



THE PHILADELPHIA DISPATCHER

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



October 2012 Volume 19, Number 4

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

NOVEMBER 3rd DIVISION MEETING TO BE HELD IN DELAWARE

We are pleased to announce the details of our Fall Division Meeting! We will once again return to the Wilmington area and have procured the use of the Community Center at the junction of Rt. 202 and Naamans Road. The meeting will start at 9:00am.

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

The following clinics will be presented:

Casting Techniques

Clinician: Earl Hackett

This will be a fast moving clinic covering basic casting techniques starting with open-faced molds through advanced mold making using machinable wax and a manual milling machine. Earl is considering an upgrade to a CNC mill. Preferred materials are platinum-cured silicone RTV and low viscosity epoxy resins. Earl is currently investigating the use of 3D rapid prototyping as a technique for creating masters, but is not entirely convinced that this technology is quite up to quality standards.

Using Prototype Paperwork for Realistic Operations

Clinician: Rob Hinkle

Rob shares visuals and discusses the many pieces of original Reading Company paperwork that he is currently reviewing to assist with and enhance the planning of operations on his Lebanon Valley Branch.

The afternoon open house layout visits will be held in conjunction with the Penna/Delaware/NJ/Maryland open house schedule. There are eight outstanding layouts open within easy driving distance of the meet. More info can be obtained at the following website.

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

See you in Delaware!

DIVISION TO EXPLORE BOY SCOUT MERIT BADGE

The Division board has been in contact with the Philadelphia Area Boy Scouts in reference to helping with merit badge instruction in the fields of railroading and model railroading.

There are "Merit Badge College" sessions held periodically throughout the year at Spring-Ford High School open to area scouts. Scouts can gain instruction and experience in the preparation for many different badges at this central location.

The board feels that assistance with this training will promote growth in the hobby in this age group.

Any members interested in participating with the scouts should contact Superintendent John Seibert.

Stay tuned for more info as this initiative develops.

DIVISION TO RAFFLE LAPTOP COMPUTER AT MARCH MEET

The Division has recently replaced its laptop computer allowing the older (but still very serviceable) division laptop to be raffled off as a fundraiser. The machine can easily handle the demands of running the JMRI software offerings. Details and specifications of the computer and software are located in the online section of this newsletter.

Raffle tickets will be sold at the November and January meets at a price to be announced.

Tickets will be available to Philadelphia Division members in good standing only to guarantee that the winner will be a division member.

The drawing will be held at the March meet and tickets will also be available immediately before the drawing. You need not be present to win!

DIVISION CAR AND SHIRT SALES



The sales of the Reading hopper car and the Division shirts are ongoing. Order forms and information can be found online.

From the Editor



Greetings everyone!
The *Dispatcher* has continued to grow and thrive online! The vast majority of our division members are now downloading and reading our newsletter from the division website. The number of members still receiving the mailed version has dropped below 50.

For those who have not viewed The *Dispatcher* online, I encourage you to visit the division website and do so. The online version contains an average of 12 additional pages with many more photos of current events than we were able to publish in the past.

Not to worry... The division board still intends to continue printing and mailing the newsletter (in it's 8 page format) to those who subscribe, but we will soon be experimenting with the newsletter's format.

Adobe "In-Design"-based layout (with horizontal page layouts), live links to videos produced locally, HTML-5 graphics and "update buttons" to allow real-time changes, are but a few of the possibilities.

We also must contend with the vast popularity of tablet reading devices and their formatting needs.

My editorial creative juices are flowing, but I know I must be careful implementing change. I seek your input on these changes as they occur both pro and con.

Any good communication vehicle must respect and reflect the intent of the organization it represents, so no changes are to be considered permanent!

I hope you enjoy the ride....

Now... How about a division facebook page, blog or Wiki?

Oops...that's a discussion for another time...

See you in Wilmington, Earl

From the Superintendent



This past year we have spent a lot of time doing joint meets with other groups. January was our customary joint meet with the New Jersey Division, which I always look forward to. The Jersey guys tried a new format that everyone enjoyed. Instead of 2 or 3 clinics, they gave about 10, each one lasting about 30 minutes. Each clinic had its own station within their large venue and attendees had the ability to go from one to the other and catch several over the course of the morning.

Being an even-numbered year, March was the time for our Valley Forge Railroad Prototype Modelers meet. Our division can be justifiably proud of its reputation and its ability to draw top modelers and clinicians from around the country. If you have never attended any of these meets, you are really missing out. The standing VFRPM committee always does an outstanding job with this growing event.

May was a joint meet with the East Coast Santa Fe Modelers. Beginning with 2013 we will start to have joint meets with them on odd number years to offset with the scheduling of the Valley Forge RPM. Even if you have no interest in the Santa Fe, I urge you to attend these meets as they have excellent clinicians, including national celebrities like Steve Priest and Andy Sperandeo, and opportunities to operate on members layouts. They also have an auction where they sell donated items from manufacturers and hobby shops. I have seen some very nice things go for insanely low offers.

Our September meet was in response to a gracious invitation by

...continued on page 6

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Editor
Earl Paine (610) 831-9466
4325 Wendy Way
Schwenksville, Pa, 19473
earlpaine@verizon.net

Submissions: THE PHILADELPHIA DISPATCHER welcomes any model railroad- or railroad-related material. Members are encouraged to send in articles, letters to the editor, reviews, etc. 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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Division Personnel:

Superintendent
John Seibert (610) 489-7780
3915 Township. Line Road
Collegeville, PA 19426
johnhseibert@comcast.net

Assistant Superintendent
Joe Bergmaier (610) 269-8558
531 Fillman Road
Downingtown, PA 19335
mojo@bergmaier.com

Clerk (610) 454-9510
Mark Wallace
665 Bonny Brook Ave.
Trappe, PA 19426
mwallace665@verizon.net

Treasurer
Howard Kaplan (610) 626-4506
620 Edmonds Ave.
Drexel Hill, PA 19026
hakaplan@rcn.com

Achievement Program Coordinator
Dave Messer, MMR (610) 948-2191
263 Mingo Road
Royersford, PA 19468-3112
dmesserpr@comcast.net

Board Members at Large
Pat McTeigue (215) 441-8407
tonightowl1@comcast.net
Greg Shindledecker (610) 383-7767
greg@shindledecker.com
Brian Good (215) 582-6983
b3good1@verizon.net

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

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

The Garden Spot Village (GSV) Model Train Club, located in New Holland, PA, currently consists of 20 members, all with the title of vice-president. The club was originally organized in 2003 by 10 members, with the donation of a partially completed O gauge layout. Club meetings are held once a month, where layout plans with related costs are reviewed and ideas are shared. Much of the layout work activity is done independently based on availability of our members; however, we have now established designated monthly fun time to enjoy operating the trains.

All members have at least two things in common: they enjoy working on some aspect of layout construction, and they share the enjoyment of running trains for both themselves and public displays. It is amazing the various talents that have come together at GSV. Our overriding philosophy has been to enjoy everything we do at all times.

In 2005 a 32' x 23' space was allocated to the club to add an HO-gauge layout. The inspiration for the layout came from George Sellios' "Franklin & South Manchester" 3-peninsula design. Our layout has over 900 feet of track and an extensive switching yard that includes a turntable feeding a 12-stall engine roundhouse. The layout design provides six distinct lines: four main lines, a trolley line, and a loop for Thomas the Tank Engine to run around Thomasville. There are 46 turnouts all operated via Tortoise motors. Turnout positioning is depicted on a large wall display board with red/green LEDs. Scenery includes trestle bridges, hillsides, a town, a farm, "Norm's Landing" (a backwater dock area), a strip coal mining operation, an old western town tourist attraction, and an industrial area.

The town of "Thomasville" forms a great backdrop for the running of "Thomas the Tank" engine. Thomas is a great hit with the younger visitors. Through the use of a video camera, a monitor, computer software, and speaker system, the children carry on a conversation with Thomas. This results in real conflict when the parents are ready to move on and the child wants to stay another hour!

The layout is operated utilizing Digitrax's Digital Command Control (DCC) technology. Also, the layout can be operated by the club's PC Computer when interfaced to the Digitrax Loco-Net in conjunction with the JMRI (Java Model Railroad Interface) software.

A recent track-rewiring project placed each of the six lines on a separate circuit breaker. Should an



electrical short occur on any given line, only that line would be impacted, and the other lines would continue operating. When operating for the public, all of our engines have sound to provide realism to the operation.

Our 12-stall roundhouse is equipped with green/red LEDs above each door to indicate occupancy. One of our members designed the circuit and installed the system using ambient light detectors in the track leading to the door.

Most recently, the club installed a video camera in the front of a modified SD-40 diesel positioned in a consist, and the result is proving to be a real attention grabber. The video really brings the trackside scenery to life-like proportions. (It also allows us to see things inside tunnels that we never saw before!)

Forging new friendships has been a great benefit of working on the layouts. An additional benefit is the Open House sessions for the public as well as the staff and residents of GSV. These events create a major commitment for the membership operating the two layouts, but we are greatly rewarded through the enjoyment that model railroading provides to the families, and through the generous donations they provide to our club in return. The club primarily uses the donated funds to purchase new equipment, but also contributes to the GSV Benevolent Fund.

We were not prepared for the hundreds of people that attended our 1st Annual Christmas Open House in 2004, but after obtaining a counting device, we started recording visitors and "clicked" 1,694 through our doors in 2005. With continual growth each year a record number of 2,875 attended the 2010 Open House. There were over 2500 attending in 2011, producing an accumulated seven-year grand total of 13,150 visitors.

For the 2012 Christmas season we anticipate being open to the public on Saturdays (ONLY) from 1:30 PM to 4:00 PM starting with the last Saturday in November, and all the ensuing Saturdays of December. Link to 2010 Open House video: <http://articles.lancasteronline.com/local/18/3182>

ADDITIONAL GARDEN SPOT PHOTOS ARE LOCATED IN THE ONLINE SECTION

In my layout scenario PRR assumed full control of the Lehigh & Hudson River RR to provide “back door” access around New York City to New England via the New Haven RR’s Maybrook gateway, designating it as the Northeast Division. They promptly replaced the semaphores and installed CTC and PRR position light signals to handle the increased traffic on the line.



Figure 1 - A “before” shot of Jefferson, New Jersey. The track behind the small boarded-up station leads to the PRR staging yard. Note the hobos camping (as well as operating a small still) under the overpass bridge.



Figure 2 - Installing the signals and relay case further improves the realism of this corner. Note the correct PRR configuration of the signal mast.

operate under variable lighting conditions, the IR detectors are more reliable. It turned out that using signals from one vendor and circuit boards from another caused a minor technical glitch, but this was quickly rectified by ISS at no charge.

So I can now enjoy a very realistic sequence as trains traverse the layout, and the entire scene is greatly enhanced – it was worth the wait.

However on my modeled portion of the Division, installation of signals was a low priority for two reasons: 1) cost and 2) the perceived complexity of installing a signal system with its attendant detection circuits, complex wiring and modifications to rolling stock to activate the system. For starters, Dispatcher Editor Earl Paine graciously donated enough older circuit boards to cover the layout (thanks, Earl), but these were not state-of-the-art units designed for use with LED signal heads, and technical assistance was problematic at best.

So I set out to do some research on other options. After reviewing several systems both online and in person, I finally settled on signals from Integrated Signal Systems (ISS) for two reasons: 1) they offer exquisite hand-fabricated brass signal masts and correct color LED heads that match PRR (and other roads) standards perfectly, and 2) they are the only manufacturer to offer correct PRR dwarf signals.

For the circuit boards I settled on the “Signal Animator” unit from Logic Rail. What these unique boards provide is a sequence visually simulating the prototype: When a train passes over the IR emitter/detector buried in the track it trips the signal pair from “green” to “red.” In 30 seconds (adjustable) this shifts to “yellow” and subsequently back to “green.” The advantages of this basic system are: 1) greatly simplified wiring (only one detection point per block and no multi-wire connections between boards, just to the power supply bus), 2) no modification to rolling stock, and 3) significantly lower cost compared to the full detection circuit boards available from Logic Rail and others. Logic Rail also offers circuit boards using regular photocell detectors, but if you want to

This past September 15, 2012, our Philadelphia Division joined with our friends in the Philadelphia Chapter of the Pennsylvania Railroad Technical & Historical Society (PRRT&HS) at the Drexel Hill United Methodist Church in Delaware County.

The PRRT&HS's mission is focused on scholarly learning and interests in the PRR through research and preservation. The society consists of approximately a dozen chapters nationwide including one in Arizona plus an archival and research center located at the former PRR station in Lewistown, PA. Additionally, the society encourages accurate modeling, and it is at this juncture in interests that many local Philly Division members also belong to the PRRT&HS. Anyone modeling a mid-Atlantic, Pennsylvania or Midwest-themed layout knows that no matter which railroad is your focus, you would be modeling portions of the Pennsy. So pervasive was their influence on the US railroading industry.



Figure 1 - Dave Messer presents!

To coordinate our respective schedules, the meet began later at 10:30 AM with sign-in and fellowship. After announcements and introductions from our superintendent, and Ron Hoess (PRRT&HS Chapter Modeling Coordinator), *Dispatcher* Editor Earl Paine was awarded his association volunteer certificate. Division and society member David Messer MMR then presented a clinic on the Fruit Growers Express (FGEX) refrigerator cars that included a short history of this dominant shipper of produce to the Eastern markets. Compared to the better-known Pacific Fruit Express (PFE) and Santa Fe Refrigerator Dispatch, the FGEX consortium and the development of their refrigerator car fleet included the WFEX and BREX, as well as meat reefers from the National Car Company. Dave presented many examples of each type of car and brought a corresponding number of model examples from his collection.

We enjoyed a lunch break, courtesy of the PRRT&HS, in the church kitchen. In an adjacent all-purpose room, there were tables and vendors selling a variety of railroading memorabilia, books, and models. After lunch, the society was to hold its regular business meeting after which would follow another clinic. However, although our members had the option of staying, our meeting was technically adjourned and many of us set out to visit three nearby layouts.

That Saturday afternoon's featured layouts were all N scale, and located within a short driving distance from our meeting location.

Dave Savage's extensive layout was built throughout portions of his basement. When coming into the door to his layout, a section of the platform has been routed out and covered over with transparent Plexiglas to allow tracks and train to pass beneath. Further toward the back of the basement Dave had removed portions of the crawlspace and excavated walkways into the existing natural soil landform. Instead of constructing conventional layout on benchwork, at various locations the railroad is constructed directly on the soil surface and in several instances the railroad tunnels through the actual terrain.

Jeff Tucker's Pennsylvania-themed club and layout (OFRR Club) is located in the back of Beatty Lumber & Home Improvement Center. The layout runs over several long sections of benchwork that feature a variety of scenes including villages, a steel mill, and yard with roundhouse and turntable. The collection of rolling stock is extensive and includes unique prototype steel industry cars.

Finally Hal Godwin's layout located in his attic was constructed while he was confined to a wheel chair. Although Hal passed away last year we learned that between his talented wife, Pat, and a few friends, Hal had planned and built over 400 square feet of layout with meticulously drawn diagrams, custom engineered DC controls, various scenes including two separate villages, a yard with engine house, and a long main line. He was also a collector of a wide variety of N scale rolling stock and locomotives. We would have liked to have known Hal better, but nevertheless he is a source of inspiration through his determination in realizing his model railroading visions. The layout will be dismantled later this year. We thank Pat for graciously allowing us to view and appreciate her husband's fine efforts.

A gracious "Thank You" to the PRRT&HS for providing a venue for our meet as well as to our clinician Dave, Steve Staffieri, Ron Hoess, and others in the PRRT&HS. We also thank Howard Kaplan for coordinating and arranging the layout visits in the nearby Drexel Hill area. There certainly is a lot going within our division in N scale.

On Saturday morning, November 3rd, we will be in Wilmington, Delaware for next meet featuring some great clinics, more hoppers to sell, division shirts, a laptop computer filled with model railroading software to raffle off, layouts to visit, and just an all around good time. See you then!



While visiting the First State Model Railroad Club recently, I was fascinated by the elegantly simple design that they have recently adopted for daisy-chaining their portable modules together. As you know, First State brings modules to a wide variety of venues each year. Having so many modules with limited time to set up and take down necessitated having a quick and easy methodology.

First of all, the modules are all of lightweight construction. Carting large modules in and out of buildings can be tiring. The bed of the module is a sheet of the thick, pink foam insulation that so many of us have adapted to form our scenery. The module consists of a frame of high grade 1 X 6s that are routed 4" deep to leave a ledge for the foam sheet. Centrally located slats run underneath the foam for additional support.

Wooden legs are tucked neatly underneath and swing out on wooden dowel hinges. They are supported by a hinged 1" x 1" that has a protruding dowel pin. This pin slips securely into a hole in the leg. The module sets up in seconds. The trick is that all the lumber is top grade. They do not skimp. Consequently they have few problems with dimensional lumber not being true. Dowel pins are used to connect the modules together. All of the pin locations are determined by jigs and fixtures to assure a uniform fit. To keep the layout level on uneven floors the club takes a set of shims along with them.

The electrical connection couldn't be simpler or more robust. Regular 2-position, 3-phase, household wiring sockets are mounted at the ends of each module. Each socket is color coded along with the corresponding plugs that are at each end of the mating cables. This gives them the ability to daisy chain by rapidly connecting 6 wires between each module. Two are for the DC on one track, another pair for the DC on their other track, and the remaining 2 are for AC. The club does not run DCC but could easily switch to it later on.

If you are considering a module layout or forming a modular group for public display, you may want to consider what the First State guys have done. Talk to any of them when you see their "Yellow Jackets" at a future meet.

Delmarva Model RR Club Offering



Maryland & Delaware RR 40-foot double door box car.
<http://www.mdde.com/> Athearn HO scale custom built for the Delmarva MRRC. Completely assembled and ready to run with metal wheels and knuckle spring couplers. Two numbers: 1984 & 2011. \$19.00 each plus \$6.00 each for shipping. Send check or money order (payable to DMRRRC) to DMRRRC, P.O. Box 19, Delmar, DE 19940.
<http://www.delmarvamodelrailroadclub.org/index.html>

From the Super.....

Continued from page 2

the Philly Chapter of the PRR Technical and Historical Society where Dave Messer gave an excellent presentation on Fruit Growers Express reefers, ending the confusion on "What's the difference between PFE and FGE?" The Pennsy group's modeler's sessions are followed in the afternoon by a presentation. They also have a nice variety of vendor tables.

Having joint meets like these gives our members exposure to larger venues, a greater range of topics, and a chance to mingle with many more modelers. It also allows these groups to have exposure to their local NMRA. We will continue to do these from time to time. It just happened that this past year was packed with them. We look forward to your inputs regarding these joint events and whether you would like to see more of this change of pace, or less.

Happy Railroading! John

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

November Meet Directions

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

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

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

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

Club Coverage....

The GATSME Model Railroad Club, located in Fort Washington, has lost their layout space and will be demolishing their well-known layout this coming winter. The club has been a popular model railroad attraction in the Philadelphia Division for many years and has always opened its doors to host NMRA meetings. Their popular ops sessions have always been available to members and non-members alike. They will be missed.

The club is seeking an approximate 4000 square foot space in which to relocate. Please notify Eric Dervinis if you are aware of any spaces available. <mailto:ericdervinis@gmail.com>

The club has revised their schedule to add additional operating sessions which have been posted on their website. <http://www.gatsme.org>.

Their final “Ops ‘Till You Drop” session has been scheduled for Saturday February 23rd. Admission is free and lunch will be provided if you let the club know you are coming. Demolition will follow soon after.



photo by Val Pistilli

In Future Issues----

- Basement waterproofing from a model railroader’s perspective
- Spotlights on division members
- Report on the Cheltenham Hills Model Railroad Club

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.

Oct 18-21, 2012 MER Convention – “Milepost 40” Hilton Garden Inn, Suffolk, VA	October 27-28 – Timonium Train Show Timonium Maryland	Nov 3, 2012 – Division Meet Brandywine Town Center Wilmington, DE
Nov 10-11 – First Frost Train Meet Allentown Fairgrounds Allentown, PA	November 17 – Glenside Train Show Glenside VFW 676 Glenside, PA 9am-2pm	Jan 5, 2013 – Division Meet Joint meet with the NJ Division Haddonfield High School

The Dispatcher is happy to post model railroad related events. Please submit relevant info to the editor

The Philadelphia Dispatcher

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

4325 Wendy Way
Schwenksville, PA 19473

Inside:

Garden Spot Railroad Club

November Meet Info

PRR signals

Delaware Module Construction

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

DIVISION FINANCIAL POSITION

Philadelphia Division, Mid-Eastern Region, NMRA, Inc.		
(A Non-profit Organization)		
Financial Report		
for the Year Ended June 30, 2012		
<u>Statement of Activities</u>		
Income		
Newsletter Subscriptions		\$113
Other Income		636
Non-Dues Programs		11,959
Investment Income		101
	Total Income	12,809
Expenses		
Non-Dues Programs		7,290
Program Expenses		2,040
Depreciation		525
	Total Expenses	9,855
	Net Income	\$2,954
<u>Statement of Financial Position</u>		
Assets		
Cash and Cash Equivalents		\$20,561
Inventory		8,351
Equipment, net		1,100
	Total Assets	\$30,012
Fund Balances		
Unrestricted		\$30,012
	Total Liabilities and Fund Balances	\$30,012

Editor's note: KUDOS (and my personal thanks) to Treasurer Howard Kaplan who is doing an outstanding job with handling our finances. In addition, Howard has pitched in on countless other projects including chairing our division shirt design and sales program, graphic improvements to division logos, as well as extensive support in the proofreading and layout of *THE DISPATCHER*.

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: .
-------------------	--------------------

Send cars to		
Name:		
Address:		
Address2:		
City:	State:	Zip:
Email:		

Payments are accepted via:

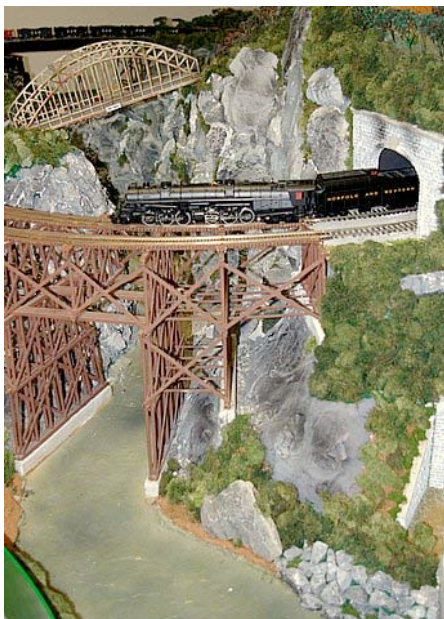
1) **MONEY ORDER** with this form, payable to "Phila Div NMRA".

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

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GARDEN SPOT LAYOUT PHOTOS ... from article on page 3 of printed version



GARDEN SPOT LAYOUT PHOTOS (continued)



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



Figure 1 - The group gathers in Drexel Hill



Figure 2 - Howard and Mark at the registration table



Figure 3 - Bill Fagan at the OFRR Club open house



Figure 4 - OFMRRC open house



Figure 5 - Bill Fagan's starter layout



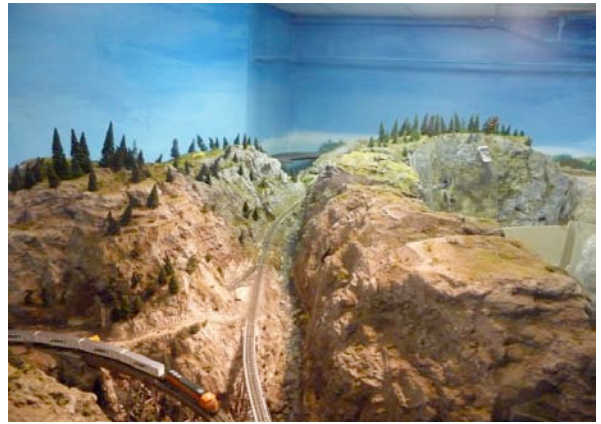
Figure 6 - Earl Paine takes new grandson, Will to Lin's Junction



Figure 7 - First State MRRC's module transport van



Figure 1 - GATSME archival photo by Val Pistilli



Figures 2-3-4-5 - Photos taken at the Savage and Godwin layouts during the September meet

**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!**

Computer to be raffled off at the Philadelphia Division's March Meeting



Since we have purchased a new computer for the division's use, our old computer has become surplus. Although a few years old, it is still serviceable and could provide service for ops, inventory and the JMRI programs, including Decoder Pro.

We will be raffling off this computer at the March meeting. You do not need to be present to win. Tickets will be available at the meetings starting at the November meeting. Pricing will be \$1 per ticket, six tickets for \$5. You can also request tickets by mail (please enclose a check): Greg Shindledecker, 1454 Oakwood Rd., Coatesville, PA 19320-4738.

The Division wishes to express many thanks to Brian Good for originally donating this computer to the Division. It spent many

years in hard service!

Here are the specifications for the laptop:

Dell Inspiron 1100 Laptop

- Intel Celeron 2 GHz CPU
- 1 GB RAM
- CD-RW
- 30 GB Hard drive
- Netgear ethernet adaptor
- Intel 1024x768 graphics

Operating System

- Microsoft Windows XP Professional SP3

Installed Software

- JMRI Decoder Pro v3
- JMRI PanelPro
- Easy Model Railroad Inventory v6.0 (info on next page)
- Microsoft Security Essentials

Easy Model Railroad Inventory

(loaded on division computer to be raffled)

RCL Software, Inc. Bob Langer

Program Description

Easy Model Railroad Inventory is designed to inventory all of your model railroad rolling stock, locomotives and cars, the structures, electronic equipment, book collection. Once the information has been entered there are many ways to view, query, report, and graph what you own.

In addition to inventory there are also functions to operate your railroad using a variety of methods.

Easy Model Railroad Inventory has been through months of beta testing before the final release by the members of the Tidewater Division of the NMRA. Their valuable input was necessary to develop a program that was useful and easy to use.

Easy Model Railroad features

- Multiple scales maintained in the same database,
- Inventory tracking,
- View inventory graphically with pie charts,
- Multiple reporting options,
- Automated NMRA insurance forms,
- Photographs may optionally be displayed,
- Report Designer,
- Query Designer,
- Spreadsheet Designer,
- Cross Reference Designer,
- Catalog all of your valuable books,
- Access to the Library of Congress to correctly add books,
- Calculators for length speed and weight.
- Operate using your consignees, the correct type of car for the product that is being moved,
- Selectively print car cards,
- Selectively print waybills.
- Schedule and print time table and switch list.

Model Railroad Shows

November 2012-February

		Abington Lines Model Railroad Club	Burlington County Model Railroad Club	Coopersburg Area Society of Model Engineers (CASME)	Chelton Hills Model Railroad Club	GATSME Model Railroad Club	2013 Keystone N-Trak	Logan Model Engineers	Royersford Modular Model Railroaders	Schuykill Valley Model Railroad Club	Saint Alban's Railroad Fellowship (StARR)	Black Diamond Society of Model Engineers (BDSME)
Sat	11/03/12										1-4	
Sun	11/04/12										1-4	
Sat	11/24/12		12-5		12-4			12-4		1-5		2-5
Sun	11/25/12		12-5		12-4			12-4		1-5		2-5
Sat	12/01/12	12-4	12-5	12-5		12-4		12-4		1-5		2-5
Sun	12/02/12	12-4	12-5	12-5		12-4		12-4		1-5		2-5
Sat	12/08/12	12-4		12-5								
Sun	12/09/12	12-4		12-5								
Thu	12/27/12										7pm-9:30pm	
Sat	12/29/12	12-4							10-4		1-4	
Sun	12/30/12	12-4							10-4		1-4	
Sat	01/05/13	12-4	12-5	12-5	12-4	12-4		12-4		1-5		2-5
Sun	01/06/13	12-4	12-5	12-5	12-4	12-4		12-4		1-5		2-5
Sat	01/12/13	12-4	12-5	12-5				12-4		1-5	1-4	2-5
Sun	01/13/13	12-4	12-5	12-5				12-4		1-5	1-4	2-5
Sat	01/19/13	12-4			12-4	12-4		12-4	12-4	1-5		
Sun	01/20/13	12-4			12-4	12-4		12-4	12-4	1-5		
Tue	01/22/12								7:30pm-9pm			
Sat	01/26/13								12-4		1-4	
Sun	01/27/13								12-4		1-4	
Sat	02/02/13	12-4					11-4					
Sun	02/03/13	12-4					11-4					
Sat	02/09/13	12-4	12-5			12-4					1-4	
Sun	02/10/13	12-4	12-5			12-4					1-4	
Sat	02/16/13	12-4	12-5						10-4			
Sun	02/17/13	12-4	12-5						10-4			
Sat	02/23/13										1-4	
Sun	02/24/13										1-4	
							***** Please see web site for additional show dates and info. *****		***** Please see green sheet or web site for show locations. *****			

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.



ONLY FROM THE PHILLY DIVISION!

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

The cars are offered with 6 different numbers exclusive to the Philadelphia Division.

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

Photo by Val Pistilli

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

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 from Howard* _____ Pick up at next/future meet*

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

Signature: _____ Date: _____

* You will be contacted when your shirt is ready to be picked up. Mail to: **Howard Kaplan, 620 Edmonds Ave., Drexel Hill, PA 19026**
Info/Questions: **610-626-4506** hakaplan@rcn.com

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

<http://www.phillynmra.org>