



THE PHILADELPHIA DISPATCHER

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

August 2012 Volume 19, Number 3

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



JOINT NMRA / PRR MEET SEPTEMBER 15TH DREXEL HILL, PA 10:30 am

The Philadelphia Division will be combining with the Pennsylvania Railroad Technical and Historical Society for a joint meet to be held at Drexel Hill United Methodist Church, 600 Burmont Road, Drexel Hill, PA. Maps to the meet are located elsewhere in this issue of *The Dispatcher*. Note the later-than-usual time.

The meet will feature speakers from the PRR Society as well as a reefer clinic by our own Dave Messer.

Modeling FGEX Reefers

Compared to the better known Pacific Fruit Express and Santa Fe Refrigerator Dispatch, FGEX was actually the dominant shipper of produce to Eastern markets. Dave will briefly discuss the history of the formation of the FGEX consortium and the development of their refrigerator car fleet, including WFEX and BREX, plus meat reefers from National Car Company, and then show representative examples of each type of car and corresponding model examples.

After the lunch break (hoagies chips and soda available at nominal cost), three layouts will be on open house display. All three layouts are new to division open houses, and all are coincidentally in N-scale, however they are quite unique in other ways.

Dave Savage's fairly extensive layout was partially built on the landforms remaining after excavating a section of his basement (by hand!)

Jeff Tucker's club layout is located in the back of his lumber yard/home improvement center. His club has made admirable progress considering how recently they began.

And finally, Hal Godwin, who passed away last

year, built his attic layout while confined to a wheelchair. The custom engineered DC controls, with



Figure 1 - Dave Savage's Layout

Additional photos of the open layouts are in the online section.

meticulously drawn diagrams and schematics are interesting in their own right. The layout will be dismantled later this year.

DIVISION BOARD REORGANIZES

The May elections, per the division bylaws, were held via mail as well as in person at the May 2012 joint meet in Doylestown. Ballots were counted and all of the incumbent candidates retained their Board seats.

The executive board reorganized at the June B.O.D. meeting with the following results:

Voting Members

John Seibert - Superintendent
Joe Bergmaier - Assistant Superintendent
Mark Wallace - Clerk
Howard Kaplan - Treasurer
Pat McTeigue - Member at large – Layouts Chair
Brian Good - Clinics Co-chair
Greg Shindledecker - Clinics Co-chair

Appointments

Val Pistilli – Webmaster
Dave Messer – AP Program Chair
Earl Paine – Dispatcher Editor

DIVISION HOPPER CAR SALE REQUIRES PRESS CORRECTIONS

The pricing and information recently posted in the national magazines contain errors. Please refer to the division website for proper pricing. Order forms are included in the online section. The executive board is working on correction language to handle order errors resulting from the erroneous information.



Greetings everyone! I hope this edition of *The Dispatcher* finds you immersed in model railroading as we all prepare for the traditional fall model railroading months ahead.

I have made a lot of progress on my own Reading Lines in the past several months. Its long double track main line is expanding in preparation for operation, but the design was completed 8 years ago! How time flies!

Fast forward to last month, and I found myself invited to former Dispatcher editor Steve Salotti's NYS&W for an operations "primer" with a group of local "rookie" operators. What an eye-opening event that was for all of us!

Steve's sage advice is to operate other members' railroads early in your own railroad's design process to get a handle on how you want operations to occur on your layout.

I am now rethinking my layout and how I want to operate it. This has resulted in the addition of many industries to the layout. In addition a prototype schedule from the Reading was obtained for my era (early 70's) to help select the trains that will run on the layout.

Many thanks to Steve as well as Jim Dalberg and Steve's other regular operators who were there to assist us in the learning process.

I highly recommend that everyone take full advantage of opportunities such as this one. This is one of the many benefits of being a member of NMRA.

See you in September, Earl

From the Superintendent



Summer is drawing to a close and it's time to start the migration to the basement to prepare for winter survival

wrapped in the comforting warmth of our hobby...well, after the Eagles are through anyway.

Now is the time to start planning out our winter task list. I work best off of lists where I can prioritize and have the satisfaction of checking off each one when it's complete. I also keep a shopping list for the next run to Lin's or Lowes. I try to stay flexible so that if the bigger priority isn't ready to be tackled, I can substitute something else that isn't in the same critical path.

I've also found that jumping around has its advantages. Waiting for all of your trackwork to be laid before starting operation or planting scenery has its drawbacks. You can get bored easily from one thing. The main reason for jumping to something else is to try out what you already have.

I have track laid from Reading staging, through Birdsboro, Joanna and now Elverson. Before I take on the complexity that is Lukens Steel, I want to make sure that what I already have will work well in operation. I am already planning operating scenarios in my head for the existing trackwork. Better to find the weak spots now than face the massive disappointment later.

Doing scenery early has advantages, too. It gets us to do something else for a change and to start practicing our Father Nature skills. This is on my to-do list for the winter. It also whets our appetite to get the whole thing done once we start seeing what the end result could look like.

In my last memo, I talked about JMRI. Well, the family computer has been retired and is downstairs waiting to be programmed. I'll keep you updated. In the meantime, get out a piece of paper, a pencil or your iPad and take a trip downstairs to prepare for a long winter.

Happy Railroading, John

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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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This author made a recent visit to LSD. Notice that's a visit to, not on. It was 100 degrees in the shade in "Lower Slower" Delaware on Saturday, the 7th of July, but worth the trip (no pun intended) to learn more about our friends in the lower part of the First State. As many of us modelers living closer to Philly know, the division recently annexed the remainder of the state of Delaware into our division boundaries. With the division board's support, the bulk of the effort in petitioning the MER for inclusion into our division came from the membership of the First State Model Railroad Club, aka the "Yellow Jackets." They recently invited the author down to get better acquainted with their activities.



The First State Model Railroad Club is situated just outside of Dover. They have their own building that is actually owned by one of their members who originally bought it so that he and his friends could play racquetball in one enclosed corner of the building. It also just happens to be the old REA facility in Dover. They have done a great job bringing the building into code including installation of a new handicap access ramp, lighting improvements, fire extinguishers, exit doors, etc. with all improvements being top notch. The walls and floor are freshly painted and the facility has a clean, professional look. Although

they do not pay rent or have a mortgage, they do have an expense of about \$2,000/yr in various local and county taxes. Member dues and charitable donations have made it possible for them to sustain this expense so far.

I met with club president Jim Thompson along with a couple faces you will recognize from their regular loyal attendance at division events: Dick Lush and Bill Benzin. I also met some other new faces: Jim Valle and Jeff Shockley. I got to visit Pennsy modeler Jim's great, extensive layout later in the day. Jeff Shockley is their newsletter editor and librarian. He also edits the newsletter of the Delmarva Model Railroad club and is a regular contributor on Rail Model Radio. (Rail Model Radio was mentioned in a previous issue of *The Dispatcher*. This is a live internet show via Skype with 100% model railroad-related content. You can learn more at www.railmodelradio.com. Ed.)

The club is actually modular based and has an extensive inventory of modules that have been built over a span of 26 years. These depict various towns in the state of Delaware. One module even has a scale model of their actual building, complete with REA trucks. They have managed to garner an impressive number of blue ribbons for their showings at various meets over the years. In addition, the modules have made the rounds of numerous civic charity events, as well.

The club made the conscious decision long ago not to model a specific prototype. This allows everybody to pretty much run what they enjoy without getting too carried away. The theme for the collection of independently-built modules is to represent locales within the state of



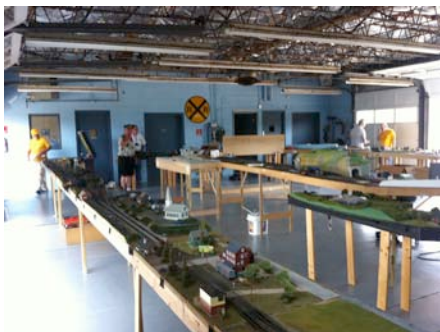
Delaware. By doing this they command more attention from the general public during their many showings. Among others, the locales depicted include Greenwood, Wyoming, DuPont and the crossing of the Nanticoke River complete with a model of the swing bridge.

Jim Thompson showed me the trailer the club uses to haul their modules to various venues, including Timonium and Greenberg's. The trailer is designed so that the modules slide in on rails spaced five high and three across. The modules have an average length of 6' and also fit end-to-end within the trailer. They are currently working on a newly-designed series of modules that are worthy of the separate article that you will find elsewhere

within this issue of *The Dispatcher*. These newer ones sit higher, are lighter in weight, and fold up easily. They are also quickly and easily "MU'ed" for rapid set up. The guys don't have to show up the night before in order to set up. It goes very quickly.

These are a great bunch of guys who are justifiably proud of what they have accomplished, including helping Boy Scouts obtain MRR merit badges - 165 since 2006 - more than any other NMRA-affiliated organization outside of Texas.

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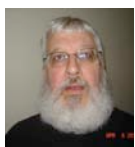
They also spent several years of hard work doing a fantastic restoration of the Wyoming, DE railroad station. They did such a great job that the Wyoming police department took over the station for their new home.

I also went to see Jim Valle's sprawling and nicely done, Pennsy-inspired, transition era layout and took pictures of that, as well. Enjoy the photos. Say "Hi" to our friends from First State MRR Club when you see their yellow jackets show up at our meets.

Thank you to our new constituents down south for a very enjoyable Saturday afternoon!

MEMBER SPOTLIGHT - "UP FROM BELOW"

....by Charles Butsch



Most modelers I know got their start in the basement, as I did as a kid and again as a grown-up. I initially shared our basement with my wife's "office" and my youngest daughter's rabbits. It wasn't a comfortable arrangement. The construction of a 4'x8' platform was just too much for them and the rabbits were a mess from my perspective. So fortunately, before I got too far along I decided to move to our third floor, where I had my studio. The only problem was that in order to get the platform up the third floor stairs (the stairs have 12" risers) I had to rip the platform into two 2'x8' lengths. Fortunately, I owned a circular saw and had used screws to assemble the platform. I've found being flexible in model railroading is useful and that its path is never a straight line.

I must warn those considering venturing out of the basement. Remember that it's just one flight of stairs *down* to most basements. Most of your tools are probably there already (table saw, power miter saw, all the big power tools). Don't forget that bringing in lumber and other building supplies is much easier, too. There's probably a sink with running water and reasonable headroom with straight walls to work within.

There were costs to pay for my solitude on the third floor. A big plus to moving was that we had recently had air conditioning installed in our house and that included, that's right, the third floor. The basement was not air conditioned since it remained relatively the same temperature throughout the year and a dehumidifier took care of the moisture.

Phase One:



So upon reassembling my 4'x 8' platform in the 12'x 30' space I was in heaven. A space of my own that was heated in the winter and cooled in the summer, without the rabbits and that didn't experience leaks during heavy rainfall as my basement had at the time.

I had arranged the platform opposite the stairs and centered it in the middle of that area. This location was a result of the ceiling height; it was just over six foot and sloped to either side to just under 4'-6" high. Hey, I am only 5'-8" and I had worked up there previously for over fifteen years and had become use to the

height and slope. I had plenty of room on all four sides of the platform and with rollers on the four legs. I was most comfortable.

I proceeded to reinstall the track from the layout I had found in an Atlas plan booklet. The plan allowed for two trains to be run at the same time with separate controls for each train. This DC layout was a great start for me. I honed my skills in plaster/cloth mountains and creating trees with Woodland Scenic trees and my own, from branches from a tree in our front yard. I trekked tools, supplies, water (a gallon jug sits under my desk/workbench for washing my brushes and I'll use the bathroom sink when she isn't). I would think that I'd be much thinner with all the trips up and down those stairs to the basement for those big tools and smaller other ones that I or someone else used for other projects.

In 2005, a new world opened up to me, I joined the NMRA's Philadelphia Division. In the clinics I learned about DCC, scratchbuilding, weathering and a whole variety of things. My previous knowledge was limited to railroading magazines and some experiences in modeling as a kid growing up. Boy, was there a

...Continued on next page



lot to learn, understand, master and purchase.

I took the platform to completion, but was not satisfied with the double loop arrangement. So in order to expand that layout I would have to make some changes to the third floor itself. Thus began the next phase of my Himmelville ("himmel" is German for heaven).

Phase Two:

I was hard-pressed to junk my original platform. I decided to incorporate it into a larger layout, so I turned the platform 90 degrees. In order to do this, I had to move the low finished walls out and relocate a pair of built-in bookcases. With this completed, I had space for an additional 3'x12' section and 1'x11' section with bulb spaces on either end. This would give me more track space. Utilizing the eave space on the other side of the wall adjacent to the 3'x12' section I had another 1'x12' section that would be connected by track through several tunnels.



The new sections of the layout were different elevations from the original platform. I had to lower the original platform to 32" to fit under the eave of the back of our house and the 3'x12' section was 36" to fit under the eave of the front of the house. The last section was 42" because it had to clear the new bookcases that had replaced the old ones. I know these platform heights may seem low, but I am restricted in height with the sloped ceiling and I wanted my

grandkids to be able to see without having to pick them up all the time. For the most part, they are comfortable heights and can be enjoyed from one of several desk chairs. Remember: Be flexible.



I am deep into Phase Two now; most of the track is installed along with the wiring (the original DC-powered layout will be converted over to DCC once I get the new layout running). I've transitioned the different layout heights by ramping the track in long lengths. The one section of layout that is behind one of the low walls in the eave ramps up to the bookshelf level on one spur while a turnout spur completes a main loop around the future rail yard on the 3'x12' layout. The original platform's

trackwork will also be connected by a sloped track on a set of piers.

Phase Three:

I haven't gotten to this phase, yet. This will be to complete the loop around the room and connect the far end of Phase Two with my original layout. It's still in my head working out all the details. It comes out at times to check with the rest of the layout in forms of sketches and doodles. That's the easy part of model railroad, it doesn't cost anything and you don't have to carry it up stairs.s

MAY JOINT NMRA / SANTE FE MEET REPORT

...by Mark Wallace

Our most recent meet coinciding with National Train Day was held on Saturday, this past May 5 once again as a joint event with the East Coast Santa Fe Modelers (or ECSFM) at nearby Delaware Valley College in Bucks County. Although the ECSFM is independent of the NMRA and our division, many of their members belong to both. The members of the ECSFM, as their names suggests, are devoted to all things Atchison, Topeka & Santa Fe Rwy. They are interested in developing prototypically correct models of cars, locomotives and structures, and to further understand the history of that great railroad. This event allows them to meet with manufacturers to provide input for future product development. Though far away from the territory where the prototype railroad ranged, the ECSFM folks are part of a larger network of Santa Fe modelers. The ECSFM normally meets once a year with events, auction and guest speakers. While the ECSFM charges for their meet, the cost was free to Philly Division members if they pre-registered.



Although the ECSFM portion of the meet was billed as a Friday night, all-day Saturday affair, our division met early Saturday morning to conduct our annual business meeting. According to our bylaws, this meeting occurs in either May or June each year. The results of the voting for Board of Directors was announced. Of the four candidates, Joe Bergmaier, Pat McTeigue and Mark Wallace were re-elected. Many thanks to Charles Butsch for agreeing to be on the ballot.

Continued on next page...

Superintendent John Seibert conducted the rest of the meeting. Treasurer Howard Kaplan gave run-down on the division's financial situation. Our editor, Earl Paine, requested more articles and volunteer help with producing future editions of the Dispatcher. He reviewed with us, the future of the Dispatcher's printed version. The demand is shifting away from printing since there is a preference for an online version. However, the division will continue making the printed version available for an annual fee. Briefly discussed were our ongoing hopper car project and the division shirts.

After some brief sharing of comments and discussion, we were joined by Paul Hoffman for a short presentation of his line of craftsman level kits. Paul hails from upstate NY and wears two hats. He is superintendent of the



Berkshire-Hudson Division and is part of CH&R Structures. Paul showed us several of CH&R's HO scale switch towers based on D&H and NYC prototypes, as well as a special ATSF "5th Street Tower and Signal bridge" developed for the ECSFM. Of particular interest his line in HO & O gauge of the ubiquitous "Roof Top Water Tank" that are suitable for line side as well as prototypical for tall urban apartment houses or similar buildings as hotels or factories. Wooden water tanks can be seen in photos of Philadelphia, NY, Baltimore and other urban settings here in the northeast. These water tanks were often the primary method of storing water for "on-demand domestic use" when supply often exceeded the limitations of the local utility company's ability to provide sufficient pressure. These water tank models are available for sale at a very reasonable price.

Our meeting adjourned and we proceeded to the morning's clinics featuring Ted York and Ramon Rhodes. Ted's clinic was in two installments. He presented his Layout Building – Part 1 describing his home-grown Santa Fe-themed layout where he lives in Utah. Ramon presented the ATSF in Chicago, a block by block series of detailed photographs describing the section of railroad from Dearborn Station (that was shared by Eastern roads like the Pennsy) the supporting engine houses, car shops and line activity leading out to the Chicago city limits. Due to time limitations, Ramon promised to continue the clinic, and we broke for lunch.

After the lunch break, the annual ECSFM auction was held. This featured donations of books, locomotives, cars, models of buildings, kits and equipment including Digitrax and NCE systems. Once folks got into it, the bidding was brisk! In fact, there were spontaneous donations from several of the vendors present that further enhanced both the vendors' economies as well as inventories of modelers alike.

The afternoon was spent with Ted York's Layout Building Part 2, that continued on his modeling techniques for the high desert scenery on his ATSF layout. Also simultaneously available as an option was the layout tour of Ron Patzer's Erie-Lackawanna-themed layout at his nearby home. Although I was not able to visit, I understand others enjoyed seeing Ron's layout in action.

After supper, the group assembled for a clinic presented by TCS's Norm Stenzel and John Forsythe. They are developing a system of DCC signaling using the current within the track bus. There was lively question and answer discussion by many those present that rose to the level of an "electrical engineering graduate school" type of discourse. There are a lot of good ideas and options available in developing a train control system using the capabilities inherent in the existing DCC method of communicating between command station and the onboard decoders. I appreciated and truly enjoyed the helpfulness and caliper of ideas, opinions or concerns many of those present contributed to Tom and Norm as they continue working on their signaling system. Finally Ramon continued for us his earlier tour of the ATSF in Chicago. Afterward, Don Borden hosted his ATSF-themed Cajon Pass layout for those stalwart souls who still remained.

A gracious "thank you" to Jim Albanoski Don Borden, Mike Davis, Ted York, Ramon Rhodes, Norm Stenzel, Tom Forsythe, Ron Patzer, members of the board and the many others who helped coordinate and bring off a successful joint ECSFM - May Philly Division Meet.

**DIVISION FINANCIAL STATEMENT LOCATED IN THE ONLINE SECTION
ALSO "AROUND THE DIVISION" COVERAGE AND MORE PHOTOS**

Directions to the September 15th Joint Meet

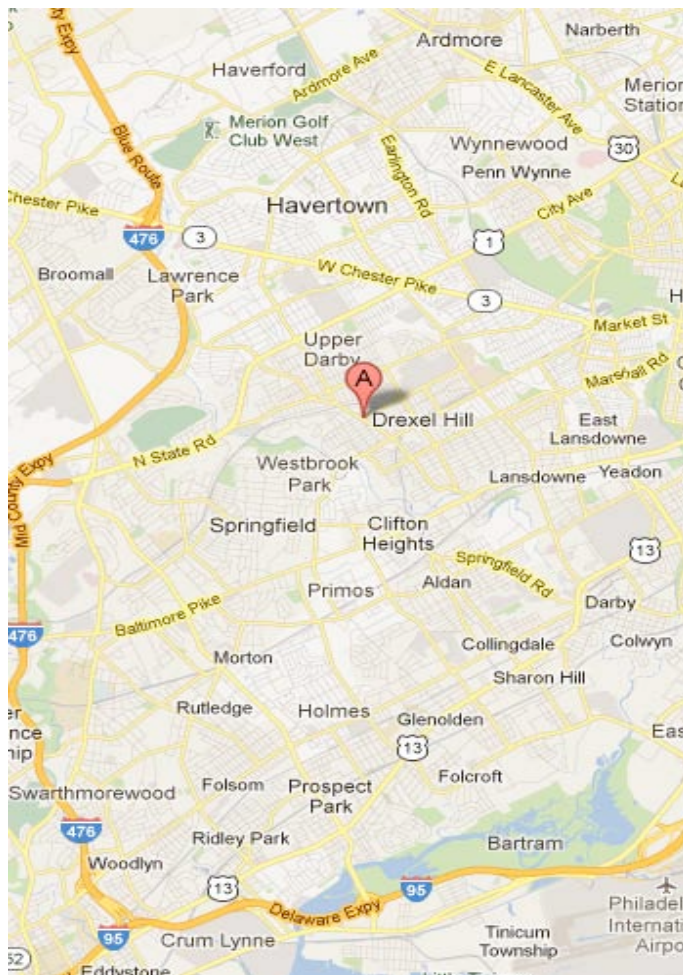
From the North & Northeast: PA Tpk to Mid-County Exit, I-476 South.

From the Northwest: PA Tpk to Valley Forge Exit, Take I-76 East to I-476 South.

I-476 South to Exit 9 (Broomall/Upper Darby). Make left at light at end of ramp. Take PA 3 (West Chester Pk) East (toward Upper Darby) approx 1 mile to light at Eagle Rd. Move into right turn lane. (Starbucks ahead, Super Fresh, Sunoco on left). Right on Eagle approx 1 mile to light at Township Line Rd. (US1). Cross and continue straight (street name changes to Drexel Ave.) for another mile to light at Burmont Rd. Continue bearing left onto Burmont Rd., cross trolley tracks, traffic light, a few blocks to School Lane. Make right, park in lot on left or on street around church.

From the South: Take I-95 to I-476 North. I-476 North to Exit 5 (Lima/Springfield). Make right turn at light at end of ramp. Take US1 East approx 2 miles. Bear right at light onto State Rd. (Drexline Shop Ctr on right, Hess and Sunoco on left). Approx .75 mile to light at Burmont Rd at top of hill. Right on Burmont, a few blocks, cross trolley tracks, traffic light, a few blocks to School Lane. Make right, park in lot on left or on street around church.

From Philadelphia: US1 City Line Ave/Twp Line Ave. West to Drexel Ave. in Drexel Hill. Left at light for another mile to light at Burmont Rd. Continue bearing left onto Burmont Rd., cross trolley tracks, traffic light, a few blocks to School Lane. Make right, park in lot on left or on street around church.



**Drexel Hill United Methodist Church
600 Burmont Road
Drexel Hill, PA 19026**

In Upcoming Issues...

- Basement waterproofing from a model railroader's perspective
- Signalling on Dave Messer's layout
- Report on the Garden Spot Village Model Railroad Club
- Division member layout updates

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.

September 15, 2012 – Division Meet Drexel Hill United Methodist Church 600 Burmont Road Drexel Hill, PA	Oct 18-21, 2012 MER Convention – “Milepost 40” Hilton Garden Inn, Suffolk, VA	Nov 3, 2012 – Division Meet Brandywine Town Center Wilmington, DE
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ACCURATE ORDER FORMS FOR DIVISION HOPPER CARS AS WELL AS SHIRTS ARE LOCATED ONLINE

The Philadelphia Dispatcher

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

**4325 Wendy Way
Schwenksville, PA 19473**

Inside:

Delaware Report

September Joint Meet

Member Spotlight

May Meet Coverage

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

VIEW THE DISPATCHER ONLINE !! ADDITIONAL PHOTOS, NATIONAL NMRA REPORTS AND MORE



ONLY FROM THE PHILLY DIVISION!

Close up, high-resolution photo of the 2012 division car offering.

The cars are offered with six different numbers exclusive to the Philadelphia Division.

On-line sales details (with shipping costs) appear in *The Dispatcher* and on the division website.

Photos by Val Pistilli.

**CAR ORDER FORMS ON PAGE 2
OF THIS ON-LINE SECTION**



The sales details are on the division web site.

www.phillynmra.org/sales.html

Please use order forms from this newsletter, or the division website.

Philadelphia Division Sales Form

Print this form, fill in the blanks. Remember to enter your NMRA number to get Phila Division member discount.

Pricing Matrix - Philadelphia Division Members (Proof of active membership in the Philadelphia Division required for Division discount pricing)						
Number of cars:	1	2	3	4	5	6
Philadelphia Division Members only	\$30	\$60	\$87	\$116	\$145	\$168
Shipping First car is \$7.50, plus 'add xx'	\$7.50	add \$3.00	add \$6	add \$9	add \$12	add \$15
Total:	\$37.50	\$70.50	\$100.50	\$132.50	\$164.50	\$190.50

Enter your NMRA membership number here:

NOTE: DISCOUNTED PRICES WILL NOT BE HONORED IF YOU ARE NOT A DIVISION MEMBER. Your payment will be returned.

Pricing Matrix - NON Philadelphia Division Members						
Number of cars:	1	2	3	4	5	6
Non-Philadelphia Division Members	\$36	\$72	\$105	\$140	\$175	\$200
Shipping First car is \$7.50, plus 'add xx'	\$7.50	add \$3.00	add \$6	add \$9	add \$12	add \$15
Total:	\$43.50	\$82.50	\$118.50	\$156.50	\$194.50	\$222.50

Number of cars: .	Amount Enclosed: .
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Send cars to		
Name:		
Address:		
Address2:		
City:	State:	Zip:
Email:		

Payments are accepted via:

1) **MONEY ORDER** with this form, payable to "Phila Div NMRA".

2) or via PayPal. For PayPal, please email us at phillynmra@gmail.com and we'll send you a payment invoice. Make sure to include the number of cars desired and your NMRA membership number if you are requesting the Philadelphia Division member discount. You do not need a PayPal account to send money.

Mail Form to:
 Philly Division Cars
 P.O. Box 117
 Drexel Hill, PA 19026

08272012-2

Presidents and Supers:

Welcome to the Post-Convention edition of the NMRA InfoNet News!

As I've done in the past, I'm going to split the convention and Board meeting news between this edition and next month's, so that important information doesn't get buried.

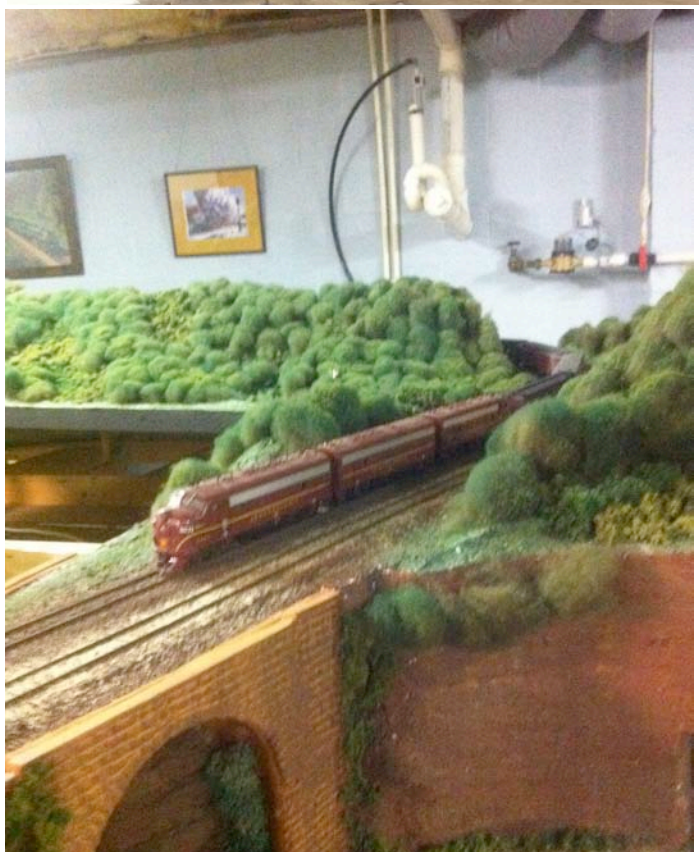
NOTE: Please forward this email to your newsletter editor and officers, mention it in your editorial, bring it up at meetings. Your members like to know what's going on at National!

- **Charlie Getz became the new NMRA President** as Mike Brestel passed the reins to him at the Annual business meeting in Grand Rapids. Charlie has stated that his first order of business is to simplify the organizational structure of the NMRA.
- **Pacific Director Michael Bartlett (Australia) and Canada Director Fred Headon** became members of the Board in Grand Rapids. Michael replaces Peter Jensen; Fred replaces Clark Kooning, who took over for Don Hillman after he retired for health reasons.
- Charlie appointed Western Director Jack Hamilton to head up the new **Strategic Planning Committee**, which will prepare a plan to help guide the NMRA into the future. He'll be making a preliminary report at the winter Board meeting.
- The Sacramento 21st Century Limited National Convention host group presented the Board of Directors with **a check for \$7,500**, to be donated to the Diamond Club. The Diamond Club funds are being used for the scanning and posting of archival photographs and artwork currently housed in the NMRA's Kalmbach Memorial Library.
- Charlie Getz updated the Board on the state of the "Magic of Scale Model Railroading" exhibit, to be housed at the California State Railroad Museum (CSRM). An anonymous donor has pledged **\$250,000 in matching funds**, and as of late July donations of at least \$160,000 were still needed to achieve the match. The funds must be received by the end of this year. Development of the exhibit is estimated to cost between \$500,000 and \$750,000. The "Magic of Scale Model Railroading" exhibit will be seen by approximately 600,000 visitors to CSRM annually.
- **The Marketing Department team** of Page Martin, Garrett Ewald, and Barrett Johnson were named at the convention. Each of these individuals has professional marketing experience, and is tasked with developing advertising and promotions aimed at retaining existing members, re-enlisting lapsed members, and attracting new ones.
- Ben Sevier of the Pacific Southwest Region has accepted the position of **Information Technology Director** for the NMRA.

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

AROUND THE DIVISION ... (more photos from Lower Delaware)



AROUND THE DIVISION ... (send your photos to the editor!)



Figure 1 - Earl Paine continues to work on Photoshop backgrounds in order to save money on trees!



Figure 2 - John Seibert railfans "the wall." Can you identify where he is?



Figure 3 - Bob Rule's On30



Figure 4 - Nick Brownsberger's new basement extension floor!

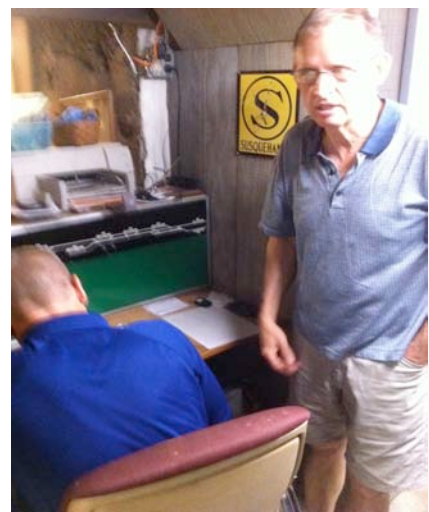
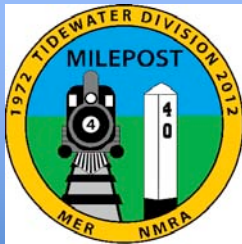


Figure 5 - Steve Salotti helping Brian Good at the dispatcher position



Figure 1 - Garden Spot Village Model Train Club panoramic view. Watch for full article next issue.



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



<http://www.nmra-mer-tidewater.org/Convention/convention.html>

2013 NATIONAL CONVENTION

Welcome to Atlanta's 2013 NMRA National Convention

Atlanta's [Piedmont Division](#) is proud to host the 2013 NMRA National Convention. Located in Northwest Atlanta, the [Cobb Galleria Centre](#) is a beautiful facility to house the convention and the National Train Show. Layout tours will provide access to more than 60 layouts already showing on the annual [Piedmont Pilgrimage](#) open house event in each November. Other impressive layouts from around the [Southeastern Region](#) will also be on tour.

<http://www.nmra2013.org/>



Classifieds

There have been no recent requests for these, but the program is still in full force.

Now that *The Dispatcher* is reaching a wider audience your advertisement or request will be seen by many more members than you might think. Forward your request to the Editor for inclusion in the next edition.

Yes... they are free of charge to members.

**EVENT TO BE HELD WITH SCOUTS IN LOWER DELAWARE – CONTACT JOHN SEIBERT IF YOU
ARE INTERESTED IN PARTICIPATING!**

Boy Scout Railroad Merit Badge

**Presented by the
First State Model Railroad Club
(www.fsmrrc.com)**

Oct. 20, 2012 9am – 3pm

**1282 McKee Rd
Dover, DE**

**for information
or to sign up**

**Kent County: 302-480-2116
New Castle County: 302-653-8096
Sussex County: 302-424-3656**

**or email:
cubbie109@yahoo.com**

(limited to 20 scouts)

NMRA events!

AROUND THE DIVISION.....



Figures 1-2-3-4 - New division member Bill Fagan's N scale layout. Bill is already to the scenery stage after only 2 years!



Figures 5-6-7 - Ray Machler scratch built the Bethlehem, PA Hill to Hill Bridge for Pat McTeigue's Lehigh Valley Junction.

NORFOLK SOUTHERN HERITAGE FLEET
(plus some youtube links!)

http://www.youtube.com/watch?v=XP0P_qLK1Bw
<http://www.youtube.com/watch?v=XcQqFnb89qc>
<http://www.youtube.com/watch?v=SxbFrIH10O0>



PHOTOS OF THE LAYOUTS OPEN ON SEPTEMBER 15th



Figure 1 - Dave Savage



Figure 2 - Dave Savage (also on front page)

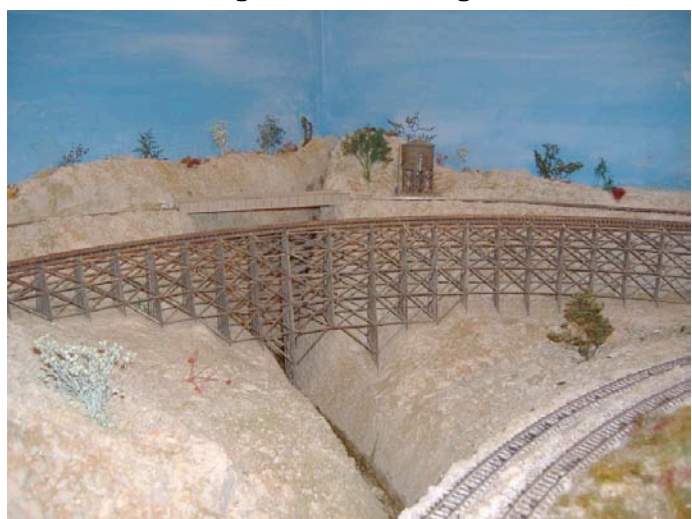


Figure 3 - Hal Godwin



Figure 4 - Hal Godwin



Figure 5 - Jeff Tucker



Figure 6 - Jeff Tucker

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 Business 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 bi-monthly 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.

DIVISION SHIRT ORDER FORM

The shirt is a black, cotton/polyester knit polo with the division logo on the left chest and, if you desire, your first name embroidered on the right chest. Shirts may be ordered at most meets or anytime by mail. Multiple orders for non-identical shirts should be placed on separate forms.

Name: _____ Phone: _____

Address: _____ Email: _____

City, State, Zip: _____

Circle Shirt Size: S M L XL @ \$15 2X @ \$17 3X @ \$19 Quantity: _____

First Name added? No Yes @ \$3 ea. Name as you'd like it to appear: _____

Check one: _____ Shipped @ \$5 + \$2 ea add'l _____ Pick up at next/future meet*

Total: \$ _____ Make checks payable to: **PHILA DIV NMRA**

Signature: _____

Date: _____

Mail to: Howard Kaplan, P.O.Box 117, Drexel Hill, PA 19026

*** You will be contacted when your shirt is ready to be picked up.**

Info/Questions: 610-626-4506

hakaplan@rcn.com