

THE PHILADELPHIA DISPATCHER

Official publication of the Philadelphia Division of the Mid-Eastern Region,

National Model Railroad Association

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http://www.phillynmra.org/



Work in Progress Clinics Provide Many Choices at the January Meet

John V. Gallagher, Director, Clinics Coordinator

NEXT DIVISION MEET

Saturday, January 7, 2012 9:00 AM to 12:00 Haddon Twp. High School 406 Memorial Dr. Haddon Twp. NJ 08108

Detailed & weathered gondolas

Clinics:

Work in progress format with eight simultaneous clinics. Come and go as your interest dictates!

Layout Tour: 1:00 pm to 5:00 pm

Swap tables:

Contact Bob Clegg 856 696 0463 BobcatCS@comcast.net

The January meet will follow Work the Progress format. Members may remember the WIP at the '09 Delanco meet and a similar clinic session during the MER Princeton Jct. Convention.

For those not familiar with WIP, the clinics provide attendees with choices of topics. Instead of traditional the

"one-size-fits-all" clinic presented to all members, the WIP consists of four 30-minute sessions of simultaneous clinics. We set up the meet room with eight or more stations. At each location, a clinician either presents a continuous project, or offers a 30 minute clinic. For the repeated 30-minute clinics, a bell will signal the beginning and end of each session.

For continuous projects, the bell has no real meaning. Members should feel free to join or leave any clinic at any time. The repeated clinics will start over for each 30 minute session with a five minute break in between.

Here is how you can help make it work. So far, for this meet, eight members from the New Jersey and Philadelphia Divisions volunteered to offer clinics. Check the listing of clinic topics and presenters on page 6 of this issue. Preview the list and tentatively select the four clinics you want to attend. Then select

alternates. Because the Philadelphia Division will be joining us, we will have a crowd! If you can't comfortably find a spot for a clinic, please go to another clinic from your selected preferences or alternates and wait until the next session, 35 minutes

The clinics provide up close and personal opportunities for you to see demonstrations clearly and ask questions during the clinic.

The clinicians will usually follow a pre-planned presentation but feel free to ask questions. It is informal, interesting and fun. Clinic attendees will receive a handout for most clinics attended. In addition, all of the handouts for the meet will appear on the NJ Division web page for you to download, so you can get all of the handouts even if you don't get to a narticular clinic.

Between the 30-minute sessions, clinic presenters need time to set up for the next session, get a cup of coffee, regroup, relax, etc. It will be your opportunity to do the same.

Layout Open Houses

There will be eight New Jersey railroads open on Friday evening, January 6 from 7 to 10 pm. For privacy reasons we do not publish names and addresses or maps for the members who have volunteered to open their homes for our Friday night tour.

If you would like a copy of that information, please email your name, NMRA number and telephone number to: BobcatCS@comcast.net

Please put "Friday Tour" in the subject so it can be recognized quickly, or call 856-696-0463 and have that information handy. We use the information for verification purposes. Thank you. - Bob Clegg.

Editor's Note:

On Saturday only, Dick Foley will again open his Layout to members from both Divisions. This is a convenient stop for those Philly Division members traveling home from NJ. Dick has made progress on his layout since he was last open 1 year ago.

Form 19 from the Editor



Greetings everyone. I'll be yielding my normal editorial space this issue to allow our new Superintendent, John Seibert to pen his first "From the Super" Column. John has already taken firm control of the reins. Take it away John...

From the Division Superintendent



It seems like only a year or so ago that I became a board member of the Philly Division for the first time, but unbelievably it's actually been 4 years. During that time I have had the privilege of serving with Greg Shindledecker as our superintendent. Greg has done a fantastic job in leading us

during that time and he leaves some pretty big shoes to fill. They have to be at least 11-1/2. Seriously, on behalf of my fellow board members I want to thank Greg for a job well done. Serving on the board with him has been both His positive outlook and dedication have been rewarding and fun. instrumental in maintaining and expanding the continuous improvements in the division that started back with the previous administration before the current board members were elected. Now Greg and I have swapped jobs. He will now coordinate the clinics and I am your new superintendent. I'm glad he's still on the board to help steer me out of trouble.

As for me, I bring something new to the position of superintendent: I'm an N-scaler. More about N-scale later in an upcoming dispatcher article. I model the Wilmington and Northern branch of the Reading between Birdsboro and Wilmington in the mid '50s. I come from a family of model railroaders: My Dad modeled in HO and N scale and my brother Lane is a Reading modeler in HO. My layout is still in the relatively early stages but I am making good progress with the help of a group of guys I met right here in the Philly Division.

This is an exciting time to be part of the division. Here's a snap shot of some of the things that have taken place recently or are planned for the very near future: All of these are being done to add value to your membership in NMRA at the "grass roots" division level.

- * Joint meets with the New Jersey Division, Susquehanna Division and the East Coast Santa Fe modelers. These events allow us access to more clinicians, layouts, and follow modelers. You can meet and talk to recently retired MODEL RAILROADER Executive Editor Andy Sperandeo at the upcoming May joint meet with the Santa Fe gang.
- * Co-sponsorship of the Malvern RPM Railroad Prototype Modelers meet. A weekend long event held every other year that draws top notch clinicians from all over the country, including Tony Koester who is a regular presenter. If you haven't been to one of these meets, you are really missing out.
- * Member Aid program. On the website we maintain a list of members that have experience in particular areas who are very willing to assist other modelers. Contact information is provided. Our division also boasts Master Model Railroaders Dave Messer and Rich Newmiller who provide assistance and support for members who want to participate in the NMRA achievement
- * Upgraded visual equipment to enhance our presentations at meets: A digital projector, a high def camera for close-up viewing of "how-to" presentations, and a new state of the art wide screen. The camera is also allowing us to video record and archive our meets so that you don't have to miss anything.

......Continued on page 6

THE PHILADELPHIA

DISPATCHER

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

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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. 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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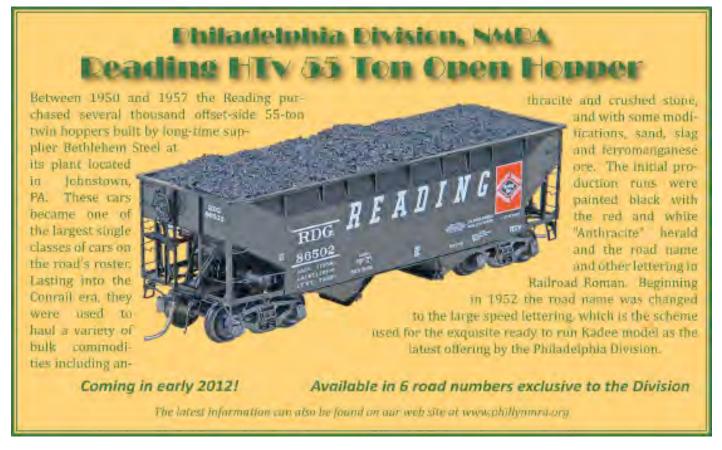
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Division Announces Car Pricing...



Pricing for the upcoming division car was set at the December Board of Directors meeting. It is the viewpoint of the board that the biennial car project is not designed to be a fundraiser, but rather a service to our members.

As a result, the board has instituted a two-tiered pricing structure with lower (near cost) rates for Philadelphia Division members only. While more difficult to administer and implement, the board felt that the additional effort was worth it to keep the board's commitment of giving back to the membership. Philadelphia Division Members must be current and in good standing to take advantage of this attractive pricing.

This offering will mark the division's first partnership with Kadee, who manufactures here in the USA. Kadee's attention to detail and business relationship with the selection committee has been outstanding.

In keeping with the success of the last Sunoco tank car offering, the board has decided to stay with the ready to run concept with up to 6 individual road numbers available, and reduced pricing for multi-car sets.

The cars are expected to debut at the Valley Forge RPM meet this coming March. Don't be surprised if you see the use of credit card swipers plugged into an i-phone as an alternative to cash. Get them while they're hot!!

Philadelphia Division – Reading Hopper								
Pricing Matrix								
_	1	2	3	4	5	6		
Philadelphia Division Members only	\$30	\$60	\$87	\$116	\$145	\$168		
Non-Members	\$36	\$72	\$105	\$140	\$175	\$200		

The Division shirt project continues through the development phases and will display the new division logo displayed on page one of this issue. Samples will be delivered to the board soon with the intent to display them ay the RPM meet if possible. Stay tuned!

Our recent meet this past November 12, 2011 saw the New Jersey Division joining us in our annual trek to the Brandywine Town Center, north of Wilmington, Delaware. The meet featured two clinics plus a "Bring 'n' Brag," a modular layout, some vender tables, refreshments and plenty of good fellowship.

John Seibert, who's been our clinic coordinator these past years, made his opening remarks in his new role as division superintendent. He introduced the members of the Board in their new assignments since the board's reorganization meeting in October.

"Soldering" was the theme of our clinic presented by Val Pistilli, Don Borden and Earl Paine from our Division. Earl introduced the clinic describing his layout and the critical elements requiring good soldering for successful and consistent performance. Val reviewed and demonstrated many of the conventional techniques to solder using a soldering iron. He soldered various materials, wire, and track. He showed techniques for tinning, cleaning and making a clean, solid and sturdy joint. He sure can work fast with a hot iron. Don Borden demonstrated the newer "resistance" soldering techniques that utilizes a special transformer, probes and ground that used together, makes the soldered joint. Electrical current is directed to the joint in a that rapidly melts the solder without manner overheating the adjacent material.

Don showed us a variety of instrument sizes; handmade, small tweezers or pin sized probes up to a larger iron. The beauty of the resistance method is in the application of heat significantly reducing the chance of melting nearby joints such as might occur when working on a brass locomotive. Of course, this technique costs a little more but you can achieve great productivity when there are dozens of "drops" to solder.

Our second event was something relatively new: a "Bring 'n' Brag" segment similar to a Show & Tell. This time Brian Good, Pete Suhmann, and Ralph DeBlasi presented their projects presently underway. Brian shared with us his Reading gondola project. Pete is building a set of Baldwin RS-16s from a set of EMD E8s plus extensive scratch-building. Ralph showed us a building he is presently modeling that features simulated effects of fire damage. Mike McNamara then presented our next clinic on the US Free-mo phenomenon. Mike, who is actively building modules based on US Free-mo standards, brought a couple of sections that comprises his module to the meet. The modules can be connected in any number of

ways to other modules to comprise a large, unique layout with plenty of operating possibilities. Free-mo is a set of standards used to build realistic HOscale models depicting prototype railroading that follow a set specific set of construction and electrical standards, into 'Modules.' Modules can be built to any size and shape so long as the links between the modules for track height, alignment and electrical connections are Mike enthusiastically discussed his all standard. construction methods and how he applied the Free-mo standards to his project. A module can be further comprised of several 'sections.' These sections can contain a variety of features that for instance, might vary the track alignment for curves, change grades, add bridges or tunnels, allow turnouts, sidings, passing tracks and so forth as long as the boundary of the module is standard. Free-mo modular standards are very popular in other parts of the US (and Europe). They are rapidly gaining increased interest on the east coast as a good alternative to constructing roomed sized layouts. Mike is involved with the New Jersey Free-mo open group of model railroaders. Though this group is not affiliated with the NMRA, the group started from within the NJ Division. It's been the NMRA's and our policy to embrace as well as encourage enthusiastic model railroaders to pursue their particular modeling methods, means and techniques for the enjoyment of this great hobby. More information about the New Jersey Free-mo can be found at http://www.njfreemo.org.

Open House Tours: Since November is 'Model Railroad Month,' there were as many as two-dozen layouts within driving distance from the Brandywine Town Center. Some of the featured layouts on Saturday afternoon were; Ken Donohoe's O & G layout, Ray Weber's 'G Indoor' layout, Mike O'Shaughnessey's HO layout, Doug Robb's HO layout, Alan Levy's O 3-Rail layout, Joe Walter's HO layout, Carl Huth's HO layout, Dick Vollmar's HO layout, Sam Parker's Hon30 & On30 layouts and the St. Alban's Railroad Fellowship (St.A.R.R.) club. We appreciate and enjoyed the opportunity of visiting, railfanning and seeing some of the great efforts fellow members have put into their layouts.

A gracious thank you to the Brandywine Town Center and Library, Earl Hackett and those who were instrumental in providing our meeting locale as well as to our presenters; Earl, Don, Val, Brian, Bob and Mike. Thanks again to those members opening their homes and layouts to our visiting members. Finally we thank all of the Members of the Division for coming out to support the meet.

RPM Valley Forge Coverage

The Railroad Prototype Modelers Valley Forge organizing committee continues to make progress!

This year's event promises to be the best yet and is now a biennial tradition in the Philadelphia area. It has also gained a national reputation as one of the best RPM meets in the country. The meet will feature over 29 clinics with many well-known names in the hobby, both nationally and locally. Vendor tables, operating sessions, a banquet and great camaraderie are well known features as well.

Registration is now open for the event. Complete details, including the clinic listings and registration materials can be found online at: http://www.phillynmra.org/RPMMeet.html

The organizing committee keeps the online area updated day by day as the date approaches. The Dispatcher will publish complete details and late breaking news in the upcoming February issue. Don't miss it.



Sponsored by Philadelphia Division, MER, NMRA

March 23-25, 2012

at the

Desmond Great Valley Hotel & Conference Center Malvern, PA

Clinics Model Displays Vendors' Room Sunday Home Layout Tour Operating Sessions



INFORMATION AND UPDATES www.phillynmra.org

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prrpaul@aol.com or (610) 269-2763

INTERESTED IN PRESENTING A CLINIC?

Jim Dalberg 610-648-0089 or jedalberg@aol.com

VENDOR INFORMATION
Steve Salotti
610-489-1940 or Salotti.Steve@gmail.com

Division Redesigns Logo



The new Philadelphia Division logo was redesigned to acknowledge the history of the division and the railroad heritage of the region it encompasses.

Of the only three, original, Class 1 railroads that had trackage within the geographical borders of the division, only the PRR and Reading were headquartered in Philadelphia and operated in all five, southeast Pennsylvania counties as well as the state of Delaware. The bell and overall shape were derived from the logo that was used for the Independence Junction 2006 convention. The tuscan red lettering is a nod to the PRR as is the keystone with the division number inside, which

is reminiscent of the front of a Pennsy steamer. The ribbon is meant to call to mind the stripe used on the side of Reading cab units, and the black diamond in the center contains the year the division was founded, 1969.

Kudos to new board member (and treasurer), Howard Kaplan who took on this project for his excellent graphics work.

The Trouble with Tribbles

...by Charlie Hill

The Trouble with tribbles lighting, or how I learned to Stop Worrying and Love the bomb fluorescent lights.

Don't say it...I know, sorry. It all started--make that "restarted"--as I was looking at a magazine article about a tall, concrete structure (a grain elevator, I think) several years ago. There were two photos of this structure from about the same perspective, but they looked different from each other in an interesting way; one looked more realistic. After a short study, it became obvious to me that the more realistic looking photo was taken outside in sunlight, and the other with artificial light. In the photo taken in sunlight the shadows were sharp, defined, deeper, and the color was richer, warmer. In the other photo there were several shadows, overlapping, faint, working against each other. Obviously these were from several incandescent light sources, probably used just to take the photo. I wondered how it looked under the "regular" layout lighting. So, I got to thinking about how to get that better "sunlight look" on my model railroad.

After much thinking I saw a couple of problems. The prototype has a sun that moves through the sky and is a single, very bright source that's far away. Let's work through these concepts.

The sun moves through the sky. When it's not obscured by clouds, the sun provides good lighting on the

Continued in the online section – page 1

Clinics at the January Meet

1. Creating Your Own Grassmaster – Pete Suhmann

Pete's clinic will demonstrate how you can make your own static grass applicator using an economical, electric fly swatter. The commercial grass applicator is expensive. See how Pete modifies the fly swatter and uses it to apply upstanding grass. Creative Pete may also show some other modeling tools he made.

2. Soldering Techniques – Ron Baile

Ron will demonstrate a number of techniques in soldering, applied to model railroading. His approach will meet the needs of modelers who avoid this process and those experts who could use a review of the basics.

3. Tree Making and Scenery Techniques – Bob Clegg

Bob will describe and demonstrate his approach to making trees for the layout. We all need trees and commercial trees stress the wallet. See how Bob saves while making trees. He may throw in other scenery techniques, too.

4. Mass-Producing Inexpensive Trees the Kimmons Way – Arnold Kimmons

If you visited Arnold's layout during the January 2011 meet, you had to be impressed with his scenery! How did he create those great trees and other scenery features? Attend Arnold's tree making clinic and find out.

5. Using Magnets in Model Railroading - John Swift

Most of us use magnets to pick up stray spikes on the track before they short the layout. John will provide us with other uses of magnets to make modeling railroading easier. He wouldn't give me his secrets before the meet.

6. Scratch-Building Materials and Techniques for Structure - R. Steven Lang

Steve will explore a number of sources of materials to scratch-build

structures. Have you priced a laser structure kit recently? Even a one-hole outhouse kit costs over 20 bucks! See what Steve offers and the techniques he finds useful to create kit bashed or scratch built structures.

7. Weathering Model Railroad Cars Using Bragdon Weathering Powders – John H. Seibert

John will demonstrate how to use Bragdon Weathering Powders to detail the effects the elements have on railroad equipment. He will show this on N scale models so the up-close, WIP format will give you a front row seat to see. John promises to bring a magnifying glass!

8. An Introduction to JMRI – Mike McNamara

Mike is well known for his Free-mo clinics and articles. For this meet, he will describe and show another aspect of model railroading, the use of JMRI! If you have or are considering using DCC, this one cannot be missed. Save me a seat.

Superintendent Message

.... Continued from page 2

- * Sponsorship of division cars including our recent big hit: Sunoco tank cars from Red Caboose with the old Sunoco logo in 8 different road numbers. Sorry, they went quick, but watch for our new Kadee Reading offset side HTv hopper with speed lettering and the famous, red "Americas Largest Anthracite Carrier" logo in 6 unique road numbers not
- available anywhere else. We plan to have it in time for the Malvern RPM meet. It's the finest car we have ever made available. These cars have special low pricing for division members.
- * An expanded online Dispatcher newsletter with lots and lots of great color pictures! I hope you are reading this from the website download. We charge an annual fee to defray the expense of printing and mailing to those who prefer a mailed hard copy. But if you have access to the internet, the Dispatcher is online, expanded, in color and FREE!! as it costs us nothing to put it on the web. Kudos to our editor, Earl Paine, who puts this together for us and special thanks to our webmaster, Val Pistilli, for maintaining our site.
- * We have expanded the boundaries of the division to include all of the state of Delaware. South of New Castle County, the Delaware modelers were not represented by any active division, but we had a great group of guys who were regularly attending our meets. Now they are officially part of us and we are glad to have them. We have a meet in Delaware every year.
- * Watch for an updated version of the division logo redesigned by our newest board member, Howard Kaplan.
- * We will soon have division sport shirts for sale with our new logo. Wear it with pride when attending NMRA conventions or joint meets.
- * We are planning outreach projects to bring more people in the Philly divisions borders to the great hobby of model railroading and to bring more existing modelers to the NMRA. If you would like to help out, contact our assistant superintendent, Joe Bergmaier or myself.

CHECK OUT THIS ISSUE'S ON-LINE CONTENT

Directions to January 7 Meet - Meet starts at 9am

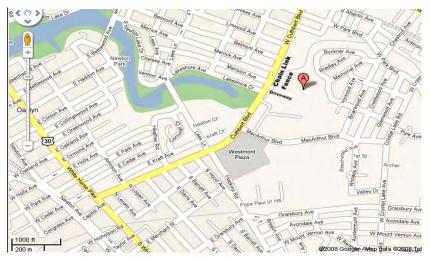
From Philadelphia Via Ben Franklin Bridge Follow US 30 East to Oaklyn. Turn left onto Cuthbert Blvd. and follow Local Directions below.

From Delaware Memorial Bridge or Commodore Barry Bridge Via I 295 Cross the Bridge and take I 295 North to US 30 West (exit 29B). US 30 (White Horse Pike) west to

Oaklyn. Turn **right** onto **Cuthbert Blvd**. and follow Local Directions below. **From Points North Via I 295** Follow **I 295 South** to **US 30 West (exit 29)**. US 30 (White Horse Pike) west to Oaklyn. Turn **right** onto **Cuthbert Blvd**. and follow Local Directions below.

Local Directions

From US30 turn onto **Cuthbert Blvd.** and proceed about a mile. You'll see a driveway next to a chain link fence on the right. Turn into the driveway and follow it to the cafeteria entrance for Haddon Twp. High School. If you miss the driveway, continue on **Cuthbert Blvd.** and turn **right** onto **Park Blvd.** Turn **right** on **Briarwood Ave.**, stay **right** on **Buckner Ave.** and then **left** onto **Memorial Ave.** Fol- low **Memorial Ave.** to Haddon Twp. High School The cafeteria and parking are in the rear of the school. The full address for GPS users is 406 Memorial Ave., Haddon Twp., NJ.



GATSME Model Railroad Club Annual Open House.

1,800 square feet of HO model railroad in both standard and narrow gauges. Located in the old Fort Washington Elementary School, Prospect and Madison Avenues, Fort Washington, Pennsylvania 19034

Open House dates are: Jan 7 & 8, 2012; Jan 21 & 22, 2012; and Mar 3 & 4, 2012. Hours are: 12 Noon to 4 PM each day. Everyone is welcome ...Donations appreciated. In case of inclement weather check our club's web site or call us during show hours. Club phone number: 215-646-2033 Web site: www.gatsme.org

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 7, 2011 – Division Meet Haddon Twp, NJ. Joint meet with the New Jersey Division Directions published above	March 23-24-25, 2012 – Valley Forge RPM Meet Desmond Hotel, Great Valley, PA Additional Coverage to appear in	May 2012 – Division Meet November 4-5, 2012 Delaware Valley College A repeat of the Joint meet with the East			
	subsequent Dispatchers.	Coast Sante Fe Modelers			
NJ Division May Meet Saturday, May 12, 2012 Knights of Columbus Hall 15 East Lacey Rd. Forked River, NJ 08731	September 2012 – Division Meet Montgomery County Date and times TBA	The Dispatcher will be happy to display hobby releted dates submitted by members			

Philadelphia Dispatcher Page 7 Dec '11

The Philadelphia Dispatcher

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

4325 Wendy Way Schwenksville, PA 19473

Inside:

Nov. meet coverage Jan. 7 meet coverage Mar. RPM coverage Lighting article

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

The Trouble with Tribbles ... by Charlie Hill

.....continued from printed version page 5

railroad equipment's wheels early in the day and late in the day. At midday it creates deep shadows that can cause undesirable hiding of details in photos. But, I can give my sunlight a fixed position; in fact, trying to replicate the sun's movement would be difficult. Since the view from the aisle of my railroad always faces East, my 'sun', coming from behind, could always have that late afternoon, lower angle, 'sweet light'; but not so low as to illuminate the gears or gear covers lurking under some of my steam engine's boilers, or shiny metal electrical contact plates on my diesel engines' trucks. OK, that's a compromise that works for the better, but there's that other part of the problem.

The sun is a single, very bright, source of light that's far away. My "around the wall only" layout could have one bright bulb "sun" in the middle of the room's ceiling. This sun would have mostly consistent shadow angles, but would be blocked by other non-prototype realties, like stairs, furnaces, people, etc. I could imagine that the moving shadows from people are actually from clouds, like those to be painted on my backdrops. The stairs and furnace are another story; they're big, and they don't move, and have straight edges. There's not much room for mental fudging there! Where an around the wall layout does twist and turn, as mine does, the sun angle can change unrealistically. For layouts that have peninsulas or are not around the wall, the shadow situation gets even worse. And let's not even talk about sun angles on the helix. Also the vertical sun angle would be different on each level of my multi-level layout. But then, I'm already used to making mental adjustment to compensate for the ground being above the sky! And a light bright enough to be the sun in every corner of my layout is probably going to be VERY HOT, and my ceiling height of 7' 7" means it will be too close to human heads! OK, so that idea's not working well.

Some folks that I've seen use **multiple incandescent lights** above the front edge of the layout and behind a valence. This causes shadow angles to point in different directions from side to side and from front to back, in an area easily viewable from one vantage point when near a light bulb, or dual shadows when viewed between light bulbs, so I'll rule that out as a sun source.

I've also seen **track lights**, or the equivalent, used above the front edge of the layout or just out from the front edge. I had considered this myself, hoping that the shade around the bulb will focus the light beam to the layout in such a way as to eliminate (or at least reduce) any multiple shadows and allow the sun angle to follow the railroad around a curve or peninsula--curves that are not present on the prototype, but are so prominent on typical layouts. After visiting a layout with this type of lighting, I decided against it. The multiple shadows were still there, and all those incandescent bulbs created lots of heat, more than likely use a lot of electricity, and were too close to human heads. I know, the heat IS sun like, but not the part I wanted to recreate.

I've also seen strings of many, **small bulbs** (Xmas lights or in tubes -- you know the ones I'm talking about) used for lighting. This "many points of light" approach really goes in the opposite direction from trying to recreate the sun's single bright light reality, and, in my opinion, really don't produce enough light to be the sole source of layout lighting.

Most often people use **fluorescent lights**. They use less electricity for the amount of illumination that they produce. And I've seen articles about replacing the cool white bulbs with more expensive 'warmer color' bulbs to better represent the sun's warmer light. The warmer color lights are more sun like, but with fluorescent lights there are NO discernable shadows. And that's really in the opposite direction from where we're trying to go. BUT, on the other hand the 'cool white light' does a very respectable job of recreating the typical light of a **bright overcast day**. You know, like when you're railfanning and trains are actually running. It is what we are used to seeing as railfans, so it would subconsciously look natural on our layouts. So, maybe the best compromise is to keep the 'cool white' bulbs and paint the backdrop with solid clouds typical of an overcast day. This will create that omni-directional lighting we are accustomed to when at trackside, and the models will look realistic -- as viewed on a typical overcast day. Hmmm.... Maybe we should photograph our models outside on an overcast day; as this is how we often see the prototype. In the occasional dark area under the upper level, LED light strips could be used -- 24" PC boards with a 24v LED every inch (from All-Electronics, for example) to spread out the light much like the fluorescent lights.

This leads me to another problem: **The trouble with backdrops!** As if imitating the sun wasn't difficult enough, recreating the sky (and distant scenery) is even more problematic. I'm not just speaking of painting realistic clouds or matching the colors and texture of the layout scenery with the scenery continued onto the backdrop, or even the impossible task of matching the perspective (and color) of a "low-profile" building with its extension painted on the backdrop. I'm taking about **shadows!** In addition to the sun problems mentioned above, the "single source of light"

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possibility could also create shadows on the backdrop. (These also appear in photos taken using a single light source, --read "flas" or "spotlight"). And, the "multiple light" possibilities just create... multiple shadows. While I can pretend that the shadow on the layout is from a cloud and maybe even on the distant mountains (if the cloud is really big), shadows on the sky shatter all illusion of reality and distance. Once again, the omni-directional fluorescent lighting produces mostly non-discernable shadows on the layout and the backdrop/distant mountains/sky for a more realistic, if overcast, appearance.

OK, so now I have to find a prototype photo with a lot of the overcast sky included -- that shouldn't be too hard -- to guide my efforts, then experiment with known cloud painting techniques, and go too far. I know, I'll just paint the backdrop medium blue/gray and get a sea sponge from the local big-box store and just use it to apply lighter gray paint splotches over that. Sure, that's the ticket!

Yours, in mediocre light, Charlie Hill 8-)



NOTE: Please forward this email to your newsletter editor and officers, mention it in your editorial, bring it up at meetings. Your members like to know what's going on at National!

Greetings,

Here's the November news:

The **Winter NMRA Board Meeting** will be held on Wednesday, February 8, and Thursday, February 9, 2012, beginning each day at 9:00 a.m.. All NMRA members are welcome to attend the open portions of this meeting. In order save as much money as possible on the meeting, it will again be held in Las Vegas at the Palace Station Hotel. The NMRA Budget and Operations meetings, which are not open to the public, will be held on Tuesday, February 7 at the same location. The Board is expecting a packed agenda, and details of that agenda will be included in an InfoNet News eblast when they're arranged.

Several members have asked about the <u>current content of the NMRA's</u>

"Members-Only" section of the website, so here's some of what you'll find when you log on at <u>www.nmra.org/member</u>:

You'll find the latest **reprints of the Division and Region newsletter articles** Jim Zinser mentions in his "Division Business Car /
NMRA@Home" column every other month in *NMRA Magazine*. All
previously mentioned articles also remain in Members-Only, so it's
a great resource to learn new tips and techniques. If your newsletter
editor would like to reprint one of the articles, please have him/her
contact the original newsletter's editor for an OK.

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- We've been adding "NMRA Magazine Classics" -- scans of articles from bygone issues of *Scale Rails* and *The Bulletin* that are truly classic articles. Our goal is eventually to have at least one article from every issue of the magazine posted. Obviously this takes a lot of man-hours, but you'll be surprised to find how many are already online. The articles may be a few years old, but if you haven't read them (or forgot about them), they're as fresh as today.
- In the "NMRA Member Extras" section we've posted the 2011 NMRA Calendar screensaver -- a great, inspiring addition to your computer.
- Each of the **photos from the 2011 NMRA Calendar** also resides in Members-Only as computer wallpaper. In addition, we asked each of the photographers to give us a brief description of how they took their shot. You'll find those descriptions posted as well. Both of these are also in the "Member Extras" section.
- Our "Promotional Materials" section contains a wealth of items Divisions and Regions will find useful. We have the NMRA logo available in a wide variety of graphic formats and sizes. You'll also find a PDF of the NMRA Member Benefits chart and a new-member solicitation brochure (which you can print out and photocopy), along with a new-member sign-up sheet. Last, you'll find the National Model Railroad Month materials, which include National Model Railroad Month logos in various sizes and graphic formats, as well as a Word document, "A guide to promoting National Model Railroad Month," which can be a handy reference whenever you want to promote your Region or Division.
- In case your members are looking for more information about the Grand Rapids convention, there are two great convention videos posted on the Grand Rails2012 website at www.gr2012.org. Also, remember that members who register before November 30 will have first dibs on hotel reservations, tour reservations, and merchandise. The Furniture City Flyers Club is nearly sold out, so if members want to experience dessert at sunset on Mirror Lake, they'll need to get their registration in soon. Register online at http://www.gr2012.org/register.htm.

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

-Gerry Leone, MMR NMRA Communications Director



December Infonet News

Happy holidays to all Presidents & Superintendents --

Here's the end-of-the-year news:

- This year registration for Grand Rails 2012 will be handled in a new way. Instead of the large registration package inserted into NMRA Magazine, the full package can be downloaded from www.gr2012.org. Those who prefer a printed piece can send their request, along with their name and address to: GR 2012 Registrar, 4165 Costa NE, Grand Rapids, MI 49525. There will also be a registration form and ad appearing in an upcoming issue of NMRA Magazine.
- Speaking of the convention, even though Grand Rails 2012 has over 200 clinic slots filled, they're still looking for more. If one of your members is interested in presenting, go to www.gr2012.org and click on the clinic application page. In addition, there's still some space left for modular layouts at the National Train Show. If some of your members would like to participate, have them visit the convention's website and click on the "Contact us" link and tell the Convention Committee what you'd like to bring.
- Cruise Convention news: Some of our members think the NMRA "invented" the idea of a cruise convention. The fact is, we're just catching up! Hobby and professional groups have been doing it for quite a while, so if your members are interested in seeing the great time others are having, check out these links:
- Adobe Photoshop Cruise: http://www.insightcruises.com/top_b/pf05_top.html
- Harley Davidson Cruise: https://www.highseasrally.com/
- American Medical Association
 - Cruise: http://www.continuingeducation.net/pastprograms.php
- Scrapbooking Cruise: http://www.cruiseandcrop.com/SB_Cruise.htm
- Genealogy

Cruise: http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant2/merchant.mvc?screen="cRUISE">http://www.whollygenes.com/Merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant2/merchant

Nominating Committee according to the procedures laid out in the Regulations and the Executive Handbook (available at www.nmra.org). It will appear as an insert in the center of the February issue of NMRA Magazine, which will be mailed to all voting members. Ballots must be returned to NMRA headquarters, "Attention Ballot Committee," and must be postmarked by April 10, 2012 and received by April 15, 2012. Here are the job titles and candidates as they appear on the ballot. The names with asterisks were nominated by petition; all others were nominated by the Nominating Committee:

Continued on next page.....

- •
- President: Charles W. Getz, IV, HLM
- Vice President Administration: Howard Goodwin Clark Kooning, MMR Dave Thornton
- Vice President Special Projects: Bill Kaufman James "Lump" Lupfer
- At-Large North American Director Mike Brestel Miles Hale, MMR
- Eastern District Director John Roberts, MMR, HLM
- Pacific District Director Mike Bartlett Kelly Loyd Rob Peterson

If you have any questions or comments about any of the above, please send them directly to a Director or Officer. You'll find those addresses at www.nmra.org or in NMRA Magazine.

And if you're changing email addresses, please let me know at this email address: NMRA-infonet@earthlink.net

Have a happy holiday season!

-Gerry Leone, MMR NMRA Communications Director

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Have a happy holiday season!

-Gerry Leone, MMR NMRA Communications Director

Introducing the best deal in model railroading. Join the NMRA for 6 months for just \$9.95*! Have easy access to one of the world's largest Sign me up! railroad libraries...which includes over 100,000 prototype photos, 6,000 books, and over 50,000 Fill out this form and include your payment. U.S.: Send \$9.95 (U.S.) to NMRA-Rail Pass Membership, 4121 Cromwell Road, Chattanooga, TN 37421-2119. Canada: Send \$9.95 (Cdn) to NMRA-Canadian Rail Pass modeling, prototype and historical society magazines Experience the fellowship and fun of getting modeling help and Membership, 69 Schroder Cres., Guelph, ON NIE 784, Canada. discussing the hobby with other members in your area · Receive reduced rates on special insurance for your layout or collection · Get admission to local model railroad meetings & events City/State/Zip Receive 6 monthly issues of Scale Rails magazine · Have access to standards info and da sheets Be a part of programs like Credit card "Modeling With The Masters," the Pike Registry, Credit Card # Estate Counseling, contests, Credit Card Exp clinics, theAchievement Program and more! Signature _ "Rail Pass offer is for new members and those who have not been NMRA members for two So much bang Visit www.nmra.org to years or more. Individuals can join at Rail Pass rates only once; membership renewal will be at the regular membership rate. Rail Pass members can attend conventions and participate in contests, but cannot vote or hold office and will not receive a New Member Pak. So few bucks. see what you're missing! 1

CALL FOR DIVISION CANDIDATES

The Nominations Committee has begun the search for candidates who would be willing to run for office for next year's Executive Board. The board consists of 7 members who reorganize yearly to fill the positions and offices necessary for the successful running of the Philadelphia Division. Three board seats are up for election. The current bylaws require term limits (2 terms) for the positions so not only is new blood needed, it is welcomed. Contact any board member for info and to ask any questions of what time commitments the positions require. Elections are slated for the May joint meet at Delaware Valley College in Doylestown, PA.

DIVISION AWARDS NEW MODELER AWARD At MER CONVENTION

The division sponsors two modeler's awards yearly at the Mid-East Region Convention. This year, the Exec Board appointed Eric Dervinis to represent the division and assist with the awards. We thank Eric for helping with this worthy task.

The awards are: The New Modeler Award The Bud Kaiser Award

At the banquet, the New Modeler Award went to Bruce DeYoung. The



photo shows Eric awarding the plaque to Bruce at the awards ceremony. Chuck Hladic took the photo on Eric's camera. Congratulations, Bruce!

The winner of the Bud Kaiser Award will be announced in the next issue of the Dispatcher. Photos of their models will also be published ... stay tuned.

THE GREEN SHEET

Model Railroad Shows

November 2011-March 2012

					Novem	UCI 2011	l-March	2012				
		Abington Lines Model Railroad Club	Burlington County Model Railroad Club	Coopersburg Area Society of Model Engineers (CASME)	Chelten Hills Model Railroad Club	GATSME Model Railroad Club	Keystone N-Trak	Logan Model Engineers	Royersford Modular Model Railroaders	Schuylkill Valley Model Railroad Club	Saint Alban's Railroad Fellowship (StARR)	Black Diamond Society of Model Engineers (BDSME)
Sat	11/12/11										1-4pm	
Sun	11/13/11										1-4pm	
Fri	11/25/11										, ipini	7-9pm
Sat	11/26/11		12-5pm		12-4pm			12-5pm		1-5pm		2-5pm
Sun	11/27/11		12-5pm		12-4pm			12-5pm		1-5pm		2-5pm
Sat	12/03/11	12-4pm	12-5pm	12-5pm	12-4pill	12-4pm		12-5pm		1-5pm		2-5pm
	12/03/11											
Sun		12-4pm	12-5pm	12-5pm		12-4pm		12-5pm		1-5pm		2-5pm
Sat	12/10/11	12-4pm		12-5pm								
Sun	12/11/11	12-4pm		12-5pm								
Tue	12/27/11										7-9:30pm	
Thu	12/29/11											
Sat	01/07/12	12-4pm		12-5pm	12-4pm			12-5pm		1-5pm	1-4pm	2-5pm
Sun	01/08/12	12-4pm	12-5pm		12-4pm	12-4pm		12-5pm		1-5pm	1-4pm	2-5pm
Sat	01/14/12	12-4pm		12-5pm				12-5pm	12-4pm	1-5pm		
Sun	01/15/12	12-4pm		12-5pm				12-5pm	12-4pm	1-5pm		
Tue	01/17/12								7-9pm			
Sat	01/21/12	12-4pm	12-5pm		12-4pm	12-4pm		12-5pm	12-4pm	1-5pm	1-4pm	
Sun	01/22/12	12-4pm			12-4pm			12-5pm		1-5pm	1-4pm	
Sat	01/28/12		'				12-5pm	'		'	'	
Sun	01/29/12						12-5pm					
Sat	02/04/12	12-4pm			12-4pm						1-4pm	
Sun	02/05/12	12-4pm			12-4pm						1-4pm	
Sat	02/11/12	p	12-5pm		p							
Sun	02/11/12		12-5pm									
Sat	02/12/12	12-4nm									1-4pm	
	02/19/12										1-4pm	
Sat	03/04/12	12-4piii	12-3pm			12 /nm					1- 4 pill	
						12-4pm						
	03/05/12					12-4pm			10ans 4:5:			
Sat	03/25/12								10am-4pm			
Sun	03/26/12								10am-4pm			
									Note hours vary for each day. Locations vary also.			

Andy Sperandeo to Appear at Joint May Meet

Mark your calendars for the joint meet this Spring on May 4-5, 2012!

Well known author, clinician and now retired editor of MODEL RAILROADER magazine, Andy Sperandeo, will be one of the lead clinicians at the upcoming May joint meet of the NMRA, Philadelphia Division and the East Coast Santa Fe Modelers. Andy is an authority on the Santa Fe but also is one of the preeminent writers on prototypical operations today. He will be presenting clinics on varied topics which will interest not only the Santa Fe crew, but also the NMRA eastern roads modelers.

Ted York will also be attending and presenting clinics. Ted hails from Utah and has a well-known HO scale railroad depicting the SanBernardino area of the Santa Fe. His layout is very well represented on the internet as an operating railroad and he participates in several "ops till you drop" weekends.

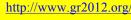
In addition, specialists from Tony's Train Exchange (in Vermont) will again be present to present the latest in electronics and sound for all in attendance.

The combination of the two organizations' efforts on the May 2012 ECSF/NMRA meet make possible the appearance of these nationally recognized presenters.

Once again, the NMRA Philly Division Board has voted to fund the registration fee for Philly Division members in good standing.

There will be a pre-registration sign-up list published in the next Dispatcher as there was last year. Preregistration will be required for the division to pay for members' attendance. Look for that information as well as much more complete coverage of the event in February.







Mid-East Region, NMRA Fall Convention

Milepost 40 October 18th to October 21st, 2012

Convention Hotel:

Hilton Garden Inn 100 East Constance Road Suffolk, VA 23434



Excerpt from letter to WIP clinic Presenters by Clinic Director John Gallagher which explain the actual proceedures for a clinic which rotates every half hour.

Works in Progress January 7, 2012 Meet New Jersey and Philadelphia Divisions

Greetings WIP Clinic Presenter:

Thank you very much for offering to participate in the Works in Progress [WIP] program at the January 2012 joint meet at Haddon Township High School. The multiple clinics offered will serve our members well for they have a number of choices regarding clinic topics.

For those who haven't seen or participated in this format of clinics, and for those who need a review, this is how it will work.

- A short time will be available at the opening of the meet at 9 AM for the last sign-ins of members, the distribution of the clinic schedule for the WIP and a short introduction by the NJ Division Clinics Director.
- Members will be directed to go to their first clinic location and get settled.
- A bell will sound beginning the first 30 minute session.
- Clinic presenters will begin their presentation/clinic so there will be 8 or more simultaneous clinics occurring.
- I will perform the role of coordinator and problem solver getting late arrivals to settle/join a clinic in progress and to do any problem solving or coordinating.
- At about 25 minutes into the first session, I will sound the bell and announce that <u>five</u> minutes are left so you, as a presenter can wrap up your presentation and bring it to a close.
- At 30 minutes, another bell will sound with the announcement that the first session is over and members need to move efficiently to their next choice of clinic. It is very important that you do not run overtime or answer questions of lingerers as that will delay their moving on to the next clinic and seating is made available for your next "class" of attendees. You will have to be a bit strict [or ruthless for those who don't get the message] about this but we have only time for four sessions of clinics.
- I highly recommend that you have a handout for your clinic and be sure to provide contact information so clinic attendees may contact you after the meet for additional information or questions. The handout makes you eligible to for author credit in the achievement program of NMRA but it doesn't have to be extensive. I will make recommendations below.
- During the 5 minute break, use the time to get your materials reorganized for your next session, get a drink of water, etc. I do recommend that you bring a bottle or two of water for your use during the meet. The coffee pot will be available.
- I will announce a countdown of the start of the next session and herd the attendees to get settled for their next clinic. I am sure it will be worse than herding cats but...
- I will sound the bell to start the next session and we will repeat the process.

You will find that you will make some adjustments in presenting your second session of your clinic. Do not be concerned by this. In my 39+ years of teaching, it happened all the time. Even though you prepare carefully, the dynamics of the teaching process during your clinic will reveal the need to make some changes. In most cases, if you carefully prepare your clinic as I am sure you will, you will see some areas for change to improve your clinic. That is quite normal.

New Membership Recruitment Program

As an aid to membership recruitment, NMRA recently instituted a six month "Railpass" trial membership program which costs the applicant \$9.95. Building on this idea, the MER is instituting a program whereby it will pay the \$9.95 Railpass fee for interested applicants in the MER. In other words, we are making available FREE six month Railpass trial memberships to encourage recruitment of regular members.

What's covered?

Same as Railpass—receive six issues of NMRA Magazine, three issues of The Local, eligibility to attend conventions and meets, eligibility to participate in contests.

What's not covered?

Same as Railpass—applicants cannot vote or hold office, and will not receive the New Member Pak from national (it's rather expensive).

Who can be recruited?

Anyone living within the MER who has not been a member of NMRA during the past two years.

How will the recruitment process work?

(1) The prospective member fills out the MER trial membership application form which was sent to all division superintendents (not the standard NMRA Railpass form) (2) The "recruiter" should

also sign the form, and then forward it to: Fred Miller, MER Busi- ness Manager, 333 W. Trade St, Unit #2504, Charlotte, NC 28202- 1961. (3) Fred will record the information he needs in his data base, and will forward the application to the MER Treasurer. (4) The Treasurer will add the necessary check and forward the application and check to the national headquarters in Chattanooga.

What happens after the member's six month trial period?

The Railpass trial member will receive a standard dues notice from national headquarters. We hope a substantial number of Railpass trial members will sign up to become regular members.

Are there limits on the program?

The MER initially allocated \$2,000 for this program. The Board recently allocated an additional \$1,000 to extend the program to the end of 2010, or when the funds are spent – whichever comes first. When and if we approach either limit, Division Superintendents and members of the MER Board of Directors will be notified. At that time, the program will be evaluated by the MER Board of Directors. If successful, we will try to continue it.

For questions?

Contact Fred Miller, MER Business Manager (mailing address is above, 704-332-1753, tractionfan@aol.com), or John Janosko, MER President (see contact information on page 2).

National Model Railroad Association (NMRA) Mid-Eastern Region Application for Free "Railpass" Trial Membership

YES, please sign me up for a free six month Railpass trial membership in the NMRA—which includes membership in the Mid-Eastern Region, and in my local Division. During this six month period, I understand that I may attend conventions and meets, and participate in contests. I will receive NMRA Magazine, the monthly national magazine, and The Local, the bimonthly regional newsletter. I will not be eligible to vote, hold office, or receive a New Member Pak.

I also understand that the \$9.95 cost of this six month Railpass trial membership is being paid by the Mid-Eastern Region. (Regardless of who pays, six month \$9.95 memberships are available only once to each person.)

At the end of the six months, I may join NMRA, paying the regular active member dues. During the past two years, I have not been a member of NMRA.

============== Name: Street Address:

City/State/Zip: Phone: () Email:

Scale(s): Date of Birth: Signature of Applicant:

Signature of Sponsor: (Required) (A Regional or Divisional officer or board member)

Date of form: 1/31/07

When this form is completed, mail it to:

Fred Miller, MMR MER Business Manager 333 W. Trade St, Unit #2504 Charlotte, NC 28202-1961 Do not mail it directly to MMRA headquarters in Chattanooga, TN.







Some of the New Jersey layout which will be open at the January 2012 Joint Meet





Philadelphia Dispatcher

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