?

Is it worth it to work on AP certificates? And do Paperwork? And do things over? And look at your work and find it not acceptable? Have people be critical of your work? Well, yes, it has been a most enjoyable and worthwhile journey.

Editor's Note:

Joe was recently awarded his MMR at the MER Princeton Junction Convention. Although now living in Western Pennsylvania, Joe is well known as an active modeler in our Philadelphia Division for many years. Congratulations Joe!

Challenge your modeling Skills**by Dave Messer, MMR**

I have always felt that the NMRA Achievement Program offered an opportunity for modelers not only to improve their modeling skills but to broaden them as well. Recent experiences with two modelers who are just beginning their AP efforts prove the point. Earl Hackett, whose hand-laid trackwork and electrical control system are a joy to behold and have recently earned him AP Certificates in both Civil and Electrical Engineering, acknowledges that his scenery needs some work. So the program in effect challenges him to both broaden and improve his skills in that area. Steve Salotti, who has developed a superb prototype-based operating scheme over the years that will certainly qualify him for Chief Dispatcher, has embarked on a quest to earn the Structures Certificate, which will in turn improve his modeling skills by building the required number of scratchbuilt and detailed kit structures. I know there are several others of you out there who can also benefit from this aspect of the AP Program, and reward yourself in the process.

The Philadelphia Dispatcher

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

4325 Wendy Way
Schwenksville, PA 19473

Inside:

November Meet Info

GATSME coverage

Division News

AP Program

On-line content

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

NMRA National News and Announcements

SEPTEMBER NMRA ANNOUNCEMENTS

- Hundreds of orders have come in for the **NMRA's 75th Anniversary Car**, which is featured in an ad in *NMRA Magazine*. The cars are 50-foot plug door HO scale boxcars by Accurail, and feature the new "wheel on rail" NMRA logo on one side, and the classic "wheel and coupler" on the other. We're producing a limited run of these cars, so if you or your members would like one, have them call Headquarters at 423-892-2846. The price is \$21 plus \$3 shipping.
-
- There are still several **75th Anniversary Painting prints** available for sale. The painting and its artist, Larry Fisher, will be featured in an upcoming story in *NMRA Magazine*. The prints measure 30"x20" and are signed and numbered. The price is \$150 plus shipping and handling. As with the Anniversary Cars, the Anniversary Painting can be ordered by calling Headquarters.
-
- The **Diamond Club project continues to make progress**. The massive server which will house the scanned files has been tested, delivered and installed at Headquarters. As reported last month, the scanning of Kalmbach Memorial Library materials has begun, and the beta website is under development. All in all, the project remains on schedule and the first of the materials should be available to NMRA members during the First Quarter of next year.
-

NMRA Membership remains constant, with approximately 19,700 members as of the end of August, 2010. This is about 1100 more members than at the end of August, 2005.

OCTOBER NMRA ANNOUNCEMENTS

- Headquarters just completed an **analysis of our RailPass Program** to see how many RailPass members went on to become full NMRA members. The statistics show that, since January 1, 2009, a whopping 65% have "re-upped!" That's just about 2 out of every 3 RailPass members who've stayed with us. From the time the RailPass program started in 2005, about 48% have renewed... again a great statistic.
-
- A lot of the credit for that retention goes to everyone in our Regions and Divisions. You're making new members feel welcome, and you're showing them the benefits of NMRA membership. **So... THANKS!**
-
- Huge progress is being made with **Diamond Club scanning**. Craig Sutherland, the man in charge of the project, reports that they have about 500 sets of diesel loco plans (average size: 24"x30"). In addition, he and Stephen Priest brought about 50 boxes of photographs (with about 700 photos each) back to Historical Archives Services (the company doing the scanning) from our Kalmbach Memorial Library. They mentioned that there are a lot of black and white steam loco shots, some early diesel shots, and a lot of photos that caused these seasoned pros to say "wow." Stephen called the collection "an unknown treasure."
-
- We're finding out that our archives are even more vast than we thought! So if you or your members haven't made a donation yet, [please do so](#) so we can get these railroad treasures on the web... and eventually into your hands.
-
- The **winter Board Meeting** is being held concurrently with the Budget and Operations meetings this year in Las Vegas at the Palace Station Hotel (about 5 miles from the airport). The Budget and Operations meetings, which are by invitation only, begin on Tuesday, February 22 at 9 a.m. The Board Meeting runs from 9 to 5 (or later) on Wednesday, February 23, and 9 to 5 (or later) on Thursday, February 24. All NMRA members are welcome to attend.
-
- As you probably read in the October of *NMRA Magazine*, the X2011 West NMRA Convention committee is making extensive use of **social media to promote their Sacramento convention**. Over the next several months they'll be posting detailed information about layout and prototype tours, clinics, sights to see, and other pertinent facts. If you haven't visited them on Facebook or signed up to follow them on Twitter, this is the perfect time to get your feet wet and see what the "social media" buzz is all about! Both Facebook and Twitter are free.

2011

Railroad Prototype Modelers Seminar – East

Sponsored by Division 2, MCR-NMRA

1:00pm Friday, March 25 through 11:00pm Saturday, March 26, 2011

Registration will begin at 10:00am on Friday. Set up any time after 8:00am

Sheraton Four Points Hotel. Route 30 East, Greensburg, PA.

Room rate: \$95.00 plus tax. (724) 836-6060 Mention "Prototype Modeler's Meet"

<http://www.greensburgpa4points.com/>

- A large display room will be available for models. Please bring your models.
- Layout tours will be available on Sunday, March 27
- **Early Bird operating sessions scheduled for Thursday Evening, 6:00PM, March 24.**
- Limited number of tables available for vendors @ \$20.00 each.
- Hotel overlooks the Norfolk Southern (PRR) main line
- Amtrak stops in Greensburg, East bound in morning (Approx 8:02am), West bound in evening (Approx 7:00pm), East bound on Sunday approximately 2:00pm
- Check the Division 2 website for more info. **www.keystonedivision.org**

For information contact:

Dick Flock
337 Elm Drive,
Greensburg, PA 15601.
Phone: 724-850-8882.
Email: jlerr337@verizon.net

Clinic volunteers please contact:

Larry Kline
4130 Bigelow Blvd
Pittsburgh, PA 15213
412-422-0678
lnkline@verizon.net

Please include a self-addressed stamped envelope with your inquiries.

Registration Form

Registration Fee: \$35.00

Please make checks payable to: **Dick Flock**. You can memo RPM East on the bottom of your check.

Name _____ Email _____

Mailing Address _____

City _____ State _____ Zip _____ Phone _____

Saturday Evening Buffet \$25.00 Yes ____ No ____ Thursday Operating Session Yes ____ No ____

Number of Dealer Tables _____ @ \$20.00 each

Additional Photos not in the printed edition.



Mike McNamara's Freemo Clinic in Princeton



Dale Woodland's Reading T-1 Clinic



The September Meet



New Division Video Cam



Jim Hertzog presents his Reading Clinic



Superintendent Greg takes charge